

PREFERRED ALTERNATIVE

Single Lane Roundabout (Alternative D.2A)



- Offset entries on all legs to reduce entry speeds to approximately 25 mph
- 3-lane cross section on entries (landscaped median)
- Pedestrian/bicycle crossings on all legs
- 8-foot multi-use path (requires local agency sponsor)

Signalized Intersection (Alternative D.1A)

- Warranted signal location
- Wadsworth Road 3-lane cross section
- Wadsworth Road left turn lanes (east/west legs)
- Northbound Dilley's Road right turn lane
- 8 foot multi-use path (requires local agency sponsor)



Analysis Conclusions

Each alternative was evaluated for safety, transportation performance, environmental impacts, socio-economic impacts, and cost. The recommended Preferred Alternative is the Single Lane Roundabout due to increase in safety and transportation performance through this intersection.

- The single lane roundabout has 8 conflict points which better addresses overall safety when compared to 32 conflict points at a signalized intersection making it the best counter measure for the crash patterns.
- The transportation performance of the single lane roundabout is superior to the traffic signal alternative.
- The single lane roundabout provides the ability to move through the intersection freely during peak travel times both today and in the design year 2040.