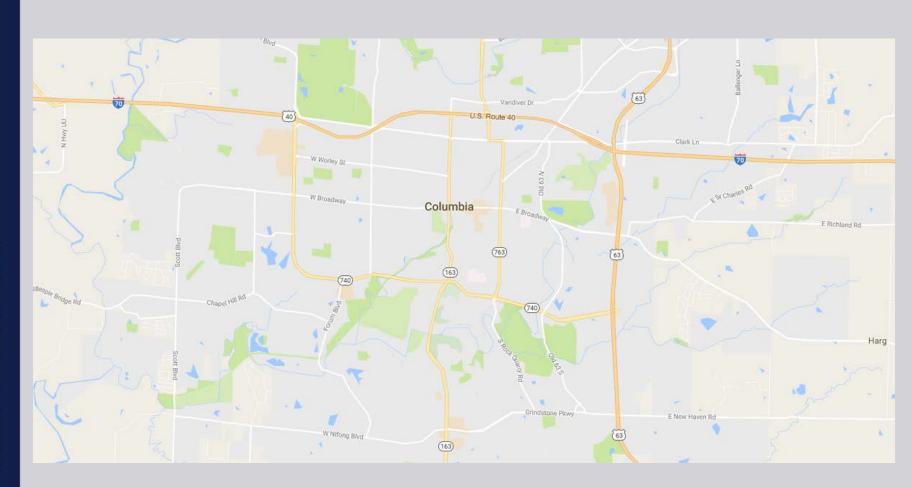
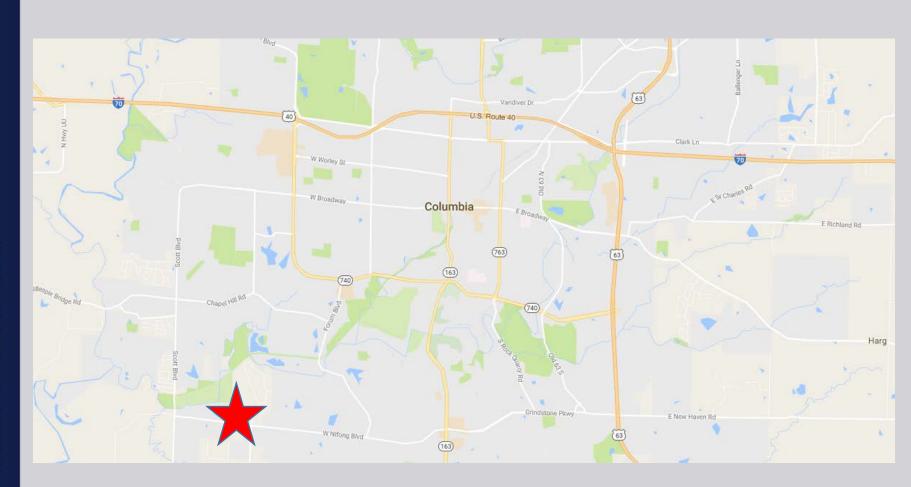
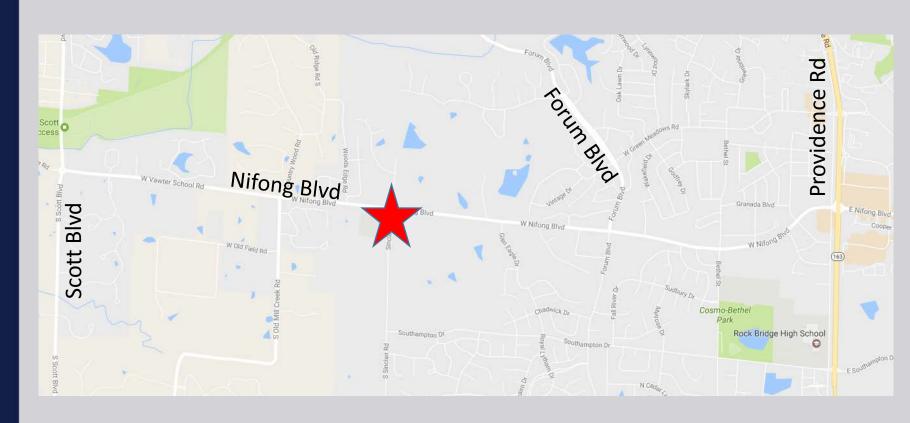
Roundabouts

