

BENEFITS OF A ROUNDABOUT

Safety

Roundabouts offer improved safety over other at-grade intersection forms because roundabouts have fewer conflict points, slower speeds, and easier decision making. When comparing a roundabout to a signal, studies show that roundabouts provide a 90% reduction in fatal crashes, 75% reduction in injury crashes, 30-40% reduction in pedestrian crashes, and 10% reduction in bicycle crashes.

Capacity

Roundabouts typically carry about 30% more vehicles than similarly sized signalized intersections during peak flow conditions. During off-peak conditions, roundabouts cause almost no delay, but traffic signals can cause delay to side street and left-turning traffic from the major street. Increased capacity at roundabouts is due to the continuously flowing nature of yielding only until a gap is available, versus waiting turns at a signal.

Modern Roundabouts in Butler County

- Centre Pointe Dr & West Chester Towne Center (2006)
- University Drive & Dudley Drive (2007)
- Hamilton Mason Road & Liberty Fairfield Road (2008)
- Lakota Drive West & Eagleridge Drive (2008)
- Jacksonburg Road & Morganthaler Road (2010)
- Trenton Road & Busenbark Road (2011)
- Kyles Station Rd & LeSourdsville West Chester Rd (2012)
- Yankee Road & Kyles Station Road (2013)
- Millikin Road & Mauds Hughes Road (2013)
- SR 748 & Layhigh Road (ODOT) (2015)
- Eaton Road & Beissinger Road (2015)
- Cin-Day Road & Kyles Station Road (2016)
- Civic Centre Blvd & Bass Pro Drive (2017)
- Princeton Road & Yankee Road (2017)

Planned Modern Roundabouts

- Beckett Road & Smith Road (2018)
- Millikin Road & Yankee Road (2018)
- Hamilton Mason & LeSourdsville West Chester (2018)
- Hamilton Mason Road & Gilmore Road
- SR 73 & Jacksonburg Road (ODOT)
- Butler Warren Road & Barret/Western Row
- Hamilton Mason Road & Tylersville Road (Five Points)
- Wayne Madison Road & Trenton Road

SINGLE-LANE ROUNABOUT

General Information and Driving Tips for Motorists



Contact Information

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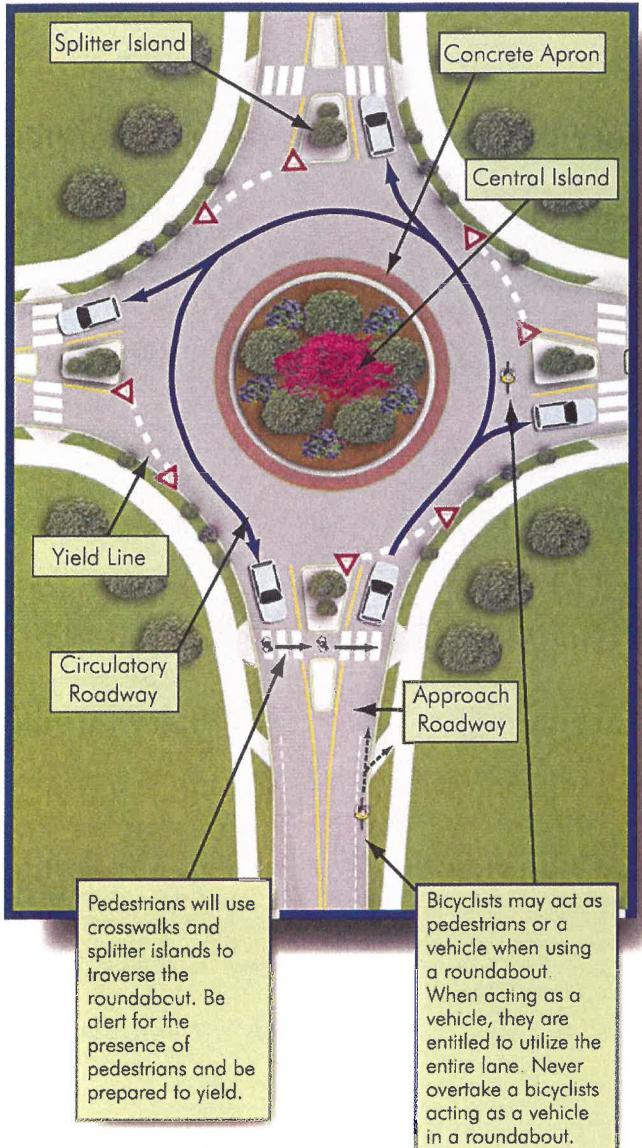
BUTLER COUNTY ENGINEER'S OFFICE



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SINGLE-LANE ROUNDABOUT



MOTORIST

Approaching and Entering:

- 1 When approaching a roundabout **SLOW DOWN** and be prepared to yield to pedestrians in the crosswalk.
- 2 Pull up to the Yield Line, look to the left and check for approaching traffic within the roundabout. **CIRCULATING TRAFFIC HAS THE RIGHT-OF-WAY.**
- 3 Enter the roundabout when there is an adequate gap in traffic.

Exiting the Roundabout:

- 1 Once you have entered the roundabout, proceed counterclockwise to your exit point. **YOU** now have the right-of-way.
- 2 As you approach your exit, use your **RIGHT TURN SIGNAL**.
- 3 Watch for pedestrians in crosswalk and be prepared to yield.
- 4 Exit the roundabout.

Large Trucks:

- 1 Roundabouts are designed to accommodate fire trucks and large vehicles. Large trucks may use the raised truck apron around the central island in order to traverse the roundabout.
- 2 The raised truck apron is several inches higher than the driving pavement to discourage cars from using it.
- 3 Trucks should follow the same rules for entering and exiting roundabouts as discussed above for motorists.

BE PREPARED FOR...

Emergency Vehicles:

Do not enter the roundabout when emergency vehicles are approaching—pull to the side. If in the roundabout, immediately exit the roundabout and pull to the side. **NEVER STOP IN THE ROUNDABOUT.**

Bicyclists:

Bicyclists have the option to function as a vehicle or pedestrian when using a roundabout. When acting as a vehicle, they will follow the same rules. **NEVER OVERTAKE A BICYCLIST ACTING AS A VEHICLE IN A ROUNDABOUT.**

Pedestrians:

Motorists must yield to pedestrians when entering and exiting a roundabout. Pedestrians will utilize crosswalks and splitter islands to cross each leg of the roundabout.