Selma Pike and E. Possum Road Intersection Improvements

CLA-CR351-7.92 | PID 109451

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

Online Public Meeting

July 15 – August 31, 2020

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What will this presentation cover?

- Project background
- Need for the project
- Alternatives analysis and recommended alternative
- Information about roundabouts
- Summary of potential impacts
- Project costs, schedule, and maintenance of traffic
- How to submit comments

Study Area

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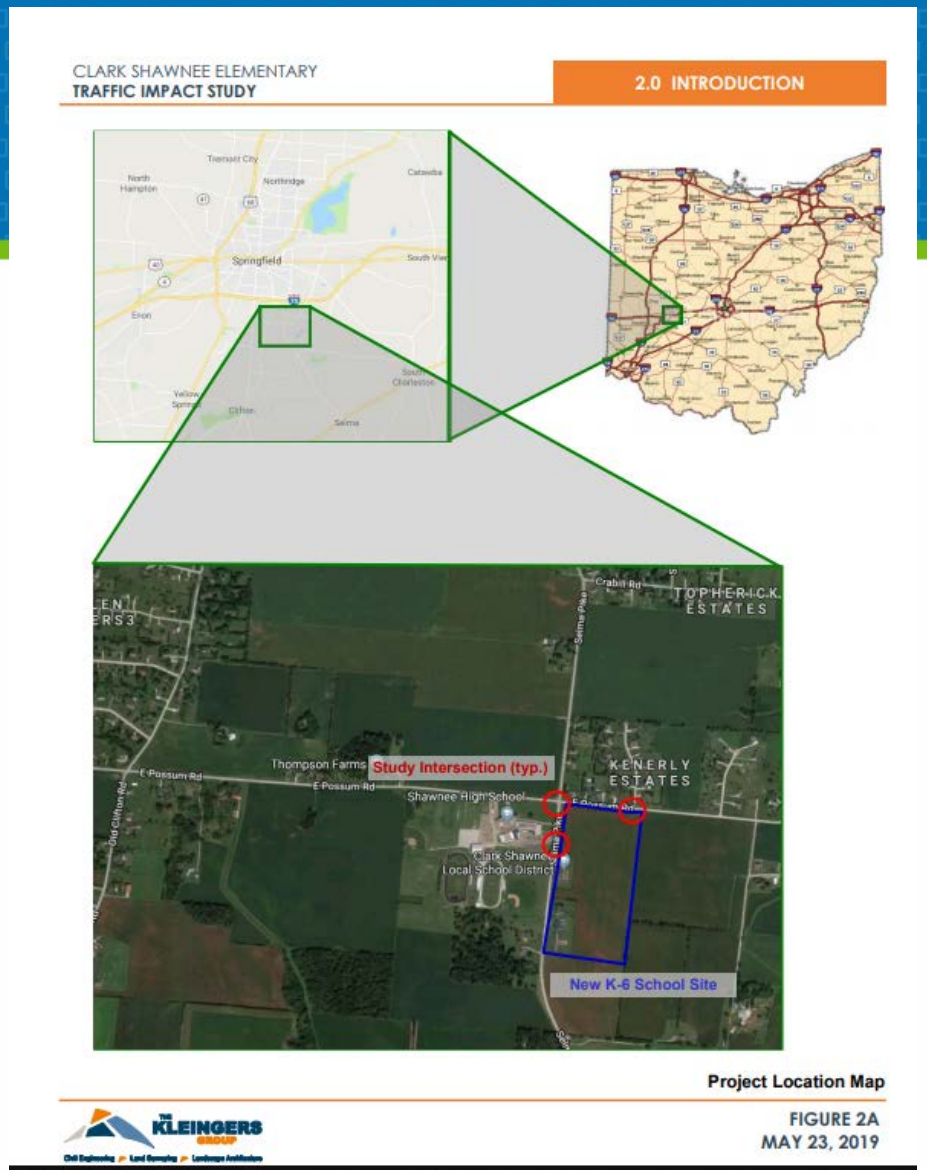
Why is the project needed?

- New Shawnee Elementary School to be constructed in southeast quadrant
- Intersection expected to perform at unacceptable level of service



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What alternatives were considered?

