



The Eastern Corridor

COMMENT FORM PACKET

Please use this packet to share your comments regarding the concepts presented this evening. When done, you can leave your Comment Form with any ODOT project team representative. You may also mail your completed packet to Tom Arnold, ODOT District 8, 505 South SR 741, Lebanon, OH 45036.

Before answering questions regarding the concepts, please provide the following information:

Name: _____

Zip code in which you LIVE: _____

Zip code in which you WORK: _____

Email Address (optional): _____

Would you like to receive Eastern Corridor email updates? YES NO

How did you hear about tonight's meeting?

- Email from Eastern Corridor
- Facebook
- Twitter
- Online newspaper article
- Printed newspaper article
- Ad in newspaper
- TV/Radio
- Other (please specify)

The following pages address concepts developed for each of the six Segments II and III Focus Areas. If providing written comments regarding specific concepts, please be sure to identify concept numbers and board numbers in your responses.

THANK YOU!



COMMENT SHEET

SR 125/SR 32 Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose	Dislike	Neutral	Like	Strongly Support
		1	2	3	4	5
A1 (Board 3)	Straighten "S" Curve on SR 32, east of Turpin Lake Place	1	2	3	4	5
A2 (Board 3)	Install a signalized Green Tee Intersection at SR 32 and Clough (allows one continuous westbound lane through the intersection)	1	2	3	4	5
Concepts A3 through A11 relate to Bicycle/Pedestrian Options						
A3 (Board 4)	Construct new sidewalk on east side of Elstun from SR 125 to Reserve Circle	1	2	3	4	5
A4 (Board 4)	Construct a shared-use path along SR 125 between Elstun and Ranchvale	1	2	3	4	5
These alternatives accomplish the same goal: connect the Little Miami Trail to Elstun Road						
A5 (Board 5)	Construct a shared-use path along SR 125 from the SR 125/SR 32 ramp, to Elstun behind UDF	1	2	3	4	5
A6 (Board 5)	Construct a shared-use path that extends south from the SR 125/SR 32 ramp intersection to Elstun; path then shares existing Elstun pavement back to SR 125	1	2	3	4	5
These alternatives accomplish the same goal: connect the Turpin Lake Subdivision to the Little Miami Trail						
A7 (Board 6)	Construct an at-grade sidewalk crossing from Turpin Lake Place to the Little Miami Trail	1	2	3	4	5
A8 (Board 6)	Construct a shared-use path underpass, crossing from Turpin Lake Place to the Little Miami Trail	1	2	3	4	5
These alternatives accomplish the same goal: connect the Five Mile Trail to the Little Miami Trail						
A9 (Board 7)	Convert the emergency access connection between Patterson Farms Lane to Turpin Lake Place to a shared-use path (remaining access to the Five Mile trail would use existing streets)	1	2	3	4	5
A10 (Board 7)	Construct a shared-use path connection from Ropes Drive to the Little Miami Trail (remaining access to the Five Mile trail would use existing streets)	1	2	3	4	5
A11 (Board 7)	Construct a shared-use path alongside Newtown Road, Ragland Road and Turpin Lane to connect at Clear Creek Park	1	2	3	4	5

Use the other side of this sheet to share any comments you have.
Please identify the Concept Numbers/Board Numbers that pertain to your comments.



COMMENT SHEET

Village of Newtown Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose	Dislike	Neutral	Like	Strongly Support
		1	2	3	4	5
B1 (Board 9)	Add an additional westbound lane on SR 32 through the Church and Main intersection.	1	2	3	4	5
B2 (Board 9)	Add dual southbound turn lanes at the Round Bottom and Main intersection; additional eastbound lane on SR 32 ends at Little Dry Run	1	2	3	4	5
B3 (Board 10)	Construct a roundabout at the Round Bottom and Valley intersection	1	2	3	4	5
B4 (Board 10)	Construct a roundabout at the Church and Valley intersection	1	2	3	4	5
B5 (Board 10)	Adjust the grade at the railroad crossing on Church Street	1	2	3	4	5
Concepts B6 through B10 relate to Bike/Pedestrian Options						
B6 (Board 11)	Install bicycle/pedestrian improvements along SR 32 between Round Bottom and Newtown's east corp. limit	1	2	3	4	5
B7 (Board 11)	Install a shared-use path on Round Bottom between SR 32 and Valley	1	2	3	4	5
These alternatives accomplish the same goal: address pedestrian/bicycle connectivity from Riverside Park and Lake Barber to the Little Miami Trail						
B8 (Board 12)	Install a shared-use path along Round Bottom and Valley	1	2	3	4	5
B9 (Board 12)	Install a shared-use path from Riverside Park, along the treeline north of Horizons Community Church, and connecting to the Little Miami Trail at the Bass Island access point	1	2	3	4	5
B10 (Board 12)	Install a shared-use path from Riverside Park, along the Little Miami River, and connecting to the Little Miami Trail at the Bass Island access point	1	2	3	4	5

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COMMENT SHEET

ANCOR/SR 32 Hill Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose 1	Dislike 2	Neutral 3	Like 4	Strongly Support 5
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These alternatives accomplish the same goal: address capacity issues at SR 32 and Little Dry Run.

