

# ANCOR FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/15/2018.

Theme #1: SR 32 - Little Dry Run to Eight Mile Road		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> <li>• Address capacity issues on SR 32 and Little Dry Run.</li> <li>• Address rear end crashes on SR 32 related to left turns onto Hickory Creek Drive.</li> <li>• Address westbound AM peak-hour delays.</li> <li>• Address congestion issues due to slow moving trucks and turning vehicles.</li> </ul> <p><u>Secondary</u></p> <ul style="list-style-type: none"> <li>• Address deficient sight distance on Little Dry Run Rd approach to SR 32.</li> <li>• Address roadway grade deficiencies at six locations.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide more efficient travel patterns and destination linkages.</li> <li>• Augment capacity and provide congestion relief.</li> <li>• Reduce travel times and delays.</li> <li>• Improve vehicular, bicycle, and pedestrian safety.</li> <li>• Improve movement of freight, goods, and services.</li> <li>• Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood.</li> <li>• Support and facilitate bus, rail, and TSM investments.</li> <li>• Support existing and planned land use.</li> <li>• Minimize environmental and community impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Lengthen storage lanes along SR 32 westbound and Little Dry Run Road northbound.</li> <li>• Add EB right lane on SR 32. (adjacent property is vacant)</li> <li>• Improve signal timing.</li> <li>• Add EB/WB through lanes on SR 32.</li> <li>• Install a continuous green tee intersection at Little Dry Run.</li> <li>• Improve sight distance problem by improving horizontal curve along Little Dry Run just south of SR 32.</li> <li>• Add WB left turn lane at Hickory Creek Drive.</li> <li>• Add center turn lane.</li> <li>• Need speed study on SR 32 at Little Dry Run to consider lower legal speed.</li> </ul>

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Theme #2: SR 32 - Eight Mile Road and SR 32 Hill		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> <li>• Address capacity issues on Eight Mile Road.</li> <li>• Address safety issues for vehicles turning at Eight Mile Road.</li> <li>• Address deficient sight distance and roadway grade issues.</li> <li>• Address crash trends on the SR 32 hill.</li> <li>• Address roadway grade deficiencies on the SR 32 hill to improve truck mobility.</li> <li>• Address roadway curve deficiencies on the SR 32 hill.</li> </ul> <p><u>Secondary</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Provide more efficient travel patterns and destination linkages.</li> <li>• Augment capacity and provide congestion relief.</li> <li>• Reduce travel times and delays.</li> <li>• Improve vehicular, bicycle, and pedestrian safety.</li> <li>• Improve movement of freight, goods, and services.</li> <li>• Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood.</li> <li>• Support and facilitate bus, rail, and TSM investments.</li> <li>• Support existing and planned land use.</li> <li>• Minimize environmental and community impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Lengthen left turn storage on Eight Mile Road.</li> <li>• Install a signalized continuous green tee intersection at Eight Mile Rd.</li> <li>• Install a roundabout at Eight Mile Rd.</li> <li>• New alignment and grade separation of SR 32 over Eight Mile, improving grade for truck traffic on SR 32.</li> <li>• New alignment and grade separation of eastbound SR 32 over Eight Mile; signalized continuous green tee intersection at Eight Mile and westbound SR 32.</li> <li>• Raise Eight Mile intersection to solve deficient sight distance and to eliminate steep grade at intersection.</li> <li>• Construct truck climbing lane.</li> <li>• Realign curve on eastbound SR 32 hill.</li> <li>• Relocate eastbound SR 32 to the current westbound alignment with widening (only need 1 lane WB and 2 lanes EB). Use existing eastbound SR 32 as extension of Eight Mile to new intersection at top of hill (with improved connection at Eight Mile).</li> <li>• Add warning signs about lane drop on westbound SR 32.</li> <li>• Add friction pavement surface on SR 32.</li> <li>• Issue with illegal left turns at Moran to be investigated.</li> <li>• Relocate 8-mile intersection to the west to get away from hill. Possibly align with church drive to assist with access issues.</li> </ul>

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Theme #3: Connectivity between SR 32 and ANCOR		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> <li>• Improve freight connections between ANCOR and SR 32/I-275 due to constraints on Mt. Carmel Rd, Round Bottom Rd, and SR 32, to support local economic development plans.</li> </ul> <p><u>Secondary</u></p> <ul style="list-style-type: none"> <li>• Address roadway grade deficiency at Round Bottom Rd and Broadwell Rd</li> </ul>	<ul style="list-style-type: none"> <li>• Provide more efficient travel patterns and destination linkages.</li> <li>• Augment capacity and provide congestion relief.</li> <li>• Reduce travel times and delays.</li> <li>• Improve vehicular, bicycle, and pedestrian safety.</li> <li>• Improve movement of freight, goods, and services.</li> <li>• Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood.</li> <li>• Support and facilitate bus, rail, and TSM investments.</li> <li>• Support existing and planned land use.</li> <li>• Minimize environmental and community impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Add access road from Newtown east corporation line to Broadwell Road. <b>Consider following alignments:</b> <ul style="list-style-type: none"> <li>○ <b>Cross railroad, running between lakes with intersection on western end of Broadwell</b></li> <li>○ <b>Stay along east side of railroad with intersection near railroad crossing on Broadwell. (will require building take)</b></li> </ul> </li> <li>• Add access road from Little Dry Run to Round Bottom Road connecting at Newtown north corporation limits along Round Bottom.</li> <li>• <del>Improve both horizontal and vertical roadway deficiencies east of Broadwell Road.</del> secondary need not to be studied.</li> <li>• <b>Consider including bike trail with access road as start to possible future bike connections headed east.</b></li> </ul>

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No edits made at Advisory Committee Meeting #1 held on 2/15/2018.

Theme #4: SR 32 - Beechwood Road to Bells Lane		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> <li>• Address capacity issues on eastbound SR 32 and southbound Beechwood.</li> <li>• Address safety issues at Beechwood intersection.</li> <li>• Address westbound PM peak-hour delays.</li> <li>• <i>Address capacity issue for westbound left turn at Bells Ln.*</i></li> <li>• <i>Accommodate observed pedestrian traffic.*</i></li> </ul> <p><u>Secondary</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><i>*Note: These needs have been already addressed in project CLE-32-0.63, which is scheduled for construction summer 2018.</i></p>	<ul style="list-style-type: none"> <li>• Provide more efficient travel patterns and destination linkages.</li> <li>• Augment capacity and provide congestion relief.</li> <li>• Reduce travel times and delays.</li> <li>• Improve vehicular, bicycle, and pedestrian safety.</li> <li>• Improve movement of freight, goods, and services.</li> <li>• Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood.</li> <li>• Support and facilitate bus, rail, and TSM investments.</li> <li>• Support existing and planned land use.</li> <li>• Minimize environmental and community impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve signal timing.</li> <li>• Lengthen NB, SB and EB left turn lanes at Beechwood intersection.</li> <li>• New alignment grade separation at Beechwood/Old SR 74 with access road on both sides of new SR 32 alignment.</li> </ul>