1. No-build
2. All-way stop controlled intersection
3. Signalized intersection
4. Single lane roundabout

	Alt 1	Alt 2	Alt 3	Alt 4
	No Build	4-Way Stop	Signalized	Single Lane Roundabout
Level of Service (Traffic Operations)	5. Poor	1. Good	1. Good	1. Good
Pedestrian Access Between Schools	5. Poor	1. Good	2. Fair	1. Good
Safety (Minimize Crashes)	5. Poor	3. Satisfactory	2. Fair	1. Good
Maintenance of Traffic/ Constructability	1. Good	2. Fair	2. Fair	2. Fair
R/W Impacts	1. Good	4. Unsatisfactory	3. Satisfactory	2. Fair
Costs	N/A	922,542	1,013,927	1,334,641
Utility Impacts	1. Good	4. Unsatisfactory	4. Unsatisfactory	3. Satisfactory
Traffic Control Warrants	N/A	6. No	6. No	N/A

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Why is a roundabout the preferred alternative?

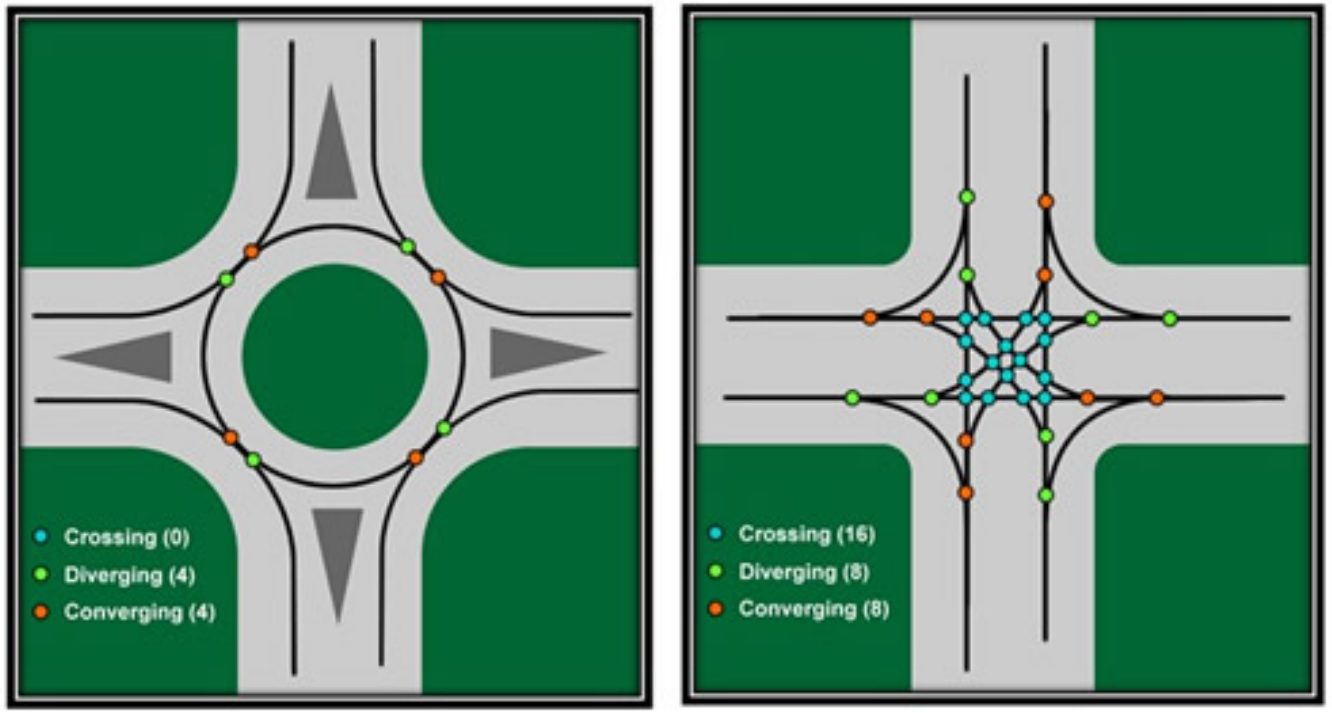
- **Efficient traffic operations**
- Safety Benefits

