



Selma Pike and E. Possum Road Intersection Improvements

CLA-CR351-7.92 - PID 109451

Johnathan A. Burr, P.E., P.S. Clark County Engineer

Necessary detours will be posted. Access for residents, businesses, and the Clark-Shawnee schools will be maintained at all times.

What is the schedule for the project?

The project is currently in preliminary design. Final plans are expected to be completed in July 2022. Based on the current schedule, the project will be awarded to a contractor for construction in October 2022. Construction is expected to begin in the fall of 2022 and last approximately six months.

Why can't the project be constructed sooner?

Many factors go into developing a schedule for construction of a federal-aid project of this size. In addition to providing time for data collection, project design and quality control review, the schedule must also provide for public involvement, environmental review, environmental permitting, right-of-way negotiations, and utility relocations.

Will the project include work in waterways, wetlands, or other sensitive habitat?

The project is not expected to impact any waterways, wetlands, or other habitat of protected species.

How will the project affect noise levels and air quality?

The modest change in travel lane locations is not expected to result in a noticeable increase in noise levels for any nearby homes. The proposed project will improve air quality, by reducing vehicle emissions through improving travel flow and fewer vehicles stops.

How will utilities be impacted by this project? When will utility relocations occur?

Utility coordination is still in progress, but the project may require relocation or adjustment of pipelines, as well as utility poles. Utility relocations will be undertaken in advance of the project by the utility owners. No impacts or changes to the water supply or source are anticipated as a result of this project.

What is the current status of decision-making on this project?

No final decisions regarding improvements to the intersection have been made at this time. The Clark County Engineer's Office is seeking public input in order to ensure the best possible decision. We welcome your input and encourage you to provide comments.

How can I submit comments?

There are a number of ways to provide comments. You may return the comment form included in this packet by mail to the addresses on the comment form. You may visit the online open house at <https://selma-possum-intersection-improvements-burgessniple.hub.arcgis.com/> between July 15, 2020 and August 31 2020 and submit comments by clicking on the "Comment Here". button. Or you may call, email, or send a letter to Paul DeButy, P.E., P.S. using the contact information to the right. Please reference "PID 109451" in any emails or letters. Comments are requested no later than August 31, 2020.

Paul DeButy, P.E., P.S.
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Visit the Online Open House!

The Clark County-Springfield Transportation Coordinating Committee (CCSTCC) has completed a study for the intersection of Selma Pike and E. Possum Road in Springfield Township, southeast of the City of Springfield. We invite you to visit an online open house at <https://selma-possum-intersection-improvements-burgessniple.hub.arcgis.com/> to learn more about this study, review the current recommended improvements to the intersection, and provide comments. If you prefer, you may submit comments by completing the form included in this mailing and returning it by mail or email to:

Paul DeButy, P.E., P.S.
Chief Deputy, Clark County Engineer's Office
4075 Laybourne Rd
Springfield, OH 45505
pdebuty@clarkcountyohio.gov
(937) 521-1802

Comments are requested by August 31, 2020 to ensure your comments may be considered in the project development.

What does the project involve?

The project will reconstruct the intersection of Selma Pike and E. Possum Road in Springfield Township, Clark County. Currently, Selma Pike is continuous flow, with E. Possum Road under two-way stop control. Under the current preferred alternative, Clark County will convert the



STUDY AREA MAP

intersection to a single-lane roundabout.

Why is this project needed?

This intersection is located adjacent to the existing Shawnee High School/Middle School and the proposed K-6 elementary school. The Traffic Impact Study prepared for the school development found that the existing intersection configuration would operate at an unacceptable level of service following the opening of the new school, with eastbound vehicles delayed over one minute during peak hours. The proposed improvements will provide efficient operation of the intersection following construction of the new elementary school.

What alternatives were considered?