Designing for Today, Planning for Tomorrow

Todd Kempker, PE

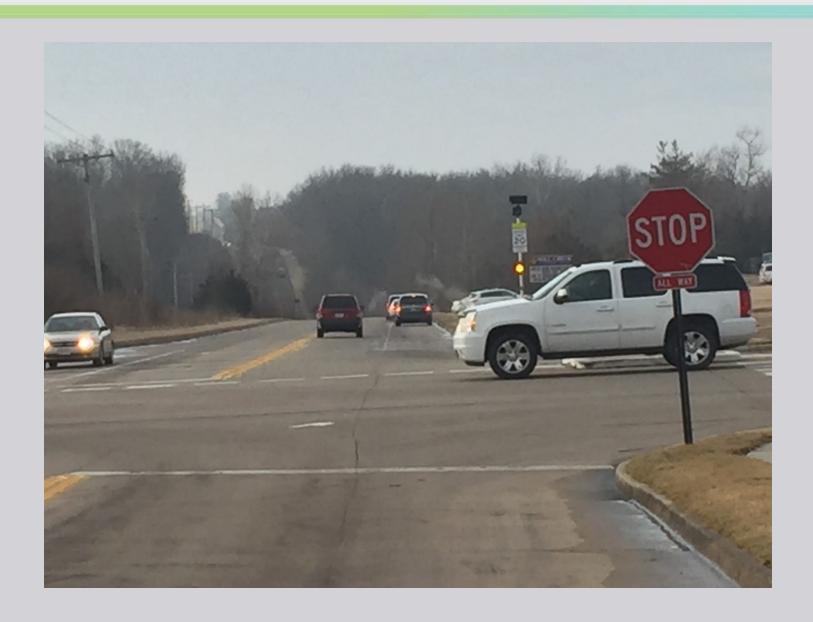




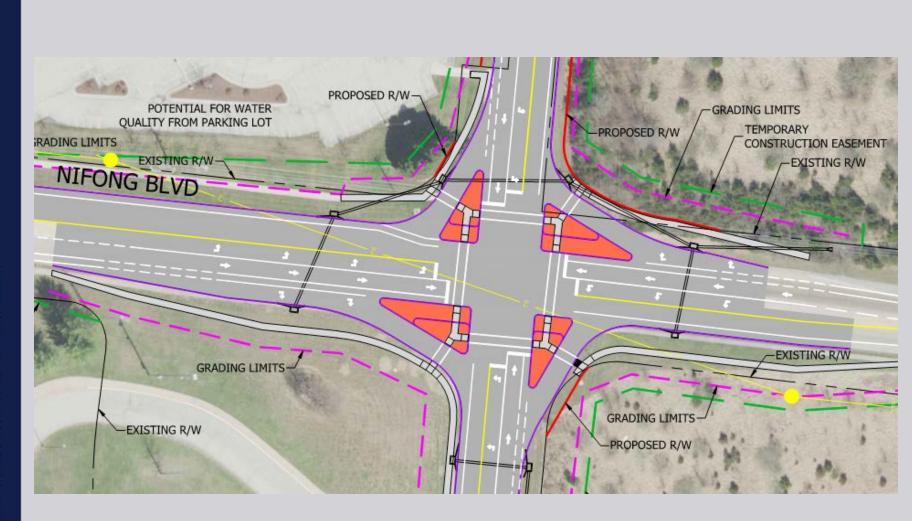


Case Study - Nifong and Sinclair











Capacity

Signal

- Adequate for existing and future condition
- Controlled by lanes

