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(54) **TRAFFIC JUNCTION WITH SEPARATE DRIVING LANES**

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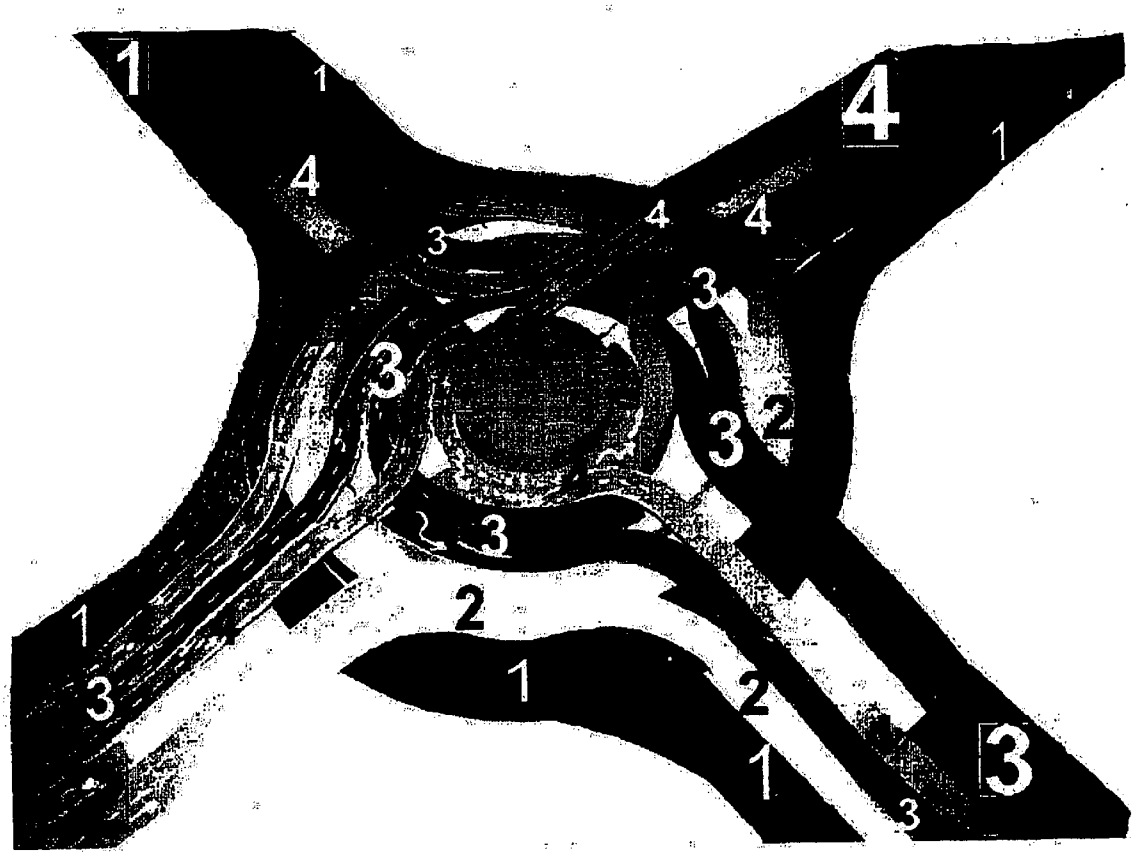
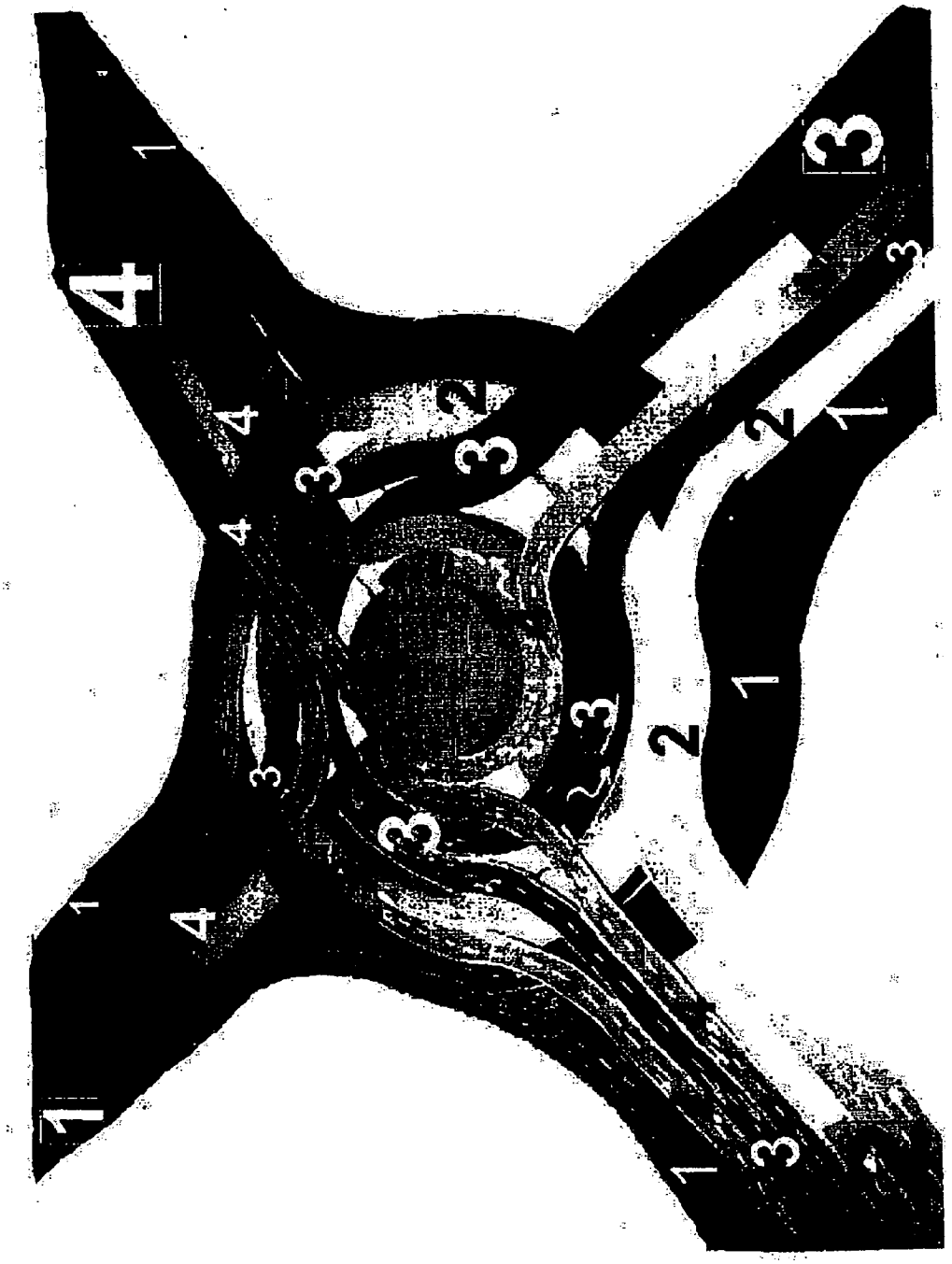
(57) **ABSTRACT**

