

FAQ
US 33 – SR 161 – Post Road Interchange

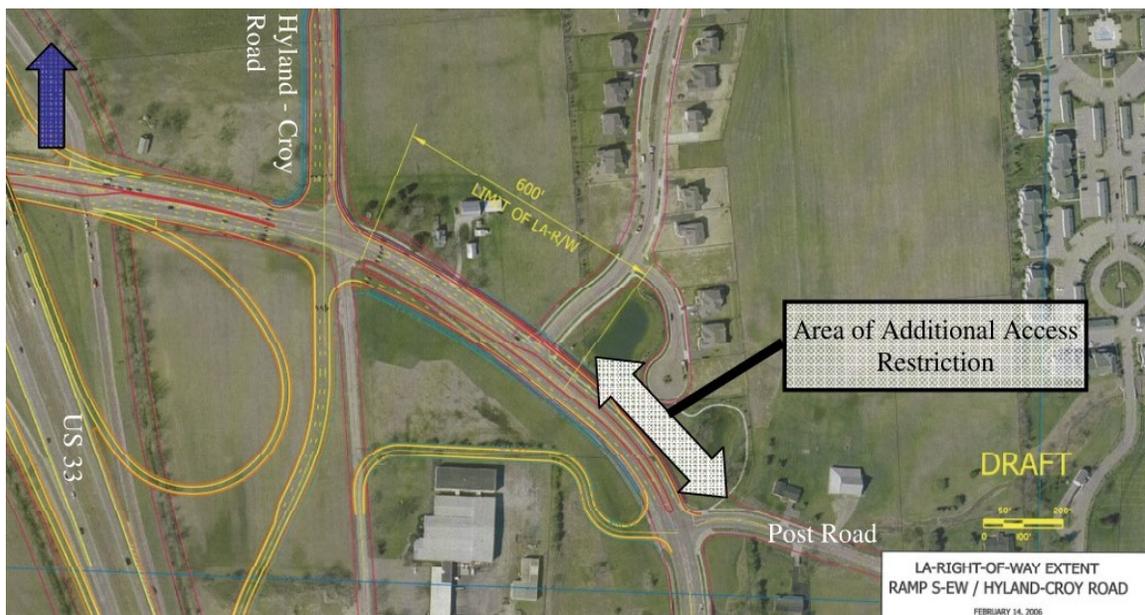
Topic 1 - Post Preserve

1. Why does the Post Preserve Boulevard/Post Road intersection have to be removed?

The Ohio Department of Transportation's (ODOT's) established criteria dictate that a minimum of 600 feet from a ramp terminal must be free of all access. The establishment of these limits is needed to finalize design, determine the appropriate process for property acquisition and necessary access management for the area around the interchange. As a result of this process, the Post Preserve Boulevard and Post Road intersection was identified as falling within the limited access right-of-way.