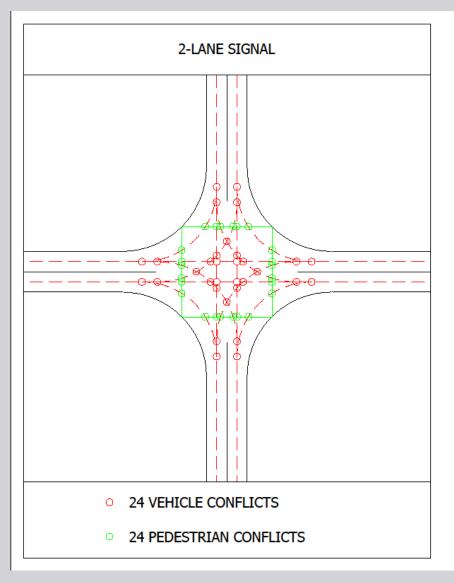
Single lane roundabout

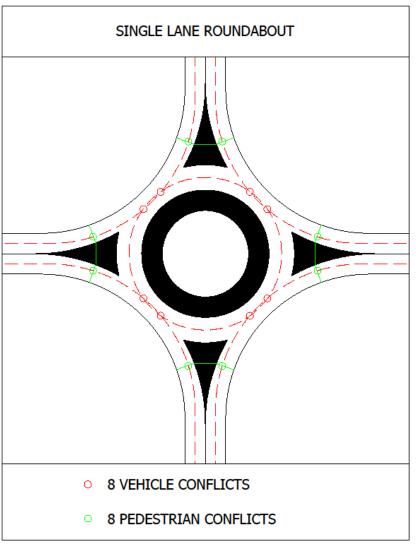
- Best option for existing conditions
- Inadequate if Nifong becomes four lanes

Dual lane roundabout

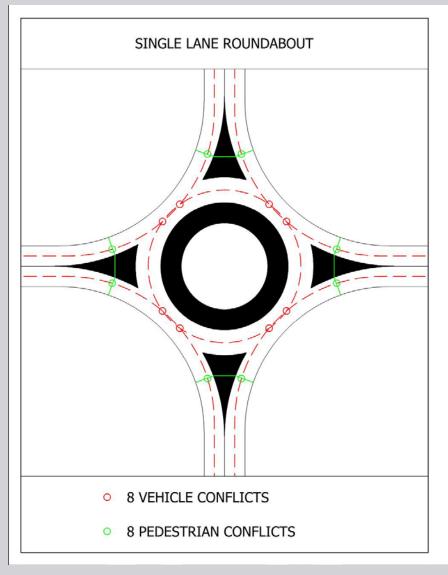
- Overkill today
- Necessary for the future

