



June 6, 2024

**Re: Responses to Comments and Project Update
Frank Road Roundabouts Improvement Project
FRA-CR125-7.89 (Project ID 114801)**

Dear Interested Party,

The Franklin County Engineer's Office in conjunction with the Ohio Department of Transportation (ODOT) held a public meeting open house on April 16, 2024, seeking input on the proposed improvements to Frank Road at the Hardy Parkway Street and Brown Road intersections. The proposed improvements will construct two multi-lane roundabouts on Frank Road. The first at the Brown Road and Hardy Parkway Street intersection and the second at the Brown Road intersection. This project will also add pedestrian facilities, both sidewalks and shared-use path, include drainage improvements, and have utility relocations. The improvements are necessary to improve safety and reduce severe crashes at these intersections.

We received several comments during the meeting and during the open comment period. Many comments received during the open house and comment period were concerned about semi-trucks and other large vehicles navigating the roundabout, property and business impacts, congestion within and near the roundabouts due to their proximity, and other suggested improvements. We also received comments expressing support for the improvements. The project team has reviewed the comments received from the public and project stakeholders and compiled the attached summary of common questions, comments, and concerns received, and the project team's responses.

The project is tentatively scheduled to begin construction in Spring of 2026 and last approximately 8 months. Permanent right-of-way and temporary right of way (for construction) are anticipated to be needed for the project. If right-of-way acquisition is necessary from your property, a real estate representative will contact you directly at a later date to discuss the right-of-way needs, the acquisition process, and your rights under that process. Utility relocations are also anticipated.


If you have any questions or concerns, please contact me by phone at 614-525-3021, or by email at mrehfus@franklincountyengineer.org.

Respectfully,

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

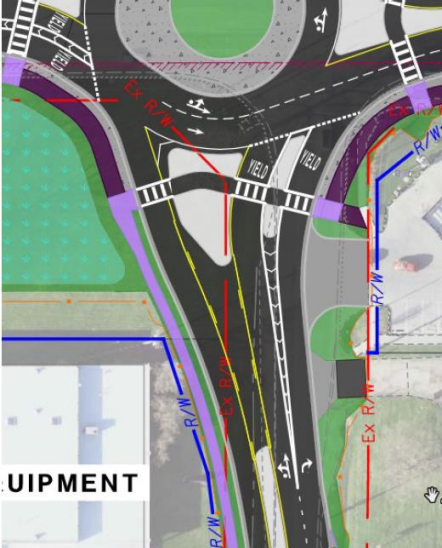
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Highway Design Engineer
Franklin County Engineer's Office
Project Manager

Frank Road Roundabouts Improvements Project
FRA-CR125-7.89 (Project ID 114801)
Public Comments and Team Responses

Topic/Theme	Comment/Question (Summarized)	Project Team Response
<p>Large Vehicles Navigating the Roundabouts</p>	<p>How will large vehicles, such as semi-trucks and trailers, navigate the roundabout?</p>	<p>The engineering team utilized design software to ensure trucks can navigate all turning movements within each roundabout. The roundabouts were sized according to truck turning templates of a full size Wheel Base 62' and 67' design vehicles. The Franklin County Engineer's Office has constructed several roundabouts in high truck traffic areas with positive results (see SE Franklin County near the Rickenbacker Area). The design also uses truck aprons - an area between the central island and the travel lane that is mountable by larger vehicles but not used by passenger vehicles. When large vehicles move around the roundabout, the large vehicle can mount the central island/truck apron, allowing them to navigate through the roundabout. See the image below for a picture of a truck using the mountable apron.</p> 
	<p>Will trucks tip over if they use the mountable truck apron?</p>	<p>The rise of the mountable truck apron is only 3 inches. These are designed lower than other curbs specifically to prevent vehicle tipping. Vehicle tipping is not a problem on any other FCEO maintained roundabout, many of which are in high truck areas (see Rickenbacker area).</p>

