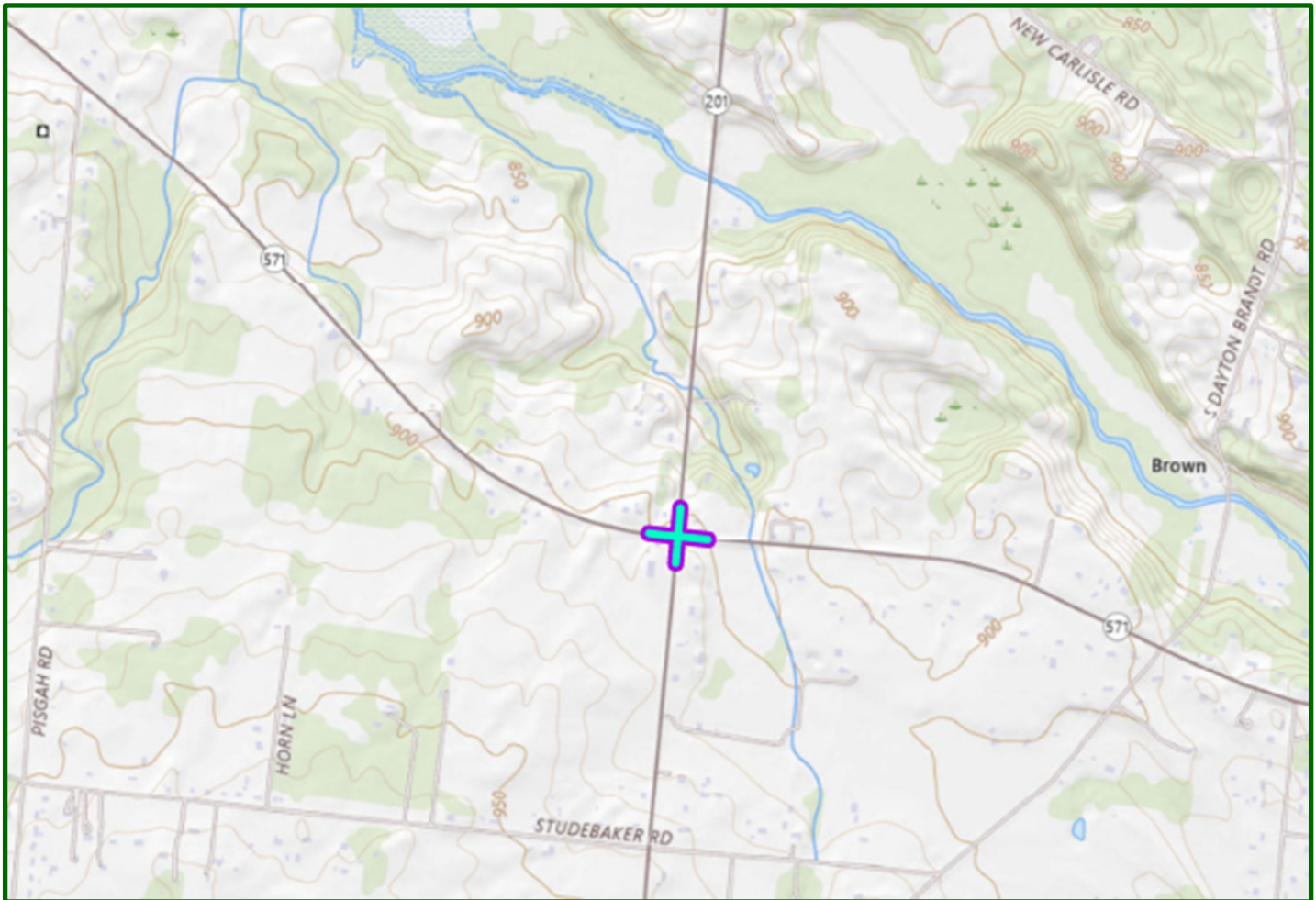


Intersection Improvements

State Route 201 at State Route 571

MIA-SR 201-4.15 Intersection IMP; PID 122003



What does this project involve? ODOT is considering construction of a roundabout at the intersection of State Route 571 and State Route 201 in Bethel Township, Miami County. Currently, traffic on State Route 201 is under stop control.

