

PUBLIC COMMENT
COONPATH ROAD/ELECTION HOUSE ROAD INTERSETION IMPROVEMENT PROJECT (PID #115805)

Comment	Response
Yes- better signage is needed to keep large/semi truck traffic off narrow township roads. More sheriff presence for speeders. Round about is badly needed. Thank you!	This project will involve a complete closure at the intersection. The county plans to post the detour using county and state roads and will not direct traffic on the narrow local township roads. However, since these roads are still public roadways, there is nothing we can do to limit or restrict traffic on these roadways.
Can the coonpath & stringtown rd intersection become a roundabout at the same time? I think it makes sense, but stopping at stringtown should go as well. Should make both roundabouts at same time to minimize detours every other year.	Currently, the Coonpath Road and Stringtown Road intersection is not eligible for safety funding like this intersection is. While we would like to remove the all-way stop at this intersection, unfortunately without state or federal assistance, there is not enough local revenue at this time to make these improvements. We continue to monitor all county roads and intersections to identify concerns and high accident locations to see what can be done and apply for funding to make necessary safety improvements.
The amount of money... for a roundabout vs a traffic light with left turn lanes. Wouldn't it be more cost saving and time saving to put in left turn lanes and traffic light. And still create a safer intersection?	A signalized alternative was analyzed with the feasibility study and did show the construction cost to be about \$330k less than the roundabout. However, the signalized intersection with added turn lanes performs poorly and will have more congestion during peak hours resulting in traffic back ups. Additionally, there is an added safety benefit for motorists using the roundabout vs. the signals, along with a reduction in injury accidents. For this reason of safety and reducing congestion, the decision was made to move forward with a roundabout.
I am all about safety. I go through this intersection 4 times a day. For those 60 days I will have to go into Carroll and into Lancaster for work and daycare drop off 4 times Monday through Friday. By living on Election House we have dealt with the extra traffic from the construction on Coonpath and 158. Carroll Eastern will be even busier. People blow through the stop sign at Election House and Coonpath daily. The intersection at Carroll Eastern and Election House is a bad one. People fly on Carroll Eastern and if you don't give time for cars to come out of the dip it's an accident waiting to happen. Not sure a roundabout is the best solution. Maybe it is.	For this intersection at Coonpath and Election House Road, we have performed a feasibility study to look at several solutions to reduce the amount of accidents. As a result of this study, we feel a roundabout provides the safest solution and will also reduce congestion at this intersection. In regards to the Carroll Eastern and Election House Road intersection, this is an area of concern for our office. We continue to monitor this intersection and its safety performance and have attempted to add signage, as well as reduce the speed limit. If we continue to see an increase of accidents at this intersection, we may have to take additional countermeasures or look for additional funding to make improvements on Carroll Eastern to increase the sight distance to the east. This is an intersection that we've continuedly monitored over the past several decades and we will continue to monitor.
That is too much money for a project that doesn't even need to be done. Just put a light there controlled by a camera to see traffic and changes when needed Thanka. No way	The county performed a feasibility study to look at different alternatives to reduce the number of accidents and alleviate the congestion. A traffic signal was studied as an alternative. The signal would require significant widening for turn lanes and would result in signifc construction costs and impacts similar to the roundabout. Since the construction costs were so similar, we decided to move forward with a roundabout alternative since it will perform safer than a signal and reduce congestion. As a result of reducing the severity and number of accidents, this made the project eligible for federal highway safety money to assist in funding this project. This would not have happened with the installation of a traffic signal.
This is obviously NOT a dangerous intersection. These work for people who have no patience to wait their turn at a four way stop. This is one reason that our taxes are getting higher consistently. Yes, I like roundabouts, but does the cost to benefit make sense? And, I am certain that Coonpath/188 will be next. I have to tighten my belt when times are tough. It appears ODOT and Fairfield County never have the same values of spending tax dollars wisely. My two cents worth. Joe Young	This intersection continues to see a high rate of accidents as well as significant congestion during peak hours. With the continued growth in the area, this will continue to be a problem and become worse. For this reason, the county is making this improvement for the safety of the traveling public. Coonpath and SR188 is an ODOT maintained intersection and is under their jurisdiction. At this time, there are no projects planned at this intersection.
People ain't courteous enough for roundabouts. We don't need roundabouts. People just need to be more courteous. Stop stealing peoples lands and homes!	This intersection continues to see a high rate of accidents as well as significant congestion during peak hours. With the continued growth in the area, this will continue to be a problem and become worse. For this reason, the county is making this improvement for the safety of the traveling public.
Why don't you just put in traffic lights' and save money (I know my opinion don't hold any weight but I think this project is a bit exstream. Fire protection during construction. Finacial burden to tax payers due to proposed levy to pay for project. I am highly opposed to the installation of a roundabout at the proposed intersection. Since maney talks and those with the wallet makes the decisions, I do not believe my opinion will bare any weight on the matter, but \$4.6 million for "improvements to a non fatality/serious injury intersection seems a bit extreme to me.	A signalized alternative was analyzed with the feasibility study and did show the construction cost to be about \$330k less than the roundabout. However, the signalized intersection with added turn lanes performs poorly and will have more congestion during peak hours resulting in traffic back ups. Additionally, there is an added safety benefit for motorists using the roundabout vs. the signals, along with a reduction in injury accidents. For this reason of safety and reducing congestion, the decision was made to move forward with a roundabout. There are no proposed new levy's to pay for this project. Current funding for this project is utilizing existing Federal and State safety money that is available, along with local revenue that is already budgeted and funded. The intersection will require a complete closure of the intersection to construct, but provisions will be made to allow the Greenfield Township Fire Department to travel through the closure to minimize their delay in providing emergency services to their residents.
I am concerned with the storm drainage at the area of the proposed round-a-bout at Coonpath Rd / Electionhouse Rd Intersection. The field behind us drains to the west side of our property and into the ditch at Coonpath Rd. During heavy rains both ditch lines fills with runoff water. Am wanting to make sure the proposed storm drainage plan will handle the large amount of water. See attached sketch of the flow of runoff water.	We plan to install a culvert under Coonpath Road at the location you identified where the drainage enters the right-of-way. This will be sized to handle the large area of runoff per criteria established by ODOT. The preliminary plan shows increasing this from an existing 24" to a 36" pipe.