Table 2: Selma Pike & Possum Road Capacity Analysis Results				
	High School Peak		Elementary School Peak	
Movement	2040 AM LOS (Delay)	2040 PM LOS (Delay)	2040 AM LOS (Delay)	2040 PM LOS (Delay)
No-Build Alternative				
Northbound - Selma Pike	A (2.4)	A (4.3)	A (2.5)	A (3.0)
Southbound – Selma Pike	A (0.5)	A (0.4)	A (6.4)	A (3.1)
Eastbound – Possum Road	F (73.9)	E (38.2)	Not Reported	E (37.0)
Westbound – Possum Road	D (28.8)	C (22.1)	Not Reported	E (42.5)
All-Way Stop Alternative				
Northbound - Selma Pike	B (14.9)	B (10.8)	C (17.0)	B (11.0)
Southbound – Selma Pike	C (16.8)	B (13.6)	C (21.8)	B (12.5)
Eastbound – Possum Road	B (12.8)	B (11.7)	C (21.5)	B (11.3)
Westbound – Possum Road	B (11.1)	B (10.1)	C (18.4)	B (11.0)
Overall Intersection	**B (14.5)**	**B (12.0)**	**C (19.7)**	**B (11.6)**
Traffic Signal Alternative				
Northbound - Selma Pike	B (16.7)	B (14.5)	B (13.7)	B (13.8)
Southbound – Selma Pike	B (16.9)	B (13.5)	C (20.5)	B (14.3)
Eastbound – Possum Road	B (16.3)	B (15.6)	B (16.2)	B (13.0)
Westbound – Possum Road	B (11.1)	B (12.9)	C (20.9)	B (14.6)
Overall Intersection	**B (16.2)**	**B (14.3)**	**B (18.2)**	**B (14.0)**
Roundabout Alternative				
Northbound - Selma Pike	A (6.1)	A (7.4)	A (2.3)	A (7.0)
Southbound – Selma Pike	A (4.6)	A (5.0)	A (10.0)	A (6.9)
Eastbound – Possum Road	A (7.3)	A (7.5)	A (6.3)	A (5.8)
Westbound – Possum Road	A (8.4)	A (7.7)	A (5.9)	A (5.3)
Overall Intersection	**A (6.3)**	**A (6.6)**	**A (7.6)**	**A (6.3)**

Why is a roundabout the preferred alternative?

