## HOW TO NAVIGATE A ROUNDABOUT

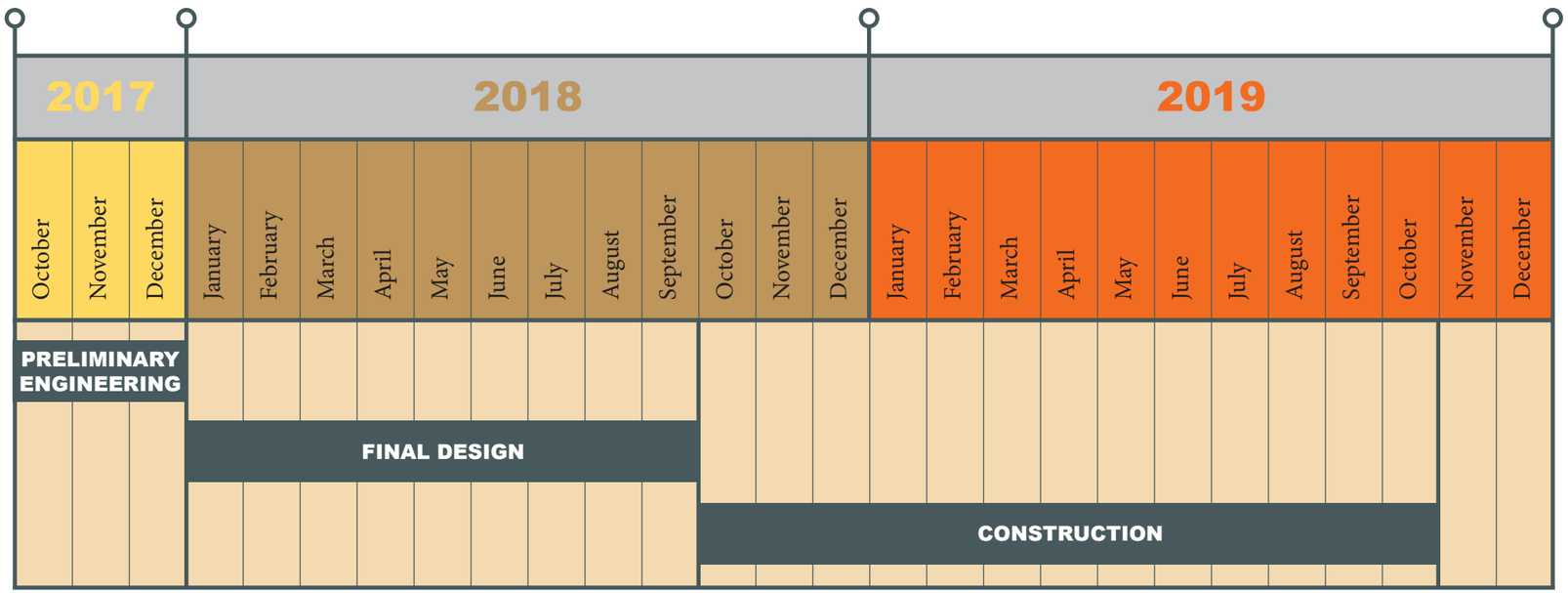
Navigating a roundabout is easy. But because change can take some getting used to, it's important to learn about roundabout use and operation.

There are just a few simple guidelines to remember when driving through a roundabout:

1. Slow down when approaching and navigating the roundabout.
2. If there's more than one lane, use the left lane to turn left, the right lane to turn right, and all lanes to go through, unless directed otherwise by signs and pavement markings.
3. Yield to pedestrians in the crosswalks.
4. Yield at the entry to traffic already circulating the roundabout.
5. Stay in your lane within the roundabout and use your right turn signal to indicate your intention to exit.
6. Avoid driving next to oversized vehicles, always assume trucks need all available space - don't pass them!
7. Clear the roundabout to allow emergency vehicles to pass.
8. The truck apron is designed for large trucks to navigate the roundabout. The apron is specially designed to accommodate large trucks and is raised to discourage cars from using it.
9. Do not stop in the roundabout.
10. Pedestrians use the designated crosswalks and sidewalks. They should never walk through the center of the roundabout.

