

PERRY DRIVE IMPROVEMENTS
Southway St. To SR 172 (Tuscarawas St.)
PID 111043

FREQUENTLY ASKED QUESTIONS (FAQ's)

What is the purpose of this project?

This project will reconstruct Perry Drive (CR 225) from the intersections of Southway St. SW to 12th St. SW (where it will tie into the 2022 ODOT intersection project on SR 172). The main purpose is to fully rebuild the aging roadway including replacement of the curb, gutter, sidewalk, storm sewer and water lines. Additionally, this project will reduce traffic congestion and improve safety by adding a center turn lane or Two Way Left Turn Lane (TWLTL) along the corridor.

Why was Perry Drive selected for improvement?

This busy section of Perry Drive currently carries approximately 11,500 vehicles per day and is classified as an urban minor arterial route in Stark County. It contains curbing, sidewalk, some street lighting, an enclosed storm sewer system and water main lines from the City of Canton as well as many residential and commercial driveways. The numerous intersections and driveways, combined with heavy traffic, contributes to accidents and congestion, particularly during AM and PM peak times. Additionally, Perry Drive was originally constructed in the current configuration in 1956 from Southway St. to 13th St. SW, and in 1970 from 13th St. SW to SR 172. Since those times it has been resurfaced and repaired, however, the primary infrastructure has reached the end of its' service life and now needs fully replaced.

In 2019 the Stark County Engineer received federal funding through our local Metropolitan Planning Organization (MPO) the Stark County Area Transportation Study (SCATS) to rebuild this section of Perry Drive. Additionally, our office was approached by the City of Canton regarding their desire to replace the main water lines that run underneath Perry Drive. This work will be done concurrently with the road project.

What are the project limits?

Perry Drive improvements will begin approximately at the north radius return at the intersection of Perry Dr. and Southway St. and will terminate approximately 120 feet north of the intersection of Perry Dr. and 12th St. SW.

What are the proposed improvements? How will they improve traffic flow and increase safety?

Perry Drive pavement will be completely replaced north of the railroad tracks including new curb and gutter, new sidewalk, and new storm sewer. Also, decorative street lights will be added from 15th St. SW to 12th St. SW. South of the RR tracks, the existing pavement will be widened, and curb and gutter and enclosed drainage (storm sewer) will be replaced. All drive aprons will be rebuilt. Additionally, Perry Drive will be widened approximately 3' on each side to add a Two Way Left Turn Lane in the center of the pavement. This will allow left turning vehicles the space required to make those left turns without interfering with through traffic. This should greatly improve traffic flow, and reduce the frequency of rear end accidents in the corridor.

How can Two Way Left Turn Lane be fit in the corridor?

Perry Drive is currently a 2-lane road with 15-foot wide lanes; this adds up to 30-foot wide pavement. The existing 15' lanes are wider than required by the "Normal Design Criteria" standards that we are required to follow.

Perry Drive will be rebuilt as a 3-lane road. There will be a 12-foot wide northbound thru lane and a 12-foot wide southbound thru lane and an 11-foot wide center lane, aka "Two Way Left Turn Lane" which adds up to a 35' wide pavement.

By reducing the width of the thru lanes to a more standard 12-foot, we will be able fit in a Two Way Left Turn lane with approximately 3' widening on each side.

What about the sidewalk?

The existing sidewalk will be replaced in the locations that it exists today. It will be widened slightly, and the grass "devil strip" will be replaced with a decorative and maintenance-free strip of stamped concrete. It is expected that the utility poles on the west side of Perry Drive will be relocated to just behind the sidewalk.

What will the Perry Drive corridor look like in the area between 15th St. SW and 12th St. SW?

A schematic "typical section" is provided to help in visualizing the new look of the roadway with the new sidewalk and lighting.

How much will this project cost?

Preliminary Estimated construction cost is \$4 million dollars for the roadway construction and an additional \$ 0.8 million dollars for the waterline work.

Where will the money come from?

Federal funds will cover 80% of the right of way and construction costs. The County will apply for funding from the Ohio Public Works Commission (OPWC) and/or utilize local funds to cover the other 20% share of the costs. Funding for the water work will come from the City of Canton

When will Right of Way Acquisition begin?

