

MEETING #2 NOTES

Meeting Objectives

- Review concepts developed for Focus Area based on discussions held during Meeting #1
- Review drawings and results of preliminary evaluations for each concept
- Discuss recommendations for concepts and/or refinements to be made

Meeting Summary

Tommy Arnold, ODOT, opened the meeting and discussed the following:

- This is the second in a series of four Advisory Committee meetings for the ANCOR/SR 32 Hill Focus Area.
- This meeting is intended to be a working meeting. It will focus on reviewing the results of the preliminary studies completed for each concept discussed at the first Advisory Committee meeting; discussing possible refinements to be made to the concepts; and determining whether or not to advance each concept for further study.
- The concepts that the group will review today are not final.
- Following today's meeting, the consultant team will conduct more in-depth analysis on each concept the group advances for further study. The results will be shared at the third Advisory Committee meeting, which will be scheduled for sometime later this summer (likely August). At that meeting, the group will review the results, note any additional refinements to be made and determine which concepts to continue advancing.
- After the third Advisory Committee meeting, the recommended concepts will be presented to the public for review and input. ODOT is currently planning to hold the community meeting in September.

Meeting Summary (continued)

- Using input received from the Advisory Committee and from the public at the community meeting, ODOT and its consultant team will make any necessary final refinements. ODOT will then meet one last time with the Advisory Committee to review the final concepts and begin prioritizing them. The final recommended projects will then be compiled into an Implementation Plan to be shared with local jurisdictions.

Mr. Arnold noted that no money has been set aside for projects yet because the team is still working to develop and refine project concepts. Some projects could potentially be implemented by ODOT; however, many will likely fall under the jurisdiction of Hamilton County, Clermont County, the City of Cincinnati and/or respective local townships and villages. Funding sources have yet to be identified.

Mr. Arnold also noted that all project concepts are being developed using the NEPA project development process. Some projects that have very little environmental impact (such as signal timing adjustments) will likely advance through the process very quickly and can be implemented once funding is secured. Implementation will likely take longer for larger, more impactful projects.

Additional points that were made in response to Committee member discussion include:

- All NEPA-based projects are subject to Section 106, which requires federal agencies to take into account the effects of their undertakings on historic properties and allow the Advisory Council on Historic Preservation a reasonable opportunity to comment.
- Shared use paths would be included as part of any new connections for ANCOR Connector alignments developed for this Focus Area.

Discussion notes for each concept are documented on the following pages.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club
 Caroline Ammerman, Stantec
 Tom Arnold, ODOT
 Tim Brandstetter, Village of Newtown Engineer
 Don Carroll, Village of Newtown
 Tom Caruso, Anderson Township
 Matt Crim, Stantec
 Josh Gerth, Anderson Township
 Tim Hill, ODOT OES
 Ken Kushner, Anderson Parks District
 Zach Peterson, Evans Landscaping
 Steve Shadix, Stantec
 Christa Skiles, Rasor Marketing Communications
 Laura Whitman, Rasor Marketing Communications



Eastern Corridor Segments II and III

ANCOR/SR 32 Hill Focus Area

Theme

SR 32 - LITTLE DRY RUN TO EIGHT MILE ROAD

Primary Needs identified for this theme:

- P1) Address capacity issues on SR 32 and Little Dry Run.
- P2) Address rear end crashes on SR 32 related to left turns onto Hickory Creek Drive.
- P3) Address westbound AM peak-hour delays.
- P4) Address congestion issues due to slow moving trucks and turning vehicles.

Secondary Needs identified for this theme:

- S1) Address deficient sight distance on Little Dry Run Rd. approach to SR 32.
- S2) Address roadway grade deficiencies at six locations.

Concept drawn with Concept I-4b.

DESCRIPTION

- Lengthen storage lanes (turn lanes) along SR 32 westbound and Little Dry Run Road northbound.
- Improve sight distance problems by improving the horizontal curve along Little Dry Run just south of SR 32.

NEEDS MET

- P1) Address capacity issues on SR 32 and Little Dry Run.
- P3) Address westbound AM peak-hour delays.
- P4) Address congestion issues due to slow moving trucks and turning vehicles.
-
- S1) Address deficient sight distance on Little Dry Run Rd. approach to SR 32.

MEETING DISCUSSION AND COMMENTS

- Concept may have impacts on creek running parallel to SR 32.

NEXT STEPS/RECOMMENDATION

- Advance for further study
 - Evaluate potential impacts to creek.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	<\$5 MILLION	PROPERTY TAKES	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept drawn with Concept I-4a on the following page.

DESCRIPTION

- Add eastbound right lane on SR 32 at Little Dry Run Intersection (adjacent property is vacant).

NEEDS MET

- P1) Address capacity issues on SR 32 and Little Dry Run.
- P4) Address congestion issues due to slow moving trucks and turning vehicles.
-
- S1) Address deficient sight distance on Little Dry Run Rd. approach to SR 32.

