

**BRAD W. FOSTER, P.E., P.S.**

**FRANKLIN COUNTY ENGINEER**

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April 12, 2024

**RE: Walnut St at SR 605 Roundabout**

Dear Residents and Property Owners,

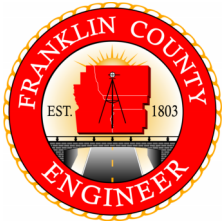
The Franklin County Engineer's Office hosted a public involvement meeting on Wednesday July 26th, 2023, where residents and stakeholders were invited to review information about a future roundabout project along Walnut Street at SR 605 (New Albany-Condit Rd). We received several comments during the meeting and during the open comment period. This letter is to serve as an update on the design of the project and how those concerns are either addressed or not addressed due to project constraints. As reported in the public meeting documents, construction could start as early as Spring 2026 and last through Fall 2026.

**Comment #1: We in Nottingham Trace are so appreciative of the roundabout... it is much needed at the very dangerous intersection of Walnut & SR-605. I would like to see the speed limit reduced to 35mph in front of the entrance to Nottingham trace as vehicles travel way too fast there. Concerns: Just need to provide ample notice for traffic detour and hopefully not allow to detour into Nottingham Trace from Walnut (Schleppi Rd) to SR-605 or vice versa. ODOT needs to be a speed study on 605N from Epcon Communities North to Nottingham Trace... 50 mph speed limit leading into roundabout entrance is excessive coming either direction of 605 (North and South)**

**Response:** Ample notice will be given for the detour route and detour signs will be placed to help direct motorists. Additional signage can be placed at Nottingham Blvd and Schelppi Rd entrances to Nottingham Trace to discourage detour traffic from utilizing these streets. The official detour will not utilize any roads in Nottingham Trace, however since these roads are public roads, local residents may still choose to utilize them during construction.

**Comment #2: What will be the alternate route around the intersection?**

**Response:** The posted detour route for Walnut St is currently planned to utilize other county roads including Harlem Rd, Central College Rd, Johnstown Rd/US-62 for traffic south of the project or Harlem Rd, Fancher Rd, and Green Cook Rd/Peter Hoover Rd for traffic north of the project. The posted detour route for SR-605 must direct traffic onto other state routes. Therefore, the SR-605 detour route is currently planned to be US-62, SR-37, back onto SR-605 in Delaware County.



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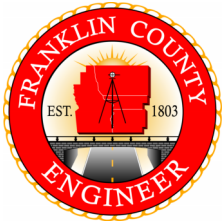
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**Comment #3: As long as the speed on 605 remains 50mph, there really seems no assurance that everyone will slow down to an anticipated 30mph at the roundabout. There will always be crazy people who don't slow down, and accidents will still occur. What measures will be in place to slow drivers down?**

**Response:** Advanced notice signs for the roundabout will include a recommended speed for drivers to safely navigate the roundabout. However, driver behavior will be primarily influenced by the introduction of raised concrete splitter island medians and curb and gutter. The curvature of these features changes the alignment of the roadway approaching the roundabout. It will be physically uncomfortable for drivers to take these curves at the current speeds they are travelling along SR-605.

**Comment #4: 4-way stop at Schleppi & Walnut? Cars travel too fast on 605. Trucks polluting the air with black smoke. This intersection needs to be replaced ASAP. It is dangerous. There have been multiple accidents and injuries. A roundabout will make a safer intersection and slow down both the cars and commercial trucks. ODOT has refused to lower the speed limit and New Albany has shown no interest in doing so. South of Walnut on 605 there are two new Fifty Five Plus Senior Communities. Nottingham Trace, a Fifty Five Plus Community, adjacent to the intersection at its southwest corner, now has three access points; Parkside, to the west, which has just been opened. Schleppi Rd to the north and Nottingham Blvd to the east. Parkside is attached to a Columbus residential community. Schleppi Rd to the north is also dangerous. It is not a 'square' corner and that makes it hard to see oncoming traffic. The main entrance is Nottingham Blvd. Exiting is also dangerous due to the speed of traffic on 605. Other rural roads that intersect with the City of New Albany appear to be 45mph and have walkways and, in some cases, streetlights. The 605 Nottingham Blvd intersection is not in New Albany but is a state or township rd. Although I was told that Nottingham Trace would not be the official detour, it is obvious that the locals will find it convenient to use... Our problem is the City of New Albany has been deaf to multiple requests to improve the safety of our streets. Schleppi Rd, south of Walnut, is an unmarked county road of 55mph. To try to slow traffic, FCEO was able to help with a 25 mph ahead sign on Schleppi Rd south bound. Unfortunately, the New Albany speed limit sign is behind three trees and not visible. Making the East/West cross intersection with Schleppi Rd a four way stop would help slow down the traffic. but New Albany will not address the issue. The other Fifty Five Plus Community is south of New Albany East and 605 on the east side of 605 and, I believe, also has issues with the speed limit and safety entering and exiting. These large, heavy, diesel powered, multi-axle construction trucks are not health friendly. Between the black smoke when they accelerate and the brake dust when they attempt to stop. The air quality at the intersection will need to be monitored. If you have any questions about my comments or disagree with**



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**any of them, I would be more than happy to meet with you. My only objective is to make our community a safe and enjoyable place to live.**

**Response:** A 4-way stop on Schleppi Rd at Walnut St is not warranted based on the disparity in traffic volumes on the two intersecting roadways. There are standard Intersection Control Evaluations and Procedures in place that maintaining agencies like ODOT, Franklin County Engineer's Office, and the City of New Albany must abide by in order to make a connected and integrated highway system that is consistent across jurisdictions for the benefit of the travelling public. The intersection of Schleppi Rd at Walnut St does not meet a 4-way stop warrant, therefore stop signs cannot be added to Walnut St at the intersection. The roundabout will slow motorists on both Walnut St and SR-605 in both directions. Roundabouts are known to be more efficient and environmentally friendly than stop or signal controlled intersections as vehicles are often able to coast through the roundabout without the need to hard stop or accelerate as often as stop or signal controlled intersections.

Sincerely,

Brad Foster, P.E., P.S.

Franklin County Engineer

A handwritten signature in blue ink that reads "Matthew B. Rehfus".

Matthew Rehfus, P.E., S.I.

Highway Design Engineer

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