There will be some acquisition of additional right of way needed for the project. Much of this right of way will be temporary right of way (essentially renting space outside the current road right of way for Perry Drive so the contractor physically has enough room to perform the work). The existing right of way for Perry Drive is 60 feet in most places. Additional permanent Right of Way needed for the project will be kept to as little as possible, and may be as much as five feet of additional permanent right of way

in some areas to accommodate the roadway work, sidewalk and utilities. The preliminary project plans show the proposed right of way (both temporary and permanent) throughout the project.

In the fall of 2022, Stark County, working with an independent state-qualified appraiser to determine the property value of any land needed to build the improvements will begin to make contact with affected property owners. As required by law, a second independent appraiser will review the first appraisers work to verify that it is fair and reasonable. After the appraisals are finalized in fall of 2022, right of way negotiators will begin contacting the property owners to start the acquisition process.

This is a basic overview of the right of way procedures. It is the intent of the County that every effort will be made to obtain a mutual agreement with the owner and to see that the owner is justly compensated for the involved property. This will be accomplished by consistent and fair treatment of all owners.

Can a traffic signal be added at 13th St. SW?

We are investigating this. In order to qualify for a new traffic signal, the intersection must meet a list of very specific criteria established by the Ohio Manual of Uniform Traffic Control Devices. If it qualifies we will add a full traffic signal to the project.

When will the project be built? How long will it take?

We anticipate utility relocation work, e.g. moving electrical poles, utility lines and other items will begin in late 2023. Roadway construction is scheduled to begin in early 2024 and be complete by summer 2025.

Why wasn't this constructed along with the intersection project at SR 172 (Tuscarawas St.)

The State Route 172 (Tuscarawas Street W.)/Perry Drive intersection location was identified as a priority safety location and ODOT fast-tracked an intersection improvement project for construction in 2022. While this project is currently under construction and will be completed in Fall of 2022, the intersection was designed to accommodate needed widening of Perry Drive to the north. Moreover, reconstruction of the intersection in advance of the Perry Drive widening will help reduce traffic congestion during the construction of this project.

Were there any environmental studies conducted as part of the project?

Yes, various environmental studies have been conducted for the proposed project. The purpose of these studies is to identify potential environmentally sensitive resources or areas of concern that may be affected by the project. Below is a summary of these studies.

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1. Cultural/Historic Resources: No resources or properties listed in or determined eligible for listing in the National Register of Historic Places (NRHP) were identified within the project area of potential effects. The project has minimal potential to cause effects to historic properties.
 2. Ecological: The project lies within an urbanized area in Perry Township. There are no streams, wetlands, or other aquatic features located within the project study area. The project will have no effect on threatened or endangered species.
 3. Waste - Excavated Material Management: Review of readily available historical land use and regulatory database information has been performed. The project will continue to evaluate impacts to existing and former commercial and industrial properties throughout the project development process.
 4. Social and Economic/Community Impacts: The project area will be improved in a positive manner with enhanced capacity and safety features. The project will not result in impacts to human health and educational facilities, recreational facilities/activities, religious institutions, public transportation, pedestrian, and bicycle facilities, and/or connectivity between the neighborhoods.
 5. Traffic Noise (analysis of traffic noise and feasibility/reasonableness of noise abatement) and Air Quality: The project was evaluated in 2020 to ensure compliance with NEPA, the FHWA Highway Act of 1970 and the USEPA Noise Control Act as well as the Clean Air Act, NEPA, and state plans for meeting and maintaining national ambient air quality standards.

How will traffic be maintained during construction? Will the road be closed during construction? Will drivers be able to enter my property?

During construction, access will be maintained to all residences, businesses and parking lots. The project will be constructed in phases using a directional detour to minimize disruption to the traveling public. For example, the first construction phase may require closure of northbound Perry Drive. During this construction phase, the southbound lane of Perry Drive would remain open and northbound traffic would be detoured. Once that construction phase is completed the northbound lane will be reopened, and the southbound lane of Perry Drive will be closed/detoured. Each construction phase will involve the closure of Perry Drive in either the northbound direction or the southbound direction. Also, short duration closures of side streets at Perry Drive will be necessary to construct the project. As mentioned above, access will be maintained to all properties during construction. The project team will work throughout the project development process to reduce lane and side street closures and restrictions.

Perry Drive Design Designation:

Design Functional Class:	Urban Minor Arterial
Current Average Daily Traffic:	11,500 (2025)
Design Average Daily Traffic:	12,500 (2045)
Legal Speed Limit:	35 mph
Design Speed Limit:	35 mph