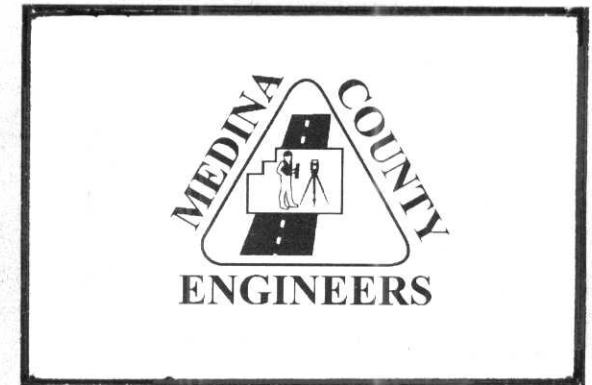


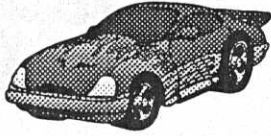
The conditions which must be considered are:

1. **HIGHWAY DEVELOPMENT** - This item evaluates the concentration of building development and intersecting highways along the road in question.
2. **ROADWAY FEATURES** - This one considers the width of the pavement and shoulders, curves and grades, traffic volume, and accident rates.
3. **85TH PERCENTILE SPEED** - This is the speed at or below which 85% of the traffic is traveling on the road section under study.
4. **PACE** - This is the ten mile range of speeds being used by the greatest number of vehicles.
5. **ACCIDENT EXPERIENCE** - This is the rate of accidents (in accidents per million vehicle miles) which have occurred over the past three years. This is not the number of accidents, but a rate which accounts for the length of the road and the number of vehicles using it.
6. **TEST RUNS** - This involves driving the road as fast as is comfortably safe without being delayed by vehicles ahead of the test car.

SPEED LIMIT

FACT SHEET





Q. People are driving entirely too fast on the road in front of my house and we need some 35 MPH speed limit signs out here to slow those suckers down!

A. The County Engineer does not have the authority to simply go out and post speed limit signs when someone calls with a complaint.

Q. So what is the speed limit if there aren't any signs up?

A. Ohio state law sets the speed limits on all county and township roads at 55 miles per hour unless a reduced speed zone has been established.

Q. What do I have to do to get the limit lowered?

A. Sometimes there are areas which are located within unincorporated villages, or are adjacent to municipalities where there is a concentration of houses and/or businesses. These locations may qualify for lowering of the 55 MPH limit only after an extensive traffic study has been done. This study must include factual data which must be reviewed, and approved by the Ohio Department of Transportation.

Q. How long does this speed study take?

A. Although this involves a lot of time and effort, this department will schedule the road section study if it appears that there is any chance of doing something that may prevent accidents. It is important to know, however, that after the study is complete the end result is frequently a calculated speed limit which is near the speed at which most of the traffic was already driving.

Depending on the current workload, it may be several months before all of the data can be collected. Some additional time will be needed for the O.D.O.T. review process and for the actual erection of signs if approval is received.

Q. After the speed limit signs go up, how much will the traffic slow down?

There is a misconception that reducing the speed limit will in fact reduce speeds and accidents. If a speed limit is established which is lower than most drivers consider reasonable, the limits will not be obeyed and will be of little value.

Q. My friend lives in a subdivision on a township road, and the trustees put up 35 MPH speed limit signs without going through all of that nonsense. How can they get away with that?



A. The law also allows township trustees to alter speed limits using a much less extensive study on their roads which are "unimproved highways" (dirt or gravel) or in a "residential subdivision" (platted allotment).