

# LITTLE TURTLE WAY ROADWAY IMPROVEMENTS PROJECT

## Frequently Asked Questions (FAQ)

### Q1. What is the purpose of this project?

The roadway condition of Little Turtle Way has deteriorated and exceeded its service life and must be rebuilt. Additionally, the roadway lacks pedestrian and bicycle facilities to provide safe, equitable access, and low visibility at the intersection of Little Turtle Way and Longrifle Road must be addressed. The project will create safer travel for pedestrians, bicyclists and motorists. The rebuilt roadway will ease congestion, decrease speeds and support safe mobility in an area of Columbus that has experienced exponential growth in population and economic development.

### Q2. What is the value of the project?

The project is providing additional ADA compliant access and facilities for pedestrians, bicyclists and multimodal users to benefit the community and all users of this public roadway system in a high-growth area of the city. Additionally, the project provides future connections to Blendon Woods Metro Park to benefit the entire community at Little Turtle. The roadway will be rebuilt and current traffic and congestion issues will be reduced. The overall experience of ingress and egress at the main entrance to Little Turtle will be improved. Storm water facilities, street lighting, and landscaping and aesthetics will be improved.

### Q3. How are storm water issues being addressed during construction?

A new storm water pollution protection plan is being developed for the current state of the project to ensure appropriate measures are being taken to prevent sediment from reaching Big Walnut Creek. A temporary sediment basin is being designed and installed on the southeast corner of the intersection of Longrifle Road and the southbound lanes of Little Turtle Way. Additionally, a new run of storm is being installed across the southbound lanes of Little Turtle Way near the intersection of Derringer Drive. This new storm run includes a catch basin and a swale that will catch water sheeting down from what remains of the mound north of Longrifle before it enters the roadway.

### Q4. When will the sediment basin be installed?

The planned sediment basin cannot be installed until utility relocations are complete. The existing utilities are in conflict with the proposed storm sewer that will take rainwater to the sediment basin. If the sediment basin is installed before utility relocations, it will only capture the water within its footprint. The permanent sediment basin is projected to be installed in spring 2023.

### Q5. Are the mounds being removed? What will happen to the rainwater previously retained by the mounds?

Only the area south of Longrifle Road between the existing north and southbound lanes of Little Turtle Way will be removed to allow for the storage of storm water during large rain events. The center mound north of Longrifle will be impacted only where required to construct the roadway. What remains of the center mound is private property. The storm water previously retained by the mounds will enter the storm sewer prior to reaching the roadway. Some will flow to the detention basin and some will enter the improved existing system.



### Q6. What capacity can the storm sewers in this area hold?

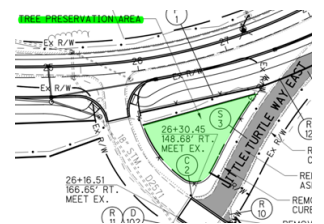
Storm sewers in this area are being upgraded to address all the storm water for the city project and public infrastructure being constructed. Any future development is responsible for managing all storm water as part of their development and will be addressed with each project. For any site development within the City of Columbus, a sewer analysis based on the proposed development is required.

### Q7. What will happen to the existing northbound lanes of Little Turtle Way?

After the roundabout is installed and functional, the existing northbound lanes will be abandoned. The existing pavement will be removed and the area will be graded and grass planted. The existing drainage will be maintained.

### Q8. Will construction impact greenspace and trees, particularly the “Civil War” tree?

The tree will not be damaged or disturbed by the project. It is on private property and outside of construction limits. Additionally, the project will provide more than 100 new trees. These trees and other landscape elements will be incorporated throughout the project area, including new greenspace surrounding the project’s new storm water basin. Due to the nature of the roadway’s reconstruction, the same overall total area greenspace will be maintained in the corridor while adding sidewalk and shared-use path to the design.



The project includes funding for landscape design for a new entrance feature that incorporates the existing “Little Turtle Community” sign. Several trees, shrubs and grasses will be planted in the center of the roundabout to help maintain the park-like feel.

**Q9. What are the benefits of a roundabout at Little Turtle Way and Longrifle Road?**

Roundabouts are a safer intersection solution than traffic signals or traditional non-signalized intersections. Because of the slower vehicle speeds and reduced number of potential collision points, the chance of a fatal or serious injury crash at a roundabout is very small. Other benefits include more visibility, low maintenance upkeep and a focal point for the community.

**Q10. Will the roundabout slow or interfere with emergency vehicle access?**

In the event of a crash or disabled vehicle in a lane, the minimum lane width including the truck apron is 31 feet — more than enough space to allow an EMS vehicle to pass using the truck apron if necessary. If there is an unlikely incident with multiple vehicles involved, an EMS vehicle can also drive the opposite direction around the roundabout and navigate through the intersection. Additionally, emergency vehicles can access the neighborhood if the roundabout is blocked by using the new shared-use path as an alternate route; it is designed to accommodate emergency vehicles.

A crash that would block the roundabout is extremely unlikely. If a crash does occur, roundabouts are proven to reduce severity when compared to stop controlled or signalized intersections; therefore, any crash occurring in the roundabout will likely be a rear end or sideswipe crash and not create a disabled vehicle situation blocking a significant portion of the roundabout.

**Q11. Could traffic back up from the new traffic signal and block the roundabout?**

The new traffic signal will be timed and monitored to help prevent backups from reaching the roundabout. The new operations will help to address congestion and provide an improvement over the current condition with the stop sign at the intersection with the SR 161 westbound ramp.

**Q12. Will the project's lane reconfiguration adequately accommodate traffic?**

The lane configurations are design elements that were determined in the traffic study, using the maximum possible development and traffic generation that could be experienced in this area based on zoning that is allowed. The lanes provided are optimized to address traffic volumes expected 20 years into the future. These improvements will address traffic within the entire network.

**Q13. Are pedestrian signals planned at the intersection with the SR 161 westbound ramp?**

At this time, the city does not intend to allow pedestrian crossings at the signal. In the future, if there is a need and connection to add access here, the pedestrian phase and signals may be added, with additional work required to retime these signals.