

## PID 115984 KNO SR 229/308 13.06/0.00 - Public Involvement FAQ

- ***How is the project funded? How was the intersection selected for safety improvements?***
  - The project is funded by ODOT's Highway Safety Improvement Program (HSIP). The HSIP's primary objective is to reduce fatal and injury crashes on Ohio's roadways. The SR 229/SR 308 intersection was selected for safety improvements as a result of a safety study which produced a roundabout as a long-term crash countermeasure. After multiple coordination meetings with local agencies, a roundabout was chosen as a preferred countermeasure after trial of various low-cost countermeasures. A funding request for a roundabout was considered and approved by the HSIP Committee.
- ***When will construction start and finish?***
  - Construction is planned to start in Summer 2024 and finish in Fall of 2024.
- ***Will the project construct sidewalk, multiuse path or a trail adjacent to or through the SR 229/SR 308 intersection?***
  - The project will not principally build pedestrian or bicycle facilities, but the intersection improvements will accommodate future bike/ped infrastructure within the intersection area.
- ***Will access to Laymon Road (Kokosing River Access, Kokosing Gap Trail Access, Brown Family Environmental Center, etc.) be maintained during construction?***
  - No, due to project constraints, the roundabout must be constructed under a full closure while traffic is detoured. ODOT will keep the construction contract window as short as possible to reduce the inconvenience to the traveling public. ODOT will work with Village of Gambier, College Township, and Kenyon College officials during project development and construction to make the construction schedule as accommodating as possible. The planned detour route will be US 36 to US 62.
- ***Will the Kokosing River be impacted by the project?***
  - The project's earthwork limits may impact the river's northeastern bank, but measures will be taken during project development and construction to mitigate environmental impacts to the Kokosing River.
- ***Will semi-trucks and farm machinery be able to navigate the roundabout?***
  - Yes, the roundabout will be designed to accommodate semi-trucks, farm machinery, school buses as well as passenger vehicles.
- ***What feature(s) will be installed in the roundabout's center island?***
  - ODOT is discussing landscaping features of the roundabout's central island with Village of Gambier officials during project development. These details are yet to be determined.

# ROUNDBABOUTS

MAKING INTERSECTIONS SAFER AND MORE EFFICIENT



Roundabouts are growing in popularity as more and more transportation agencies recognize the increased safety and traffic-moving efficiency they bring to intersections.

## Safety

The most common justification for a roundabout is safety. This is because roundabouts only have 8 potential conflict points vs. 32 at a traditional intersection. Studies by the Federal Highway Administration (FHWA) show that roundabouts achieve a 44% reduction in crashes and reduce serious injury and deadly crashes by nearly 90% at two-way stop intersections. When roundabouts replace a traffic signal, FHWA found a 48% reduction in crashes and nearly 80% drop in serious injury and deadly crashes.

## Efficiency

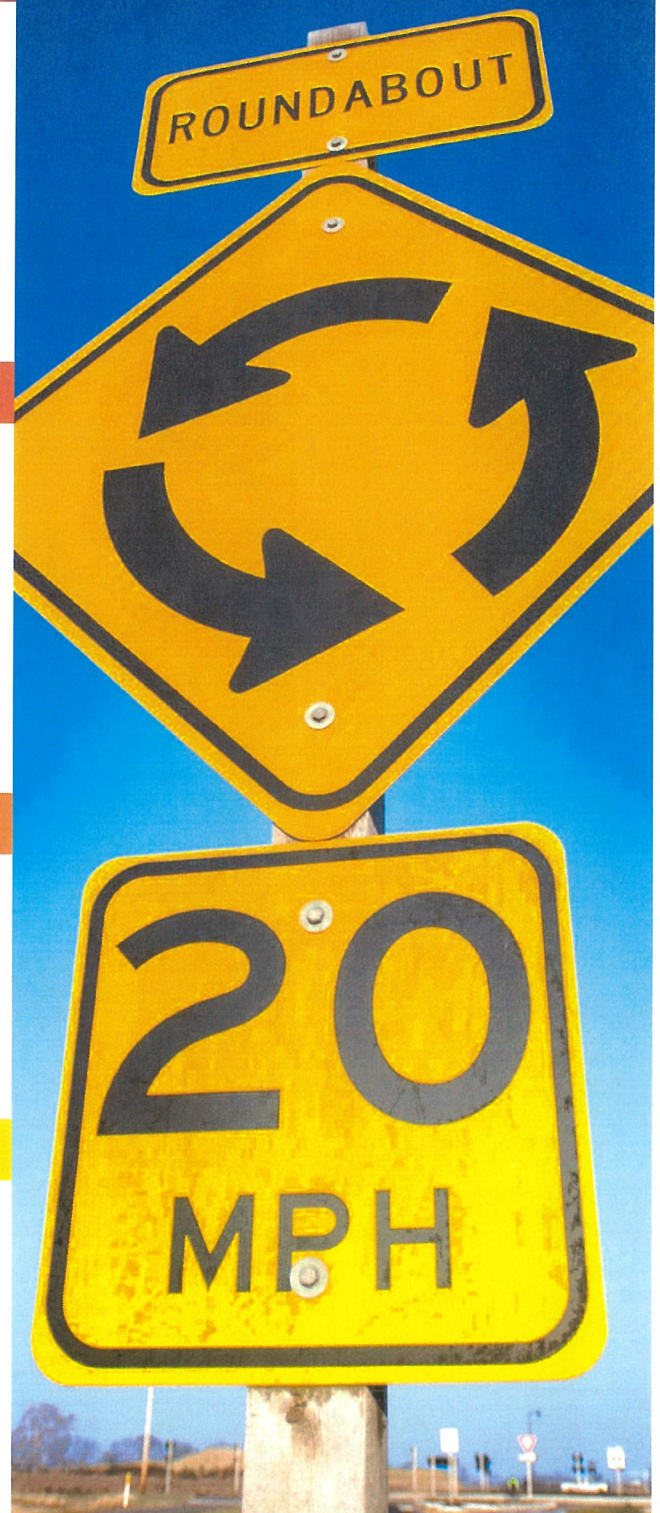
Roundabouts can move traffic more efficiently which reduces delays and fuel consumption. This is because traffic generally doesn't need to come to a full stop at the intersection. A study by the Insurance Institute for Highway Safety (IIHS) estimated that the conversion of 10 percent of the signalized intersections in the United States to roundabouts would have reduced vehicle delays by more than 981 million hours and fuel consumption by more than 654 million gallons in 2018.

## Larger Vehicles

Ohio is a state that grows things and moves things. There are often concerns about how large farm machinery or semi-trucks will navigate roundabouts. 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.

## Public Opinion

Roundabouts typically aren't the most popular solution with the public. Much of that is due to a lack of education about their benefits and them being a relatively new traffic pattern for many areas of Ohio. Public reaction usually flips to positive within a year or two of them being installed and open to traffic. An IIHS study of three communities where single-lane roundabouts replaced stop sign-controlled intersections found that only 31% of drivers supported the change before construction. However, after more than a year support soared to 70%.



Learn more at [transportation.ohio.gov/roundabouts](https://transportation.ohio.gov/roundabouts)