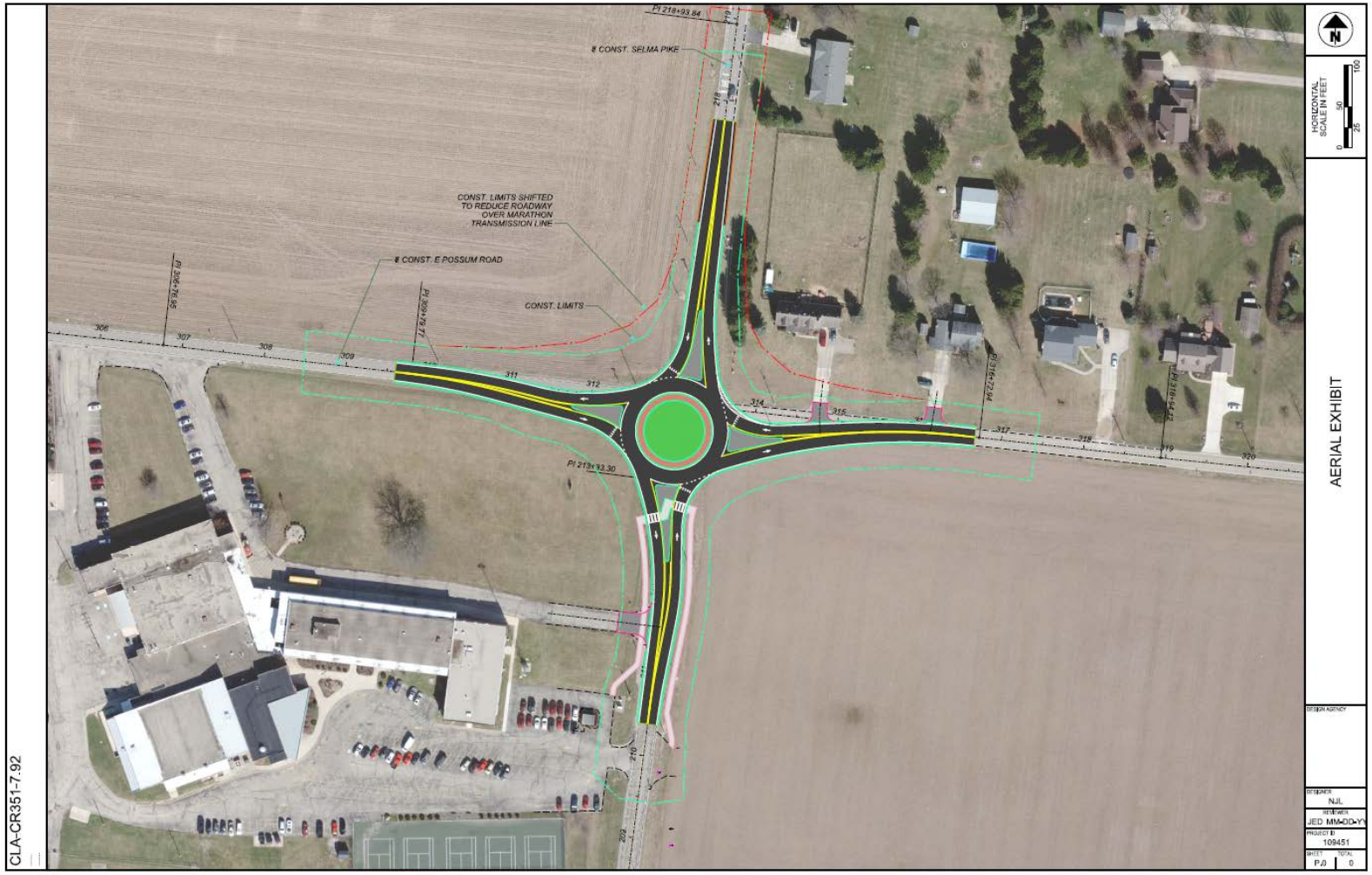
- Efficient traffic operations
- **Safety Benefits**

Vehicle Conflict Point Comparison



Source: FHWA

What does the project involve?



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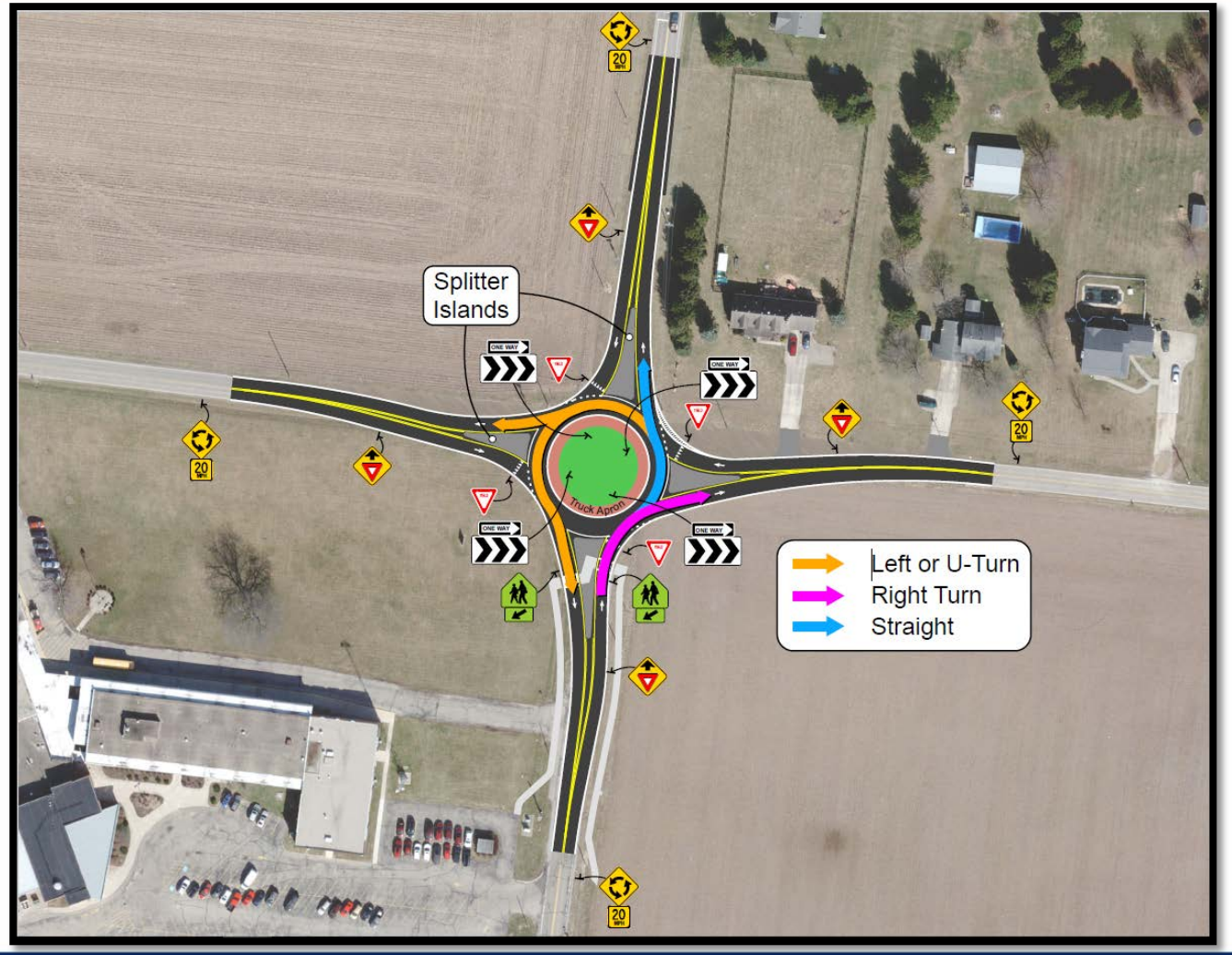
How to drive in a single lane roundabout



