

Future No-Build Alternative



- Existing includes one through lane in each direction on Gilmer Rd. and on Midlothian Rd.
- AM Peak Hour LOS F (82.8 sec/veh)
- PM Peak Hour LOS E (62.1 sec/veh)
- High operating speeds for through traffic
- High angle conflict potential
- Pedestrians/bikes cross at signalized intersection
- No new pavement area constructed
- No change to existing commercial access

* Signalized LOS from analysis using HCM

Signalized Alternative



- Requires 2 through lanes in each direction on Gilmer Rd.
- Requires approx. 3.0 acres of proposed ROW
- Requires 2 residential displacements for proposed ROW
- Peak Hour LOS C (29.6 sec/veh)
- PM Peak Hour LOS C (30.5 sec/veh)
- High operating speeds for through traffic
- High angle conflict potential
- Pedestrians/bikes protected by signalized crosswalk
- Approx. 225,000 SF of total pavement area constructed
- Access at Shell station eliminated from NE and to SE
- Access at Road House eliminated from SE and to SW

* Signalized LOS from analysis using HCM

Roundabout Alternative



- Requires two lanes in roundabout and on approaches
- Requires approx. 1.1 acres of proposed ROW
- AM Peak Hour LOS A/B** (8.3–13.6 sec/veh)
- PM Peak Hour LOS A/B** (9.0 – 14.4 sec/veh)
- Low operating speeds for all movements
- Fewer variables for driver to consider upon approach
- No high angle conflicts
- Pedestrians/bikes cross one direction of traffic at a time
- Approx. 160,000 SF of total pavement area constructed
- Full closure & detour required for 4 weeks in construction
- Access is maintained to and from all businesses

** Range of Roundabout LOS from analysis using HCM, ARCADY, and SIDRA