Why is this project needed? The project is necessary to reduce the crashes, particularly injury crashes, at this intersection. Between 2019 and 2022 (the period of crashes reviewed in the safety study), the intersection experienced 20 crashes. Of these, 37% resulted in injuries, including a fatality. The majority of crashes (58%) were due to failure to yield. In May 2023, a vehicle northbound on State Route 201 failed to yield, forcing the on-coming semi-truck into the home in the northeast quadrant, resulting in the loss of the home and injury to a resident of the home.

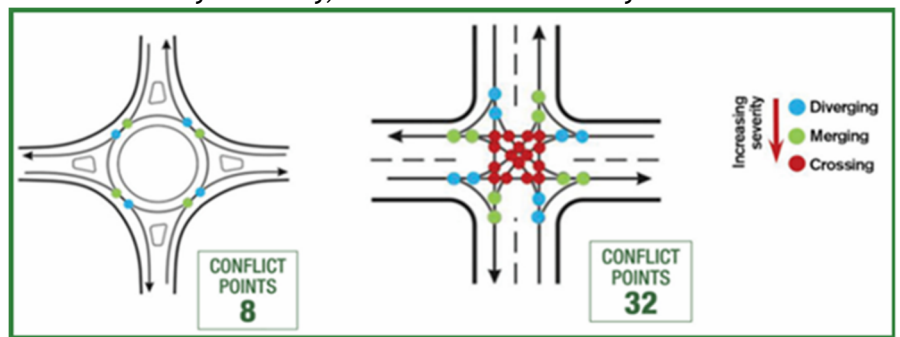
Who proposed this project, how is it funded and who is responsible for oversight? The current estimated cost, including design, right-of-way and construction, is approximately \$3.7-million. The project is being funded with federal Highway Safety Improvement Program funds.

Why can't these moneys be used elsewhere, on more urgently needed improvements? This project is funded with federal Highway Safety Improvement Program funds awarded by ODOT. These funds can not be transferred to another project, but must either be utilized on the funded project or be forfeited.

What acquisition is required for this project? The proposed improvements are expected to be located generally within the existing public right-of-way, although minor acquisition of up to 0.1-acre may be needed to allow for drainage improvements. Minor temporary acquisition (approximately 0.4-acre) will be needed to allow for construction access.

Will property access/driveway configurations be affected? Under the preferred alternative, realignment of the driveway in the northeast quadrant will be required. Otherwise, driveway configurations will remain in their current configuration, although drive approaches within the project limits will be reconstructed for proper tie-in to the new pavement.

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 (approximately 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. Studies by the Federal Highway Administration show that roundabouts achieve a 44% reduction in crashes and reduce serious injury and deadly crashes by nearly 90% at two-way stop intersections.



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.

