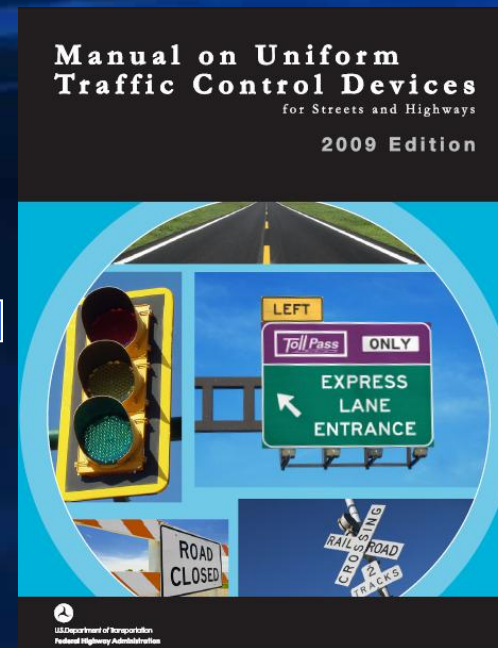
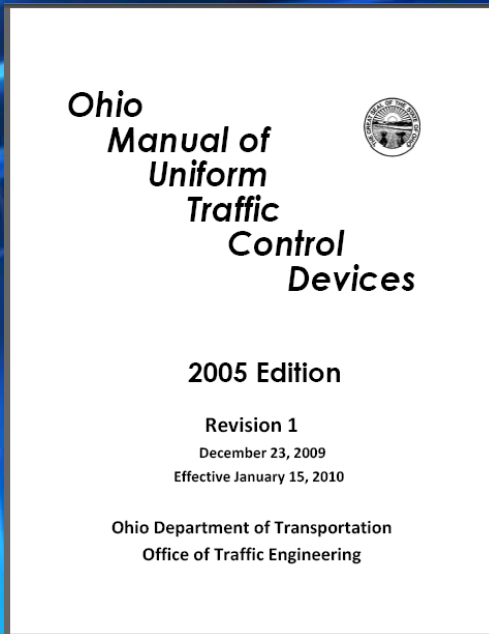


# FRANKLIN COUNTY SIGN REPLACEMENT

The story of the **five** quadrants



# OMUTCD



- ODOT is required to revise the OMUTCD to keep it in conformance with the Federal MUTCD within 2 years of issuance of the changes. The Federal MUTCD was updated in **December, 2009**.
- A new edition of the OMUTCD is expected to be published in **December, 2011**.



# Minimum Reflectivity

From OMUTCD Section 2A.09:

Public agencies or officials having jurisdiction shall use an assessment or management method that is designed to maintain sign retroreflectivity at or above the minimum levels in OMUTCD Table 2A-3.



# Minimum Reflectivity Levels

**Table 2A-3. Minimum Maintained Retroreflectivity Levels<sup>①</sup>**

Sign Color	Sheeting Type (ASTM D4956-04)				Additional Criteria
	Beaded Sheeting			Prismatic Sheeting	
	I	II	III	III, IV, VI, VII, VIII, IX, X	
White on Green	W*; G ≥ 7	W*; G ≥ 15	W*; G ≥ 25	W ≥ 250; G ≥ 25	Overhead
	W*; G ≥ 7	W ≥ 120; G ≥ 15			Ground-mounted
Black on Yellow or Black on Orange	Y*; O*	Y ≥ 50; O ≥ 50			②
	Y*; O*	Y ≥ 75; O ≥ 75			③
White on Red	W ≥ 35; R ≥ 7				④
Black on White	W ≥ 50				-

- ① The minimum maintained retroreflectivity levels shown in this table are in units of cd/lx/m<sup>2</sup> measured at an observation angle of 0.2° and an entrance angle of -4.0°.
- ② For text and fine symbol signs measuring at least 1200 mm (48 in) and for all sizes of bold symbol signs
- ③ For text and fine symbol signs measuring less than 1200 mm (48 in)
- ④ Minimum Sign Contrast Ratio ≥ 3:1 (white retroreflectivity ÷ red retroreflectivity)
- \* This sheeting type should not be used for this color for this application.