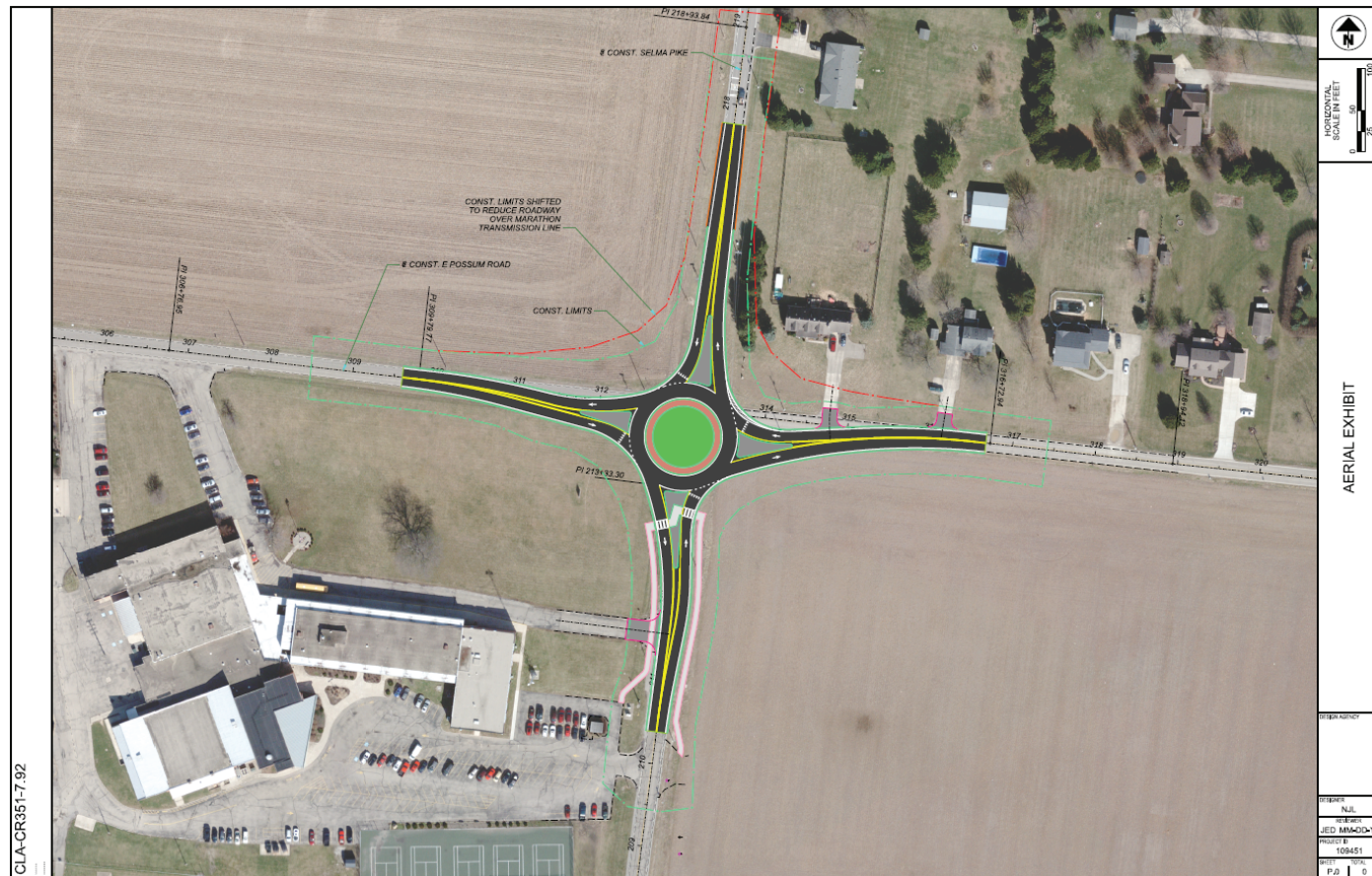
The following alternatives were developed and evaluated in the feasibility study:

- Alternative 1 - no-build
- Alternative 2 - all-way stop
- Alternative 3 - signalized intersection
- Alternative 4 - single lane roundabout

Tell us what you think!

Visit the online open house and provide comments at
<https://selma-possum-intersection-improvements-burgessniple.hub.arcgis.com/>

Selma Pike and E. Possum Road Roundabout



Why is a roundabout the preferred alternative?

The alternatives were evaluated based on the following criteria: level of service/traffic operations; pedestrian access between schools; safety; maintenance of traffic/constructability; right-of-way impacts; costs; utility impacts; and traffic control warrants.