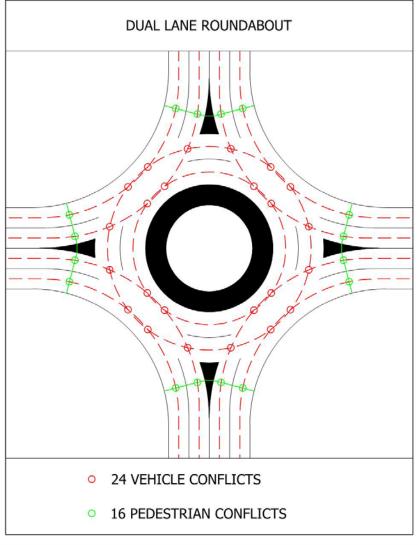
Conflict Points





Conflict Points

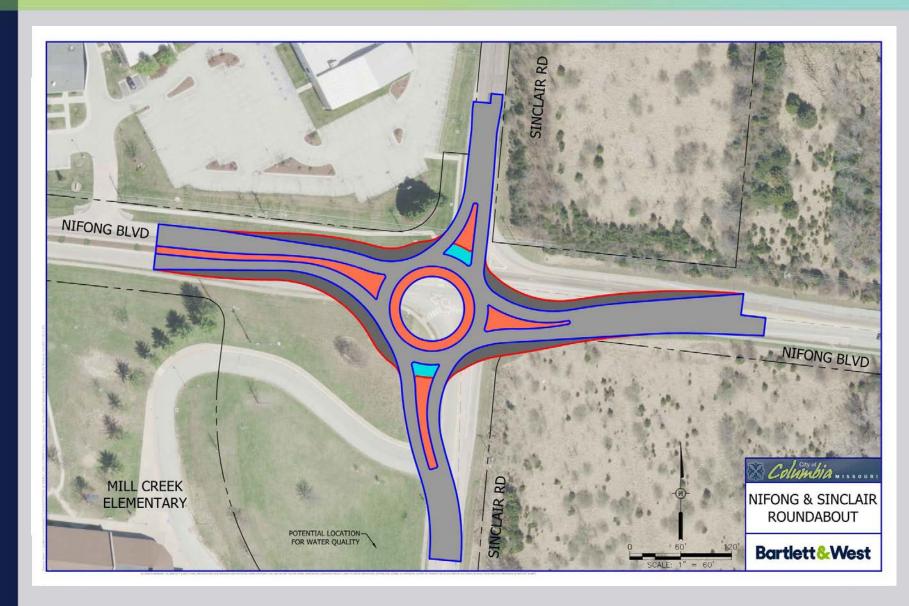




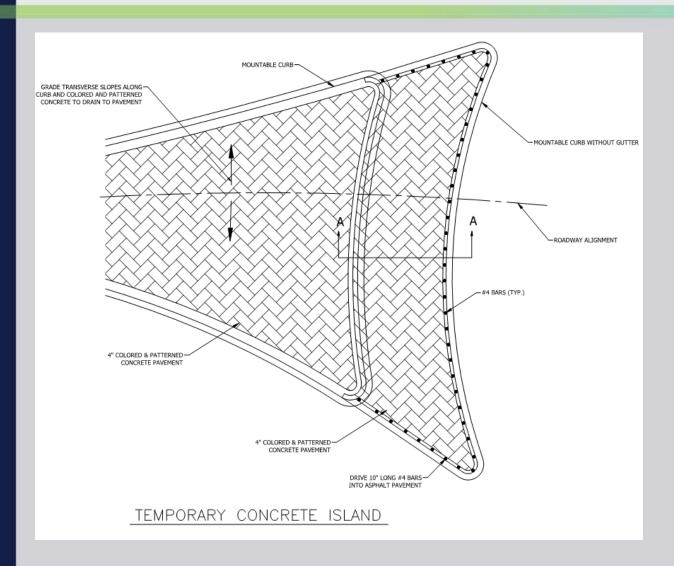
Preferred Option

- Roundabout
 - Safety benefits
 - Better traffic operations
 - Lower costs
 - Able to miss utilities
 - Avoids costly Right-of-Way locations
- Single lane now
- Dual lane in the future