Large Vehicles Navigating the Roundabouts (Continued)	<p>Will it be hard for large vehicles to enter the gaps in traffic in the roundabout since they are longer than regular vehicles?</p>	<p>Roundabouts manage traffic differently than traffic signals. They work based on gap acceptance, meaning vehicles enter the roundabout when there's a safe gap in traffic. As trucks start up slowly, they create gaps in the eastbound and westbound directions. These gaps allow northbound and southbound traffic to enter, which in turn creates more gaps for eastbound and westbound traffic.</p> <p>Roundabouts also promote lower speeds compared to signals, which helps drivers find and use smaller gaps safely. Slower speeds on Frank Rd give drivers more reaction time to enter the roundabout.</p>
	<p>I'm concerned the roundabouts are too close together for large vehicles to travel through.</p>	<p>There are many examples of double roundabouts in Ohio that are able to maintain large vehicles and high-volume traffic.</p> <p>A local example that allows for the easy navigation of large vehicles is the intersection of Alum Creek Drive and Groveport Road. This double roundabout, which opened in 2013, has demonstrated effective traffic management for both large trucks and passenger vehicles.</p> <p>Additionally, the first double roundabout in Ohio, located at the interchange of State Route 664 (SR 664) and U.S. Route 33 (US 33) in Logan, has been successfully accommodating large vehicles and trucks since its opening in 2013.</p> <p>Our engineering team is incorporating design principles to ensure that the roundabouts will be appropriately spaced and constructed with features that will facilitate safe and efficient travel for semis and other large vehicles through both roundabouts.</p>
	<p>How will passenger vehicles use the roundabout at the same time as the semi-trucks? Will there be enough room?</p>	<p>These roundabouts were designed for Case 2 Truck movements, in other words, trucks can use both lanes to maneuver through the roundabouts. Proper signage and pavement markings will be added to notify motorists to watch for wide turning trucks when entering and using the roundabout. Overhead lane usage signs will be installed to ensure greater sign visibility due to the percentage of truck traffic.</p>
	<p>Large trucks speed through this area, people will not slow down for the roundabouts.</p>	<p>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</p>

		uncomfortable for drivers to take these curves at the current speeds they are travelling in the area.
Business Impacts	The roundabouts and traffic will make it difficult for people to enter and exit businesses in the area.	<p>Roundabouts manage traffic differently than traffic signals. They work based on gap acceptance, meaning vehicles enter the roundabout when there's a safe gap in traffic. As trucks start up slowly, they create gaps in the eastbound and westbound directions. These gaps allow northbound and southbound traffic to enter, which in turn creates more gaps for eastbound and westbound traffic.</p> <p>Roundabouts also promote lower speeds compared to signals, which helps drivers find and use smaller gaps safely. Slower speeds on Frank Rd give drivers more reaction time to enter the roundabout and have proven to increase the safety of intersections.</p> <p>The main goal of this project is to improve safety at these intersections. While maintaining business access is important to us, the overall solution needs to prioritize making the intersections safer.</p>
	The roundabouts and access reconstruction will make it difficult for deliveries and large vehicles to enter and exit the businesses in the area.	The Franklin County Engineer's Office will continue to coordinate with property owners and businesses to ensure the project and design will minimize impacts to daily truck and delivery traffic.
	Trucking and other companies should have a main access road and a light for safer entrance and exit from them.	A traffic signal is not warranted at the entrances of the trucking companies. Installing an additional traffic signal would reduce the overall capacity and efficiency of Frank Road.
	How will vehicles who want to take a left out of the north entrance to Certified make that movement?	Vehicles wanting to head west bound on Frank Road from the north Certified exit would have to utilize the Certified exit on the north or west side. From the north drive, vehicles would turn right onto Frank Rd. travel through the Brown Rd. roundabout, making a U turn to head westbound on Frank Rd. From the west drive, vehicles would take a right at the exit and go around the Brown Rd./Hardy Parkway St. roundabout to head westbound on Frank Road.
	Can you reduce the size of the splitter island in front of VanGos so that people driving south on Brown Road can still make a left turn into the business?	The roundabout has been designed to expand in the future to accommodate additional capacity on Brown Rd. The proposed splitter island is as wide as it is for this reason. Vehicles heading southbound on Brown Road may access VanGo's by entering the roundabout and come back north onto Brown Road to access the drive thru entrance.

