

## EXECUTIVE SUMMARY

It is the recommendation of Clark Dietz, Inc. that traffic signals be installed and not a roundabout at the Ohio Street/Byrd Avenue intersection. This recommendation is given after careful analysis of the traffic signal and roundabout alternatives. Appendix H contains the Roundabout vs. Traffic Signal Chart that was used to justify the use of a roundabout or traffic signal. It was determined that for 6 of the 9 factors that were evaluated, the roundabout outperformed the traffic signal alternative. However, the traffic signal outperformed the roundabout in the following factors: Right-of-Way, Practical Feasibility, and Construction Costs.

The national average for intersection crash rate is 1.2 crashes per million vehicles entering intersection. Currently, the Ohio Street/Byrd Avenue intersection crash rate is 1.08 crashes per million entering vehicles which is lower than the national average. The safety gained with a roundabout is negligible with respect to the cost of construction and real estate.

The additional real estate costs are too large with respect to the budget and cost of the overall project. Also, the roundabout alternative would cause adverse effects toward the public due to the residential relocations and construction costs incurred.

~~45-07(K7-053), 2007 Sidewalk  
Replacement, Phase II  
49-07(K7-057), PS - Storm Sewer  
Design, DeKoven/Hickory Grove~~

~~47-07(K7-035),  
2007 Sewer Li~~

31-07(K7-035)  
Parking lot

31-07(K7-035), Transit Center Parking  
Lot