# Minimum Reflectivity Levels

OMUTCD Section 2A.09 ...continued

Compliance with this requirement is achieved by having a method in place and using the method to maintain the minimum ... **Provided that an assessment or management method is being used, an agency ... would be in compliance with this requirement even if there are some individual signs that do not meet the minimum retroreflectivity levels at a particular point in time.**



# Minimum Reflectivity

## Assessment method 1:

A. **Visual Nighttime Inspection** – The retroreflectivity of an existing sign is assessed by a trained sign inspector conducting a visual inspection from a moving vehicle during nighttime conditions.





# Minimum Reflectivity Levels

## Assessment method 2:

B. **Measured Sign Retroreflectivity** – Sign retroreflectivity is measured using a retroreflectometer. Signs with retroreflectivity below the minimum levels should be replaced.



The logo for Franklin County Engineer is circular, featuring a red border with the text "FRANKLIN COUNTY" at the top, "EST. 1803" in the center, and "ENGINEER" at the bottom. The center contains a red silhouette of a plow. Surrounding the logo are several traffic signs: a yellow diamond with a black 'X' and 'R' on either side, a yellow rectangular sign with a black arrow pointing right, a yellow diamond with a black arrow pointing left, and a yellow diamond with a black arrow pointing up and to the right.

# Minimum Reflectivity Levels

## Management methods 3 & 4:

C. **Expected Sign Life** – When signs are installed, the installation date is labeled or recorded so... The age of the sign is compared to the expected sign life. The expected sign life is based on the experience of sign retroreflectivity degradation in a geographic area compared to the minimum levels.

D. **Blanket Replacement** – All signs in an area/corridor, or of a given type, should be replaced at specified intervals. This eliminates the need to assess retroreflectivity or track the life of individual signs. The replacement interval is based on the expected sign life, compared to the minimum levels, for the shortest-life material used on the affected signs.

# Minimum Reflectivity Levels



## Management methods 5 & 6:

E. **Control Signs** – Replacement of signs in the field is based on the performance of a sample of control signs. The control signs might be a small sample located in a maintenance yard or a sample of signs in the field. The control signs are monitored to determine the end of retroreflective life for the associated signs. All field signs represented by the control sample should be replaced before the retroreflectivity levels of the control sample reach the minimum levels.

F. **Other methods** – Other methods developed based on engineering studies can be used.



# Minimum Reflectivity Levels

**Target compliance dates** established in the OMUTCD:

**January 22, 2012** – Implementation and continued use of an **assessment or management method** that is designed to maintain traffic sign retroreflectivity at or above the established minimum levels.

**January 22, 2015** – Replacement of **regulatory signs, warning signs, and ground-mounted guide signs (except street name signs)** that are identified using the assessment or management method as failing to meet the established minimum levels.

**January 22, 2018** – Replacement of **street name signs** and overhead guide signs that are identified using the assessment or management method as failing to meet the established minimum levels.



# Minimum Reflectivity Levels

**The following signs can be excluded:**

- Parking, Standing, and Stopping signs
- Walking/Hitchhiking/Crossing signs
- Adopt-A-Highway signs
- Signs with blue backgrounds
- Signs with brown backgrounds
- Bikeway signs that are intended for exclusive use by bicyclists or pedestrians

Note: Minimum reflectivity levels for sign with blue and brown backgrounds will be implemented at a later date.

# Minimum Reflectivity Levels



Examples of policy statements can be found at LTAP in their “Getting Started: Implementing a Traffic Sign Retroreflectivity Maintenance Program”

## Traffic Sign Retroreflectivity Maintenance Program for \_\_\_\_\_ Township (in \_\_\_\_\_ County, Ohio) – Calendar Year 2012

### 1. Introduction

“Retroreflectivity” refers to the property of a traffic sign to reflect light back to the driver. Retroreflective traffic signs are used to increase sign visibility at night. Maintaining sign retroreflectivity is important to promote nighttime traffic safety.

