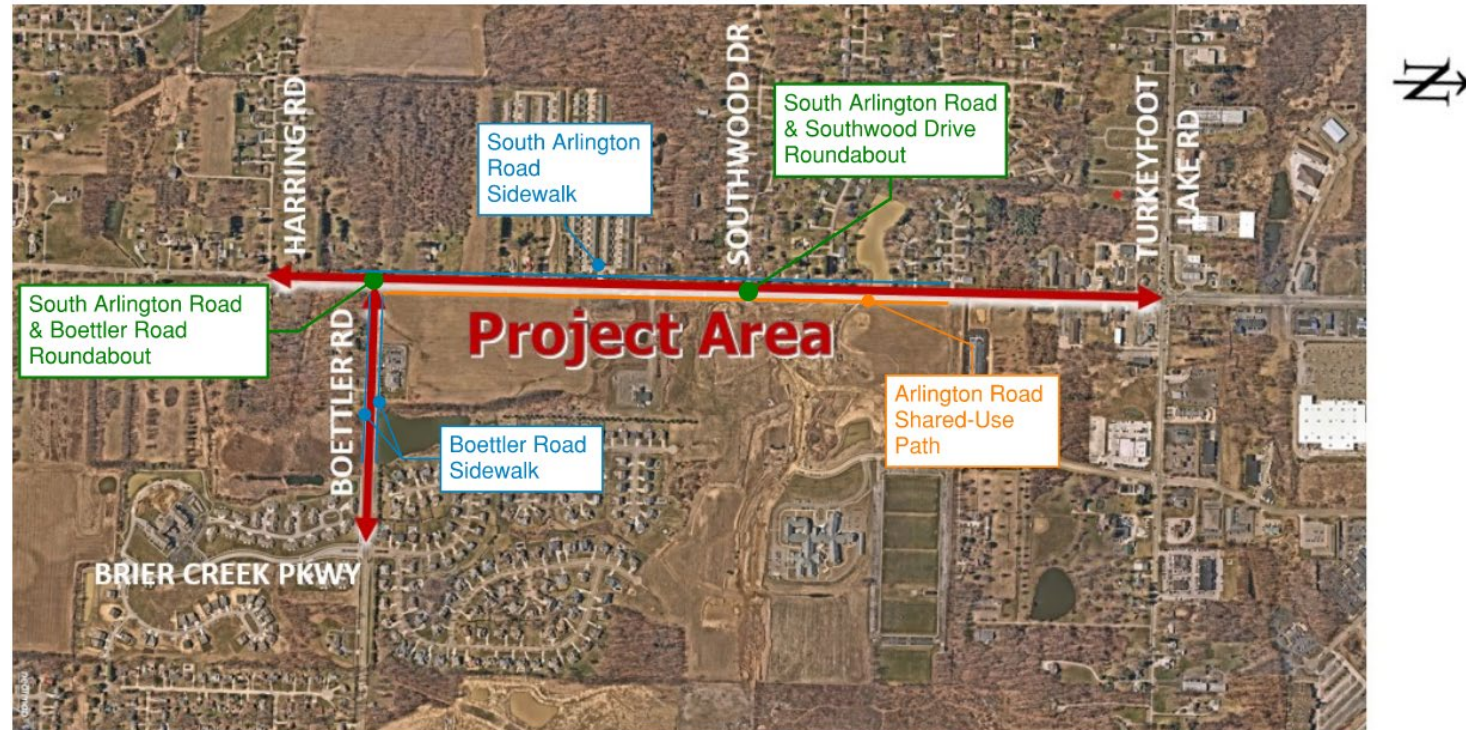




Preferred Alternative



Project Area



What are the purpose and goals of the project?

The purpose of the proposed project is to improve mobility and provide additional connectivity access for the public in the city of Green, Summit County, Ohio.

An Alternatives Evaluation Report was recently prepared and compared alternatives to meet the project’s purpose and need. This study evaluated alternatives for the Arlington Road/Boettler Road intersection as well as the Arlington Road/Southwood Drive intersection and pedestrian facilities within the project corridor.

Four Alternatives

Alternative 1: Roundabouts at Arlington Road/Boettler Road and Arlington Road/Southwood Drive, and additional travel lanes along Arlington Road (Arlington Road alignment shifted east to maintain the western edge of pavement)

Alternative 2: Roundabouts at Arlington Road/Boettler Road and Arlington Road/Southwood Drive, and additional travel lanes along Arlington Road (Arlington Road existing alignment maintained)

Alternative 3: Signalized intersections at Arlington Road/Boettler Road and Arlington Road/Southwood Drive, and additional travel lanes along Arlington Road

Alternative 4: No Build

Other Proposed Improvements for Project Corridor

Additional recommendations from the Alternatives Evaluation Report Study include continuation of the shared-use path north to Turkeyfoot Lake Road; removal of the two-way, left-turn lane on Boettler Road over the drainage structure from the retention pond in the Spring Hill development to accommodate sidewalks on both sides of the roadway; and continuation of the raised median on Arlington Road up to Turkeyfoot Lake Road with the addition of a northbound restricted U-turn/left-turn movement including a bump-out on the southbound Arlington Road to accommodate the U-turn movement for the roundabout alternative.

Preferred Alternative

The results of the study identified the preferred alternative is Alternative 1 - Roundabouts at Arlington Road/Boettler Road and Arlington Road/Southwood Drive (Arlington Road alignments shifted to the east to maintain the west side edge of pavement). Alternative 1 satisfies both purposes to improve mobility and provide additional connectivity access along the project corridor.