MEETING DISCUSSION AND COMMENTS

- This concept would result in a slight realignment at the intersection.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	<\$5 MILLION	PROPERTY TAKES	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



0 100 200 FEET 400
May 2018

N

Stantec

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

Figure I-4A and I-4B
**EXTEND STORAGE LENGTH AT THE INTERSECTION
 OF S.R. 32 AND LITTLE DRY RUN ROAD**

Concept drawn on the following page.

DESCRIPTION

- Install a continuous Green Tee intersection at Little Dry Run. This would allow traffic continuing in the westbound lane to flow continuously and bypass the signal.

NEEDS MET

- P1) Address capacity issues on SR 32 and Little Dry Run.
- P3) Address westbound AM peak-hour delays.
- P4) Address congestion issues due to slow moving trucks and turning vehicles.
-
- S1) Address deficient sight distance on Little Dry Run Rd. approach to SR 32.

MEETING DISCUSSION AND COMMENTS

- This concept combines elements of the Concepts I-4a and I-4b.
- Initial analysis suggests implementation of the Green Tee intersection would dramatically improve westbound AM peak-hour delays.
- The impact of implementing this concept for traffic signals further west on SR 32 will need to be evaluated. Currently, there is no coordination between these signals.

NEXT STEPS/RECOMMENDATION

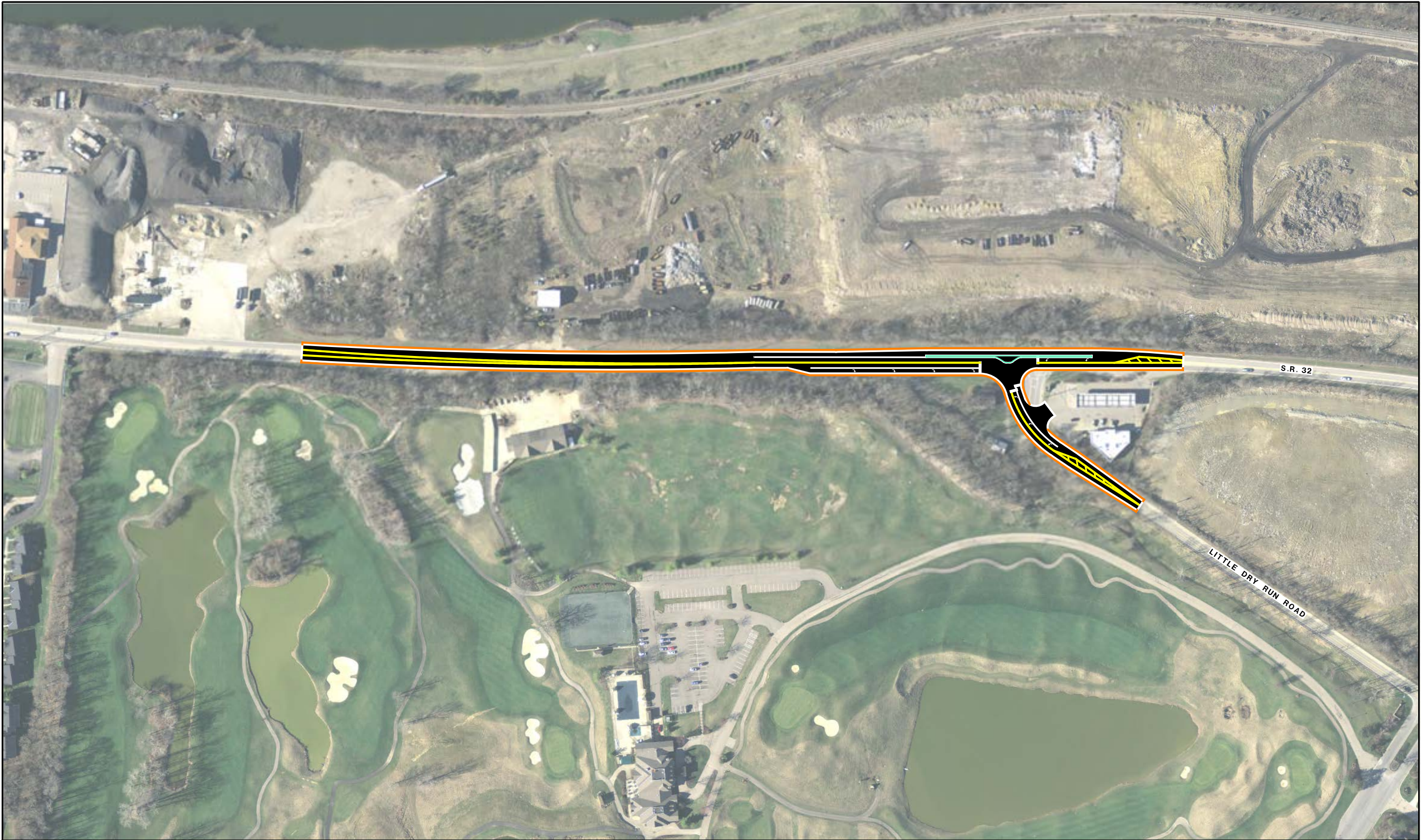
- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	<\$5 MILLION	PROPERTY TAKES	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



0 100 200 FEET 400
May 2018

N

Stantec

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

Figure I-4C
CONTINUOUS GREEN TEE INTERSECTION AT
LITTLE DRY RUN ROAD

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS MET

- P1) Address capacity issues on SR 32 and Little Dry Run.
P3) Address westbound AM peak-hour delays.

