

Option 4-Roundabout (Alternative Intersection Location)

3 37 SH3 / SH37 Intersection: Option 4 - Roundabout (Alternative Intersection Location)



Main features of this option:

- Permanent speed limit of 80 km/h on SH3 and SH37
- New roundabout is located further north of the existing intersection
- Longer raised central islands
- Greater intersection separation from Mangarino Road
- Improved alignment of SH37 approaching SH3
- Improved visibility of roundabout on approaches
- Separate access to local properties (cul-de-sac)
- Wide painted median on SH3
- Estimated construction cost \$3.6M

Advantages:

Due to lower speeds, roundabouts are a more 'forgiving' form of intersection if people make mistakes

Most drivers are familiar with roundabouts

Easier decision making as roundabouts require driver attention to be focused on one lane of traffic approaching from the right

Increased separation of the two intersections assists with earlier decision making and provides more visibility and reaction time to identify turning traffic for Mangarino Road

Longer raised central islands help manage approach speeds; assist with earlier recognition of intersection; and help separate opposing traffic

Wide painted median improves safety by providing more separation of opposing traffic and more space for right-turning, including the provision of a right-turn bay to Mangarino Road

The wide painted median also allows more space on SH3 for vehicles entering or exiting the motel located south of the existing intersection

Service lane provides safer access to local properties

Lowered permanent speed limit on SH3 and SH37 from 100 km/h to 80km/h

Disadvantages:

Reduced speeds to drive safely through roundabouts can slightly increase travel times

Requires additional land