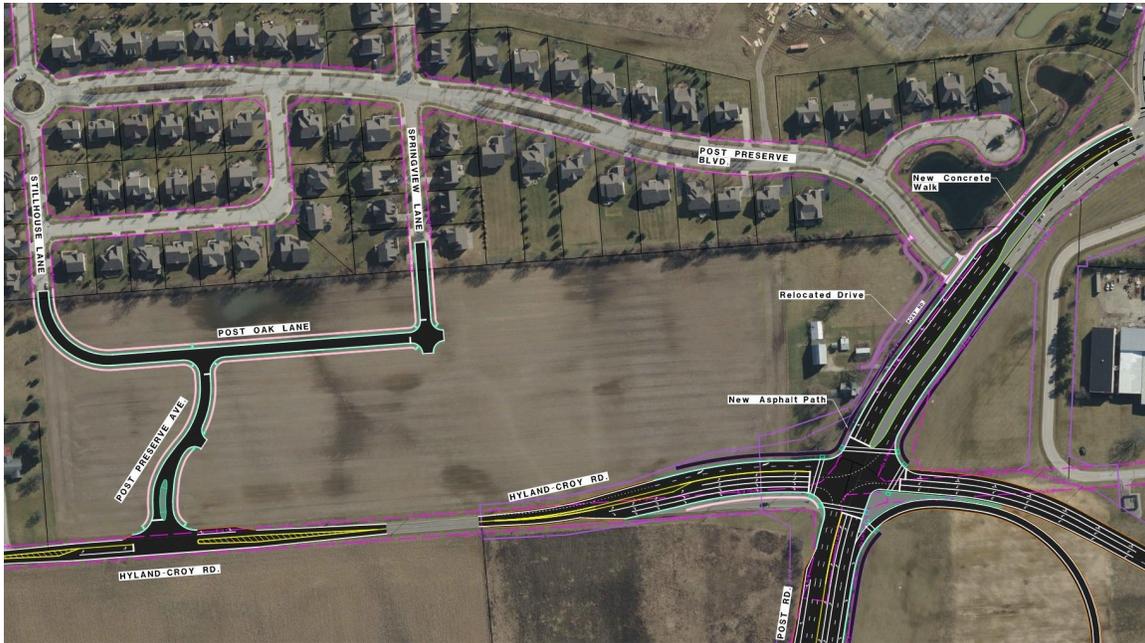
Staff approached ODOT staff regarding the implication the new limited access right-of-way would have on the existing intersection of Post Preserve Boulevard and Post Road. ODOT determined that this intersection could not remain, nor be "grandfathered" as an existing condition. ODOT has also determined that the existing access cannot be restricted to right-in/right-out movements only because it is within the intersection influence area of the Hyland-Croy Road and Post Road intersection.

Per the ODOT Access Management Manual, the spacing for the nearest intersection to a ramp terminal intersection on a Level III roadway (such as Post Road and Perimeter Drive) is preferred to be 2640 feet. This can be reduced to approximately 1320 feet if they determine conditions warrant the reduction. The distance between the ramp terminal intersection (the ramp and Hyland-Croy Road) to the existing intersection of Post Road and Perimeter Drive is only approximately 1000 feet. Therefore, ODOT would not permit the relocation of the Post Preserve Boulevard to the east between the new edge of the limited access right-of-way and the existing intersection of Post Road and Perimeter Drive. This additional area of restricted access is shown in the graphic below.



2. What is the timeline for the Post Preserve changes to access?

The interchange construction is scheduled to begin in 2022. Temporary access will be maintained at Post Road and Post Preserve Boulevard until the new access road to Hyland-Croy Road is in place, as shown in the image below. Construction of the new access road is anticipated in 2023. This project will include a right and left turn lane from Hyland-Croy Road to enter Post Preserve. The new intersection at Hyland-Croy Road will be stop sign controlled, similar to Tullymore Drive to the north. The City will work with Union County to determine if the long-term intersection control needed at this intersection, potentially designing a roundabout in 2023.



3. What kind of traffic control will be in place at the future intersection of Post Preserve and Hyland-Croy Road when it opens?

The plan is to build the Post Preserve Boulevard relocation with a stop sign condition in 2023, with plans for design for a roundabout in 2023. There will also be turn lanes installed on Hyland-Croy Road for entering the neighborhood, southbound left and northbound right. The intersection will be similar to existing intersection of Hyland-Croy Road and Tullymore Drive. Also, the neighborhood will have access to the new traffic signal at Hyland-Croy Road and Park Mill Drive via Royal Plume Drive/Marston Lane. Please remember to be respectful of your neighbor's homes and drive responsibly through the neighborhoods!

4. Will there be increased traffic in my neighborhood looking to get to Tullymore Drive/Karrer Middle School or other points east?

Stillhouse Lane and Springview Lane are both extending out towards Hyland-Croy via a somewhat circuitous route, and therefore we do not anticipate many drivers to use this route to/from Tullymore Drive.

5. Why do we have to wait for a traffic signal or roundabout at the new Hyland-Croy Road/Post Preserve Boulevard Intersection?