MEETING DISCUSSION AND COMMENTS

- A draft signal study has been completed for the Segments II and III study area.
- Individual municipalities are currently in the process of completing paperwork to facilitate installation of new traffic signal controllers and GPS clocks. These modifications will be funded by ODOT.
- Work is expected to be completed sometime this fall.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	<\$5 MILLION	NONE	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept not drawn.

DESCRIPTION

- Need speed study on SR 32 at Little Dry Run to consider lower legal speed.

NEEDS MET

None identified.

MEETING DISCUSSION AND COMMENTS

- Concept was not discussed at the meeting.

NEXT STEPS/RECOMMENDATIONS

- Village of Newtown will advance this project.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
			Village of Newtown to advance this concept.						NEWTOWN WILL ADVANCE

Concept not drawn.

DESCRIPTION

- Add center turn lane from Little Dry Run to Newtown’s east corporation limit.

NEEDS MET

- P1) Address capacity issues on SR 32 and Little Dry Run.
- P3) Address westbound AM peak-hour delays.
- P4) Address congestion issues due to slow moving trucks and turning vehicles.

MEETING DISCUSSION AND COMMENTS

- Concept was not discussed at the meeting.

NEXT STEPS/RECOMMENDATIONS

- Village of Newtown will advance this project.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
			Village of Newtown to advance this concept.						NEWTOWN WILL ADVANCE

Concept drawn on the following page.

DESCRIPTION

- Add westbound left turn lane at Hickory Creek Drive.

NEEDS MET

- P1) Address capacity issues on SR 32 and Little Dry Run.
- P2) Address rear-end crashes on SR 32 related to left turns onto Hickory Creek Drive.
- P3) Address westbound AM peak-hour delays.
- P4) Address congestion issues due to slow moving trucks and turning vehicles.

S2) Address roadway grade deficiencies at six locations (two deficiencies can be corrected with this project).

MEETING DISCUSSION AND COMMENTS

- Concept would help address rear-end crashes at this intersection.

NEXT STEPS/RECOMMENDATIONS

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	<\$5 MILLION	NONE	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	IMPROVES	ADVANCE



MARCH 2018

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

Figure 32-10
S.R. 32 WESTBOUND TURN LANE AT HICKORY CREEK



Eastern Corridor Segments II and III ANCOR/SR 32 Hill Focus Area

Theme

SR 32 – EIGHT MILE ROAD AND SR 32 HILL

Primary Needs identified for this theme:

- P5) Address capacity issues on Eight Mile Road.
- P6) Address safety issues for vehicles turning at Eight Mile Road.
- P7) Address deficient sight distance and roadway grade issues.
- P8) Address crash trends on the SR 32 hill.
- P9) Address roadway grade deficiencies on the SR 32 hill to improve truck mobility.
- P10) Address roadway curve deficiencies on the SR 32 hill.

Secondary Needs identified for this theme:

None.

Concept drawn on the following page.

DESCRIPTION

- Lengthen left turn lane from Eight Mile Road to SR 32.
- Raise Eight Mile approach to SR 32 to eliminate steep grade at intersection.

NEEDS MET

- P5) Address capacity issues on Eight Mile Road.
- P6) Address safety issues for vehicles turning at Eight Mile Road.

MEETING DISCUSSION AND COMMENTS

- The concept does not address primary problems in the area.
- The cost of this concept would be significant, but the project does not appear to offer significant benefit as currently proposed.
- Right of Way or easements would be needed to modify the SR 32/Eight Mile intersection.
- This concept has a low anticipated cost to benefit ratio. It doesn't fully address needs on SR 32 in the intersection.

