



## 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 Informational Guide**  
**Quiz Questions**  
**December 10, 2013**

1. **Traffic circles have been part of the transportation system in the United States since 1905, when the Columbus Circle designed by William Phelps Eno opened in New York City.**
  - a. True
  - b. False
  
2. **As per Exhibit 1-2, the raised area in the center of a roundabout around which traffic circulates is a:**
  - a. splitter island
  - b. pedestal
  - c. traffic control signal
  - d. central island
  
3. ***Rotaries* are old-style circular intersections common to the United States prior to the 1960's.**
  - a. True
  - b. False
  
4. **As per Exhibit 1-7, an “Urban Compact” roundabout can handle a typical daily service volume on a 4-leg roundabout of:**
  - a. 20,000 vehicles.
  - b. 15,000 vehicles.
  - c. 3000 vehicles.
  - d. 100 vehicles.
  
5. **Planning for roundabouts begins with:**
  - a. specifying a preliminary configuration.
  - b. legislative action.
  - c. hiring a project engineer.
  - d. soil density testing.
  
6. **With regards to *planning steps*, step 1 is to:**
  - a. determine a preliminary lane configuration.
  - b. identify the selection category.
  - c. consider the context.
  - d. determine the space requirements.

7. **Regarding *Safety Improvement*, the decision to install a roundabout as a safety improvement should be based on:**
- a. available funding at the time of assembling the Capital Improvements budget.
  - b. traffic count studies.
  - c. a referendum.
  - d. a demonstrated safety problem of the type susceptible to correction by a roundabout.
8. **A roundabout will always provide a higher capacity and lower delays than AWSC operating with the same traffic volumes and right-of-way limitations.**
- a. True
  - b. False
9. **The majority of intersections in the U.S. operate under:**
- a. FWTC (four way traffic control).
  - b. TWSC (two-way stop-control).
  - c. left-hand precedence.
  - d. stop-option driver prerogative.
10. **As per Exhibit 3-19, the estimated economic cost for a crash that causes a death is:**
- a. \$980,000.
  - b. \$6,400.
  - c. \$1.5 million
  - d. \$500,000.