In January 2008, the Federal Highway Administration (FHWA) enacted new requirements for maintaining minimum levels of retroreflectivity for traffic signs. These requirements were established through the national Manual on Uniform Traffic Control Devices (MUTCD), and apply to all agencies that maintain roadways open to public travel. The MUTCD implementation resulted from a final rule published in the Federal Register on December 21, 2007.

The Ohio Manual of Uniform Traffic Control Devices (OMUTCD) is required to be in substantial conformance with the national MUTCD, and must incorporate new requirements within two years. Revision 1 of the OMUTCD 2005 Edition, effective January 2010, introduced a new section (2A.09) that sets forth the traffic sign retroreflectivity requirements for Ohio. Revision 2 of the 2005 Edition became effective in April 2011; and a new 2011 Edition is expected to be issued by December 2011.

The responsibility for the design, placement, operation, maintenance, and uniformity of traffic control devices rests with the public agency or the official having jurisdiction. Per Section 4511.11 of the Ohio Revised Code, local authorities shall place and maintain traffic control devices in accordance with the OMUTCD.

### 1.1 Implementation Requirements

The December 2007 final rule from FHWA established compliance dates as follows:

- By January 22, 2012, all agencies will have to establish and implement a sign maintenance program that can regularly address the new minimum sign retroreflectivity requirements.
- By January 22, 2015, all agencies must comply with the retroreflectivity requirements for most of their traffic signs, including: white on red and black on white regulatory signs (such as STOP signs and Speed Limit signs); black on yellow warning signs; and post-mounted white on green guide signs (except street name signs).
- By January 22, 2018, all agencies must comply with the retroreflectivity requirements for overhead guide signs and all street name signs.

### 1.2 References

References and resources for this work include, but are not limited to:  
 Ohio Manual of Uniform Traffic Control Devices (OMUTCD) – current version – <http://www.dot.state.oh.us/Divisions/HighwayOps/Traffic/publications2/OhioMUTCD/Pages/>  
 Section 2A.08 - Retroreflectivity and Illumination  
 Section 2A.09 - Maintaining Minimum Retroreflectivity  
 Section 2A.22 – Maintenance

Name \_\_\_\_\_

cycle and maintenance-related activity will be kept on file for a \_\_\_\_\_

### Renewal

\_\_\_\_\_ over time. Therefore, maintaining retroreflectivity is an ongoing program and this program document at least once per year. The document will be reviewed by \_\_\_\_\_ for the next calendar year. The document, and the updated version for the next year will be reviewed by the Township Trustees no later than \_\_\_\_\_.

To account for the January 2015 and January 2018 compliance dates, agencies that fail to meet the minimum retroreflectivity levels.

When reviewing any applicable future updates or revisions to the Ohio Manual of Uniform Traffic Control Devices, and updating this program document as needed to assure compliance.

When using other sign retroreflectivity assessment or management methods, this program document will describe the method(s), the frequency with which they will be used. The Township may also want to more fully describe its other traffic sign maintenance and management issues (i and 7).

\_\_\_\_\_ County Engineer's Office for general traffic sign maintenance and management issues.

This document are hereby adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2012, by \_\_\_\_\_ Township, under the authority of \_\_\_\_\_.

\_\_\_\_\_  
Signature Date

\_\_\_\_\_  
Signature Date

\_\_\_\_\_  
Signature Date

# FRANKLIN COUNTY SIGN REPLACEMENT





# HIGHLIGHTS

- ✓ Five years : 2004 thru 2009
- ✓ 7050 signs replaced
- ✓ Approx 1500 signs removed and not replaced
- ✓ Received \$302,000 over the five years covering about 60% of actual cost of the project

The logo for the Franklin County Engineer's Association is circular, featuring a red border with the text "FRANKLIN COUNTY" at the top and "ENGINEER" at the bottom. Inside the circle, it says "EST. 1803" and shows a red silhouette of a bridge. Surrounding the logo are several traffic signs: a yellow diamond with a black "R" and "P" crossed out, a yellow rectangular sign with a black arrow pointing right, a yellow diamond with a black arrow pointing left, and a yellow diamond with a black arrow pointing up.