	<p>How will delivery trucks and other vehicles park at VanGo's drive thru to make deliveries?</p>	<p>We have evaluated access at VanGo's drive thru and turning movements that their customers will utilize to ensure internal site contiguity is maintained. However, delivery trucks will not be able to back into the front of the drive through. FCEO real estate staff will evaluate any such impacts with the business owner during the right-of-way acquisition phase of the project. Deliveries may need to be made on the side/back of the building moving forward.</p>
<p>Business Impacts (Continued)</p>	<p>I'm concerned about traffic using the south exit onto Hardy Parkway Street to turn into Certified. This has been an issue for years.</p>	<p>We are working hard to maintain existing access points to all businesses. In the new roundabout design, southbound vehicles are able to use the median area (outlined by yellow dashes in image below) to pull out of the through traffic lane and wait to make a left turn, enabling southbound through traffic to continue smoothly.</p> 
	<p>How much property will this project take away from the business?</p>	<p>During construction, property use will vary among each business. For most, only the temporary easement is necessary, which only gives the contractor the right to build the work, the land reverts to the businesses full ownership once the project is completed. Right-of-Way will not be staked until plans are finalized, at that time, impacts will be coordinated with each business individually. If you have more questions about specific property impacts, contact Matt Rehfus at mrehfus@franklincountyengineer.org or by phone at (614) 525-3021.</p>
<p>Project Support</p>	<p>I think it's a great idea. That intersection is dangerous. People run red lights at fast speeds often.</p>	<p>Thank you for your comment.</p>

	<p>This is going to benefit this area tremendously. Better traffic flow and slowing traffic down.</p>	<p>Thank you for your comment.</p>
	<p>I welcome this project with a vision for the future. I've seen the Hamilton Road roundabouts north of the airport and they function very well.</p>	<p>Thank you for your comment.</p>
<p>Construction & Utilities</p>	<p>How will traffic be detoured during the construction? Tractor trailers cannot safely detour onto residential streets.</p>	<p>Maintenance of traffic will be broken into a phased approach to maintain at least one lane of traffic in each direction on Frank Rd. Left turn movements at Frank Rd will be restricted. Side streets (Brown Rd (N), Hardy Parkway St, Brown Rd (S)) will be closed one at a time with individual posted detours. All detours will be around 3 miles.</p>
	<p>When will the project start and be complete?</p>	<p>Construction is anticipated to begin Spring 2026 and finish in Fall 2026.</p>
	<p>How will utilities be moved?</p>	<p>All utility impacts are being coordinated with the private utility owners. FCEO is currently coordinating with the private utilities to develop a plan for any relocations needed. Utility relocation will occur in advance of construction. Utility relocation work is currently anticipated to begin in 2025.</p>
<p>Project Need</p>	<p>I don't think traffic is bad enough for this project to be needed.</p>	<p>Significant safety concerns were identified in the Frank Rd Corridor Study completed in March 2021. From 2017 to 2019, there were 56 crashes at these intersections, including 21 injury crashes and 1 fatality, primarily due to left-turn collisions and failure to yield. From 2020 to 2022, there were an additional 37 crashes, including 9 injury crashes. This crash data was pivotal in securing federal safety funding and underscores the critical need for improvements to enhance safety and reduce crashes.</p>
	<p>I think a roundabout at Frank Road and Hardy Parkway is a good idea, but not at Frank and Brown Road.</p>	<p>Significant safety concerns were identified in the Frank Rd Corridor Study completed in March 2021. The addition of a roundabout at Frank Rd. and Brown Rd. eliminates the left turn crashes that are common occurrence in the current configuration. The main goal of this project is to improve safety at these intersections, while simultaneously maintaining all existing turning movements.</p>
<p>Historic Property Impacts</p>	<p>There is an old schoolhouse on a corner of this intersection, please preserve and commemorate this site.</p>	<p>The project team is aware of the historic schoolhouse at the corner of this intersection. Since the project is receiving federal funding, the property is protected under Section 106 of the National Historic Preservation Act of 1966. This act requires us to consider the effects of our actions on historic properties and to incorporate historic values into project planning through consultation with</p>