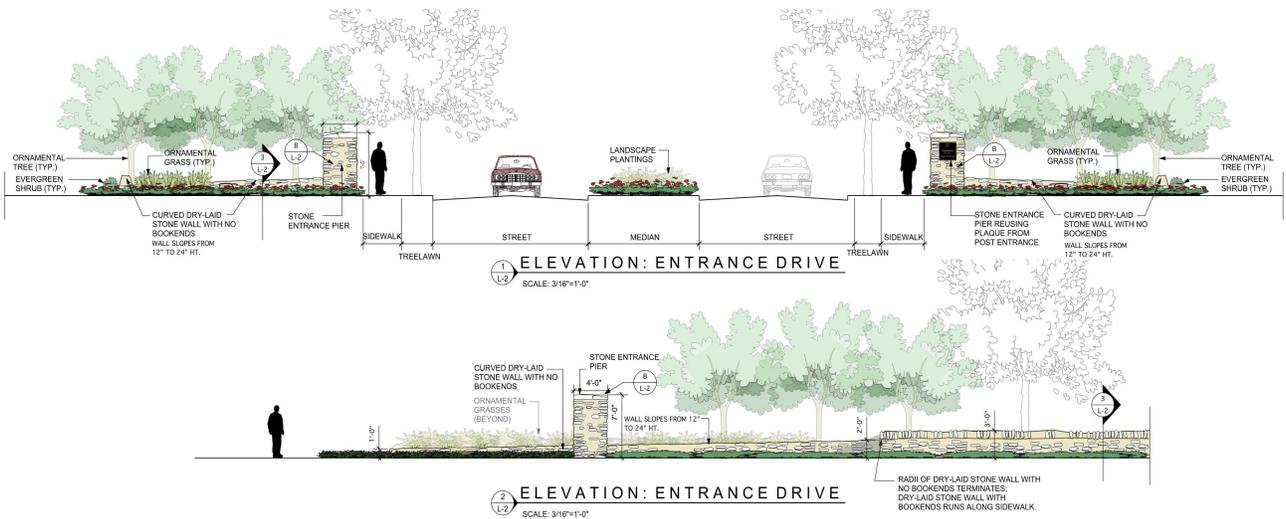
The City will closely monitor the intersection once open to determine if there are safety concerns and program improvements accordingly. Since we anticipate this intersection to function much the same at the Hyland-Croy Road/Tullymore Drive intersection, and this intersection has not had any crashes located here in the past 3 years, we do not expect to see a safety concern here, either. Setbacks along Hyland-Croy are 100 to 200-feet, so we do not anticipate any visibility problems for drivers to/from the new Post Preserve Boulevard intersection.

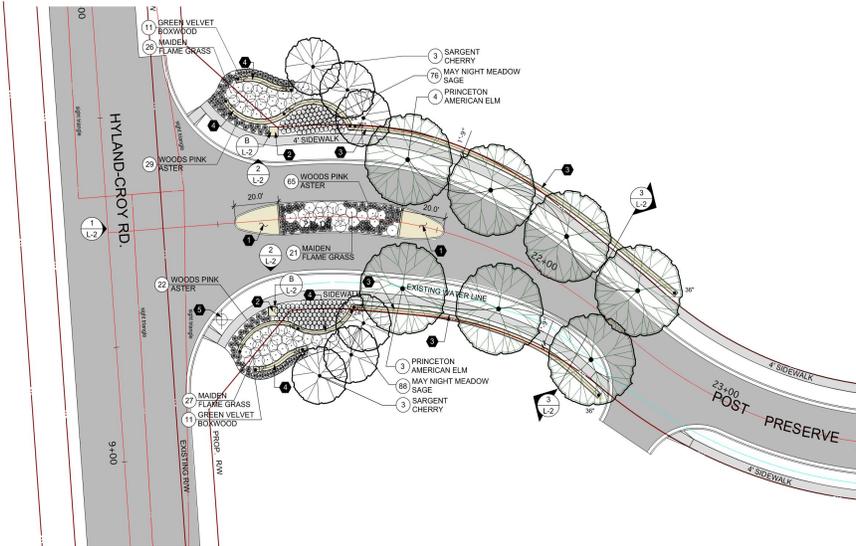
6. If more traffic control is installed at the Post Preserve Boulevard/Hyland-Croy Road, does it have to be a roundabout?

