



Engineering, Planning and Zoning
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September 4, 2018

RE: SR 31 Phase II Improvements
UNI-31-1.40, ODOT PID 106441

To Whom it May Concern:

A Public Information Meeting for the SR 31 Phase II Improvements (UNI-31-1.40, ODOT PID 106441) project as currently proposed was held on June 20, 2018, at Marysville City Hall. The public meeting was held using an open house format from 6:00 p.m. to 8:00 p.m. Meeting notices were mailed to property owners and business operators within the identified study area. Meeting advertisements were also published on the City of Marysville's website and social media accounts.

At the Public Information Meeting, and through subsequent mailings, a number of questions were asked regarding various elements of the project. The attached page summarizes these questions and provides the responses prepared by the City of Marysville Engineering Department.

Additional information regarding the project will be available at the City of Marysville website (www.marysvilleohio.org).

Please feel free to contact me if you have any further questions.

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SR 31 Phase II Improvements

UNI-31-1.40, PID 106441

June 20, 2018 Public Meeting

Response to Comments

The following is a summary of comments received from the June 20, 2018 public meeting on the SR 31 Phase II Improvements (UNI-31-1.40, PID 106441):

1. A resident has a desire to install a traffic signal at the westbound exit ramp at SR 31.

The existing left turn is difficult to make and is unsafe. (comment received from Hassan Akinkuolie)

In all the proposed alternatives, the existing westbound left turn location will be removed. A new ramp will be built south of the existing left turn location that will include a traffic signal. The new ramp will have plenty of room for vehicle storage at the signal and will allow westbound to southbound drivers make the left turn under signal control.

2. Residents and employees of Echo Drive have a strong desire to construct a left turn lane and install left turn signal at Echo Drive. The existing signal does not allow for a protected movement for Echo Drive and the existing traffic on Mill Road does not allow many gaps for Echo Drive vehicles to turn. This results in vehicles running red lights or through/right turning vehicles trying to pass vehicles waiting to turn left. Echo Drive has approximately 15 residences, a daycare, a bank, and a church that use Echo Drive to access SR 31.

(comments received from: Kristina Robinson, LeAnna Becker, Shayna Butcher, Michael Collier, Steve Eich, Amber Eich, Kara Hendren, Syndie Hite, Kevin LeClair, MDJ6@aol.com, Kirk Proconiar, Brittany Shoots-Reinhard, Carolyn Lashuay, McKenna Wickham, Michelle Wigglesworth, Suzanne Williams, handwritten comment – no name)

Response: At the conclusion of the SR 31 Phase I project (currently under construction), the Mill Road/Echo Drive signal will be modified to provide a left turn (green) arrow for the Echo Drive traffic. The City engineering department is currently working to engineer that improvement. It is expected that the revised signal operation will be completed in December 2018.

The construction of the SR 31 Phase II Improvements will include an extension of Northwoods Drive. This is expected to divert 50% of the Mill Road traffic away from the SR 31/Mill Road/Echo Drive intersection. This will further improve traffic operations for Echo Drive, as there will be much less opposing vehicles in the intersection.

3. ***The owners of the home directly opposite Northwoods Drive have a few concerns. First, they would like to see guardrail or other barrier along SR 31 to protect their home. Second, they are concerned about the traffic signal being installed at both Northwoods Drive and the US 33/US 36 westbound ramp. The stopping/starting of vehicles adds lots of noise and pollution near their home. They would like to see a noise study be performed to determine the impact of the traffic signal and see if a noise wall or other buffer should be installed. (comment received from Blythe Carter)***

Response: A traffic noise study will be performed for all SR 31 Phase II improvements, in accordance with ODOT's Traffic Noise Analysis Manual. This upcoming study will be used to determine if a noise wall is warranted, reasonable, and feasible. The height and length of any noise walls will be shown in the study report which will be available for public review. Future traffic, including trucks, the proposed extension of Northwoods Drive, and the new signal at Northwoods Drive will be accounted for in the noise analysis, in accordance with state (ODOT) and federal (FHWA) procedures. The noise study is scheduled for completion in the coming months.