



PROS:

- REDUCED LEFT TURN MOVEMENTS/PREVIOUS LEFT TURN MOVEMENTS BECOME THROUGH MOVEMENTS)
- REDUCED POTENTIAL FOR REAR END COLLISIONS(SPEED DIFFERENTIAL) WITH SEPARATION OF TURN MOVEMENTS
- ONE INTERSECTION
- GOOD CONDUCTIVITY FOR SHARED USE PATH (CAMPBELL LAKE PRESERVE TO DRY FORK AREA)

CONS:

- HIGHER RIGHT-OF-WAY AND CONSTRUCTION COST FOR KILBY APPROACHES
- HIGHER CONSTRUCTION COSTS FOR NEW ALIGNMENT
- DRIVER STOPS AT INTERSECTION WITHOUT CONFLICT

DESCRIPTION:
 REALIGN CAMPBELL ROAD TO MEET SIMONSON ROAD: TEE INTERSECTION WEST, SIGNALIZED, 4-WAY INTERSECTION EAST, INCLUDING THE ADDITION OF TURN LANES.

ESTIMATED CONSTRUCTION COST: \$2.25M TO \$2.75M

20 YR. P.M. PEAK LOS: B

KILBY ROAD, SIMONSON ROAD AND CAMPBELL ROAD IMPROVEMENTS



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ALTERNATE NO. 1



PROS:

- CONTINUOUS VEHICULAR MOVEMENT 24 HOURS (NO STOPPING IF NO CONFLICT)
- LOWER EMISSIONS
- FEWER CONFLICT POINTS
- SLOWER INTERSECTION SPEEDS -SEVERITY OF CRASHES REDUCED
- FLEXIBILITY OF ROUNDABOUT LOCATION
- ONE INTERSECTION
- MINIMIZE DISTURBANCE TO OHIO HISTORICAL FOUNDATION STRUCTURES
- LIMITED APPROACH WORK ON KILBY AND SIMONSON
- BETTER ACCESS TO OHIO HISTORICAL FOUNDATION PROPERTY

CONS:

- RIGHT-OF-WAY IMPACTS AT INTERSECTION (INCLUDING REMOVAL OF EXISTING BARN)
- DRIVER UNFAMILIARITY

DESCRIPTION:

REALIGN CAMPBELL ROAD TO MEET SIMONSON ROAD; TEE INTERSECTION WEST; ROUNDABOUT INTERSECTION EAST.

ESTIMATED CONSTRUCTION COST: \$1.5M TO \$2.0M

20 YR. P.M. PEAK LOS: C

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ALTERNATE NO. 2



PROS:

- CONTINUOUS VEHICULAR MOVEMENT 24 HOURS (NO STOPPING IF NO CONFLICT) -LOWER EMISSIONS
- FEWER CONFLICT POINTS
- SLOWER INTERSECTION SPEEDS -SEVERITY OF CRASHES REDUCED
- FLEXIBILITY OF ROUNDABOUT LOCATION
- ONE INTERSECTION(ALONG KILBY RD.)
- MINIMIZE DISTURBANCE TO OHIO HISTORICAL FOUNDATION STRUCTURES
- LIMITED APPROACH WORK ON KILBY AND SIMONSON
- BETTER ACCESS TO OHIO HISTORICAL FOUNDATION PROPERTY

CONS:

- RIGHT-OF-WAY IMPACTS AT INTERSECTION (INCLUDING REMOVAL OF EXISTING BARN)
- CONSTRUCTION COSTS OF REALIGNMENT
- RIGHT-OF-WAY IMPACTS TO THE WEST
- DRIVERS UN-FAMILIAR WITH OPERATION/USAGE

DESCRIPTION:
 REALIGN CAMPBELL ROAD TO MEET SIMONSON ROAD. ROUNDABOUT INTERSECTIONS WEST AND EAST.

ESTIMATED CONSTRUCTION COST: \$1.75M TO \$2.0M

20 YR. P.M. PEAK LOS: C

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- PROS:**
- LOWER CONSTRUCTION COSTS VERSUS REALIGNMENT

- CONS:**
- 2 INTERSECTIONS / SIGNALS
 - HIGH RIGHT-OF-WAY IMPACTS ALONG KILBY
 - OFFSET MOVEMENT CAMPBELL TO SIMONSON (MAJOR PATH)
 - VEHICLES STOPPING FREQUENTLY WITHOUT CONFLICT

DESCRIPTION:
 MAINTAIN EXISTING ALIGNMENTS, ADD SIGNALS AND TURN LANES.