C1 (Board 14)	SR 32 and Little Dry Run intersection improvements	1	2	3	4	5
C2 (Board 14)	Signalized Green Tee intersection at SR 32 and Little Dry Run (allows one continuous westbound lane through the intersection)	1	2	3	4	5
C3 (Board 15)	SR 32 widening for center turn lane from Little Dry Run to Newtown's east corp. limit	1	2	3	4	5
C4 (Board 15)	Left turn lane on SR 32 at Hickory Creek	1	2	3	4	5

These alternatives accomplish the same goal: address congestion and grade on the SR 32 Hill and improve safety at the Eight Mile Road intersection.

C5 (Board 16)	Signalized Green Tee intersection at SR 32 and Eight Mile (allows one continuous westbound lane through the intersection); no grade improvements on SR 32	1	2	3	4	5
C6 (Board 16)	New SR 32 eastbound alignment and grade separation over Eight Mile; unsignalized Green Tee intersection at Eight Mile and westbound SR 32; grade improvements only on eastbound SR 32	1	2	3	4	5
C7 (Board 16)	New SR 32 alignment to create grade-separated interchanges at Beechwood/Old SR 74 and Eight Mile; grade of SR 32 hill reduced to a truck-friendly 5.5%	1	2	3	4	5
C8 (Board 17)	SR 32 and Beechwood intersection improvements	1	2	3	4	5
C9 (Board 17)	Improve Broadwell and Round Bottom intersection to ease truck turns	1	2	3	4	5

These alternatives accomplish the same goal: address and improve freight connections between ANCOR and I-275 and support local economic development.

C10 (Board 18)	New access road from SR 32 to Broadwell (alignment threads between lakes)	1	2	3	4	5
C11 (Board 18)	New access road from SR 32 to Broadwell (alignment follows along side the east side of the railroad)	1	2	3	4	5

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COMMENT SHEET

Linwood/Eastern Interchange Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose	Dislike	Neutral	Like	Strongly Support
		1	2	3	4	5

D1 (Board 20)	Add a continuous right turn lane from SR 125 to Wooster Road	1	2	3	4	5
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Concept D2 relates to Bicycle/Pedestrian Options

D2 (Board 20)	Construct a shared-use path from Eastern to Armleder Park	1	2	3	4	5
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These alternatives are required if the deficient entrance ramp from Eastern Avenue to SR 125 is closed due to poor sight distance and short traffic weave.

D3 (Board 21)	Construct a roundabout at the Beechmont and Linwood intersection	1	2	3	4	5
D4 (Board 21)	Signalize the Beechmont and Linwood intersection	1	2	3	4	5

These alternatives accomplish the same goals: address local connectivity and pedestrian safety in Beechmont Circle.

D5 (Board 22)	Construct a grade-separated interchange connecting Wilmer and Wooster	1	2	3	4	5
D6 (Board 22)	Construct a grade-separated interchange connecting Wilmer, Wooster and Eastern	1	2	3	4	5

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COMMENT SHEET

US 50/Red Bank Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose 1	Dislike 2	Neutral 3	Like 4	Strongly Support 5
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These alternatives accomplish the same goal: address capacity issues and long queues at the Red Bank and Colbank intersection.

E1 (Board 24)	Red Bank and Colbank intersection improvements	1	2	3	4	5
E2 (Board 24)	Extend Wooster Road to tie into Red Bank and Colbank	1	2	3	4	5
E3 (Board 25)	Construct a roundabout at the Meadowlark and US 50 intersection	1	2	3	4	5
E4 (Board 25)	Construct a roundabout at the Wooster and Red Bank intersection	1	2	3	4	5

Concepts E5, E6 and E7 relate to bicycle/pedestrian options designed to address the same goal: connect the Wasson Way Trail to Armleder Park.

E5 (Board 26)	Establish a shared-use path along US 50 between Red Bank and the Eastern Avenue exit.	1	2	3	4	5
E6 (Board 26)	Establish a shared-use path east of Wooster Road; turn south past Hafners to connect to Armleder	1	2	3	4	5
E7 (Board 26)	Establish a shared-use path west of Wooster Road from Red Bank behind Cincinnati Paperboard; turn southeast across Wooster to connect to Armleder	1	2	3	4	5

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COMMENT SHEET

US 50 Corridor Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose	Dislike	Neutral	Like	Strongly Support
		1	2	3	4	5
These alternatives accomplish the same goal: improve sight distance and enhance pedestrian safety in Mariemont Square.						
F1 (Board 28)	Add traffic island at Miami and eastbound US 50; maintain parking along inside edge of square	1	2	3	4	5
F2 (Board 28)	Add traffic island at Miami and eastbound US 50; remove parking along inside edge of square	1	2	3	4	5
F3 (Board 29)	Extend the right turn lane on Watterson by restricting parking	1	2	3	4	5
F4 (Board 29)	Extend the southbound left turn lane at the Walton Creek and US 50 intersection	1	2	3	4	5
F5 (Board 29)	Construct a roundabout at the Newtown and US 50 intersection	1	2	3	4	5
F6 (Board 30)	Maintain two travel lanes in each direction on US 50 at chicane on US 50 between East Street and Petosky Avenue	1	2	3	4	5

Concepts F7, F8 AND F9 relate to bicycle/pedestrian options.

F7 (Board 31)	Establish a shared-use path along old rail line from the Little Miami Trail to Spring Hill	1	2	3	4	5
F8 (Board 31)	Establish a shared-use path along US 50 from Spring Hill to Pocahontas	1	2	3	4	5
F9 (Board 31)	Extend sidewalk along the south side of US 50 to Newtown Road	1	2	3	4	5

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