From:	Miller, Kelly
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Subject:	Responses to Comments - Trebein and Dayton-Xenia/Hilltop Roundabout Project (GRE-Trebein-Dayton-Xenia Roundabout, PID 117563)
Date:	Wednesday, January 22, 2025 2:59:46 PM
Attachments:	PID 117563 Roundabout Comment Response Summary.pdf

Dear Interested Party,

The Greene County Engineer's Office, in coordination with the Ohio Department of Transportation (ODOT), held a public meeting open house on October 1st, 2024, seeking input on proposed improvements to address safety issues at the intersection of Trebein Road, Dayton-Xenia Road, and Hilltop Road located in Greene County. The project proposes to construct a single-lane roundabout at the intersection. This project will also include signage, multimodal, drainage improvements, and new lighting.

We received several comments during the open house and during the comment period. Many comments received during the open house and comment period were concerned about semi-trucks and other large vehicles navigating the roundabout, roundabout functionality, proposed detour routes, and other suggested improvements. We also received comments expressing support for the roundabout. 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.

Considering the feedback received from the stakeholders and the public, Greene County has decided to move forward with the design of the single-lane roundabout to improve safety at the intersection.

The project is tentatively scheduled to begin construction in the Summer of 2026 and last approximately six (6) 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 (937) 562-7512, or by email at Kelly.Miller@greenecountyohio.gov.

Respectfully,

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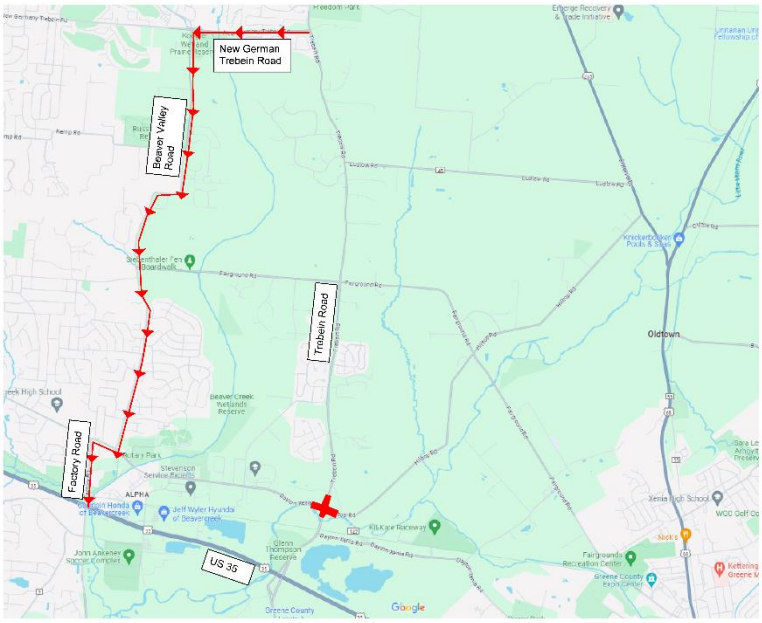
Trebein and Dayton-Xenia/Hilltop Roundabout Project
GRE – Trebein-Dayton-Xenia Roundabout (PID 117563)
Public Comments and Team Responses

Topic/Theme	Comment/Question (Summarized)	Project Team Response
Roundabout Design	What additional signage will be installed to make drivers aware of the upcoming roundabout?	To help drivers navigate the upcoming roundabout safely, several types of signage will be installed: • **Warning Signs**: These will alert drivers to the upcoming roundabout well in advance. • **Splitter Island Signs**: Signs at the beginning of the splitter islands will guide drivers to keep right. • **Yield Signs**: These will be placed approaching the roundabout to indicate where drivers should yield. • **Exit Signs**: Signs with road names will be installed to guide drivers on how to exit the roundabout. • **Pavement Markings**: Clear markings on the pavement will show the direction of traffic through the roundabout. These signs and markings are designed to ensure that drivers are well-informed and can navigate the roundabout smoothly.
	I briefly lived in Spain, where roundabouts are common and thoughtfully constructed. A key difference is that they often have more than four roads converging and are much larger than those in the U.S. The smaller roundabouts here don't fully benefit drivers, as they often require stopping before entering into heavily trafficked areas.	After performing a safety study to evaluate intersection options, a single lane roundabout was determined to be the safest type of intersection and a proven safety counter measure by FHWA; *highways.dot.gov/safety/proven-safety-countermeasures/roundabouts* Independent, nonprofit scientific and education organizations like Insurance Institute for Highway Safety (IIHS) also recommend single lane roundabouts over stop signs; *iihs.org/topics/roundabouts*. This roundabout is designed with an inscribed circle diameter or ICD of 140'. This is within the recommended size for single lane roundabouts that need to accommodate WB-62 trucks (trucks with 62' trailers). It is also a comparable size to other single lane roundabouts in the area. Additionally, entering drivers should be yielding to circulating traffic rather than immediately merging into traffic.

