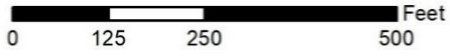




# Legend

-  Traffic Signal
-  Driveway
-  Curb
-  Proposed Pavement
-  Concrete Median
-  Grass
-  Sidewalk



## Phase 1



## Phase 2



## What is the preferred alternative?

Alternative 1 was chosen as the preferred alternative because it addresses the needs of the project. It improves traffic flow, addresses common causes of crashes, and improves the visual appearance of the corridor. When compared to the other alternatives, it addresses the needs with fewer impacts to properties and less cost.

## What is the crash history?

Between 2015 and 2017, 153 crashes happened in the project area. Almost  $\frac{1}{3}$  (47 crashes) of those resulted in an injury. About half (76 crashes) were left turning or angle crashes. These happened when vehicles turned left at intersection, into driveways, and out of driveways. The next most common crash type was rear end crashes (29 crashes).

## Why is the city considering eliminating some turning movements?

Many crashes on the corridor happened while drivers were turning left. A common factor was that left turning vehicles did not yield to oncoming traffic. There are 48 driveways between Leffel Lane and John Street. The preferred alternative reduces the number of left turns by installing a concrete median. Drivers can still reach driveways by making a U-turn using the new loons at Leffel Lane and John Street. The back of this brochure shows how to make this U-turn. Some driveways will be made shorter due to widening, and the entrances and exits to some businesses will be changed to reduce crash risk.



## What will traffic be like during construction?

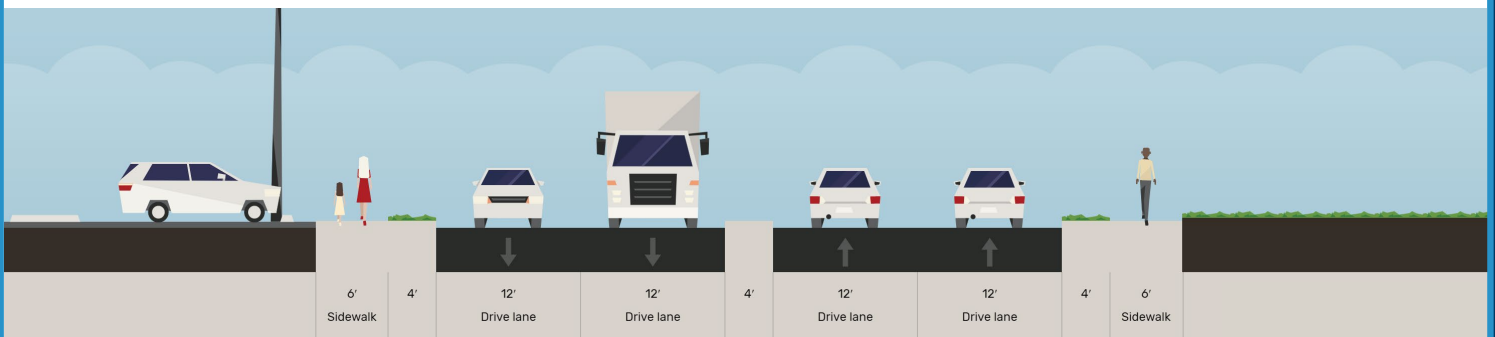
Limestone Street will be open during construction, but some lanes will be closed while the improvements are built. Driveways for businesses and residences will stay open during construction too, but you might have to make a right turn or use the new loons to reach them once the median barrier has been installed.

## Will there be impacts to wetlands or natural resources?

The Limestone Street corridor and surrounding area are already built up and developed. No impacts to wetlands, waterways, or habitats of protected species are expected.

## How will the project affect noise and air quality?

During construction, there will be some noise from construction equipment. However, after the project is built, there should be no increase in noise compared to today. Air quality will not be reduced because traffic delays and emissions will not increase.



# What do you think?

All comments must be received by January 12, 2021. There are a few ways for you to leave us comments. You can:

- Go to the online open house at: <https://www.ljbinc.com/southlimestone>
- Call 937-525-5800
- Return the comment form you received in the mail by email to [lshanayda@springfieldohio.gov](mailto:lshanayda@springfieldohio.gov) or by mail to:

Leo Shanayda  
City Engineer  
City of Springfield  
Engineering Department  
2100 Lagonda Avenue  
Springfield, OH 45503