# The process

- **Grant application**
- **The Inventory**
- **The Engineering**
- **The Work Orders**
- **The Installation**

Funded by Ohio Department of Public Safety administered by County Engineer's Association of Ohio.

Notable contributions by TransMap, Jennifer Gallagher, Michael Love, & Fritz Crosier, Mark Williams, a ½ dozen interns and County Engineer Dean Ringle



# Grant Application

- ✓ Three parts each year
  - Inventory
  - Compliance
  - materials
- ✓ Received approval in November
- ✓ A lot of **paperwork** is involved



## CEAO SAFETY STUDY PROGRAM SAFETY STUDY REQUEST FORM

Date	09/06/2007
County	Franklin
Route & Section	Inside I-270

Type of Study (see list below)  SIGN UPGRADE

Description of Study (Please Type or Print)  
Franklin County is in the process of re-engineering and upgrading all of the sign and regulatory) geographically located within I2-70. Barcodes are installed on e to installation. A data base is compiled that includes items such as location, retro install date, etc. (SI: was 56.2 miles at a total cost of \$45,157.78. We have 67 m which is estimated to cost \$54,027. But there is a max of \$50,000)

Is This a Repeat Study?  No  
If Yes, What Year Was Last Study Completed? \_\_\_\_\_  
If Yes, Provide Justification for Repeating the Study: \_\_\_\_\_

CEAO  
CEAO No. 20-205  
RECEIVED  
1407  
AGREEMENT NAME

### LPA SAFETY STUDY AGREEMENT

THIS AGREEMENT is made by and between the State of Ohio, Department of Transportation hereinafter referred to as ODOT, 1980 West Broad Street, Columbus, Ohio 43223 and the Franklin County Engineer, 270 Duffin Road, Columbus, Ohio 43215 hereinafter referred to as the LPA

- PURPOSE**  
1.1 Section 402 of the United States Code provides states with Federal funds to conduct highway safety programs and the funds apportioned to Ohio under Section 402 are administered by ODOT.  
1.2 Section 5501.03(A)(3) of the Ohio Revised Code provides that ODOT may coordinate its activities and enter into contracts with other appropriate public authorities as necessary to carry out its duties, powers and functions, provided the administration of such projects is performed in accordance with all applicable Federal and State laws and regulations with oversight by ODOT.  
1.3 The Urban Sign Compliance Study ("STUDY") has been selected for funding, having been approved by the Federal Highway Administration, (FHWA), approved authorization.  
1.4 The purpose of this Agreement is to set forth requirements associated with the Federal funds available for the STUDY and to establish the responsibilities for the local administration of the STUDY.
- LEGAL REFERENCES**  
2.1 This Agreement is established pursuant to Section 5501.03(A)(3) of the Ohio Revised Code and all applicable federal, state, and local laws and regulations.
- FUNDING**  
3.1 The total cost for the STUDY is estimated to be \$ 8,750 ODOT shall provide to the LPA 90% percent of the eligible costs, up to a maximum of \$ 7,875 in Federal funds. The maximum amount reflects the funding limit for the STUDY set by the applicable Program Manager.  
3.2 This Agreement operates on a reimbursement basis only. The costs must first be incurred by the LPA. Costs claimed for reimbursement are to be true costs incurred in executing the Study and are to be eligible, allowable, allocable, reasonable, necessary, and consistent. The determination of cost eligibility shall rest with ODOT.  
3.3 Invoices for reimbursement may be submitted on a quarterly basis, unless other arrangements have been agreed upon by the parties. All invoices must include detailed expenditures documentation as required by ODOT. For reporting purposes, quarters are defined as follows: with the last day of the following months: December, March, June, and September.  
3.4 All invoices shall be paid within thirty (30) days following receipt. If any invoice is not accepted, the time for prompt payment is suspended. ODOT will either promptly provide the LPA with a clear statement regarding any specific cost ineligibility, or inform the LPA of any invoice.



