



ARIZONA STATE SENATE
Fifty-Sixth Legislature, First Regular Session

FACT SHEET FOR H.B. 2288

roundabouts; right-of-way; large vehicles

Purpose

Allows the operator of a vehicle or combination of vehicles that are at least 40 feet wide or a total width of at least 10 feet (large truck) to deviate from a lane to the extent necessary to drive through a roundabout. Grants the right-of-way to an operator of a large truck, or an operator of the large truck on the left, who is driving through a roundabout and outlines state and local signage requirements.

Background

If a roadway is divided into two or more clearly marked lanes for traffic, a person must drive entirely within a single lane as nearly as practicable and may not move from the lane until ascertaining that the movement may be made safely ([A.R.S. § 28-729](#)). When two vehicles approach an intersection from different streets or highways at approximately the same time, the driver of the vehicle on the left must yield the right-of-way to the vehicle on the right. However, a vehicle entering a freeway from an acceleration lane, a ramp or any other approach road must yield the right-of-way to a vehicle on the main roadway of the freeway entering the merging area at the same time ([A.R.S. § 28-771](#)).

The Director of the Arizona Department of Transportation (ADOT), for state highways, and a local authority, for highways under its jurisdiction, may designate: 1) a through highway and erect stop or yield signs at specified highway entrances; or 2) an intersection as a stop or yield intersection and erect like signs at one or more entrances to the intersection. A driver approaching a yield sign must slow down to a speed reasonable for the existing conditions and yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time the driver is moving across or within the intersection. If a person is involved in a vehicle collision in an intersection after driving past a yield sign without stopping, the collision is prima facie evidence of the driver's failure to yield the right-of-way ([A.R.S. § 28-855](#)).

There is no anticipated fiscal impact to the state General Fund associated with this legislation.

Provisions

1. Allows the operator of a large truck to deviate, with due regard for all other traffic, from a lane to the extent necessary to approach and drive through a roundabout.
2. Requires a person who is driving a vehicle, when approaching or driving through a roundabout, to:
 - a) yield the right-of-way to an operator driving a large truck through the roundabout at the same time or so closely in time as to present an immediate hazard; and
 - b) slow down or stop if necessary to yield.

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3. Stipulates that a person who is driving a vehicle through a roundabout is not required to yield the right-of-way to an operator of a large truck that is approaching the roundabout.
4. Requires a driver of the large truck on the right, when two large trucks approach or drive through a roundabout at the same time or so closely in time as to present an immediate hazard, to:
 - a) yield the right-of-way to a driver of the large truck on the left; and
 - b) slow down or stop if necessary to yield.
5. Requires the Director of ADOT or local jurisdiction, on highways under its jurisdiction, to post at all roundabouts at least:
 - a) a yield sign before the roundabout entrance; or
 - b) a regulatory sign designed and developed by ADOT before the roundabout entrance.
6. Requires ADOT to:
 - a) design a uniform and standard regulatory sign to convey the information that large trucks have the right-of-way or that vehicles should yield to large trucks in a roundabout; and
 - b) develop a uniform standard by which the regulatory sign is to be displayed along with the standard yield sign.
7. Specifies that the sign posting requirement applies to all roundabouts whether constructed before, on or after the effective date of this legislation.
8. Defines *roundabout* as a circular intersection or junction in which road traffic flows almost continuously in one direction around a central island.
9. Makes conforming changes.
10. Becomes effective on the general effective date.

House Action

TI	2/1/23	DP	10-1-0-0
3 rd Read	2/22/23		51-9-0

Prepared by Senate Research

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KJA/sr