BENEFITS OF ROUNDBACKS

Unlike traditional intersections, roundabouts allow traffic to move continually around center islands, reducing delay and increasing traffic capacity.

Traditional intersections present 32 potential conflict points. Meanwhile, roundabouts provide only eight potential conflict points, because motorists can never turn left or cross paths with other traffic within a roundabout.

Roundabouts require motorists to travel at a slower speed and eliminate left-hand turns, reducing the number and severity of crashes drastically.

According to the Federal Highway Administration, roundabouts reduce:

- Injury crashes by 76 percent
- Fatal crashes by 89 percent
- Overall crashes by 35 percent

ABOUT THE PROJECT

Interstate 75 will be reconstructed and widened beginning just south of Harrison Street/County Road 144, which is just south of the U.S. Route 68/state Route 15 interchange, to the county Road 99 interchange, Findlay, Hancock County. The project will reconstruct approximately five miles of the existing four lanes of Interstate 75, construct an additional lane of travel in each direction, replace all mainline bridges on I-75, replace the Harrison Street overpass, redesign and reconstruct the interchange between U.S. 68/state Route 15 and Interstate 75, and redesign and reconstruct the interchange between U.S. 68/state Route 15 and Lima Avenue. The project also includes the construction of noise walls at particular locations. Expected completion is late 2020. Beaver Excavating, Canton, serves as the general contractor.

#ODOTFindlay75

FOR VIDEO DEMONSTRATION, VISIT TINYURL.COM/Han75Roundabouts

Ryan Bair
Project Engineer
ryan.bair@dot.ohio.gov
419.999.6957

ODOT District 1
Public Information Office
d01.pio@dot.ohio.gov
419.999.6803

facebook.com/ODOTDistrict1
twitter.com/ODOT_NWOOhio
THE FINAL CONFIGURATION OF LIMA AVENUE AT U.S. 68/SR 15

The double roundabout along Lima Avenue is comprised of two single-lane roundabouts to carry through traffic and to connect Lima Avenue to the entrance and exit ramps at Interstate 75 and U.S. 68/state Route 15.

When in its final configuration, shown in the diagram below, the double roundabout allows direct access between Lima Avenue and I-75 and between Lima Avenue and U.S. 68/SR 15.

The western roundabout, on the left, allows the following movements:
- From I-75 to Lima Avenue
- From Lima Avenue to U.S. 68/SR 15
- Lima Avenue eastbound through traffic, headed toward Cooper Tire and downtown Findlay

The eastern roundabout, on the right, allows the following movements:
- From Lima Avenue to I-75
- From U.S. 68/SR 15 to Lima Avenue
- Lima Avenue westbound through traffic, headed toward West Park, Mount Cory and Rawson

NAVIGATION OF A DOUBLE ROUNDABOUT

When entering the roundabout from Lima Avenue or the Interstate 75 and U.S. 68/state Route 15 exit ramps, motorists must yield to traffic already in the roundabout.

Motorists within the roundabout have the right of way, but all motorists entering or exiting the roundabout must yield to pedestrians. Crosswalks will be placed across the Interstate 75 entrance and exit ramps.

Acting as one unit, the double roundabout will be connected by a thoroughfare that runs beneath U.S. 68/state Route 15. Motorists within those thoroughfares are considered within the roundabout and have the right of way.

TIPS FOR COMMON SINGLE-LANE ROUNDABOUTS

Slow down when approaching and driving within a roundabout. Generally, the recommended speed within a roundabout is 20 miles per hour or less.

Traffic within a roundabout always has the right of way. Entering motorists must yield.

Roundabouts do not allow left-hand turns; all turns are right-hand only while entering or exiting a roundabout.

Avoid stopping within a roundabout, unless yielding to pedestrians. If you notice emergency personnel behind you in a roundabout, exit the roundabout before pulling over to allow them room to pass.

FOR VIDEO DEMONSTRATION, VISIT TINYURL.COM/Han75Roundabouts