*See a simulation of traffic through the proposed Route 62 and East State Street roundabout at https://vimeo.com/239519996/f75d39d708*

## PROJECT TIMELINE




## FOR MORE INFORMATION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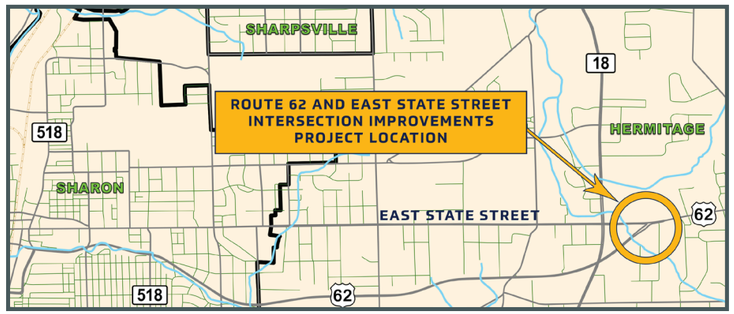
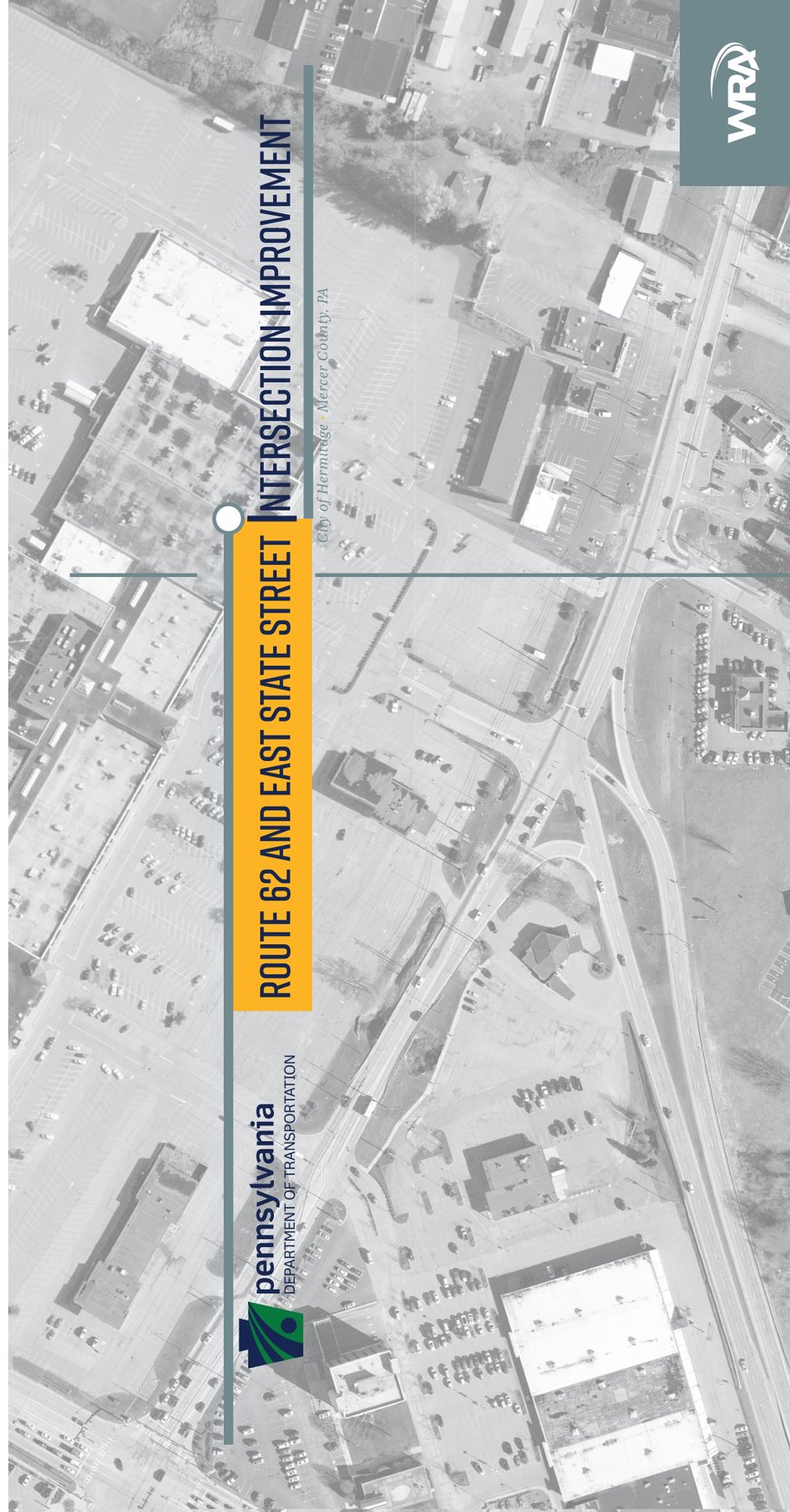
*Submit your feedback online about the Route 62 and East State Street Intersection Improvements: https://www.surveymonkey.com/r/J268C6G*