ESTIMATED CONSTRUCTION COST: \$2.0M TO \$2.5M

20 YR. P.M. PEAK LOS:
 (LOS A CAMPBELL RD. INTERSECTION)
 (LOS B FOR SIMONSON RD. INTERSECTION)
 (LOS C FOR EB CAMPBELL RD.)
 (LOS C FOR WB SIMONSON RD.)

ALTERNATE NO. 3



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KILBY ROAD, SIMONSON ROAD AND CAMPBELL ROAD IMPROVEMENTS



ALTERNATE ROUNDABOUT LOCATIONS

PROS:

- CONTINUOUS VEHICULAR MOVEMENT 24 HOURS (NO STOPPING IF NO CONFLICT)
- LOWER EMISSIONS
- FEWER CONFLICT POINTS
- SLOWER INTERSECTION SPEEDS
- SEVERITY OF CRASHES REDUCED
- FLEXIBILITY OF ROUNDABOUT LOCATIONS
- MINIMIZE DISTURBANCE TO OHIO HISTORICAL FOUNDATION STRUCTURES
- LIMITED APPROACH WORK ON KILBY AND SIMMONSON
- LOWER CONSTRUCTION COSTS VERSUS REALIGNMENT

CONS:

- RIGHT-OF-WAY IMPACTS AT INTERSECTIONS (INCLUDING REMOVAL OF EXISTING BARRI)
 - DRIVERS UNFAMILIAR WITH OPERATION/USAGE
 - TWO INTERSECTIONS
- DESCRIPTION:**
 MAINTAIN EXISTING ALIGNMENTS, CONSTRUCT ROUNDABOUTS AT THE TWO INTERSECTIONS.

ESTIMATED CONSTRUCTION COST: \$1.75M TO \$2.0M

20 YR. P.M. PEAK LOS:

- (LOS B FOR SIMMONSON INTERSECTION)
- (LOS C FOR CAMPBELL INTERSECTION)

ALTERNATE NO. 4

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**KILBY ROAD, SIMMONSON ROAD AND
 CAMPBELL ROAD IMPROVEMENTS**



- PROS:**
- NO COST

CONS:

- CONGESTION (LACK OF CAPACITY)
- ALL ROADWAYS CLASSIFIED AS URBAN COLLECTORS (SIMILAR TRAFFIC VOLUMES, THEREFORE NO MAIN ROUTE)
- INDIRECT EAST-WEST MOVEMENT
- LONGER QUEUES (STORAGE CAPACITY)
- UNSAFE CONDITIONS FOR VEHICULAR
- -NO TURN LANES (INCREASED RISK FOR REAR END COLLISIONS, INCREASED OCCURANCE FOR HIGHER SPEED DIFFERENTIAL
- -INCREASED POTENTIAL FOR REAR END COLLISIONS
- -INCREASED POTENTIAL FOR SIDE SWIPE COLLISIONS (FROM LEFT TURN MOVEMENTS)
- UNSAFE CONDITIONS FOR BIKE TRAFFIC
- -FEW GAPS TO MAKE TURNS
- -CONGESTION LEADS TO FEW OPPORTUNITIES FOR VEHICLES TO PASS
- TIGHT TRUCK TURNING MOVEMENTS (CREATES DELAYS)
- SIGHT DISTANCE ISSUES SOUTH ALONG KILBY RD. AND EAST ALONG SIMONSON RD.
- 2 INTERSECTIONS

DESCRIPTION:
DO NOTHING, LEAVE THE EXISTING ROADWAY GEOMETRY AS IS.