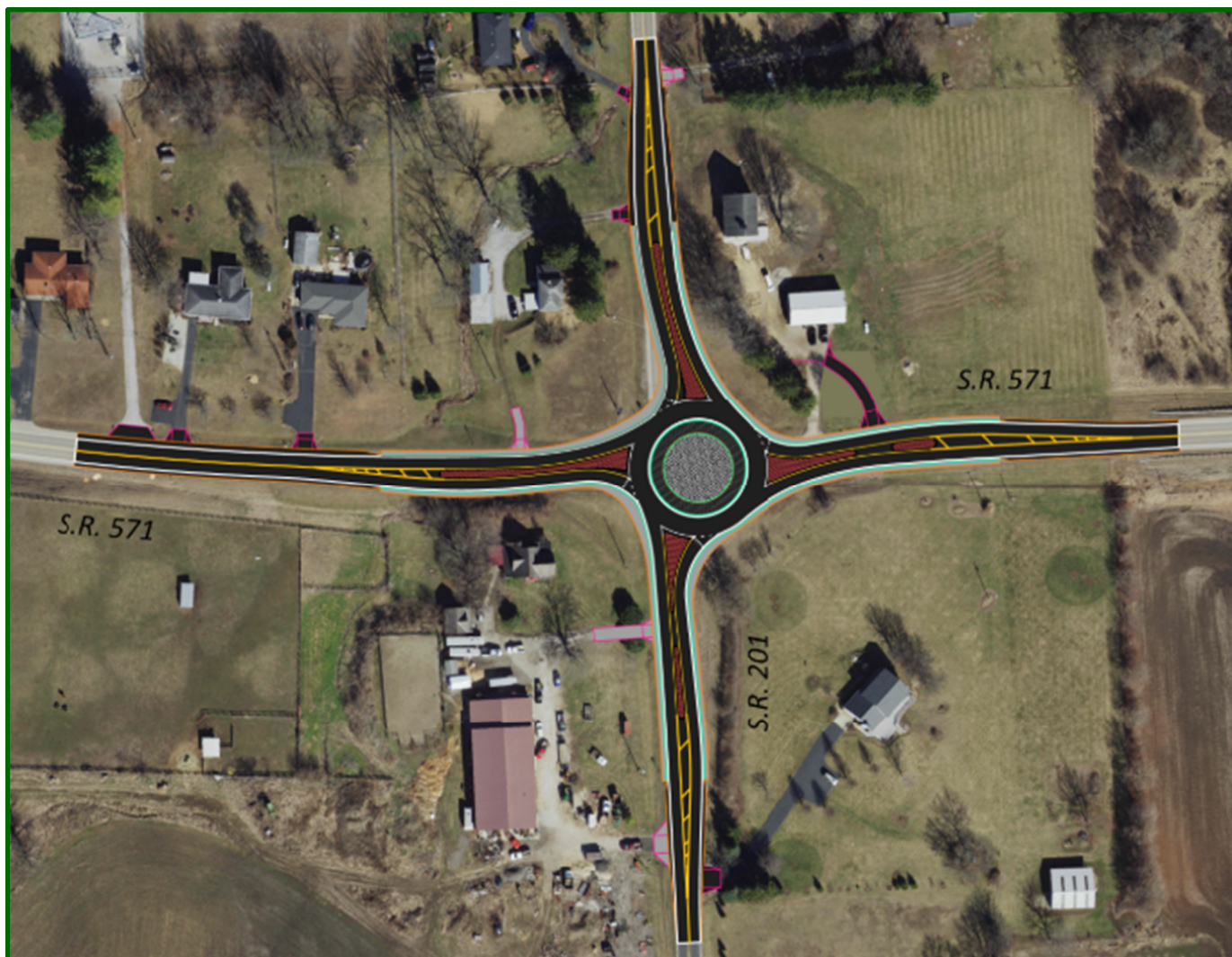
Where can I find more information about roundabout? Additional information is available from the Federal Highway Administration, at the following link & QR Code: <https://highways.dot.gov/safety/intersection-safety/intersection-types/roundabouts>



Won't a roundabout cause congestion, particularly with large vehicles such as semi-trucks and tractors? Based on the traffic analysis, a roundabout at this intersection will provide an excellent level of service, with average delays of six seconds or less in the design year (2048) peak hours. While larger vehicles may take slightly longer to navigate the roundabout than a car, the delays caused by these vehicles will be nominal.

Won't a roundabout place nearby homes at greater risk of being hit by vehicles? The project will result in a modest shift (12 feet or less) of traffic closer to some homes along the corridor. By forcing lower speeds on drivers, roundabouts actually help to reduce road crashes, by giving drivers more time to stop or otherwise correct their travel.

What will the roundabout look like? The preliminary layout is shown below.



Will the intersection be lighted? Yes, lighting will be provided at the roundabout and on the approaches.

Will the roundabout feature aesthetic treatments? The roundabout will feature a low-maintenance center island. The truck apron (an approximately 13-foot-wide area between the island and the roadway) will be colored concrete.

Will bicycle facilities be incorporated into the project? No bicycle-specific facilities will be incorporated into the project. However, the proposed roundabout will create a low-speed environment that requires approaching drivers on all legs to yield to traffic already in the roundabout. These features will provide a safer environment for cyclists navigating the intersection.

