CITY OF NORTH Ridgeville

Sugar Ridge Road Projects

Public Open House | October 27, 2026

The City of North Ridgeville is working on two separate projects on Sugar Ridge Road. They are the Sugar Ridge-Bender Road Roundabout and the Sugar Ridge Road Rehabilitation. Each has its own purpose, engineering team and funding. This handout explains why each project is happening, what problems it addresses and key facts.

PROJECT 1

Sugar Ridge-Bender Road Roundabout

Engineering by Fishbeck.

WHY THE CITY IS DOING THIS PROJECT

The Sugar Ridge and Bender intersection has a pattern of crashes and long delays for drivers on Bender Road. Both are expected to get worse as the area grows. A roundabout was found to address both issues better than other options.

THE PROBLEMS IT ADDRESSES

- **Safety.** From 2018 to 2022, 14 crashes were recorded at and near the intersection. Ten were angle crashes, where a driver entered the road from Bender Road. Crash reports show drivers stopped at the stop signs and then misjudged a gap in traffic when entering Sugar Ridge Road.
- **Delay.** In the afternoon rush, drivers on Bender Road face long wait times and the intersection's level of service is rated as failing for them. By 2042, it is expected to fail for both approaches if nothing changes. Adding turn lanes would not solve the delay. A traffic signal would alleviate some of these issues but a roundabout provides the most benefits. The analysis also showed that a signal is only marginally justified under ODOT's requirements.

KEY FACTS

- The project is a single-lane roundabout at Sugar Ridge Road and Bender Road.
- The roundabout will include a multi-use path on the north side.
- The city applied in 2023 and was awarded federal funding through NOACA's Congestion Mitigation and Air Quality program, with the city providing a local share.
- Right-of-way will be needed at the intersection. Affected property owners will be contacted directly by the city.
- Construction is currently scheduled to begin spring 2028 and will be coordinated with the rehabilitation project.

WHY IT MATTERS TO RESIDENTS

- Fewer crashes when a driver pulls out from Bender Road.
- Shorter wait times to turn onto Sugar Ridge Road, especially in the afternoon.
- Less idling at the intersection, which means less exhaust and particle pollution.
- Room for continued growth without making the intersection worse.

ABOUT ROUNDABOUTS

A roundabout is a circular intersection where traffic moves counterclockwise around a central island. There are no stop signs or traffic signals. Drivers slow down, yield to traffic already in the circle and enter when there is a gap.

- Drivers enter and move through at low speeds, about 15 to 25 mph. That is why crashes that do happen tend to be less severe.
- Drivers only turn right to enter and exit. There are no left turns across oncoming traffic and no cross-traffic, which greatly reduces the type of angle crashes seen at Bender Road.
- Traffic keeps moving instead of stopping and idling, so waits are shorter.
- Roundabouts keep working during power outages.

SHARE YOUR COMMENTS

Each project has its own comment form, so your input goes to the right project team. Comment forms are available at the open house and online at nridgeville.gov/ConstructionUpdates.

PROJECT 2

Sugar Ridge Road Rehabilitation

Engineering by American Structurepoint. This project covers the segment from Waterbury Boulevard to Bender Road, about 1.05 miles. The rest of the road is not part of the project.

WHY THE CITY IS DOING THIS PROJECT

The pavement is in poor condition, the roadway is narrower than current standards require and there is no safe place to walk or bike. A 2022 study found unstable soils under much of the corridor, so surface repairs would not last.

THE PROBLEMS IT ADDRESSES

- **Pavement and soil.** The asphalt surface has deteriorated because of unstable soil beneath the road and a thin base layer.
- **Width.** Lanes are 10 feet wide and the standard minimum for this roadway classification is 11 feet. Shoulders are 2 to 4 feet and mostly gravel.
- **No place to walk or bike.** There is no sidewalk or path along the road.

KEY FACTS

- The project rehabilitates Sugar Ridge Road from Waterbury Boulevard to Bender Road.
- The project will include a multi-use path on the north side of the road only.
- The road will not have curb and gutter. Storm sewer will be added to handle water from the new pavement.
- Federal funding came through NOACA as a congressional earmark, with a city local share, separate from the roundabout.
- The current design does not anticipate needing additional right-of-way.
- Construction is currently scheduled to begin spring 2028 and will be coordinated with the roundabout.

WHY IT MATTERS TO RESIDENTS

- A smoother road that lasts longer, replacing pavement that has reached the end of its useful life.
- A dedicated place to walk, jog and bike.
- Progress toward the master plan goal of connecting neighborhoods that lack sidewalks, trails and bike facilities.
- A road that keeps its rural character because there is no curb and gutter.
- Less disruption from utility work, because utility relocation is kept to a minimum.
- Driveway aprons replaced as part of the project.

ABOUT SUGAR RIDGE ROAD

- Sugar Ridge Road is a 1.8-mile minor arterial road with a 35 mph speed limit. It has more than 125 private driveways, numerous side streets and one cross street, Bender Road.
- There are no marked sidewalks, paths or bike lanes. There are a few small sections of sidewalk mostly installed with newer home construction.
- Traffic has grown. The Waterbury neighborhood added more than 1,650 homes since 2001, and the Eagle Meadow subdivision built at the corner of Sugar Ridge and Bender added 67 homes. Some land along the road is zoned for industrial use, and most of the city's remaining undeveloped land is on the west end next to Elyria.
- A 2022 preliminary engineering study of the corridor looked at pavement, traffic, safety and crash history. It recommended addressing the vehicle crashes and wait times for the Sugar Ridge and Bender Road intersection.
- The city's Ridgeville Ready Master Plan and its Active Transportation Plan both call for better connections for walking and biking. The Active Transportation Plan names Sugar Ridge Road as the only east-west connector south of the Ohio Turnpike and west of S.R. 83.
- Sugar Ridge Road is not a truck route and is signed to prohibit through trucks. Existing businesses along the road require trucks to reach them, so the design accounts for that.