PC/IL**03/00182**—A multiple roundabout and flyover design that enables all junction traffic to flow freely in any direction without stopping.

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TRAFFIC JUNCTION WITH SEPARATE DRIVING LANES

[0001] City planners often implement traffic circles, carousels, as a means of regulating the flow of traffic in a safe manner at high intensity traffic junction areas. This requires all incoming traffic to yield the right of way to traffic already in the circle, thus obligating drivers to come to a full stop and remain stationary until they can join the flow of traffic in the circle. While this solution provides for an orderly flow of traffic through junctions fitted with traffic circles, they tend to slow the flow of traffic considerably. In addition, the routes with the highest volume coming into the circle tends to dominate the flow, often preventing the traffic in the low volume feed artery, from entering into the circle for an extended period of time.

[0002] There is thus a need for a solution that will preserve the safety features of the traffic circles, while providing a solution to the blockage of the lesser volume entrances into the circle and as a result will also speed up the overall flow of traffic in a safe and efficient manner.

[0003] The present invention is best described by viewing the endosed drawing (FIG) As FIG shows each incoming traffic artery to the circle approaches in its own lane(s) and offers the driver the ability to exit in any direction, including a return to the original point of entry, without having to stop for any oncoming traffic or to yield the right of way at any point. As an example, by following the entry traffic artery marked as (**3**) on FIG, it is shown that traffic entering into the circle at the large **3** can exit in any other direction, including going back to the entry point, without having to stop or yield the right of way at any point This is achieved by a system of separate lanes and respective under and over passes as required and as shown on FIG.

We claim:

1. One or more aspects of traffic junctions with separate driving lanes, substantially as described herein.

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