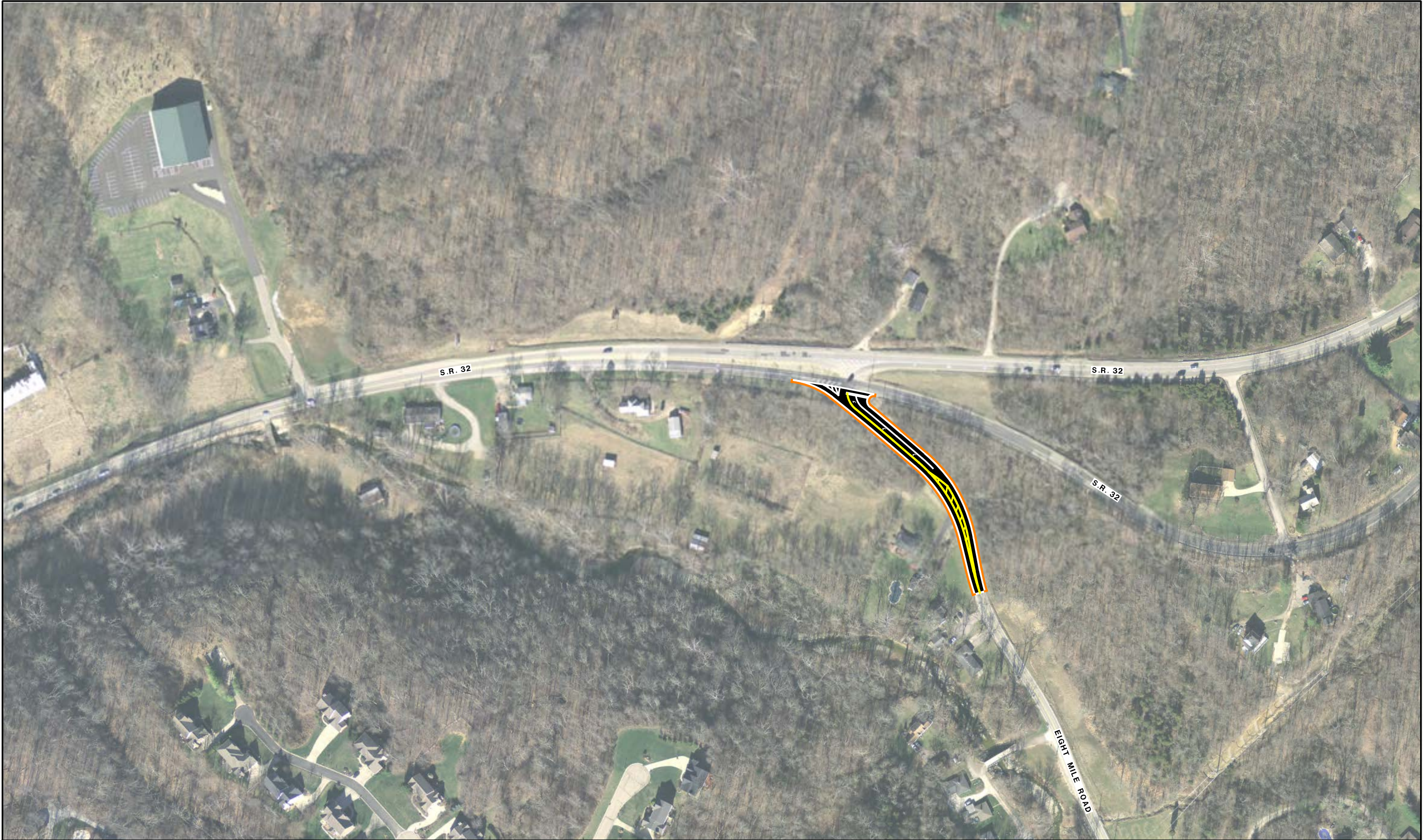
NEXT STEPS/RECOMMENDATION

- No further study. This concept is not being advanced due to the anticipated low cost/benefit ratio of this improvement solely on Eight Mile. It does not fully address needs on SR 32 at the intersection.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	COMPLEX	??	PROPERTY TAKES	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY



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

Figure I-3A
EIGHT MILE ROAD LEFT TURN LANE
EXTENSION AND GRADE IMPROVEMENTS

Concept drawn on the following page.

DESCRIPTION

- Install a signalized continuous Green Tee intersection at Eight Mile Road.
 - Signal would manage flow through the SR 32 and Eight Mile Road intersection and control left-hand turns onto Eight Mile from westbound SR 32.
- A dedicated westbound lane on SR 32 would allow westbound traffic to flow continuously through the SR 32 and Eight Mile intersection; no stopping needed.

NEEDS MET

- P5) Address capacity issues on Eight Mile Road.
- P6) Address safety issues for vehicles turning at Eight Mile Road.
- P7) Address deficient sight distance and roadway grade issues.

MEETING DISCUSSION AND COMMENTS

- Right of Way or easements would be needed to modify the SR 32/Eight Mile intersection.
- This concept could be a first step leading toward the future construction of Concept 1-3e.
- This concept would address grade issues on Eight Mile but not on the SR 32 hill.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	COMPLEX	<\$5 MILLION	PROPERTY TAKES	NONE	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



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

Figure I-3B
SIGNALIZED GREEN TEE INTERSECTION AT
S.R. 32 AND EIGHT MILE ROAD

Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at Eight Mile Road.

NEEDS MET

- P5) Address capacity issues on Eight Mile Road.
- P6) Address safety issues for vehicles turning at Eight Mile Road.