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Will large vehicles be able to navigate the roundabout?

Summary of potential impacts

- No significant impacts
- Minor right-of-way acquisition
- No properties currently listed on, or known to be eligible for, National Register of Historic Places
- No impacts anticipated to waterways, wetlands, or habitat
- No noise or air quality impacts anticipated
- Potential utility relocation or adjustments

Cost and construction information

- Cost is approximately $1.4 million
- Construction expected to begin fall 2022 and last 6 months
- Intersection closed during construction – detour will be provided

How to provide comments

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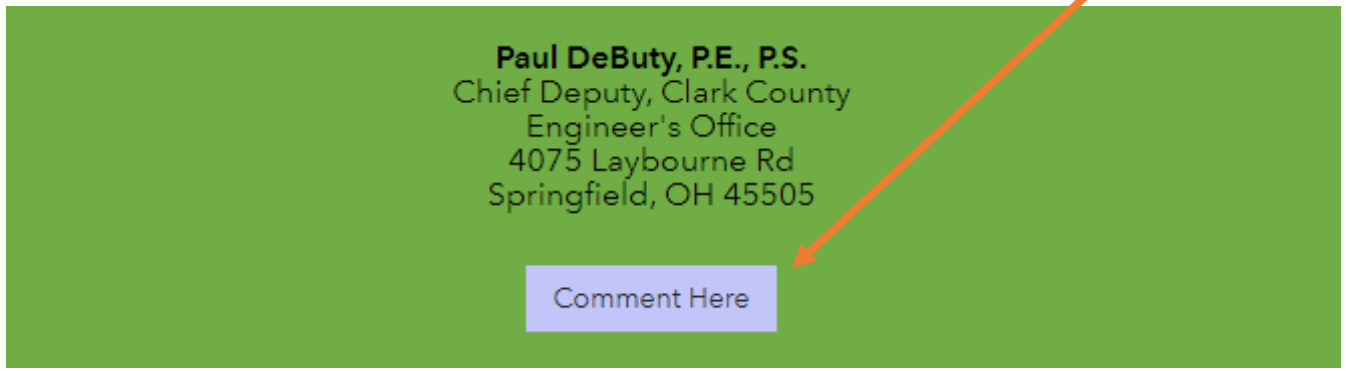
Please reference **"PID 109541" in any emails or letters.*

Click "Comment Here" on public meeting home page!



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