Single vs. Partial Dual Lane Roundabout

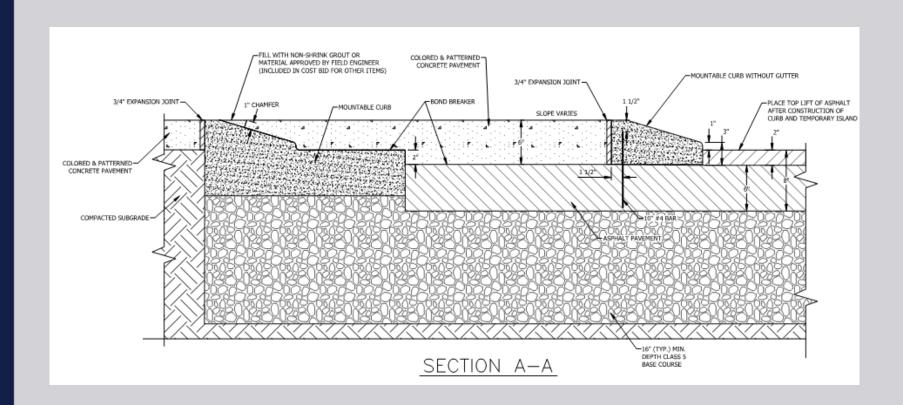


Removable Splitter Islands



Asphalt or concrete overlay after temporary extension is removed

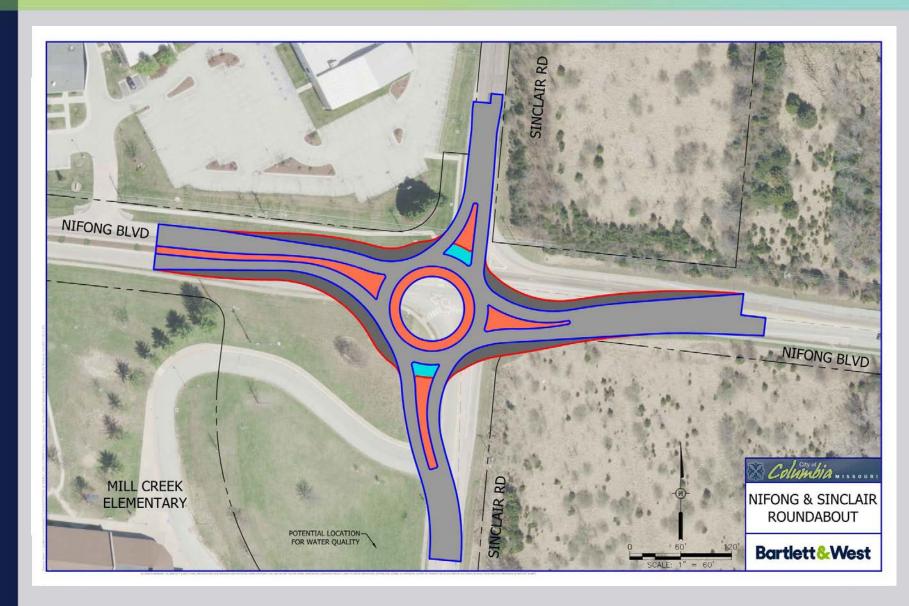
Removable Splitter Islands



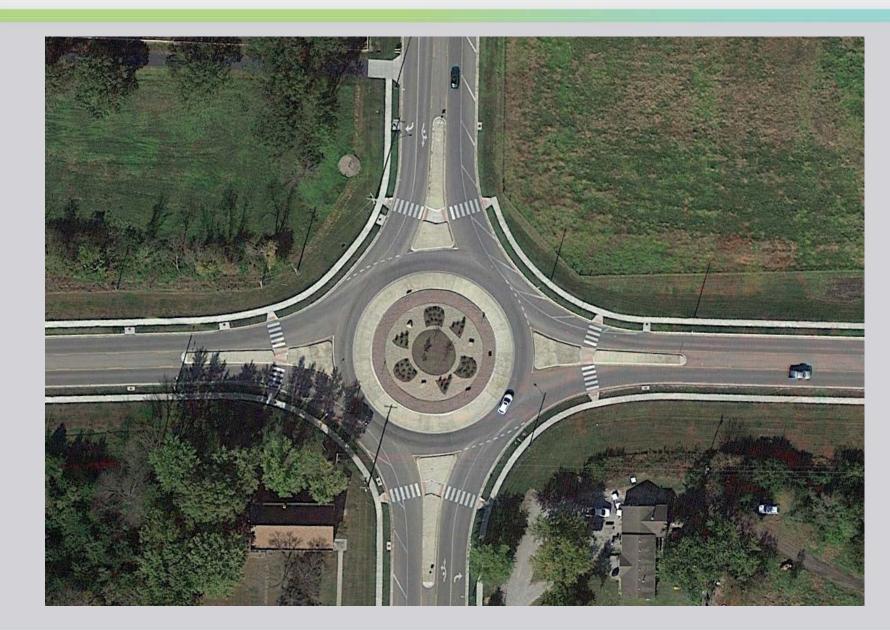
Removable Splitter Islands



Single vs. Partial Dual Lane Roundabout