MEETING DISCUSSION AND COMMENTS

- Installing a roundabout at this location will be challenging due to topography.
- As drawn, the movement from SR 32 eastbound to Eight Mile would be difficult due to the slight shift in roadway alignment as it enters the roundabout.
- It may be difficult for vehicles, especially trucks, traveling at 60 mph or above to slow down for the roundabout. However, one of the benefits of a roundabout is to slow down traffic while allowing it to flow continuously.
- The financial costs of installing a roundabout at this location may exceed benefit offered.

NEXT STEPS/RECOMMENDATION

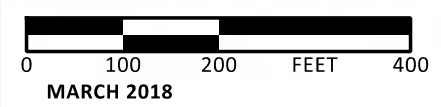
- No further study due to the concern of having a roundabout at the base of the steep portion of the hill.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	COMPLEX	< \$5 MILLION	PROPERTY TAKES	MODERATE	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY



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

Figure I-3C
ROUNDBOUT AT EIGHT MILE ROAD
AND S.R. 32 INTERSECTION

Concept drawn on the following page.

DESCRIPTION

- New alignment and grade separation of SR 32 over Eight Mile, using ramps, improving grade for truck traffic on SR 32.
 - Reconstruct the SR 32/Eight Mile intersection.
 - Grade separate the two roads; SR 32 would travel over Eight Mile.
 - Construct ramps that would provide access from Eight Mile to SR 32.
 - Reduce the grade on SR 32.

NEEDS MET

- P5) Address capacity issues on Eight Mile Road.
- P6) Address safety issues for vehicles turning at Eight Mile Road.
- P7) Address deficient sight distance and roadway grade issues.
- P10) Address roadway curve deficiencies on the SR 32 hill.

MEETING DISCUSSION AND COMMENTS

- Grade on the steepest part of the SR 32 hill would remain the same as it is today.
- Concept would be very expensive to construct.
- Preliminary analysis indicates that costs would likely far exceed benefits.
- Other concepts appear to work better.

NEXT STEPS/RECOMMENDATION

- No further study. SR 32 does not need high speed (interstate-like) ramp terminals given added cost and impacts.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	COMPLEX	> \$10 MILLION	RELOCATIONS	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY



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

Figure I-3D-1
S.R. 32 GRADE SEPARATED INTERCHANGE AT EIGHT MILE ROAD

Concept drawn on the following page.

DESCRIPTION

- New alignment and grade separation of SR 32 over Eight Mile, using right in right out intersections, improving grade for truck traffic on SR 32.
 - Reconstruct alignment of SR 32 between Eight Mile and Beechwood Road to bring east and westbound lanes back together.
 - Reconstruct the SR 32/Eight Mile intersection to allow SR 32 to travel over Eight Mile.
 - Construct a new entry point on the north side of SR 32 to connect Eight Mile to SR 32; construct new exit point from SR 32 to Eight Mile on south side of SR 32.
 - Improve the grade on SR 32.

NEEDS MET

- P4) Address congestion issues due to slow moving trucks and turning vehicles.
- P5) Address capacity issues on Eight Mile Road.
- P6) Address safety issues for vehicles turning at Eight Mile Road.
- P7) Address deficient sight distance and roadway grade issues.
- P10) Address roadway curve deficiencies on the SR 32 hill.

MEETING DISCUSSION AND COMMENTS

- Concept would bring the east and westbound lanes of SR 32 back together (eliminate the split between the two). The current eastbound lanes of SR 32 between Eight Mile and Moran Road could be used for residential access.
- Concept would require acquiring right of way and/or easements to construct new access points to and from SR 32.
- Concept might help reduce crashes in the area.
- The design of this concept may reduce concerns related to the steep grade of SR 32 in this area.