		relevant parties. If you are interested in participating in this process, please contact Amy Turner at Amy.Turner@dot.ohio.gov or by phone at (740) 833-8240.
Public Involvement and Environmental	People in my neighborhood were not even aware this project is going on. How were community members notified?	Notification letters were sent to over 600 residents and property owners within roughly a half-mile radius of the project area. Addresses were obtained through the Franklin County Auditor's Office. Email notifications were also distributed to local Fire, EMS, and Schools. The information was additionally posted to the Franklin County Engineer's website. While FCEO attempts to notify as many individuals as possible, there is a cutoff point for addresses included in the notification area/mailing list.
Public Involvement and Environmental (Continued)	I'm concerned about noise from traffic. Is there anything being done about this? Buffers, trees, etc.?	Since no additional lanes of traffic are being added, this project did not warrant any noise mitigation requirements, per ODOT standards. This project will not include those features.
Other Suggestions	Lights need to be installed on Frank Road.	Lighting will be installed at the intersections as part of this project. Unfortunately, FCEO is not authorized to install corridor lighting along the length of Frank Rd, per the Ohio Revised Code (ORC) 515.01.
	The real issue is that potholes need to be fixed.	This segment of Frank Rd was recently resurfaced in Fall 2022. The safety funding received for this project cannot be utilized for pothole repairs. However, if you have specific areas of concern you can submit a service request to report damaged pavement on the Franklin County Engineer's website. Areas of this project also fall under Franklin Township and City of Columbus maintenance, and we can direct the request accordingly.
	A traffic light should be installed at Frank Road and Brown, not a roundabout.	It's important to consider the types of crashes occurring at the intersections. The existing traffic signal has not effectively reduced the severity of high-speed, high-angle injury crashes that are currently being experienced. The proposed roundabout design aims to address these safety concerns by reducing the number and severity of collisions. Roundabouts reduce the number and severity of crashes by slowing vehicular speeds and reducing the angle of crashes.
	The signal timing on Frank Road just needs to be fixed to improve safety.	
	The speed on Frank Road just needs to be reduced to improve safety.	Reducing the speed limit does not always result in drivers traveling at slower speeds. Reducing the speed limit becomes an enforcement issue. However, the design of roundabouts effectively influences driver behavior by naturally requiring slower speeds. Roundabouts force drivers to slow down as they navigate the circular roadway, promoting safer travel through the intersection. Additionally, the Franklin County Engineer's Office cannot specify a reduction of the speed limit without following

		<p>ODOT speed study requirements. A speed study must be performed in order to document and recommend a reduction to the speed limit, which then require legislative approval.</p>
	<p>People should be prevented from turning left from Frank. Left hand turns from Frank are the cause of many accidents in that area.</p>	<p>By utilizing raised medians, cars will not be able to make left turns. Roundabouts force drivers to travel in a uniform direction and exit to the right. The Franklin County Engineer’s Office is responsible for designing, building, and maintaining an integrated and redundant highway system. Eliminating certain turning movements works against that initiative. While it may increase safety, it simultaneously reduces connectivity and capacity. These considerations were weighed when evaluating other alternative solutions to these intersections.</p>
<p>Finland Elementary School Traffic</p>	<p>How will traffic flow if Marsdale Avenue gets backed up during peak school pick up/drop off times?</p>	<p>All roadways are designed according to a certain percentage of maximum hourly vehicular traffic. While this often results in slowdowns during peak travel times, the other 22+ hours of the day the roadway network operates at a high level of service.</p> <p>Generally, roundabouts move more traffic through an intersection than a traditional signal would allow. Roundabouts allow a continuous flow of traffic through the intersection, whereas signals require “all-red” clear time and require start/stop and driver response delays which result in periods of time where no traffic is flowing through the intersection.</p>
	<p>A light should be installed at Finland Avenue for the traffic and busses.</p>	<p>This intersection is maintained by the City of Columbus and is outside of the scope of this project. Please contact the City of Columbus regarding this concern by submitting a 311 request.</p>
<p>Pedestrian Facilities</p>	<p>I love the addition of the multi-use path on the west side.</p>	<p>Thank you for your comment.</p>
	<p>We don’t need sidewalks.</p>	<p>While we understand that not everyone may feel the need for sidewalks, they are an important component of improving overall safety and accessibility for all road users. Sidewalks provide a safe space for pedestrians, including children, the elderly, and those with disabilities, to walk separate from vehicle traffic. This can reduce the risk of accidents and promote a healthier, more walkable community.</p>

Unrelated	Any improvements planned for Dyer Road and SR 104/Jackson Pike?	The Franklin County Engineer's Office is working with Franklin Township to resurface Dyer Rd from west of Brown Rd all the way east to the SR-104 intersection. This work will occur in Summer 2024. The intersection of Dyer Rd and SR 104 is maintained by ODOT. The Franklin County Engineer's Office is not aware of any planned improvements at this intersection.
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