DEAN C. RINGLE, P.E., P.S. -  
FRANKLIN COUNTY ENGINEER

October 15<sup>th</sup>, 2007

Ohio Department of Transportation  
1980 West Broad, 2<sup>nd</sup> Floor  
Columbus, Ohio 43223  
Attn: ODOT Office of Local Projects

### CERTIFICATION OF RIGHT OF WAY

Re: FRA – SIGN UPGRADE 2008  
Federal Agreement Number: E080(020)  
Project ID #: 83422

Dear Office of Local Projects:

Run Date: 10/15/2007 U.S. DEPARTMENT OF TRANSPORTATION Report: FMISD05A  
Run Time: 15:29:34 FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT Page 1

STATE: OHIO PROJECT NO: E080(014) STATE PROJ. NO: 63408

THE STATE, THROUGH ITS HIGHWAY AGENCY, HAVING COMPLIED, OR HEREBY AGREEING TO COMPLY, WITH THE APPLICABLE TERMS AND CONDITIONS SET FORTH IN (1) TITLE 23, U.S. CODE, HIGHWAYS, (2) THE REGULATIONS ISSUED PURSUANT THERETO AND (3) THE POLICIES AND PROCEDURES PROMULGATED BY THE FEDERAL HIGHWAY ADMINISTRATION RELATIVE TO THE ABOVE DESIGNATED PROJECT, AND THE FEDERAL HIGHWAY ADMINISTRATION HAVING AUTHORIZED CERTAIN WORK TO PROCEED AS EVIDENCED BY THE DATE EXTENDED OPPOSITE THE SPECIFICATIONS OF WORK, FEDERAL FUNDS ARE OBLIGATED FOR THE PROJECT NOT TO EXCEED THE AMOUNT SHOWN HEREIN. THE BALANCE OF THE ESTIMATED TOTAL COST BEING AN OBLIGATION OF THE STATE. SUCH OBLIGATION OF FEDERAL FUNDS EXTENDS ONLY TO PROJECT COSTS INCURRED BY THE STATE AFTER THE FEDERAL HIGHWAY ADMINISTRATION AUTHORIZATION TO PROCEED WITH THE PROJECT INVOLVING SUCH COSTS. (6)

PROJECT DESCRIPTION: Statewide, County Engineer Association of Ohio FY-2008 Safety Studies Program.

DUNS #: 80-917-4402

CLASSIFICATION OF PHASE OF WORK TO BE PUT UNDER AGREEMENT	EFFECTIVE DATE OF AUTHORIZATION
HIGHWAY PLANNING & RESEARCH PRELIMINARY ENGINEERING RIGHT-OF-WAY CONSTRUCTION MCS&P OTHER	10/15/2007

PROGRAM CODE	URBAN WITH	TOTAL COST	FEDERAL SHARE	FEDERAL FUNDS UNDER AGREEMENT	ADVANCED CONST. FUNDS
LS30		\$531,119.00			\$478,007.10
TOTAL		\$531,119.00		\$0.00	
ESTIMATED TOTAL COST:				\$531,119.00	
TOTAL AUTHORIZED FOR PROJECT:				\$0.00	

OHIO DEPARTMENT OF TRANSPORTATION		
AVAILABLE FUNDS CERTIFIED BY:	HORACE W. GILMORE	DATE: 10/09/2007
APPROVED AND AUTHORIZED BY:	HORACE W. GILMORE	DATE: 10/09/2007
AGREEMENT/MODIFY REQUESTED BY:	LEISA E. SCHUMACHER	DATE: 10/09/2007
FEDERAL HIGHWAY ADMINISTRATION		
PROJECT INFORMATION REVIEWED BY:	JEFF BLAIS	DATE: 10/09/2007
APPROVAL RECOMMENDED BY:	DANIEL L. DOBSON	DATE: 10/15/2007
APPROVED AND AUTHORIZED BY:	DANIEL L. DOBSON	DATE: 10/15/2007

STATE REMARKS: Preliminary Engineering, FY-2008 Safety Studies.

