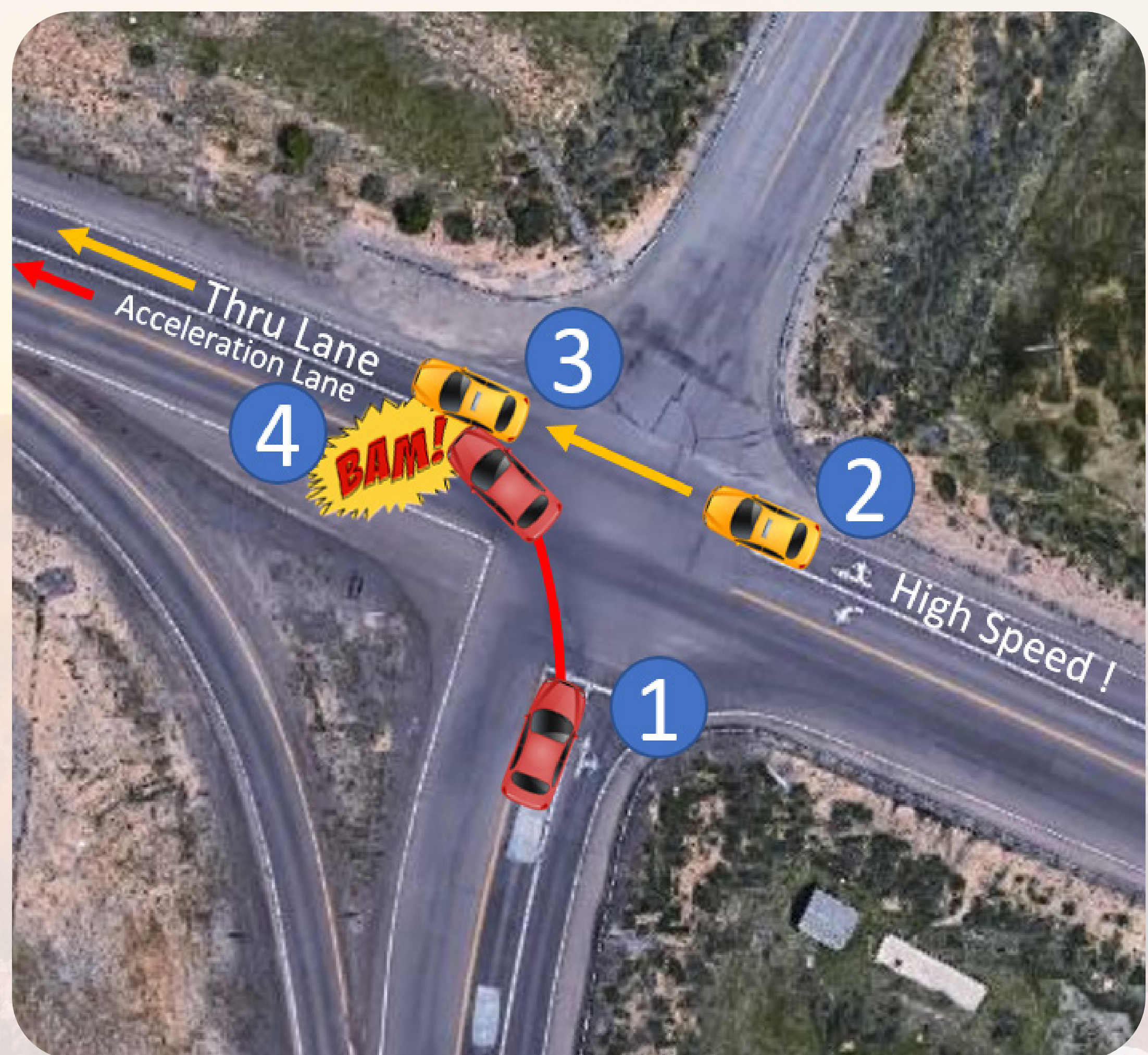
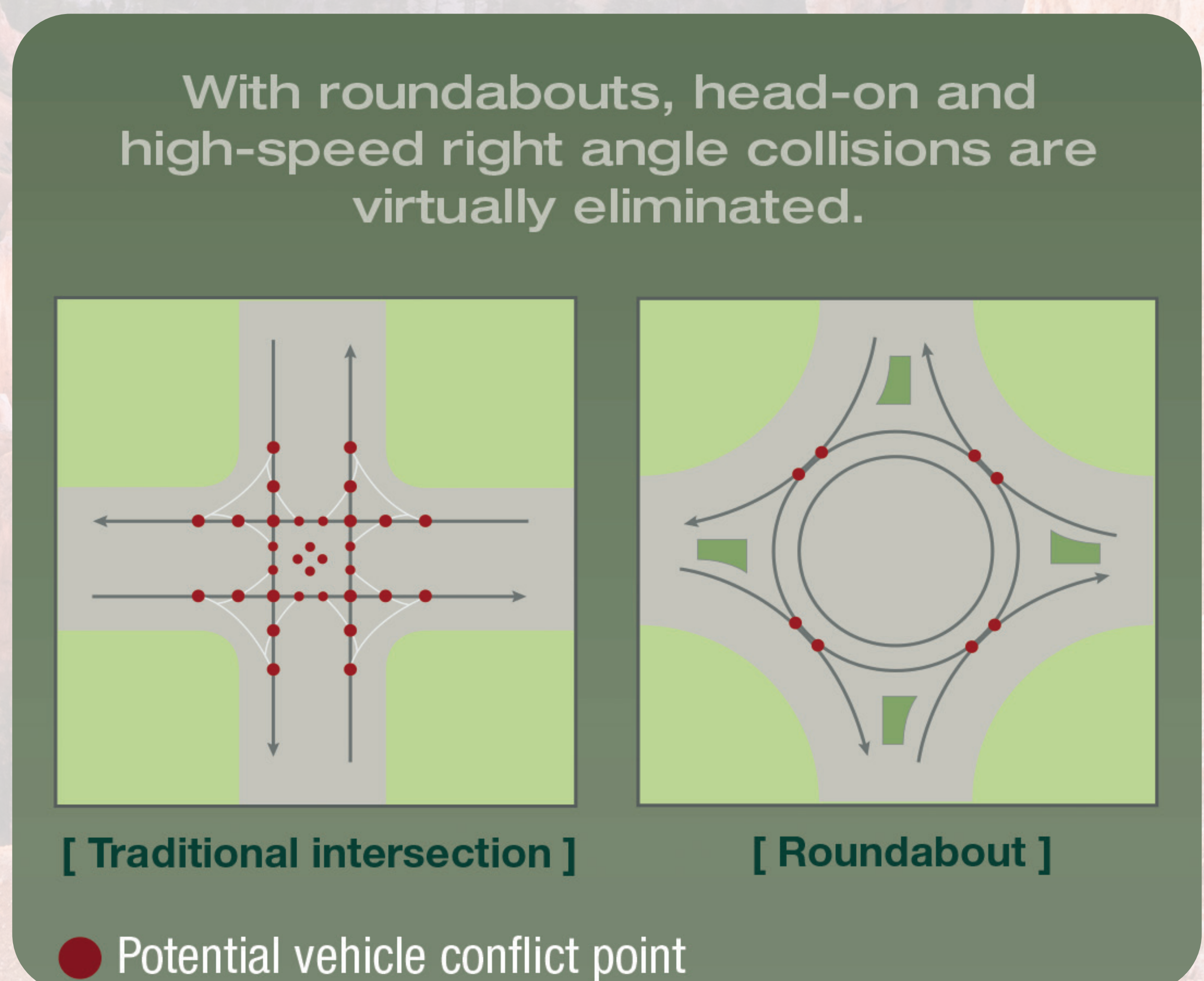