## What are loons?

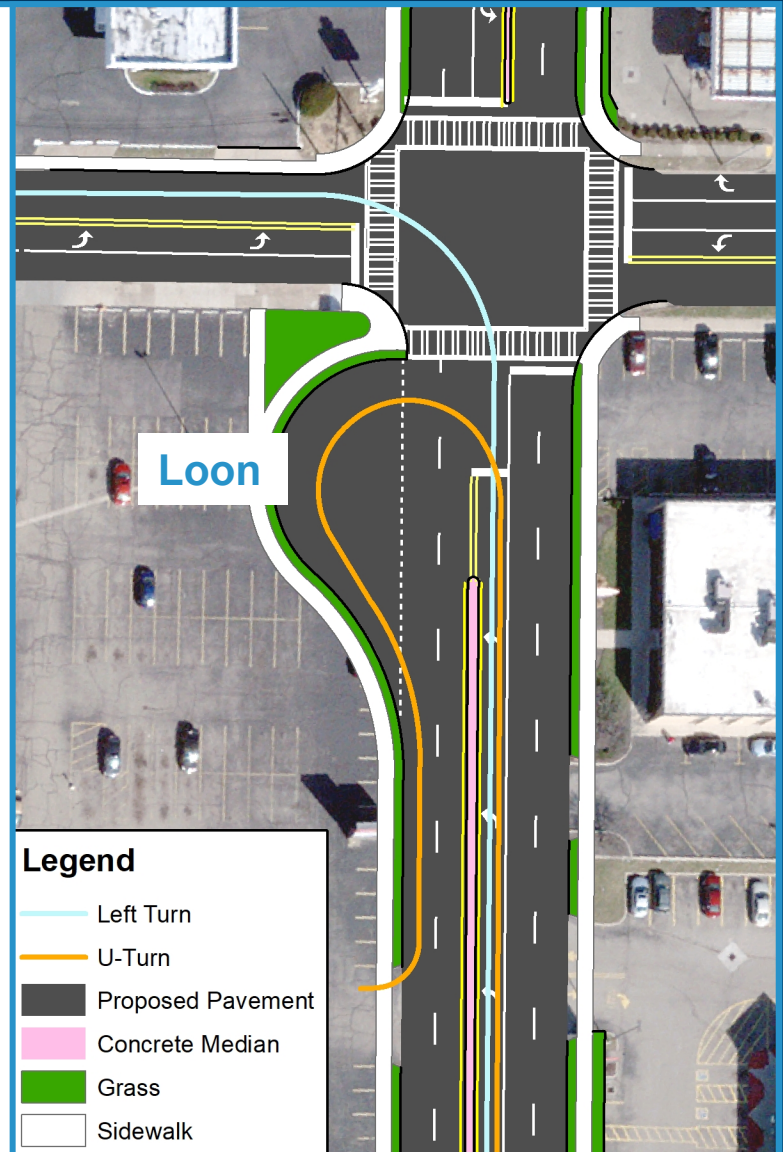
A loon (so-called because it resembles the head and neck of the bird with the same name) is a widened location near an intersection so that vehicles can make U-Turns from the left turn lane. The image to the right shows the path a vehicle would take to make a left turn or U-Turn at an intersection with a loon.

The preferred alternative will add loons at Leffel Lane and John Street because the median barriers will prevent motorists from turning left into or out of driveways. Instead, motorists can turn right from driveways, then make a U-Turn at a loon.

The loon at Leffel Lane is large enough for passenger cars. At John Street, the loon is large enough for delivery trucks, which can use the loon to reach I-70 after picking up or dropping off a load at Limestone Street businesses..

A traffic signal will tell motorists when they can make a left turn or U-turn from the left lane. Pedestrians can use the sidewalk that goes along the edge of the loon at any time.

In this example, the orange line shows the path a motorist would take to reach the parking lot.



## What is the project cost and schedule?

Phase	Public Comments	Design	Right-of-Way Acquisition	Construction	Total Cost
Phase 1	Nov. 16, 2020 to Jan. 12, 2021	2021-2022	2022-2023	Spring 2024	\$2,500,000
Phase 2	Nov. 16, 2020 to Jan. 12, 2021	2021-2023	2022-2024	Spring 2025	\$6,000,000

\$2,410,000 of funding for Phase 1 was awarded by the Ohio Department of Transportation's Highway Safety Improvement Program. The City recently applied for funding for Phase 2.

## Why build the project in two phases?

The Limestone Street Reconstruction project will be built in two phases if funding for Phase 2 is not secured for a few years. Phase 1 will build from I-70 to Lansdowne Avenue, including the southbound left turn lane. Then Phase 2 will build from Lansdowne Avenue to Singer Street. The project will be built in two phases because right now funding is only available for the first phase. Instead of waiting until all the funding is in-hand, Phase 1 can be built now to provide those improvements sooner.

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.

# SOUTH LIMESTONE STREET RECONSTRUCTION PROJECT

## CLA-72-6.83, PID 106287

### How will property be acquired?

The preferred alternative is wider than Limestone Street is now. The project will require about six feet of right-of-way on each side of Limestone Street. This space is currently used for landscaping, parking, and driveways. No businesses or residences will be relocated. Acquisition of property will be done according to all state and federal laws, including the Uniform Relocation Assistance and Real Property Act (the Uniform Act). The Uniform Act and other laws establish the process for a government agency to acquire property:

1. A fair market value will be determined for the portion of each property needed
2. A written offer will be presented to the owner
3. When the offer has been accepted by both parties, a closing phase occurs where the property is bought.

Overall, the process will take several months and likely happen in 2022-2024. No total takes (complete acquisitions) or relocations will be necessary. If you would like to discuss your specific property, please contact Leo Shanayda at 937-525-5800, through the comment form, or at [lshanayda@springfieldohio.gov](mailto:lshanayda@springfieldohio.gov).

### Will the project affect historic properties?

An evaluation of the corridor for historic resources, and the project effect on any identified historic properties, 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"

### Will the project include bicycle facilities?

The project will not include bicycle facilities because of limited space, lack of connection to the City's existing bicycle network, and nearby parallel bicycle routes on lower volume streets, such as Selma Road.

### Will any amenities be included in the project?

The improvements included in this project are focused on improving safety. While the improved roadway may encourage future development and amenities, it is not part of this project.

### Real Estate Acquisition Process

Fair market value determined

Written offer presented to property owner

Closing occurs and the property is bought after agreeing on value

### Why can't these funds be used somewhere else or for something else?

This project is being funded with federal Highway Safety Improvement Program funds awarded to the City by ODOT. These funds cannot be transferred to another project or purpose. They must be used for this project or will be lost.

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

No final decisions regarding any proposed improvements have been made at this time. The City is seeking public input, in order to ensure the best possible decisions are made for our community. We welcome your input and encourage you to provide comments.