20 YR. P.M. PEAK LOS:
(LOS D FOR SIMONSON INTERSECTION)
(LOS F FOR CAMPBELL INTERSESTION)

**ALTERNATE NO. 5
(NO BUILD)**



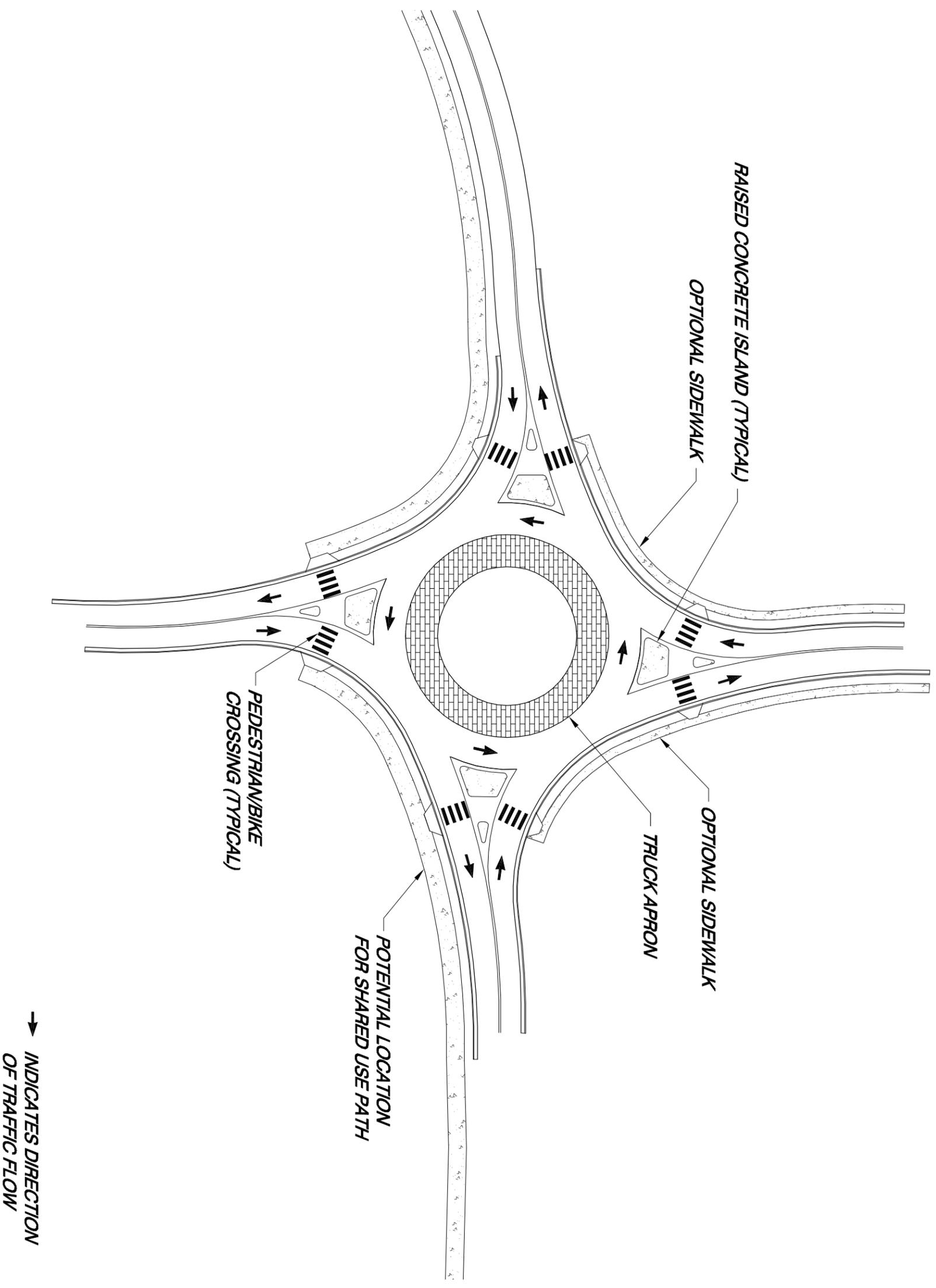
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**KILBY ROAD, SIMONSON ROAD AND
CAMPBELL ROAD IMPROVEMENTS**



→ INDICATES DIRECTION OF TRAFFIC FLOW

KILBY ROAD, SIMONSON ROAD AND CAMPBELL ROAD IMPROVEMENTS



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ROUNDBOUT DETAIL