## INTRODUCTION

On behalf of the Pennsylvania Department of Transportation (PennDOT), we would like to welcome you to this meeting to share the proposed improvements at the Route 62 and East State Street Intersection located in the City of Hermitage.

PennDOT District 1-0 and the Mercer County Regional Planning Commission completed a Business Corridor Study in December of 2012 along State Street which included the City of Hermitage and the Route 62 and East State Street intersection.

The study found that the existing signalized intersection has a high accident rate, is oversized, high speed, and has little or no pedestrian accommodation. Based upon public input received during the 2012 study and evaluation of the options, a roundabout was selected as the preferred alternative. A roundabout will provide maximum safety, operational, and aesthetic benefits.

## PRELIMINARY ROUNDABOUT DESIGN


## BENEFITS OF A ROUNDABOUT

### OPERATIONS PERFORMANCE:

- Roundabouts typically have lower overall delay than signalized and all-way stop-controlled intersections
- Improves travel times along a corridor
- Effectively handles heavy left-turning traffic
- Accommodates u-turns for cars and large trucks

### DESIGN:

- Provides attractive entries or centerpieces to communities through use of landscaping, monuments, and art.
- Typically provides overall cost savings
- Allows for large vehicle passage via the truck apron
- Provides for slower speeds through intersections
- Can improve pedestrian crossing opportunities, visibility, and refuge for pedestrians crossing the roadway

### MAINTENANCE:

- No traffic signal maintenance costs, electrical costs, or repair needs
- No traffic impacts due to power outages

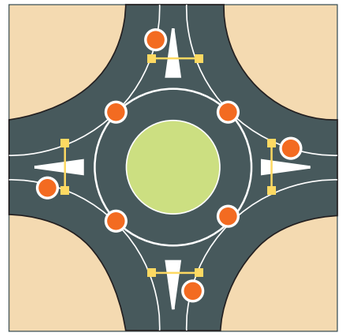
### ENVIRONMENT:

- Can provide noise reduction
- Fuel savings due to less delay and stopping
- Reduces vehicle emissions due to reduced need for stopping
- Reduces storm water run-off due to reduced pavement area on approaches
- Can reduce the amount of widening needed for approaches in comparison to alternative intersections

### TRAFFIC SAFETY:

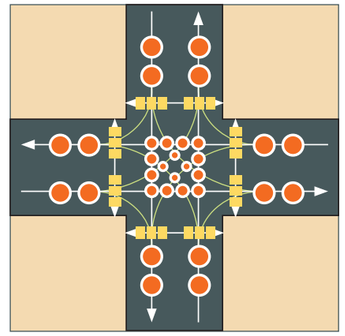
- The physical shape of roundabouts eliminates crossing conflicts that are present at conventional intersections

*Two-lane roundabout*



**8 vehicle to vehicle conflicts**
**8 vehicle to pedestrian conflicts**

*Two-lane standard intersection*



**32 vehicle to vehicle conflicts**
**24 vehicle to pedestrian conflicts**

- Reduces vehicle crashes, particularly injury crashes
- Reduces crash severity; no right-angle or head-on conflicts
- Lowers vehicle speeds through the intersection
- Fewer driver decisions; traffic only comes from one direction when entering

*Information about the operation, navigation, and safety benefits of roundabouts excerpted from the Federal Highway Administration (FHWA)*
*safety.fhwa.dot.gov*

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