Of the alternatives considered, the roundabout addresses peak hour congestion the best with vehicles expected to experience a delay of 10 seconds or less on all approaches. As detailed further on the next page, the roundabout also offers superior safety benefits over other intersection designs. Given the existing and future school development at this location, the Clark County Engineer's Office considers this the best alternative to maintain efficient operations while providing for the safety of all facility users.

Why isn't a traffic signal proposed?

In order for the intersection to be signalized, the intersection must be determined to meet

"warrants". Warrants are specific conditions (most associated with traffic volumes) that are defined by the Manual of Uniform Traffic Control Devices (MUTCD). This intersection was evaluated and determined to not meet the conditions identified by the MUTCD that would allow installation of a traffic signal. If a roundabout is not constructed, the intersection will remain as is since a traffic signal is not warranted.

How will large vehicles, including emergency vehicles and farm equipment, be able to navigate a roundabout?

The design of the intersection will allow semi-trucks, school buses, and other large vehicles to navigate the roundabout while still providing adequate visual and physical indicators to guide and slow passenger vehicles. One way this is accomplished is with "truck aprons" – an area between the central island and the traveled way that is mountable by larger vehicles but not used by passenger vehicles.

What are the benefits of roundabouts over traditional intersection designs?

Roundabouts are designed to be safer and more efficient than a traditional intersection. The geometry creates a low speed (20 mph) environment inside the circulatory roadway, as well as at the entry and exit locations. The geometry also prevents high angle crashes such as "T-bone" and left turn angle crashes. Lower angle, low speed crashes tend to be less severe than higher angle, high speed crashes. Up to 88% of injury crashes and 68% of all crashes can be prevented by converting high speed intersections to roundabouts.

More efficient operation results from the yield at entry – drivers only have to watch for traffic from the left, and, if there is an adequate gap available, they can enter the roundabout without stopping. Once in the roundabout, drivers have the right-of-way, so they will not have to stop or yield to exit. If the driver does need to yield at entry to traffic inside the roundabout, their delays are brief and typically less than the time they would have been delayed at a traffic signal.

How much will the project cost and how will it be funded?

The project is being funded with federal Congestion Mitigation and Air Quality funds and local funds. The project is expected to cost approximately \$1.4-million, including design, right-of-way acquisition, and construction costs.

Who proposed this project and who is responsible for oversight?

The Clark County Engineer's Office has applied for and received federal transportation funds through the Clark County Springfield Transportation Coordinating Committee. ODOT, as steward of the federal funds, will provide oversight of the project.

How will E. Possum residents access their mailboxes?

The Clark County Engineer will discuss the possibility of relocating mailboxes from the south to the north side of the street with the postmaster. If the mailboxes remain on the south side of

the roadway, residents will need to cross the roadway to access their mailbox as they do now. Roundabouts are designed to slow traffic as it approaches the intersection. While eastbound and westbound traffic will not come to a complete stop like it does now with the stop sign, traffic speeds through the roundabout are anticipated to be comparable to current intersection speeds.

What acquisition is required for this project?

The project has been designed to minimize impacts to private property owners. Minor amounts of permanent right-of-way may need to be acquired from properties in the northeast and northwest quadrants of the intersection in addition to new right-of-way required on the school property. Minor temporary work easements may also be needed from adjacent private property owners, to allow for construction. Significant changes to the road frontage separating residential structures from the roadway are not anticipated based on the current project layout. Affected property owners will be contacted at a later date to discuss the right-of-way needs, the acquisition process, and property owner rights under the process.

Will the project affect historic resources?

An evaluation of the corridor for historic/archaeological resources, and the project's effect on any such resources, will be undertaken as part of the environmental review of the corridor. At this time, there are no properties within the corridor that are listed on, or known to be eligible for, the National Register of Historic Places.

If you are concerned that the project will affect historic properties and would like to have an opportunity to comment on our decision-making regarding historic properties, please complete the section of the comment form titled "Section 106 Consulting Party Status".

How will traffic be managed during construction?

Lane and/or intersection approach closures may be required during construction. The duration of such closures will be kept to a minimum.

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 06/06/2018, and executed by FHWA and ODOT.