# SR-12 and SR-63 Roundabout Problems and Solutions

- 1 Drivers coming from Bryce Canyon will turn to go west while there are cars on approach going straight.
- 2 This is fine since there are two receiving lanes – 1 acceleration lane and 1 thru lane.
- 3 Frequently however, drivers in the acceleration lane will immediately move right into the thru lane and cut off high speed vehicles.
- 4 There have been a number of crashes, some serious at this location due to this driver behavior. There are also frequent near misses.



To improve the safety at this location, UDOT will construct a roundabout – a type of intersection that eliminates conflicts like we see causing issues at SR-12 and SR-63. (See disclaimer below).



\* Disclaimer: This image is not representative of the actual final design of the SR12/SR63 roundabout to be constructed

# SR-12 and SR-63 Roundabout Safety Features

- 1 3 sets of rumble strips audibly warn drivers on SR-12 and SR-63.
- 2 Improved lighting: Dark-sky compliant LED lighting will be used to completely illuminate the roundabout area.
- 3 Flashing warning signs placed well in advance of the roundabout.
- 4 Chicanes (curves in road) alert inattentive drivers.



## Safety Improvements

- More than 90% reduction in fatalities\*
- 76% reduction in injuries\*\*
- 35% reduction in all crashes\*\*

\* "Safety Effect of Roundabout Conversions in the United States: Empirical Bayes Observational Before-After Study." Transportation Research Record 1751, Transportation Research Board (TRB), National Academy of Sciences (NAS), Washington, D.C., 2001.

\*\*NCHRP Report 572: Roundabouts in the United States. National Cooperative Highway Research Program, TRB, NAS, Washington, D.C., 2007.