



## 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 Operation & Safety  
Final Exam**

1. **This chapter presents methods for analyzing the operation of an existing or planned roundabout.**
  - a. True
  - b. False
  
2. **As per Exhibit 4-1, the conversion factor for a motorcycle is:**
  - a. 4.0
  - b. 1.5
  - c. 12
  - d. 0.5
  
3. **Regarding *Performance Analysis*, three performance measures are typically used to estimate the performance of a given roundabout design:**
  - a. True
  - b. False
  
4. **Regarding *Capacity*, the maximum flow rate that can be accommodated at a roundabout entry depends on \_\_\_\_\_ factors:**
  - a. one.
  - b. two.
  - c. three.
  - d. four.
  
5. **As per Exhibit 4-5, with 4 vehicle spaces in the short lane, the capacity reduction factor to be used should be:**
  - a. 0.871.
  - b. 1.113.
  - c. 0.175.
  - d. 0.500.
  
6. **Considering *Bicycle conflicts*, bicycles face different conflicts from motor vehicles at both signalized intersections and roundabouts.**
  - a. True
  - b. False
  
7. **As per Exhibit 5-10, mean crash reductions in Germany for “All Crashes” were:**
  - a. 10%.
  - b. 12%.
  - c. 74%.
  - d. 36%.

- 8. Considering Pedestrians, the safety benefits of roundabouts have been found to generally carry over to pedestrians as well, as shown in British statistics of Exhibit 5-15.**
- a. True
  - b. False
- 9. Regarding *Bicyclists*, at British roundabouts bicyclists fare better in terms of crashes at roundabouts than at signalized intersections.**
- a. True
  - b. False
- 10. As per Exhibit 5-18, in 1998 there were \_\_\_\_\_ personal injuries in the study towns at signalized crossroads:**
- a. 794.
  - b. 16.
  - c. 174.
  - d. 1,125.