



Range Road 233 Roadway Improvements Public Information Session September 19, 2012

Session Overview



- ◆ Project History
- ◆ Proposed Corridor Improvements
- ◆ Modern Roundabouts
- ◆ Project Status and Timelines

2004



- ◆ Functional Planning Study for Range Roads 231, 232, and 233 accepted as information by County Council

2005



- ◆ Traffic projections identified that intersection controls will be required with road improvements on Range Road 233

2006



- ◆ As compared to traffic signals, analysis confirmed that roundabouts:
 - Do not delay commuter traffic / efficient vehicle movement
 - Lessen delay for residents accessing the road from adjacent developments
- ◆ Council approved the roundabout concept and preliminary plan for Range Road 233 improvements

2007



- ◆ Road right-of-way acquisition proceeded based on the approved plan

2008 – 2009



- ◆ Consistent with the plan, the first roundabout was constructed at the entrance to Balmoral Heights, and Stage 1 of Sherwood Golf and Country Club Estates

2009 – 2011



- ◆ County plans for future growth nodes become a possibility
- ◆ Potential for traffic demand has increased
- ◆ Design project is deferred until growth potential can be analyzed

Current Design Project

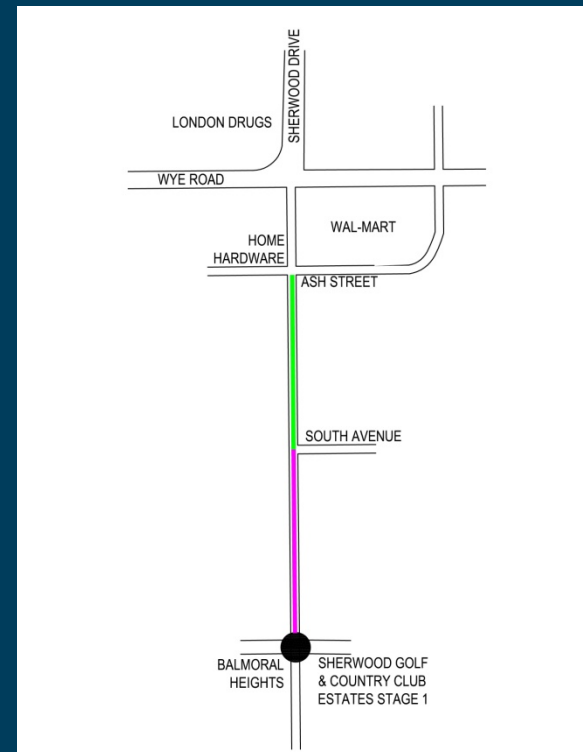


- ◆ Update preliminary long-term design based on the latest traffic projections
- ◆ Start detailed design of first stage short-term improvements

Proposed Short-Term Improvements



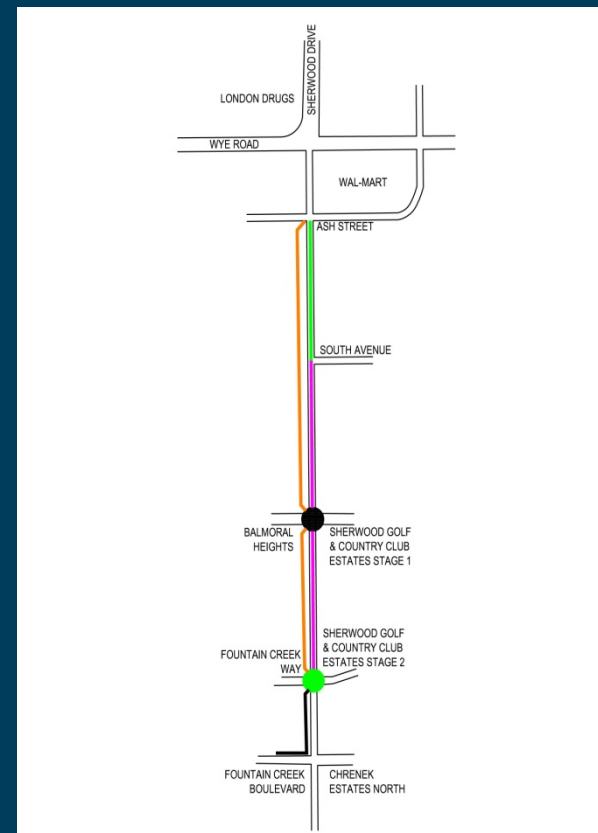
- ◆ Construct four lanes from Ash Street to South Avenue
- ◆ Widen two lanes from South Avenue to Balmoral Way / Clubhouse Drive