NEXT STEPS/RECOMMENDATION

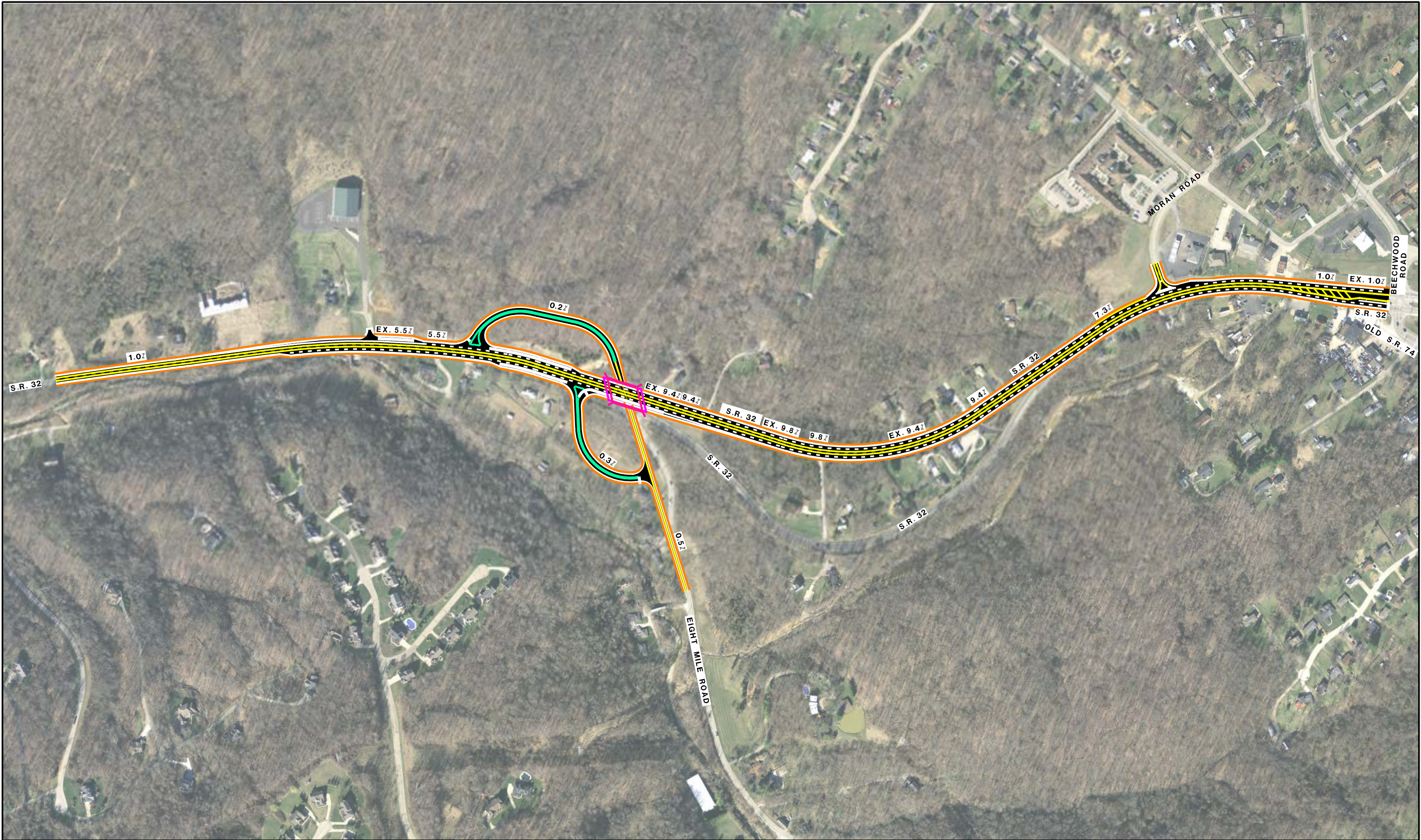
- Advance concept for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	COMPLEX	>\$10 MILLION	RELOCATIONS	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



0 200 400 FEET 800

MARCH 2018

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

Figure I-3D-2

NEW S.R. 32 ALIGNMENT AND GRADE SEPARATION AT EIGHT MILE ROAD

23

Concept drawn on the following page.

DESCRIPTION

- New alignment and grade separation of eastbound SR 32 over Eight Mile; signalized continuous Green Tee intersection at Eight Mile and westbound SR 32.
 - Incorporates Concept I-3b (signalized Green Tee intersection).
 - Eastbound SR 32 traffic would travel on new bridge over Eight Mile Road.
 - A new traffic signal would direct traffic entering SR 32 from Eight Mile Road.

NEEDS MET

- P4) Address congestion issues due to slow moving trucks and turning vehicles.
- P5) Address capacity issues on Eight Mile Road.
- P6) Address safety issues for vehicles turning at Eight Mile Road.
- P7) Address deficient sight distance and roadway grade issues.
- P8) Address crash trends on the SR 32 hill.
- P10) Address roadway curve deficiencies on the SR 32 hill.

MEETING DISCUSSION AND COMMENTS

- Primary concerns in this area relate to travel speed and the grade of the road.
 - Currently, it can be difficult for drivers of large vehicles and trucks to reach 50 - 55 mph when traveling eastbound.
 - Concerns regarding grade are tied directly to the movement of freight along SR 32.
- The new eastbound SR 32 alignment would reduce the grade on the SR 32 hill to 7.5%. A 6% grade is considered the desired maximum.
- Concept would eliminate the “S” curve on the SR 32 hill, a documented crash location.
- Concept would use as much existing pavement as possible but would require right of way and/or easement acquisitions for widening portions of SR 32.
- Construction of new alignment may require acquiring several residential properties.
- No changes would be made to westbound SR 32.

NEXT STEPS/RECOMMENDATION

- Advance concept for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	COMPLEX	\$5-\$10 MILLION	RELOCATIONS	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



0 150 300 FEET 600

May 2018

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

Figure I-3E

NEW S.R. 32 EASTBOUND ALIGNMENT AND GRADE SEPARATION OVER EIGHT MILE ROAD

Concept not drawn.

DESCRIPTION

- Investigate removing vegetation to improve sight distance at intersection of SR 32 and Eight Mile Road.

