



Main at Experiment Farm Intersection

MIA-SR41-11.72. (PID 12167)



What does this project involve? The proposed project involves improvements at the W. Main Street and Experiment Farm/S. Stanfield Road intersection. Following construction, W. Main Street and Experiment Farm Road will offer two through lanes on all approaches to the roundabout. Dedicated turn lanes will no longer be needed, resulting in an overall reduction in the number of lanes on all approaches. The project additionally includes the construction of new sidewalks and crosswalks, enhanced pedestrian signage and lighting, and a new storm sewer system within the corridor.

Why is this project needed? The need for improvements to the W. Main Street and Experiment Farm/South Stanfield Road intersection was identified in the *Intersection Feasibility Study* (updated September 2023) and the 2021 *Safety Study*. The intersection ranks 31st on the Miami Valley Regional Planning Commission's highest crash list, with 114 crashes recorded between 2017 and 2019. Rear-end crashes made up most crashes, followed by turning type crashes. The studies identified heavy congestion during peak hours as a leading contributing factor. Although no pedestrian- or bike-related crashes were recorded during the study period, pedestrian mobility has been identified as a safety consideration due to the extensive sidewalk network surrounding the intersection.

See more at <https://www.structurepointpublic.com/mainatexperimentfarm>



How much will this project cost and how is it funded? The estimated construction cost is \$4.3 million. The City of Troy has received \$2,578,866.60 from the Miami Valley Regional Planning Commission (MVRPC) Surface Transportation Block Grant (STBG) funds. A \$1,719,244.49 local match is required per the funding requirements. Additional funding sources will be considered if necessary for the overall construction costs. The project will not raise taxes.

Who proposed this project and who is responsible for oversight? The City of Troy applied for and received federal transportation funds through MVRPC. The Ohio Department of Transportation (ODOT), as steward of the federal funds, will provide oversight of the project.

Why can't this money be used elsewhere, on more urgently needed improvements? This project is being funded with MVRPC STBG funds awarded to the City. These funds cannot 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 preliminary footprint of the project fits within the existing public right-of-way, therefore, no anticipated permanent right-of-way acquisition is anticipated for this project. Temporary easements may be needed to allow for construction access and seeding and grading. If right-of-way is needed, affected property owners will be contacted at a later date to discuss the right-of-way needs, the acquisition process, and property owner rights under the process.

How will the roadway cross-section change? West Main Street and S. Stanfield Road will continue to have two lanes of traffic in each direction. Experiment Farm Road will remain as a through lane in each direction and increase to two lanes at the roundabout approaches. The proposed roundabout will eliminate the need for dedicated turn lanes, thus reducing the number of lanes at the intersection.

What types of amenities will be offered? Overhead lane assignment signs will be used in advance of the roundabout to help drivers get into the correct lane before entering the roundabout. Enhanced pedestrian signage will be included, and additional landscaping areas will be available in the center of the circle. Lighting poles will follow the City's established aesthetic look.

What is the schedule for the project? The project is currently in the preliminary design phase. Final plans are expected to be completed in December 2027. Based on the current schedule, the project will be awarded to a contractor for construction in early 2029. The project is expected to begin in calendar year 2029.

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.

How will traffic be maintained during construction? Traffic will be maintained through the construction zone. Impacts to traffic will involve lane closures and may require temporary pavement to keep traffic moving during construction, with multiple phases necessary to construct the project. Business access will remain open during construction with occasional temporary driveway closures. Furthermore, accommodation will be provided for pedestrians and cyclists. A detailed impacts to traffic plan will be developed during final design.



Will the project improve pedestrian facilities? The project will provide new sidewalks around the perimeter of the roundabout and crossings at each approach. Pedestrian refuges will be installed in the splitter islands for improved pedestrian safety. Curb ramps and pedestrian facilities will be ADA-compliant. A Rectangular Rapid Flashing Beacon (RRFB) may be used to aid pedestrian crossing.

Will the project be ADA-compliant? Yes. All pedestrian facilities within the corridor will be evaluated and upgraded as needed for ADA compliance.

What is a Rectangular Rapid Flashing Beacon (RRFB)? An RRFB (image to the right) is a user-actuated amber LED light that supplements warning signs at unsignalized intersections or mid-block crossings. RRFBs have been shown to increase driver yielding behavior.



Will property access/driveway configurations be affected? Minor improvements to the driveways will be made, but access will remain the same.

Will trees be removed under this project? Approximately two trees will be removed under the project. All the trees to be removed are located within the existing public right-of-way.

How will the project affect travel times through the corridor? Currently, the typical travel time through the corridor during peak traffic is 106 seconds. Based on the traffic analysis completed for the project, the typical travel time at peak hour will be reduced to 81 seconds, saving 25 seconds per vehicle at the SR 41 and Experiment Farm Road/Stanfield Road intersection.