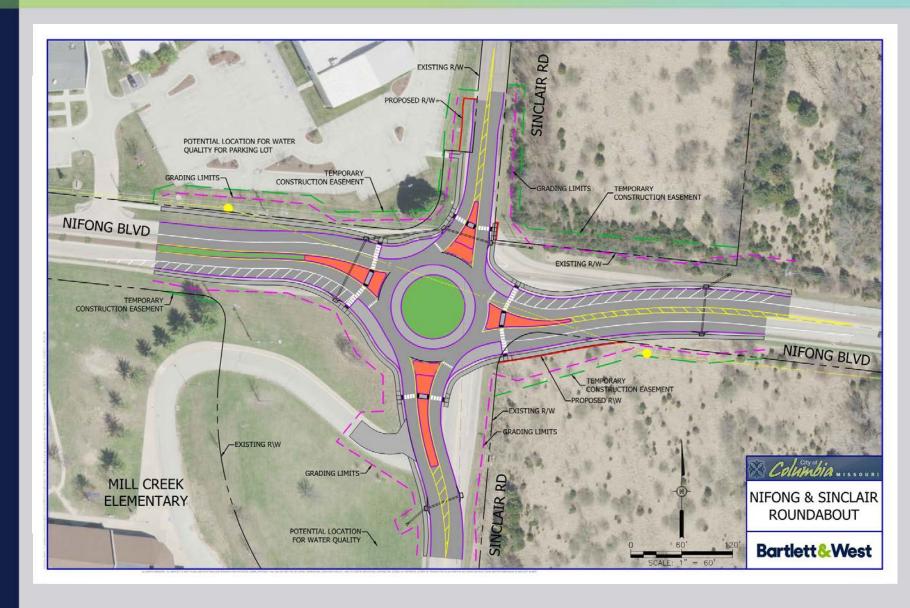
Right Turn Lanes



Right Turn Lanes



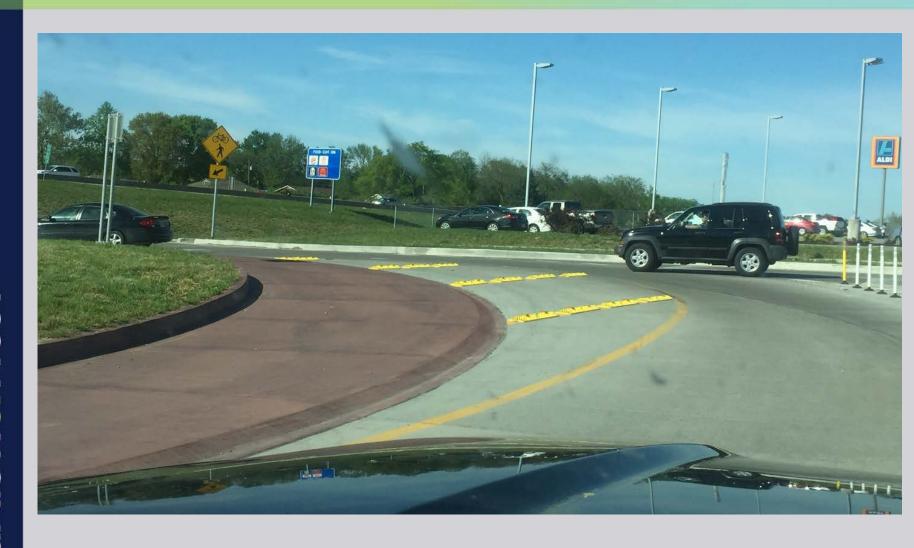
Deter Traffic



Deter Traffic



Deter Traffic



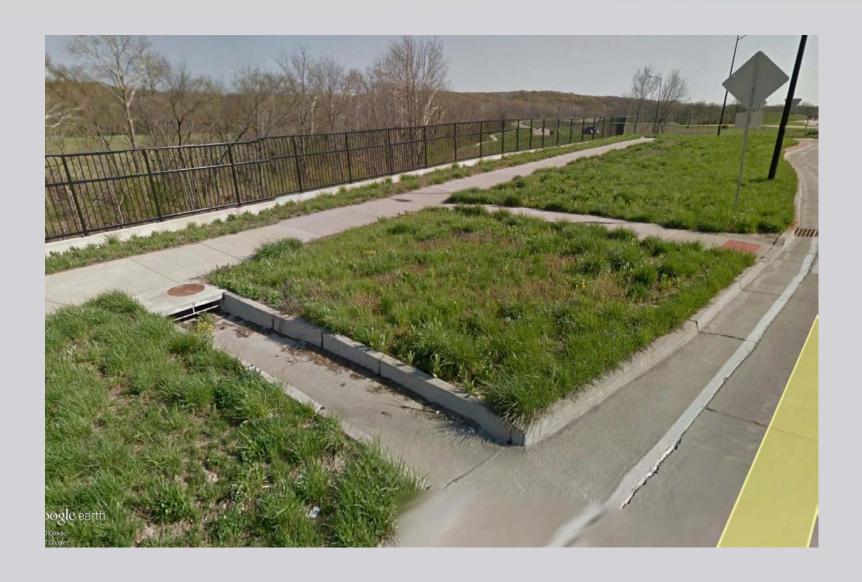
Offset Sidewalks and Inlets



Offset Sidewalks and Inlets



Offset Sidewalks and Inlets



Expansion Costs

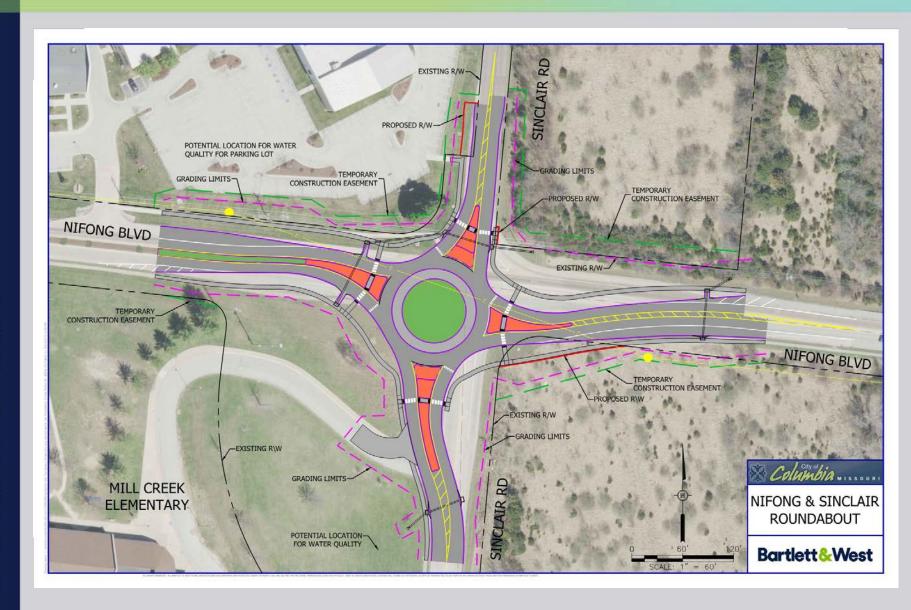
Single lane construction

- Removeable Aprons: \$1,161,000
- Offset Sidewalks and Inlets: \$987,000
- Cost Difference: \$174,000

Future expansion

- Truck apron removal: minimal
- Additional lanes: \$193,000

Chosen Option



Takeaways

- Design for today, plan for the future
- Expand toward the outside
- Choose the method that works best for your site

Questions?