

HSIP: Trunk Rd & Palmer-Fishhook Rd Roundabout

Project No. CFHWY00829

Project and Roundabout FAQs

1. When will construction begin and end?

Pending available funding, construction may begin as early as fall 2024 and last through summer 2025 with no work occurring during winter months. There may be minor work occurring in the spring of 2026, like final striping and removing temporary erosion control measures.

2. During construction, will I lose access to my driveway? Will the road be closed?

- a. Local access to homes and businesses will remain open throughout construction.
- b. For the most part, traffic will be maintained during construction and take place outside of the busiest hours; however, there may be 1-2 short-term, temporary closures for through traffic. These will be scheduled to occur at night to avoid, or minimize, impacts to the traveling public. Noise around homes will also be mitigated by scheduling certain types of work during the day to limit disturbances.

3. Is this a mini roundabout?

No. This is a full-sized, single-lane roundabout with a 140-foot outer diameter. It will be similar in size to other roundabouts in the area, such as Trunk Rd.

4. Why a roundabout instead of a traffic signal?

- a. Roundabouts are a proven safety measure. They're safer than signals because they have fewer conflict points (crossing, diverging, and converging), vehicles don't have to cross any opposing traffic, and driver sight lines are directed to check for pedestrians and vehicles to their left, and speeds are lower. So, when a crash does happen, it's less severe. This safety characteristic contributed to the successful nomination of funds for this project through the Highway Safety Improvement Program (HSIP).
- b. Roundabouts cost less than signalized intersections to build, operate, and maintain. Signalized intersections require expensive items such as large steel poles, underground wires, and electronic equipment that require routine maintenance, additional power utilities, and constant electricity to operate. Roundabouts require the same amount of maintenance as typical stop-controlled intersection, and they don't require electricity. When the power goes out, roundabouts still work.

5. Why not just lower the speed limit on the existing roads?

- a. Drivers tend to drive the speed they feel comfortable driving. With a few exceptions (e.g., school zones and work zones), it doesn't do any good to only install new speed limit signs since most drivers will continue to drive the same speed they drove before the new signs went up.
- b. This can create a new safety concern involving high speed-differentials between drivers traveling at the lower/posted speed and drivers traveling at the higher/comfortable speed, increasing crash severity.
- c. Creating a speed zone for a short segment is also problematic because many drivers will ignore the lower speed limit, creating a false sense of safety for drivers abiding by the posted speed.
- d. It's difficult for law enforcement to enforce speed limits on short stretches of roadway since they would have to park and sit near the intersection for prolonged periods of time, pulling them away from higher priority duties.

6. Why just one lane, instead of two-lanes in the roundabout?

- a. Traffic models indicate that a single-lane roundabout is adequate for the projected growth rate in the area.
- b. Single-lane roundabouts are actually safer than two-lane roundabouts because they are simpler for drivers to navigate, have fewer conflict points between vehicles flowing the same direction around the roundabout's center, prevent vehicles from speeding through the roundabout by being narrower between curb faces, and don't require non-motorized users to cross two lanes of vehicle traffic. Adding a second lane to this roundabout wouldn't provide any benefits, and only decrease safety for all users.
- c. Trunk Rd and Palmer-Fishhook Rd are only one lane in each direction at this location. If or when Trunk Rd and Palmer-Fishhook Rd are ever widened, the roundabout would most likely be widened as well.

7. It's really difficult to turn left at this intersection. How will this help that?

Drivers entering the roundabout only have to worry about yielding to one lane of slow-moving traffic moving in the same direction, instead of two lanes of high-speed traffic moving in the opposite direction. Since roundabouts reduce speed, it will be easier to find a gap in the flow of traffic to make a left turn.

8. What safety measures are being proposed for non-motorized users at this roundabout?

- a. 8-10-foot shared-use pathways are being proposed around the entire roundabout with ADA curb ramps crossing each of the three legs.
- b. Cyclists riding on the shoulder along either roadway can ride up or down a ramp at any of the roundabout entrances or exits so they can utilize the shared-use pathways. They can then cross the legs using the curb ramps, similar to a pedestrian. They can also take the vehicle lane and ride through the roundabout like a vehicle if they feel comfortable.

9. What will the speed be through the roundabout?

15-25 mph.

10. Will large trucks and semis be able to maneuver through the roundabout?

- a. Yes. The roundabout is designed with an 8-foot wide truck apron on the inside of the roundabout around the central landscaping area, surrounded by a 4-inch tall curb. This curb is designed to be uncomfortable for regular vehicles to go over, but trailers can roll over it with little difficulty at slow speeds.
- b. Oversize trucks will be able to go through the roundabout with a special permit and by slowly rolling over medians and removing signs from their foundations in advance. Older roundabouts weren't as truck-friendly, but engineers have learned from those and adapted their designs to accommodate larger vehicles.