



## [Course Instructions](#)

**NOTE:** The following pages contain a preview of the final exam. This final exam is identical to the final exam that you will take online after you purchase the course.

After you purchase the course online, you will be taken to a receipt page online which will have the following link: [Click Here to Take Online Exam](#). You will then click on this link to take the final exam.

### **3 Easy Steps to Complete the Course:**

- 1.) Read the Course PDF – download from our website**
- 2.) Purchase the Course Online & Take the Final Exam – see note above**
- 3.) Print Out Your Certificate**

## Roundabouts Design Final Exam

1. **Designing the geometry of a roundabout involves choosing between trade-offs of safety and capacity.**
  - a. True
  - b. False
  
2. **As per Exhibit 6-2, the first step in the Roundabout design process is to:**
  - a. evaluate appropriateness
  - b. check safety parameters
  - c. perform a safety audit
  - d. identify roundabout as potential design option
  
3. **Regarding *Speeds through the roundabout*, because it has profound impacts on safety, achieving appropriate vehicular speeds through the roundabout is the most critical design objective:**
  - a. True
  - b. False
  
4. **Regarding Exhibit 6-4, the recommended maximum entry design speed for a rural single lane roundabout is:**
  - a. 15 mph.
  - b. 25 mph.
  - c. 55 mph.
  - d. 30 mph.
  
5. **As per Exhibit 6-17, the affected roundabout feature for a person pushing stroller is the:**
  - a. splitter island width at crosswalk.
  - b. sidewalk width.
  - c. bike lane width.
  - d. crosswalk width.
  
6. **Considering *Circulatory roadway width*, the required width of the circulatory roadway is determined from the width of the design vehicle.**
  - a. True
  - b. False
  
7. **As per Exhibit 6-33, the computed distance for a conflicting approach speed of 25 mph is:**
  - a. 95.4 ft.
  - b. 190.1 ft.
  - c. 286.3 ft.
  - d. 238.6 ft.

**8. Considering *Design method to avoid path overlap*, achieving a reasonably low design speed at a double-lane roundabout while avoiding vehicle path overlap can be difficult.**

- a. True
- b. False

**9. Regarding *Rural Roundabouts*, roundabouts located on rural roads *seldom* have special design considerations.**

- a. True
- b. False

**10. As per Exhibit 7-23, the Illuminance Uniformity Ratio (Average to Minimum) for a commercial collector street is:**

- a. 4 to 1.
- b. 2 to 1.
- c. 6 to 1.
- d. 3 to 1.