The City of Dublin will continue to work with our partners in Union County to determine the best and most appropriate traffic control for this intersection. Currently, it is the City of Dublin's preference to install a roundabout here as it will keep with our future vision of Hyland-Croy Road.

7. What will the new entrance from Hyland-Croy Road into Post Preserve look like?

The images below show the landscape renderings and plant materials planned for the new entrance.





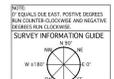
GENERAL SUMMARY

QNTY.	COMMON NAME	BOTANICAL NAME	SIZE	ROOT
	DECIDUOUS TREES			
7	PRINCETON AMERICAN ELM	ULMUS AMERICANA 'PRINCETON'	2.5' CAL.	B&B
	ORNAMENTAL TREES			
6	SARGENT CHERRY	PRUNUS SARGENTII	2.0' CAL.	B&B
	EVERGREEN SHRUB			
22	GREEN VELVET BOXWOOD	BUXUS X 'GREEN VELVET'	18" HT.	B&B
	ORNAMENTAL GRASSES / PERENNIALS			
53	MAIDEN FLAME GRASS	MISCANTHUS SINENSIS VAR. PURPURASCENS	5 GAL.	CONT.
116	WOODS PINK ASTER	ASTER DUMOSUS 'WOODS PINK'	2 GAL.	CONT.
164	MAY NIGHT MEADOW SAGE	SALVIA MEMOROSA 'MAY NIGHT'	2 GAL.	CONT.
	LANDSCAPE MISC.			
80 CY	PRE-MIXED PLANTING MIXTURE FOR FLOWER BEDS @ 8" DEPTH			
30 CY	BARK MULCH (FLOWER / PLANT BEDS)			
161 LF	DRY-LAD STONE WALL WITHOUT BOOKENDS STARTING AT 12" IN HT. INCREASING TO 24"			
40 LF	24" HT. DRY-LAD STONE WALL WITH NO BOOKENDS			
287 LF	36" HT. DRY-LAD STONE WALL WITH BOOKENDS			
2 EA	7'-0" X 4'-0" WIDE CMU PIER WITH STONE VENEER			

CODED NOTES: LANDSCAPE

- COURTSTONE PAVERS MFG BY UNILOCK. SEE TYPICAL SECTIONS AND GENERAL NOTES FOR DETAILS.
- 7'-0" X 4'-0" WIDE CMU PIER WITH Limestone VENEER. MOUNT PLAQUE SIGN ON WEST FACE (OBTAINED THROUGH THE CITY OF DUBLIN).
- 36" HT. DRY-LAD STONE WALL WITH BOOKENDS.
- DRY-LAD STONE WALL WITHOUT BOOKENDS STARTING AT 12" IN HT. INCREASING TO 24" AS SHOWN.
- LIGHT POLE. SEE ENGINEERING PLANS.
- 24" HT. DRY-LAD STONE WALL WITH NO BOOKENDS.

FOR SEEDING AND MULCHING SEE GENERAL NOTES ON SHEET 3.



Princeton American Elm



Sargent Cherry



Boxwood



May Night Salvia



Maiden Flame Grass



Pink Aster

8. What will happen with the excess pavement from Post Preserve Boulevard after the intersection is removed?

A narrow section of the Post Preserve Boulevard pavement just north of Post Road will be removed with the interchange project, and sidewalk will be extended along Post Road in this area. The remaining pavement at the south end of Post Preserve Boulevard will be addressed once we know how the driveway for the farmhouse will be connected to a public street. Plans beyond that point have not yet been detailed, but will likely be developed over the coming months as more details are determined for this project. We will work on the design to make sure drainage and other aesthetic elements are carefully considered.

9. What are the most recent development proposals for the Gorden property? How do the internal roads shown connect within the Gorden development?

Please refer the City's website at www.dublinohiousa.gov/pzc/17-061 for the most recent information regarding development proposals for the Gorden parcel (aka Dublin Gateway). The internal roads shown in the most recent development proposal are in agreement with the City's vision. While there are some minor differences, the overall intent is consistent. For reference, a snapshot of version reviewed at the April 2020 Planning and Zoning meeting is shown below.