Pedestrian and Cyclist Improvements	I fully support this project and would love to see pedestrian and cyclist facilities integrated into the design. Enhancements like Rectangular Rapid Flashing Beacons (RRFB), raised crosswalks, a partially raised bike path, Tactile Direction Indicators (TDI) with raised bars, and positioning pedestrian crossings further back from entrances could greatly improve safety and accessibility for all users.	We understand the importance of accommodating pedestrians and cyclists. Enhanced crossings with improved signing and striping are included in the design. Additionally, a shared used path with curb ramps and detectable warnings is included in the design. Crossings have been placed at least 20' back from the yield bar to enhance visibility to drivers.
Large Equipment and Vehicles Navigating the Roundabouts	How will semi-trucks, school buses and large other large vehicles such as large tractors, etc., navigate the roundabout?	The roundabout is designed so that large vehicles like semi-trucks, combines, and tractors can move through it smoothly. The engineering team used special software to make sure these vehicles can make all the necessary turns. The design features a truck apron, which is a raised section between the center of the roundabout and the travel lane. This area is made for larger vehicles to drive on when they need more space, but regular cars won't use it. The truck apron helps big vehicles get through the roundabout safely. The design also uses mountable curb on the outside to allow farm equipment to track over the outside curb if needed. See the image below for a picture of a large truck using a mountable apron. The roundabout is designed to fit WB-62 semis (semis with 62' long trailers). The narrowest point in the roundabout is at the beginning of the splitter island with 13' between curbs. 

		To view a visualization rendering of larger vehicles using the proposed roundabout: https://publicinput.com/j7085#tab-54068
Project Need / Other Solutions	Why not a traffic light? A light is effective while being simpler, less expensive, and will not cause property loss.	A safety study by the Greene County Engineer reviewed 19 crashes at this intersection between 2017 and 2019. Safety options reviewed included: Remove overhead flashing beacon, Install a traffic signal, Install a single lane roundabout. It was determined that a roundabout was the best solution to mitigate angle crashes and offers better performance in reducing overall delays and improving safety.
Property Impacts	I'm a local businesses near the intersection and am concerned that summer road closures, during their peak season, could significantly impact customer access and potentially lead to a loss of business. Can there be alternative access routes to minimize detour times and customer inconvenience?	We understand your concerns and are committed to minimizing any impact on access to local businesses. Closing the intersection during summer was selected to minimize impacts to school traffic. As the project progresses, we will provide detailed information on detours and plans to maintain traffic flow during construction.
Grade/Visibility Concerns	There are visibility concerns for drivers approaching the intersection from the west, particularly when viewing traffic coming from the south. Will a roundabout effectively address this issue?	The roundabout design includes improvements to address better visibility overall. By slowing speeds entering the roundabout drivers will have more time to react to approach vehicles. The sight lines at the roundabout have been checked to provide ample sight distance. Additionally, some vertical changes have been implemented to improve visibility as vehicles approach the intersection.
Project Support	There have been so many traffic safety improvements as of late and a roundabout being introduced to the area will only continue to assist these efforts.	Thank you for your comment.
	The improvements already done at the 35 overpasses are phenomenal, and this is a continued step in the right direction.	Thank you for your comment.

Project Support (Cont.)	I live nearby, drive through this intersection regularly, and my kids go to school at Trebein. I have been thinking for a long time that a roundabout was needed here. I fully support this proposal!	Thank you for your comment.
	I am super excited about this proposal. Turning left from east bound Dayton-Xenia Road onto northbound Trebein Road is becoming more and more difficult with increased traffic. I hope this roundabout will help!	Thank you for your comment.
	I love the idea of a roundabout at this location. I would love it if the timetable could be pushed up by one year and have this project completed by the end of CY 2025.	Thank you for your comment.
Environmental Impacts and Public Involvement	How were community members notified of the project and open house?	Notification letters were sent to all residents and property owners within 2,000 feet of Dayton-Xenia Road, Hilltop Road. Email notifications were also sent to local township representatives, Fire, EMS, police, and natural resource agencies. The information was additionally posted to the Greene County Engineers website, in the local newspaper, and on social media. While GCEO attempts to notify as many individuals as possible, it's important to note that due to logistical constraints, there is a cutoff point for addresses included in the notification area/mailing list.

Construction, Drainage, & Utilities	How will traffic be detoured during the construction?	The following image depicts the anticipated official posted detour route: 
	When will the project start and be complete?	The project is tentatively scheduled to begin construction in Summer of 2026 and last approximately 6 months.
	Does the roundabout design include adequate drainage?	Yes, the roundabout design includes drainage improvements to effectively manage water flow. These upgrades are tailored to handle the water in the area and ensure proper drainage for the intersection and surrounding properties.
Other	Would love for you to consider a roundabout at Indian Ripple Road and Upper Bellbrook Road Intersection.	Thank you for your suggestion regarding a roundabout at the Indian Ripple Road and Upper Bellbrook Road intersection.
	Are we teaching our drivers how to use a roundabout?	In Ohio, roundabout education has become a priority as more of these intersections are introduced. Greene County, ODOT and ODPS's Ohio Driver Manual provide educational materials and resources on roundabout navigation, including online guides, videos, and signage designed to help drivers understand how to enter, exit, and yield appropriately. Additionally, roundabouts are often highlighted in driver education programs to ensure new drivers learn safe navigation skills early on. ODOT: https://www.transportation.ohio.gov/about-us/basics/roundabouts ODPS: https://publicsafety.ohio.gov/who-we-are/resources/digest-of-motor-vehicle-laws/section-5-learning-to-drive#RoundaboutsandTrafficCircles

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* = Also submitted comment sheet at Open House