Will trees be removed under this project? Limited tree removals may be required, particularly along existing roadway ditch that will be re-graded as part of the proposed construction.

Will the project include work in waterways or wetlands? Within the project limits, an intermittent tributary of Honey Creek is carried under State Route 571 and State Route 201 by culverts. Under the preferred alternative, these culverts will need to be replaced. All necessary waterway permits will be secured prior to construction. A Fork of Honey Creek and an associated wetland are located at the eastern limits of the project; the stream and wetland will be marked for avoidance on the project plans.

How will the project affect the floodplain? A designated special flood hazard area is present at the project's eastern limits. The project will require minor limited fill within the flood zone, to allow for roadway reconstruction. All necessary fill will be designed to comply with the National Flood Insurance Program and will not result in an unacceptable rise in the base flood elevation.

How will the project affect air quality and noise along the corridor? As currently proposed, the project will result in a modest shift (12 feet or less) of vehicle lanes closer to some homes within the project area. However, because roundabouts both slow traffic and improve traffic flow, they can result in reduced noise levels and air emissions.

Will the project affect historic resources? 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. As the proposed permanent improvements will occur within the existing public right-of-way, no impacts to historic resources, if present, are anticipated under the project.

Will the project comply with the Farmland Policy Protection Act (FPPA) and Ohio protections for agricultural lands? Yes. Under an existing Memorandum of Understanding with the Natural Resources Conservation Service, intersection improvement projects that require less than three acres of new right-of-way do not require formal coordination under the FPPA. Further, the project will not impact 10 acres or more of land from farmlands designated as part of an Ohio Agricultural District.

How will utilities be impacted by this project? When will utility relocations occur? Temporary and/or permanent impacts to overhead and underground utilities may be required to allow for the proposed construction. If utilities are found to require relocation, these relocations may occur several months prior to the actual project start.

How will large vehicles, including emergency vehicles, be able to negotiate a roundabout? The design of the intersection will allow semi-trucks, farm equipment, 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.



Why isn't a traffic signal proposed? In order for the intersection to be signalized using federal moneys, 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 service sufficient traffic or other conditions identified by the MUTCD that would allow installation of a traffic signal.

Why not convert the intersection to an all-way stop? Conversion of the intersection to all-way stop was considered. While an all-way stop would be expected to reduce crashes (by approximately two per year), injury crashes would still be expected. In particular, an all-way stop would not result in the near elimination of high speed/high angle crashes, a crash type associated with injury crashes. While an all-way stop would be expected to generally provide efficient movement of vehicles (with peak hour delays of 13 seconds or less), there would likely be substantial delays during events at the nearby high school. Because the all-way stop is less effective at preventing injury crashes and would not provide as efficient movement of vehicles, it is not being advanced as the preferred alternative.

What is the schedule for the project? The project is currently in preliminary design. If advanced to detailed design, final plans for the proposed roundabout are expected to be completed in November 2027.

Based on the current schedule, the project will be awarded to a contractor for construction in April 2028, with construction to begin shortly after. Construction is expected to be completed by Fall 2028.

Why can't the project be undertaken 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.

What is the current status of decision-making on this project? No final decisions regarding any proposed improvements have been made at this time. We are seeking public input, in order to ensure the best possible decisions are made for our community and the traveling public. We welcome your input and encourage you to provide comments.

How can I submit comments? To provide comments, you may call, email, or write either of the individuals listed in the box to the right. Please reference "MIA-571 at 201" in any emails or letters. You may also submit comments on the ODOT Project Page for PID 122003, which can be reached at www.transportation.ohio.gov/projects. Comments are requested no later than **May 31, 2026**.

QUESTIONS OR COMMENTS? CONTACT US!

ODOT District 7

Project Director:

Jonathan Koester

Phone: 937-497-6763

Email:

Jonathan.koester@dot.ohio.gov

Environmental Coordinator:

Tricia Bishop

Phone: 937-497-6721

Email: tricia.bishop@dot.ohio.gov



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 12/14/2020, and executed by FHWA and ODOT.



**Department of
Transportation**