

## Frequently Asked Questions (FAQ)

SH-66 & Banner Road Intersection Improvements

JP 34752(04) Canadian County

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#### **When is construction scheduled to begin, and how long will it last?**

Construction would likely begin in the summer of 2021 with an estimated date of completion for all alternatives by Winter 2021/2022. The construction schedule estimates and other details for each alternative are included in the **Project Background and Alternatives** webpage.

#### **Is the road going to stay open?**

Yes, the roadway is proposed to remain open during construction. The traffic control plan would be different for each alternative, but each alternative would be designed to remain open during construction.

#### **Will my commute to work be impacted by construction?**

A traffic control plan for the intersection construction would be developed to minimize potential traffic impacts to those traveling through the intersection. The traffic control plan would be different for each alternative, but each plan would be developed with the goal of minimizing the potential impact to drivers while allowing construction to progress as quickly as practicable.

#### **Will there be access to my property during the project?**

Yes, access to residences and businesses is proposed to be maintained during construction for all alternatives.

#### **Would *Alternative C – Signalized Intersection* utilize the existing signal poles that are currently in place?**

Utilization of existing infrastructure, like signal poles, for *Alternative C – Signalized Intersection* was evaluated. The existing poles would not be reused because they would not meet current standards and requirements for traffic signals.

#### **Are roundabouts safe?**

Roundabouts are considered safe by many transportation authorities. According to the Federal Highway Authority (FHWA) Office of Safety, roundabouts have been identified as a Proven Safety Countermeasure because of their ability to substantially reduce the types of crashes that result in injury or loss of life. Roundabouts are designed to improve safety for all users, including pedestrians and bicycles. For more information about roundabouts, go to the **Roundabout Information** webpage.

**Do roundabouts have stop signs or yields, and how does the traffic move through a roundabout intersection?**

The traffic flow at roundabouts is continuous, meaning there are no stop signs or traffic signals. There are yield signs at every entrance to the intersection, and all motorists entering a roundabout yield to the circulating vehicles that are already in the roundabout. For more information about roundabouts, go to the **Roundabout Information** webpage.

**Would *Alternative A – Single-lane Roundabout* have signage that helps inform drivers of this new intersection type?**

There would be signage and striping on the approaches to the roundabout and within the roundabout to help drivers navigate the intersection. Roundabouts are a common intersection type throughout the world, and a roundabout is being considered to maximize safety by reducing conflict points and minimize traffic delays associated with traffic signals. For more information about roundabouts, go to the **Roundabout Information** webpage.

**Can large vehicles like tractor trailers, school buses, and emergency vehicles fit around the *Alternative A – Single-lane Roundabout*?**

Yes, this roundabout is specifically designed to facilitate large vehicles like tractor trailers, school buses, and emergency vehicles of various sizes and their turning movements, allowing them to safely navigate through the intersection. Three examples of design components that help facilitate the safe movement of large vehicles around the roundabout are 1) the large roundabout diameter, 2) a truck apron constructed in the inside/center of the roundabout, and 3) minimized grade changes through the intersection. A video of a large tractor trailer navigating through an existing roundabout of similar size as *Alternative A – Single-lane Roundabout* can be viewed on the **Roundabout Information** webpage.

**Which of the three alternatives would result in the lowest amount of traffic emissions?**

Due to the improved traffic flow efficiency of *Alternative A – Single-lane Roundabout* compared to the other alternatives, *Alternative A – Single-lane Roundabout* would likely result in the least amount of traffic emissions. Pros and Cons of each alternative are included in the **Project Background and Alternatives** webpage.