Q: Do you find that vehicles will ignore the central island if it is not raised curb as opposed to the flush central island? [George White] [George.White@AzRoundabouts.com]  
A: I do not have science to support my anecdote evidence but my opinion is 85% circulate around the central island while 15% make the direct left over the center island when it is not raised. Most of this occurs in off peaks hours.

Q: There’s not a lot of defection on the entry here. has there been any issues with that? [Jack Branscum] [tibranscum@gmail.com]  
A: It depends on who you ask. There will always be ‘near misses’ (I hate that term) at any intersection. Because the intersection is compact, the perception of some drivers is that speeds are too high entering the roundabout. I am of the opinion as of this time it is not an issue and the crash data is in range with what was projected pre-construction.

Q: Did you close Bemis/Moon to all traffic for two months? What type of detours were available? [Stephen Jansen] [jansensj@leegov.com]  
A: Yes, the intersection was closed to traffic. The posted detour route was about 5 miles. The unofficial route was less than 1 mile as traffic cut through a neighborhood subdivision.

Q: What led you to use the UK style arrow instead of a thru-left combination arrow as suggested by the MUTCD? [Joe Gustafson] [joe.gustafson@co.washington.mn.us]  
A: I felt they were applicable for mini roundabout use in the U.S.

Q: Have sidewalks and crosswalks been installed with any of these mini roundabouts? [Arnold Chu] [achu@sunnyvale.ca.gov]  
A: we had a compact urban roundabout constructed in Dexter, MI (100 foot ICD) using sidewalk and crosswalks.

Q: Were pedestrians and bike considered? [Stephen Jansen] [jansensj@leegov.com]  
A: No, there are no bike or pedestrian infrastructure at this intersection or approaches.

Q: What entry speeds do you try to achieve? [Brian Shields] [brian.shields@opkansas.org]  
A: 15 – 20 MPH

Q: How many days to construct each RBT? Full closures? [Bill Baranowski] [bbara@msn.com]  
A: Count of 5 to 8 weeks depending upon complexities.

Q: Do you know if the PDO accidents are from local drivers or out-of-towners? That may impact the usefulness of more public education? [Paul Deutsch] [paul.deutsch@ulteig.com]  
A: Yes

Q: Please compare 15 PDO crashes per yr mini-rdbt to Washtenaw County crash experience with single lane larger rdbt [Dave Morena] [david.morena@dot.gov]  
A: Every roundabout is unique. I consider them to be a lot like children. Some are compliant, others are defiant. They seem to have a personality of their own. Some of it can be explained by design. But that is a lazy answer to say 100% is based on design. The truth is every intersection has unique circumstances that determine outcomes (volumes, grades, traffic use, etc.). The best range I can provide is 3-12 crashes per year for larger, traditional roundabouts.

Q: Do you find that vehicles will ignore the central island if it is not raised curb as opposed to the flush central island? [Emily Burkart] [eburkart@hrgreen.com]  
A: In FHWA’s promotion material, we set it as 15,000 ADT. This is a rough estimate if this is the only traffic data available. If the peak hour traffic count is available, that is what matters in terms of roundabout capacity. One quick tool I use is called CAP-X, developed by FHWA based on gap acceptances by different drivers at a mini-roundabout in Maryland. With this tool, you just need to enter the traffic demands from each approach, and the tool gives you result of what the theoretical volume to capacity ratio would be. If the V/C ratio is less than 0.95 on app approaches, it mean the given mini-roundabout design can handle the projected traffic demand (you still need to design a proper horizontal layout to deliver the capacity).

Q: We receive a lot of snow (we measure in feet, not inches). Do you have issues with not having a raised island? People not seeing that this is a roundabout when the middle is buried? [Jessica Thompson] [thompson@townoftruckee.com]  
A: My plow drivers prefer not to have a raised center island as it makes it easier for them to provide winter maintenance services. But I have had no complaints or issues with the center island when it snows.

Q: What are the lane widths for legs and also circulatory roadway width? [Sean Oatman] [sean.oatman@ohm-advisors.com]  
A: 12 to 14 feet

Q: What is the width of your splitter islands? [Adam Lanik] [adaml@zkxkz.com]  
A: 2 to 5 feet.

Q: Can you touch on the sight distance approach and is that for the 15-20 mph design speed? [Chris Hodge] [chodge@woodrodgers.com]  
A: The minimum sight distance should be measured 50 feet away from each entry point (yield line) with a clear line of sight to the left. More is better.
Q: How effective were the pavement markings on the approaches in addressing approach speeds?[Carl Harline] [charline@auroragov.org] [Q: 3:05 PM] A: Too soon to tell.

Q: IS that 4-5 weeks to install partially open or closed[Adam Lanik] [adaml@zkxkz.com] [Q: 3:06 PM] A: Closed

Q: Have you tried building one side at a time and keeping one direction of traffic open during construction?[Mike Caccavano] [mike.caccavano@ci.redmond.or.us] [Q: 3:06 PM] A: No, that would take too long and be expensive. Tell the public that it is necessary to expedite the pain to get out of the area faster to resume life.

Q: Can we stop with the sidewalk and pedestrian questions….asked and answered[Michael Siffer] [m.siffer@gaiconsultants.com] [Q: 3:18 PM] A: Hahaha, you sound like my attorney in a deposition. Love it Michael.

Q: Can you foresee a scenario where you’d have to plow the center, i.e., depth of snow on center island impedes the sight distance of the on-coming traffic using the roundabout?[Chris Hodge] [chodge@woodrogers.com] [Q: 3:19 PM] A: Not in my region of Michigan. But in a place like Buffalo, NY I could see it. Basically it would just require a pickup with a front plow. It can be done if necessary.

Q: why are you citing UK design methods as opposed to FHWA guidelines?[Jonathan Flecker] [jflecker@kdanderson.com] [Q: 3:20 PM] A: Because the U.S. manual is in its infancy while the Brits have been building mini roundabouts for decades.

Q: If budget or ROW wasn’t an issue, would you be as comfortable with optical speed bars versus rebuilding curb to deflect?[Kasim Azhar] [kasim.azhar@opkansas.org] [Q: 3:21 PM] A: If I had an infinite budget I would build 140 ICD roundabouts all day long. That is the point of building minis because resources are lacking to address intersection capacity and safety needs. It is better to build three minis than one large roundabout from my perspective.

Q: Where is the 2x2 located?[William Cummings] [wcummings@mylubbock.us] [Q: 3:24 PM] A: State Road @ Ellsworth Road

Audience Question:
Q: ARCADY was used.[Ben Wilkinson] [bwilkinson@ourston.com] [Q: 3:12 PM] [A: 3:25 PM] A: Thank you