

Frequently Asked Questions

On Roundabouts and the intersection of Garbry Road and Looney Road
MIA-Looney/Garbry PID 97898

What is a roundabout?

Roundabouts are circular intersections that require all entering traffic to yield at entry. Geometric features of a roundabout include channelized approaches, geometric curvature that ensures travel speeds within the roundabout are around 30mph or less, and diameters usually between 80ft to 200ft. The roundabout planned for Garbry Road and Looney Road is expected to have a diameter of approximately 190 ft.

Will there be a traffic signal associated with the roundabout?

Traffic signals will not be needed after the intersection is converted to a roundabout. Roundabouts require motorists to yield at entry to vehicles already in the roundabout. Using a traffic signal with the roundabout would be unnecessary and possibly confusing to motorists.

What is the purpose of a roundabout?

Roundabouts are designed to be safer and more efficient than a traditional intersection. The geometry creates a low speed (20-30mph) environment inside the circulatory roadway, as well as at the entry and exit locations. The geometry also prevents high angle crashes such as “T-bone” and left turn angle crashes. Lower angle, low speed crashes tend to be less severe than higher angle, high speed crashes.

More efficient operation results from the yield at entry – drivers only have to watch for traffic from the left, and if there is an adequate gap available, they can enter the roundabout without stopping. Once in the roundabout, drivers have the right-of-way, so they will not have to stop or yield to exit. If the driver does need to yield at entry to traffic inside the roundabout, their delays are brief and typically less than the time they would have been delayed at a traffic signal.

Will the roundabout be a one-lane or two-lane roundabout?

The roundabout will have one lane as no additional lanes in the roundabout are needed to accommodate current and anticipated traffic volumes.

Is there too much traffic at the intersection for a roundabout?

According to **Roundabouts: An Informational Guide** (Publication No. FHWA-RD-00-067), the maximum Average Daily Traffic (ADT) for a single-lane, four-leg roundabout is greater than 20,000 vehicles per day. Currently, around 6,200 vehicles per day use the intersection, and this volume is expected to increase in the future with future development in the surrounding area. However, both the current volume and the proposed future volumes are well within the range for a single lane roundabout, and analyses show that a roundabout would operate well for both current and future volumes.

How will semis, oversized loads, farm equipment, and other large vehicles navigate roundabouts?

The design of the intersection will allow oversized loads and other large vehicles to navigate the roundabout while still providing adequate visual and physical indicators to guide and slow passenger vehicles. One way this is accomplished is with truck aprons – an area between the central island and the traveled way that is mountable by larger vehicles but not used by passenger vehicles.

Will there be highway lighting installed at the roundabout?

Yes, there will be lighting installed around the roundabout. This will help drivers navigate the roundabout at nighttime.

Will there be an elevation or slope to the roundabout?

Like all roads, roundabouts have some “slope” to drain rain water off of the roadway. Most likely, the slope will be very slight and unnoticeable to roadway users. Details such as drainage and roadway slopes will be worked out during the detailed design phase.

What about drivers who are not familiar with roundabouts?

Roundabouts are designed to be simple to use. The geometry cues drivers to slow down, allowing more time for decisions. Once the driver reaches the yield line, he/she yields to traffic already in the roundabout. The only decision remaining is if the driver wants to take the first exit to turn right, the second exit to continue straight, the third exit to turn left, or the fourth exit to make a U-turn. These steps are illustrated in this handout in the Driving Roundabout figure. The roundabout will be signed and delineated to help drivers navigate the intersection. Public education through the media, this public meeting, and the City of Piqua website (www.piquaoh.org) will be used to educate drivers who are not already familiar with roundabout on how to use them.

How can bicyclists travel through the roundabout?

A bicyclist has a number of options at a roundabout, and the choice will depend on the cyclist’s degree of comfort riding in traffic. The speed of cars through a roundabout is typically close to the speed many cyclists ride their bicycle. Bicyclists can choose to either circulate as a vehicle or use the multi-use path around the roundabout.

What should I do when I'm in a roundabout when an emergency vehicle arrives?

It is generally best to completely clear the intersection and pull off to the side past the roundabout and allow the emergency vehicle to pass.

Please direct questions to:

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The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12/11/2015, and executed by FHWA and ODOT.

Driving Roundabouts

Steps for Driving through a Single-Lane Roundabout:

1

Slow Down

Geometry helps you slow to typical roundabout speeds of about 20-30 mph



2

Yield at Entry

Look to left, and yield to vehicles already inside the roundabout



3

Keep Moving

Once in the roundabout, you have the right-of-way



4

Exit the Roundabout

- Use 1st exit to turn right
- Use 2nd exit to go straight
- Use 3rd exit to turn left
- Use 4th exit to make a U-turn