Proposed Short-Term Improvements



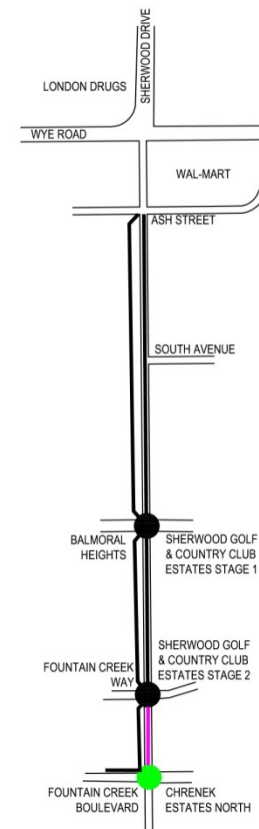
- ◆ Construct roundabout at Fountain Creek Way with street lighting
- ◆ Construct paved 3.0m wide pedestrian and cyclist multi-use trail linking Wye Road to Fountain Creek Boulevard with crosswalks



Proposed Mid-Term Improvements



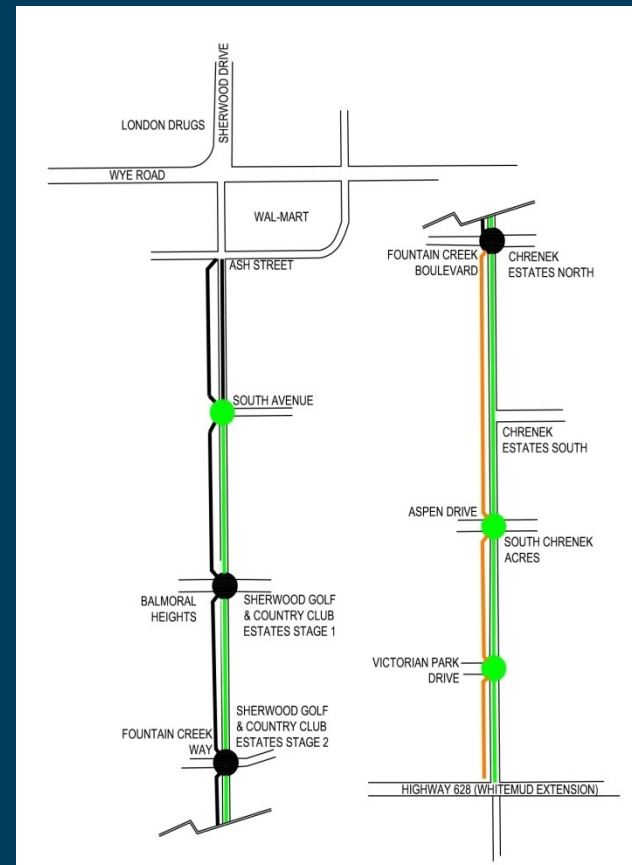
- ◆ Construction of roundabout at Fountain Creek Boulevard and Chrenek Drive (N) with street lighting



Proposed Long-Term Improvements



- ◆ Four lane roadway from Ash Street to Highway 628
- ◆ Three additional roundabouts with street lighting
- ◆ Multi-use trail extended to Victorian Park Estates with marked crosswalks



Benefits of Roundabouts Versus Traffic Signals



- ◆ Less land required overall
- ◆ Cost of construction is similar
- ◆ Lower operational and maintenance costs
- ◆ Continue to function normally if damaged or during a power failure
- ◆ Improves the character of the roadway

Roundabouts Versus Traffic Signals



Benefits of Roundabouts Versus Traffic Signals



- ◆ Improve traffic flow and safety
- ◆ Traffic moves through the intersection at reduced speeds
- ◆ Fewer conflict points (vehicles and pedestrians)
- ◆ Reduce or eliminate head-on high speed, and right angle collisions
- ◆ Vehicles are not forced to stop at off-peak periods