10. Can native plant material be used in the landscape treatments for the neighborhood entry?

The selected plant palette planned to be installed at the relocated entrance for the Post Preserve neighborhood was developed through an extensive public engagement process with the neighborhood, and the City is reluctant to make vast changes to it because of that. However, we will have the City's Landscape Architect review the plants selected to ensure the design will meet the overall design intent and make recommendations for changes that would remain consistent.

Topic 2 – Pedestrian and Bicycle Accommodations

1. What are the plans for accommodating pedestrians and bicycles with this improvement?

We are very happy to hear there is interest in multiple modes of travel in this area. We have great news to share on this topic! Multi-modal facilities are planned with the improved interchange design. The shared use path (SUP) will be alongside SR 161 and under the US 33 bridges and connect to the existing SUP on the west side of the SR 161 and Eiterman Road intersection, as shown in the graphic below. The SUP ramp crossings are carefully being considered to ensure the safest crossings possible for our pedestrians and bicyclists.



Topic 3 – Environmental

1. How is wildlife considered during the project development?

Wildlife is carefully considered as part of the environmental process of any project, including this one. As discussed during the public meeting, based on the materials in place as much of the area is highly maintained and mowed, the habitat is very limited and so are the impacts within the interchange area. We have tried to enhance the appearance of the landscape with the selected plant palette and desire to require less mowing. The project does not impact large tree lines that are habitats for the wildlife in the area, and may in fact, improve conditions for wildlife as the project will remove much of the invasive species in the ditch areas.

2. Will there be noise abatement?

Noise is carefully considered as part of the environmental process of any project, including this one. A noise study was performed as part of the project in July 2020, after the stay at home order was lifted, and found that one building reaches the noise threshold in 2042, however, this occurs whether this project is constructed or not. As these are the findings of the noise study, noise mitigation will not be included with the project. Traffic started to stabilize in June and appears to be stabilizing at a decline of 11% to 16% compared to a year ago. Trucking volumes are up overall and rural areas have mostly recovered. Since trucks are the largest factor in the noise levels, we expect the results of the noise study to be representative of the current and future conditions and therefore, do not expect noise levels to reach a need for mitigation.

The noise levels towards the southern end of Hyland-Croy Road are considered in the range of typical conversation or a typical office environment (64 dBA). Normal conversation at 3 to 5 feet is 60-70 dBA. Current Federal Highway Administration (FHWA) and Ohio Department of transportation (ODOT) guidelines define an impact from traffic noise in a neighborhood to be within 1dBA or greater than 67dBA, the point at which a normal conversation at five-feet apart is difficult; this is the point at which these agencies would consider installing walls or other mitigating measures.

Topic 4 – Traffic

1. Why did the traffic control change from a roundabout design to a traffic signal at the Post Road and Hyland-Croy Road intersection?

The traffic control changed from a roundabout to a traffic signal during the design process. We've taken a close look at intersection control types for the intersection. Roundabouts and traffic signals each have their own benefits. In this case, the traffic signal was selected, based on safety factors for the number of lanes and complexity of a roundabout with expected traffic volumes in this update. We have received positive feedback from residents related to the current traffic signal installation, and would also like to maintain consistency with this control type.

2. How will the new Fed-Ex distribution center on Industrial Parkway impact the project?

The majority of the large trucks headed for the new Fed-Ex distribution center on Industrial Parkway are expected to arrive during the middle of night hours, or from 12 a.m. to 5 a.m., for sorting, for delivery during the daytime hours. We anticipate this number to be around 350 to 400 during this timeframe. We will make sure the signal at the SR 161/Post Road/Hyland-Croy Road intersection is timed appropriately to optimize traffic operations here at all times the day.

3. How will traffic be accommodated during the construction activities?

While it is too early in the detailed design phase to know exactly what the maintenance of traffic plan will be, the City will be very proactive in communicating the impacts to the traveling public. We will use message boards in and around the area to advertise upcoming impacts, as well as using our social media channels, including our website at www.dublinohiousa.gov. You can also sign up for our eNews to receive email updates.