

**EASTERN CORRIDOR SEGMENTS II-III CONCEPT DEVELOPMENT SUMMARY
NEWTOWN FOCUS AREA**

REV. MAY 16, 2018

Focus Area	Theme	Needs	Evaluation Criteria	Concepts		Evaluation										Recommendation						
				Identifier	Description	Meets Primary Need(s)?	Meets Secondary Need(s)?	Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity		Improve Local Access					
NEWTOWN	SR 32 Corridor	<p>Primary P1) Address westbound AM eastbound PM peak-hour delays. P2) Address capacity issues and long queues at the Church/Main intersection. P3) Address capacity issues and long queues at the Round Bottom intersection. Secondary S1) Address deficient sight distance at Round Bottom intersection. S2) Support access to future transit connections.</p>	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. Support and facilitate bus, rail, and TSM investments. Support existing and planned land use. Maintain local character of Village and small town feel. Minimize environmental and community impacts. 	STS	Improve signal timing.	P1, P4, P5												Advance				
				I-6a	Lengthen turn lanes at the Church/Main intersection and add EB/WB through lanes on SR 32 if it can be accomplished with little to no additional right-of-way.	P1, P2															Advance with I-5a or I-5b.	
				I-6b-1	Install roundabout at Church/Main intersection. Add EB/WB through lanes on SR 32 if it can be accomplished with little to no additional right-of-way.	P1, P2, P4																No further study
				I-6b-2	Install offset roundabout at Church/Main intersection. Add EB/WB through lanes on SR 32 if it can be accomplished with little to no additional right-of-way.	P1, P2, P4																No further study
				I-5a	Increase left turn lane storage along SR 32, add EB lane, and add dual SB left turn lanes at Round Bottom intersection. Add EB/WB through lanes on SR 32 if it can be accomplished with little to no additional right-of-way.	P1, P3																Advance
				I-5b-1	Install a roundabout at Round Bottom intersection. Center on fountain location.	P1, P3, P4	S1															No further study
				I-5b-2	Install a roundabout at Round Bottom intersection. Relocate fountain.	P1, P3, P4	S1															
				I-5c	Address sight distance deficiency at Round Bottom intersection by extending culvert in order to modify fence.		S1															Secondary need to be addressed with other alternatives.
				STS	Signal improvements such as fiber interconnect, detection, "responsive" smart signals.																	Determine need after implementation of signal timing improvements.
				NEWTOWN	Corridor between SR 32 and US 50 Corridors	<p>Primary P4) Address congestion. P5) Address capacity issues for NB left turn movement and EB approach at Round Bottom/Valley intersection. P6) Address northbound AM and southbound PM peak-hour delays. P7) Address capacity issues for SB left-turn movement at Church/Valley intersection. Secondary S3) Support access to future transit connections. S4) Correct deficient roadway curve near Natorp's Nursery. S5) Address roadway grades at railroad crossing.</p>	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. Support and facilitate bus, rail, and TSM investments. Support existing and planned land use. Maintain local character of Village and small town feel. Minimize environmental and community impacts. 	STS	Improve signal timing.	P1, P4, P5												Advance
I-8a	Extend NB left turn lane, extend EB right turn lane, and at Round Bottom/Valley intersection.	P4, P5, P6																				
I-8b	Install roundabout at Round Bottom/Valley intersection.	P4, P5, P6																				
I-10a	Install five section head for WB right turn movement at Church/Valley intersection.	P4																				Advance
I-10b	Extend SB left turn lane at the Church/Valley intersection.	P4, P6, P7																				

Evaluation Criteria Legend

Meets Primary Need(s)?	Meets Secondary Need(s)?	Safety	Traffic Operations	Constructability Issues	Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Bus / Transit	Improve Regional Connectivity	Improve Local Access
Primary Need(s) Being Met	Secondary Need(s) Being Met	Improves	Improves	Simple	< \$5 million	None	Minimal (C1/C2)	Improves	Improves	Improves
		Neutral	Neutral	Moderate	\$5 - \$10 Million	Property Takes	Moderate (D1/D2)	Neutral	Neutral	Neutral
		Degrades	Degrades	Complex	> \$10 million	Relocations	High (D3 or greater)	Degrades	Degrades	Degrades

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	Connect			I-10c	Install roundabout at Church/Valley intersection.	P4																
				I-10d	Install deferred left at Church/Valley intersection.	P4													No further study			
				Church-1	Adjust grade at railroad crossing on Church St		S5															
	Bicycle and Pedestrian		<p>Primary P8) Address pedestrian connectivity to east corp. limit.</p> <p>Secondary S6) Enhance bicycle connectivity on Round Bottom Rd. S7) Enhance bicycle connectivity on Church St. S8) Address bicycle connectivity on SR 32 from west corp. line to Little Dry Run.</p>	<ul style="list-style-type: none"> • Provide more efficient travel patterns and destination linkages. • Improve vehicular, bicycle, and pedestrian safety. • Improve regional connectivity to existing and planned bike/ped facilities. • Support existing and planned land use. • Maintain local character of Village and small town feel. • Maintain and enhance walkability within the Village. • Minimize environmental and community impacts. 	32-7	Extend sidewalk to east corp. limit.	P8	S8											Advance			
					RB-1	Add shared use path on Round Bottom Rd. east of Valley.		S6													Advance	
					RB-2	Add sidewalk on Round Bottom Rd. between SR 32 and Valley.		S6														Advance
					RB-3	Connect park at Lake Barber with Little Miami Trail with sidewalk or bike path. Share corridor with connection to Riverside Park.		S6														

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		Degrades	Degrades	Complex	> \$10 million	Relocations	High (D3 or greater)	Degrades	Degrades	Degrades