Benefits of Roundabouts Versus Traffic Signals

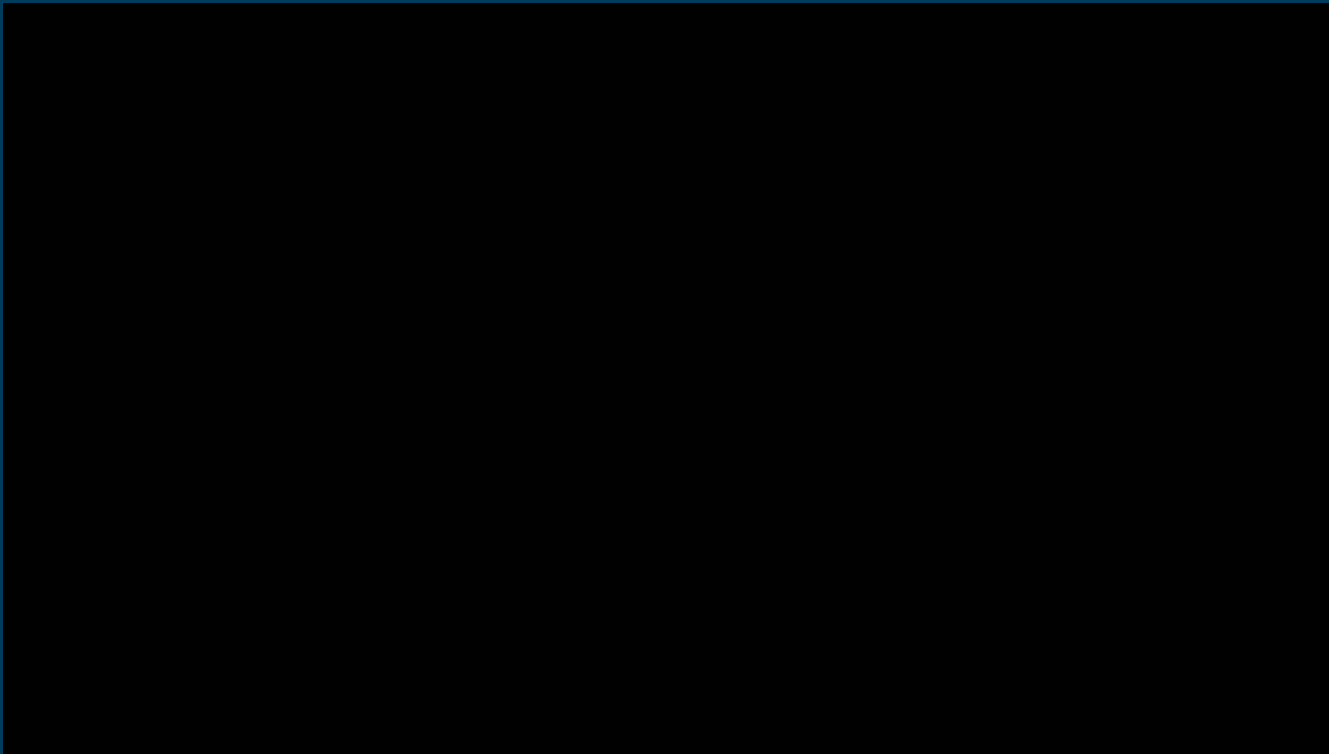


- ◆ Greater than 90% reduction in fatalities
- ◆ 75% reduction in injuries
- ◆ 37% reduction in total number of crashes
- ◆ 40% reduction in pedestrian collisions

Based on Current Data

Source: Federal Highway Administration and Insurance Institute for Highway Safety (FHWA and IIHS)

Benefits of Roundabouts



Project Status and Timelines



- ◆ December 2012 – Preliminary design for long-term improvements to be completed
- ◆ March 2013 – Detailed design of first stage improvements to be completed
- ◆ 2013 – Road right-of-way acquisition to continue
- ◆ 2014 – Possible construction of first stage begins with roundabout at Fountain Creek Way in conjunction with Stage 2 of Sherwood Golf and County Club Estates



Thank you!