DIVISION REMARKS:





# Engineering

- ✓ Ball bank studies for curves
- ✓ Speed limit approvals with signs



**Speed Limit Revision CO-35428**


County: FRA  
Route:  
Township:  
CR/Twp Road Number: CR-287  
Municipality:  
Street Name: Zuber Road

Under Authority of Section 4511.21 Revised Code of Ohio, the following revised prima facie speed limits, which have been determined upon the basis of a traffic and engineering investigation to be reasonable and safe, are hereby established for the streets or highways described herein. The prima facie speed limit or limits hereby shall become effective when appropriate signs giving notice thereof are erected.

From: US-42/SR-3  
To: Young Road (TR-271)  
Length: 1.02 miles  
Direction: Eastbound, Westbound  
MPH: 50


Signs giving notice of the approved speed limits shall be erected immediately. Such signs shall conform to the Ohio Manual of Uniform Traffic Control Devices for Streets and Highways.

This permit is revocable by the Director of Transportation whenever, in his opinion, any altered prima facie speed becomes unreasonable and, upon such withdrawal and notification, such altered prima facie speed shall become ineffective and the signs thereto shall be immediately removed by the local authorities.

Date Authorized: 5-14-09   
Director of Transportation

Immediately after the erection of the appropriate speed limit signs, return the attached copy of this Speed Limit Revision to the Administrator, Planning and Programming, Ohio Department of Transportation, 400 East William Street, Delaware, Ohio 43015-2188 with the following certification properly executed.

I hereby certify that appropriate signs, giving notice of the above prima facie speed limit were

erected on: 6/3/09 Signed:   
Title: Assistant Traffic Engineer



# Engineering

- ✓ Ball bank studies for curves
- ✓ Speed limit approvals with signs



***To be effective, a traffic control device should meet five basic requirements:***

- A. Fulfill a need;***
- B. Command attention;***
- C. Convey a clear, simple meaning;***
- D. Command respect from road users;***
- and***
- E. Give adequate time for proper response.***

**Speed Limit Revision CO-35428**


County: FRA  
Route:  
Township:  
CR/Twp Road Number: CR-287  
Municipality:  
Street Name: Zuber Road

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Title: Assistant Traffic Engineer

# Work Orders

**Table 2C-4. Guidelines for Advance Placement of Warning Signs**

Posted or 85th-Percentile Speed	Advance Placement Distance <sup>1</sup>								
	Condition A: Speed reduction and lane changing in heavy traffic <sup>2</sup>	Condition B: Deceleration to the listed advisory speed (mph) for the condition							
		0 <sup>3</sup>	10 <sup>4</sup>	20 <sup>4</sup>	30 <sup>4</sup>	40 <sup>4</sup>	50 <sup>4</sup>	60 <sup>4</sup>	70 <sup>4</sup>
20 mph	225 ft	100 ft <sup>6</sup>	N/A <sup>5</sup>	—	—	—	—	—	—
25 mph	325 ft	100 ft <sup>6</sup>	N/A <sup>5</sup>	N/A <sup>5</sup>	—	—	—	—	—
30 mph	460 ft	100 ft <sup>6</sup>	N/A <sup>5</sup>	N/A <sup>5</sup>	—	—	—	—	—
35 mph	565 ft	100 ft <sup>6</sup>	N/A <sup>5</sup>	N/A <sup>5</sup>	N/A <sup>4</sup>	—	—	—	—
40 mph	670 ft	125 ft	100 ft <sup>6</sup>	100 ft <sup>6</sup>	N/A <sup>5</sup>	—	—	—	—
45 mph	775 ft	175 ft	125 ft	100 ft <sup>6</sup>	100 ft <sup>6</sup>	N/A <sup>5</sup>	—	—	—
50 mph	885 ft	250 ft	200 ft	175 ft	125 ft	100 ft <sup>6</sup>	—	—	—
55 mph	990 ft	325 ft	275 ft	225 ft	200 ft	125 ft	N/A <sup>5</sup>	—	—
60 mph	1,100 ft	400 ft	350 ft	325 ft	275 ft	200 ft	100 ft <sup>6</sup>	—	—
65 mph	1,200 ft	475 ft	450 ft	400 ft	350 ft	275 ft	200 ft	100 ft <sup>6</sup>	—
70 mph	1,250 ft	550 ft	525 ft	500 ft	450 ft	375 ft	275 ft	150 ft	—
75 mph	1,350 ft	650 ft	625 ft	600 ft	550 ft	475 ft	375 ft	250 ft	100 ft <sup>6</sup>