PROJECT COMMENTS

Comments about this project are welcomed and encouraged. Please submit comments via phone, email, or mail to:

Paul Pickett, P.E.
City Engineer
ppickett@cityofgreen.org
(330) 896-5510

City of Green
P.O. Box 278
Green, OH 44685

Comments are requested no later than **February 25, 2024** to be documented in the Public Input Summary Report and will be addressed shortly after the close of the comment period. Please reference “Arlington Road Improvements” in emails and in letters.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 USC 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.

PROPOSED PROJECT SCHEDULE

January - February 25, 2024
Public Comment Period

Present - August 2025
Preliminary and Detailed Design

Summer 2024
Environmental Clearance

Winter 2025
Right-of-Way Acquisition

Spring 2026
Sale of Project

May 2026 - November 2027
Construction



What is the status of decision-making on this project?

The intent of this open house is to present the preferred alternative to ensure the best possible decisions are made for our community. We welcome your input and encourage you to provide comments.

Why can't this project be undertaken sooner?

Many factors go into developing a schedule for construction of a federal-aid project of this size. In addition to providing time for data collection, project design, and quality control review, the schedule must also provide for public involvement, environmental review, environmental permitting, right-of-way negotiations, and utility relocations.

Who proposed this project and how is it funded?

The project has been proposed and will be undertaken by the City of Green. The current estimated project cost, including right-of-way acquisition and construction, is approximately \$16.2 million. At this time, the project will be constructed with City (20%) and multiple federal programs (80%). ODOT, as steward of the federal funds, will provide federal oversight.

Why can't these funds be used somewhere else or for something else?

While the City could elect to use its funds elsewhere, the City considers that the existing roadway conditions and safety issues on Arlington Road warrants making this roadway a priority for treatment. Additionally, the federal funds on this project cannot be allocated to another Green project.

What is the crash history?

Between 2020 and 2022, 118 crashes occurred along the Arlington Road corridor. Many of the crashes, 100 of the 118 total crashes (84.7%), were located at or near the intersections of Boettler Road, Southwood Drive, and Turkeyfoot Lake Road (SR 619). While there were no fatalities or serious injuries recorded along the corridor, there were 32 crashes (27.1%) that reported injuries as either Minor Injury Suspected or Injury Possible. Rear end crashes accounted for 44.1% of the crashes, with angle (12.7%), side swipes (11%), and left turns (8.5%) accounting for many of the remaining crashes.

What type of amenities will be offered?

Along the project corridor, the project will have street lighting and landscaping along the grass median. The sidewalk and shared-use path details were discussed previously. Additionally, improvements along the project corridor include storm sewer, new crosswalks, new ADA-compliant curb ramps, pavement markings, and striping.

Will the project be ADA-compliant?

All pedestrian facilities within the project work limits will be evaluated and upgraded as needed for ADA compliance.

Will property access/driveway configurations be affected?

Driveways and property access will be maintained during construction. There will be temporary impacts during construction of the new approaches, but these activities will be short-term impacts during work performed at the driveway.

How will traffic be maintained during construction?

Traffic will be maintained during construction. The construction will be completed in two main stages. Stage 1 will construct northbound lanes while maintaining two-way traffic on the existing roadway. Stage 2 will have traffic on the newly constructed roadway, and the existing pavement will be removed and replaced. There will be phases within the stages to construct the roundabouts at the two intersections. The intention is to maintain traffic on Boettler Road, with the potential to close Southwood Road during roundabout construction.

Will the project require property acquisition?

The project will require temporary right-of-way (approximately 3.2 acres) and permanent right-of-way (approximately 6.7 acres) acquisition from 47 private properties. One total take (complete acquisition) of a residential is proposed. Discussions with this property owner have been initiated. Affected property owners will be contacted at a later date to discuss the right-of-way needs, the acquisition process, and property owner rights under the process. The acquisition of property will be done according to all state and federal laws, including the Uniform Relocation Assistance and Real Property Act (the Uniform Act). The Uniform Act and other laws establish the process for a government agency to acquire property:

1. A fair market value will be determined for the portion of each property needed.
2. A written offer will be presented to the owner.
3. The property owner can accept or negotiate this value.
4. When a value is agreed upon, a closing phase occurs where the property is bought.

Overall, the process will take several months. If you would like to discuss your specific property, please contact Paul Pickett at (330) 896-5510, through the comment form, or at ppickett@cityofgreen.org.

Will the project affect historic properties?

An evaluation of the corridor for historic resources, as well as the project effect on any identified historic properties, will be undertaken as part of the environmental review of the corridor. At this time, records indicate a National Register of Historic Places property exists north of the Arlington Road and Turkeyfoot Lake Road intersection. Additionally, several documented historic structures are present along the project corridor in close proximity of the project.

Will the project involve work in waterways or wetlands?

Five wetlands and one stream were identified near the project limits. The preferred alternative proposes to impact three wetlands (approximately 0.32 acre) and one stream (approximately 100 linear feet) due to the proposed improvements. Additionally, one stream was identified near the project limits north of Southwood Road. All necessary permits and mitigation will be obtained prior to undertaking any work in the wetlands and stream.

How will the project affect noise levels along the corridor?

An evaluation of the corridor for noise level impacts will be undertaken as part of the environmental review of the project corridor.

What if I cannot attend or view the open house?

Extra materials from this public presentation will be made available at the City of Green Central Administration Building for those who cannot attend the public meeting or view the online presentation. Additionally, hard copies of the presentation can be mailed upon request by contacting Paul Pickett, P.E. (contact information on the next page).