NEEDS MET

- P7) Address deficient sight distance and roadway grade issues.

MEETING DISCUSSION AND COMMENTS

- None discussed.

NEXT STEPS/RECOMMENDATION

- ODOT is evaluating if vegetation removal is feasible with existing contracts.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	<\$5 MILLION	NONE	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept drawn on the following page.

DESCRIPTION

- Relocate Eight Mile/SR 32 intersection to the west to move away from the hill using a signalized Green Tee.
- Possibly align with church drive to assist with access issues.

NEEDS MET

- P5) Address capacity issues on Eight Mile Road.
- P6) Address safety issues for vehicles turning at Eight Mile Road.
- P7) Address deficient sight distance and roadway grade issues.

MEETING DISCUSSION AND COMMENTS

- Concept moves the intersection away from the steepest part of the SR 32 hill.
- This shift reduces the need for eastbound vehicles to slow down on the hill to make room for vehicles turning onto SR 32 from Eight Mile (it can be difficult for larger vehicles to regain a normal traveling speed on this hill due to its steep grade).
- A new Green Tee intersection would allow westbound traffic to flow continuously through the intersection. However, this may have an impact on vehicles turning into and out of Ambassador’s Pointe Community Church.
- Concept would require acquiring several residential properties.

NEXT STEPS/RECOMMENDATION

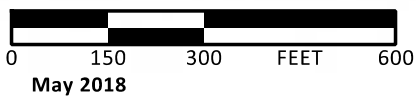
- No further study. Not advanced due to access issues it would create with adjacent properties.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	MODERATE	\$5-10 MILLION	RELOCATIONS	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	DEGRADES	NO FURTHER STUDY



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

Figure I-3G
RELOCATE S.R. 32 AND EIGHT MILE ROAD INTERSECTION
AND CHANGE TO A SIGNALIZED GREEN TEE

Concept drawn on the following page.

DESCRIPTION

- Relocate Eight Mile/SR 32 intersection to the west to get away from SR 32 hill.
- Replace intersection with a roundabout.
- Possibly align roundabout with church driveway to assist with access issues.

NEEDS MET

- P5) Address capacity issues on Eight Mile Road.
- P6) Address safety issues for vehicles turning at Eight Mile Road.
- P7) Address deficient sight distance and roadway grade issues.

MEETING DISCUSSION AND COMMENTS

- Roundabouts tend to be safer and allow for continuous traffic flow.
 - A roundabout would slow down westbound traffic.
 - Roundabouts can be designed to accommodate freight traffic.
 - Islands where roads enter the roundabout can be raised to help ensure vehicles stay in their intended lanes.
- Proposed placement of the roundabout is intended to avoid the creek located on the south side of SR 32.
- Concept would require right of way or easement acquisitions, possibly property acquisitions.
- Concept does not address concerns related to the steep grade of the SR 32 hill.