Does the preferred alternative have a positive benefit-to-cost ratio? If not, why is the preferred alternative being proposed? The benefit-to-cost ratio is below 1, indicating that a project's safety benefits are less than its costs, but it does not mean the project provides no value. The benefit-to-cost ratio is calculated using industry standard software to capture safety benefits. The ratio reflects only those impacts that can be quantified and expressed in monetary terms, often excluding factors like equity, environmental outcomes, or broader system connectivity.

How will the project affect air quality along the corridor? Roundabouts improve traffic flow, which results in reduced air emissions from stopped vehicles, hence improving the air quality. An evaluation of the corridor for air quality impacts will be undertaken as part of the environmental review of the corridor.

How will utilities be impacted by this project? When will utility relocations occur? Currently, impacts to utilities are expected to be limited to the publicly owned street lighting and storm sewer within the corridor. Replacement of the lighting and resetting of catch basins will occur during the project construction. If private utilities are found to require relocation, these relocations may occur several months prior to the actual project start.

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 left-turn angle crashes. Lower-angle, low-speed crashes tend to be less severe than higher-angle, high-speed crashes.



Multi-lane roundabouts can have higher than expected property damage-only crashes at certain legs, but still provide a reduction in overall crashes, particularly injury and fatalities. 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 roundabouts? Additional information is available from the Federal Highway Administration at the following link: <https://highways.dot.gov/safety/intersection-safety/intersection-types/roundabouts>. Federal Highway Administration recently released a report, FHWA-HRT-23-023, in March 2023 that reviews countermeasures to improve performance and safety.

What is the expected crash reduction under the preferred alternative? Traffic analysis shows an 11% predicted crash reduction for the preferred alternative.

How will large vehicles, including emergency vehicles and trucks, be able to negotiate a roundabout? The intersection design will allow semi-trucks, 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. Truck turning movements were analyzed at each approach and lane for the roundabout and the preferred alternative adequately accommodates the expected truck traffic and emergency vehicles through the roundabout.



How will the project impact my business during construction? I don't want my business to suffer. During construction, access will be maintained at all times. There will be short-term disruptions that can be mitigated with additional signage, “Business Entrance”, “Open during Construction”, etc., to help promote business during construction.

One year is a long time for a project, especially for one that connects to I-75 and the rest of Troy. Won't the project cause backups during the AM/PM commutes and on weekends? Construction work is phased, meaning the most disruptive work is deliberately scheduled during off-peak hours, overnight, or on weekends to protect daily commutes. Detailed impacts to traffic plans will be developed to help maintain traffic flow while providing safe working conditions for the construction crews. Traffic is monitored during construction, and adjustments can be made to adapt to traffic patterns.





There is too much traffic on this road for a roundabout to work. Isn't there a study that shows roundabouts cause backups? Traffic analysis was completed for this intersection and along the corridor and modeled using industry standard software. Results show that traffic operations are acceptable at the intersection with the multilane roundabout alternative and is expected to reduce travel times for drivers through the corridor.

There are too many trucks for a roundabout. Roundabouts are designed to handle truck traffic using the truck apron and wider circulatory lanes. Truck turning movements have been analyzed at each approach and lane for the roundabout and the design has been determined to adequately accommodate the expected truck traffic through the roundabout.

The roundabout will be too confusing. Overhead lane assignment signs and strategically placed pavement markings help the drivers pick the correct lane and navigate the intersection.

Multi-lane roundabouts have been shown not to provide a significant decrease in crashes; do you still expect similar crash rates at the intersection? What is the expected crash reduction at this roundabout? Roundabouts have been proven to reduce injury and fatality crashes at intersections. While multilane roundabouts still tend to have property damage-only crashes, there is an overall reduction in expected crashes versus the existing condition, particularly injury and fatal crashes.

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. We welcome your input and encourage you to provide comments.

How can I submit comments? To provide comments, you may return the comment form included in this packet in person at the public meeting or send it by mail to the addresses on the comment form; you may also call or email the individual in the box to the right, or you may send a letter to the listed address. Please reference "Main at Experiment Farm Intersection" in any emails or letters. Comments are requested no later than December 4th, 2026.

Project Comments

Comments about this project are welcome and encouraged. Please submit comments via phone, email, or mail to:

Jillian A. Rhoades, PE

jillian.rhoades@troyohio.gov

937-339-2641

City of Troy

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Comments on the proposed alternatives should be submitted by **December 4, 2026**, to be documented in the Public Input Summary Report.

The City of Troy will respond to all comments received. Please reference *Main at Experiment Farm Intersection* in emails and in letters.

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 May 8, 2026, and executed by FHWA and ODOT.