**2011** J F M A M J J A S O N D  
 Property of The Franklin County Engineer's Traffic Department.  
 Vandals will be prosecuted. (614) 525-3072 24  
 To report damage please call: 525-3072 Hours



Work ID: 133736  
 Alt ID: TM3837

Project **NOT approved**

Asset: 001014

Run: 2/2/2009 11:00:45 AM

Priority: **Medium** Status: **Completed** 100% Assigned to: **PACK, II, Robert**

Start: **26-Feb-08** 12:00 AM Req'd by: **30-Apr-08** Requested by:

Work Description:

Sign Replace - nb Dublin Rd at Cemetery Rd - Lane Use L/TR

Note:

Asset:

Alt ID (UIN): Parent Asset: 0010 Serial #:  
 Name: **DUBLIN ROAD FROM FISHINGER ROAD TO HILLIARD-CEMETERY ROAD**  
 Class: **Roads** Area: **Hilliard, Hilliard Outpost**  
 Type: **Road Seg, Road Segment** Location: **DUBLI 02, DUBLIN ROAD**  
 Sub Type: **County, County Asset** System: ,

Schedule:

Priority: **Medium**  
 Start: **26-Feb-08**  
 Duration: **0.00**  
 Progress: **100 %**  
 Finish: **26-Mar-08**  
 Tothrs: **0.00**  
 Shift:  
 Plan:  
 Crew:  
 Source: **DW**

References:

Alt ID: **TM3837**  
 Type: **TRAFFIC**  
 Group: **4050**  
 Account: **CNSIGNS**  
 Code: **R-19030**  
 Sign Replace  
 Entered: **McMANNIS, David**  
 Code2: **01947**  
 Code3:

Materials:

Material	Type	Bin	Unit	Req'd	Issued To Date
3780 SIGN POST SQUARE STUB 42" x 2-1/4" x 2-1/4"	Sign		EA	0	1
3795 SIGN POST SQUARE 10" x 2" x 2" 12 gauge w/o Sign	Sign		EA	0	1
5035 LANE USE SIGN 36 X 30	FinSi		EA	0	1
5040 LANE USE SIGN 30 X 30	FinSi		EA	0	0

Progress Note:

Approved:

Signed:

Work ID: 133736



# The installation

- ✓ Manufacture
- ✓ OUPS
- ✓ Install!





# What worked well

- Grant money

\$60k per year didn't seem worth all the paperwork, but after doing it for 5 years...

- The Inventory

Surprising how many standard signs in county ROW were installed by others w/o our knowledge

Surprising how few calls we got when we took down signs that were non-standard or not needed

- The installation

The durability of the newer sign material on properly made signs has been a pleasant surprise



# What I would do differently

- ✓ I would have done central sign replacement in two years rather than one
- ✓ I would beg FHWA not to change the Advance Placement of Warning Signs Chart
- ✓ I would have worked harder at a software tool to go from inventory to work order

**Dean C. Ringle, P.E., P.S.** *Franklin County Engineer*

---

970 Dublin Road

Columbus, Ohio 43215



**Michael Meeks, P.E.**  
**Traffic Engineer**

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Office: 614-525-6158 Fax: 614-525-3065  
[mmeeks@franklincountyengineer.org](mailto:mmeeks@franklincountyengineer.org)