NEXT STEPS/RECOMMENDATIONS

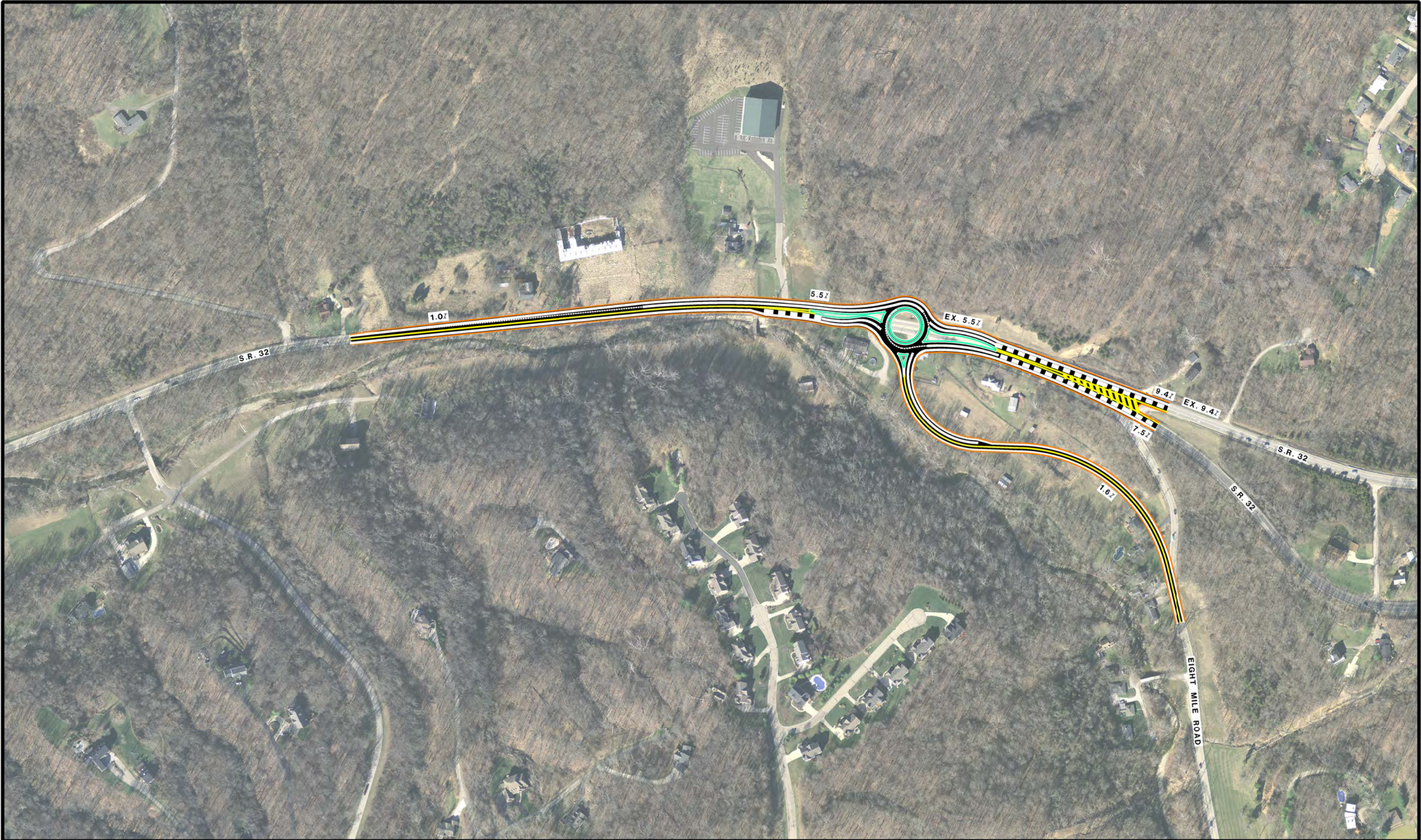
- Advance for further study.
 - Study if queues form on the steepest parts of SR 32 hill and if there would be any benefit to providing a dedicated lane for vehicles turning right onto SR 32 rather than merging into eastbound traffic.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	<\$5 MILLION	RELOCATIONS	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



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

Figure I-3H
RELOCATE S.R. 32 AND EIGHT MILE ROAD INTERSECTION AND CHANGE TO A ROUNDABOUT

Concept not drawn.

DESCRIPTION

- Relocate eastbound SR 32 to the current westbound alignment and widen the roadway (only one westbound lane and two eastbound lanes are needed).
- Use the existing eastbound SR 32 as an extension of Eight Mile to a new intersection to be located at the top of the SR 32 hill (with improved connection at Eight Mile).

NEEDS MET

- P5) Address capacity issues on Eight Mile Road.
- P6) Address safety issues for vehicles turning at Eight Mile Road.

MEETING DISCUSSION AND COMMENTS

- Moving the Eight Mile/SR 32 intersection to the top of the hill shifts the problem to a different location and creates two closely spaced intersections.

NEXT STEPS/RECOMMENDATION

- No further study. Instead, incorporate concept of combining eastbound and westbound onto same alignment into I-3d and 32-18 alternatives.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
			Concept was not evaluated.						NO FURTHER STUDY

Concept not drawn.

DESCRIPTION

- Construct truck climbing lane.

NEEDS MET

P5) Address capacity issues on Eight Mile Road.

MEETING DISCUSSION AND COMMENTS

- None discussed.

NEXT STEPS/RECOMMENDATION

- No further study. Addition of third lane for truck climbing not recommended when possible improvements at Eight Mile intersection allow for existing second lane to be extended west to serve as a truck climbing lane while also addressing safety issues.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	<\$5 MILLION	PROPERTY TAKES	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

Concept not drawn.

DESCRIPTION

- Add friction pavement to the surface of SR 32.
 - Friction pavement is a texturized surface treatment that will allow tire treads to better grip the road.

NEEDS MET

P8) Address crash trends on the SR 32 hill.

MEETING DISCUSSION AND COMMENTS

- ODOT conducted pavement tests in Spring 2018 and determined that friction pavement course was warranted.
- Implementation of this concept will be completed as part of an upcoming ODOT project (PID 107133). Work will begin in late 2018 or early 2019.

NEXT STEPS/RECOMMENDATION

- Advance to construction as part of ODOT project PID 107133.

COMMENTS SUBMITTED

FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	<\$5 MILLION	NONE	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE (as part of PID 107133)

Concept not drawn.

DESCRIPTION

- Keep drainage from crossing eastbound lanes on SR 32 hill.

NEEDS MET

P8) Address crash trends on the SR 32 hill.

MEETING DISCUSSION AND COMMENTS

- There is no ditch on the east side of the SR 32 hill.
- Consultant is currently working to determine if there is a concentrated flow area during wet weather that is causing the problem. Depending on what they find, the fix could require minor effort.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	<\$5 MILLION	PROPERTY TAKES	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept not drawn.

DESCRIPTION

- Realign curve on eastbound SR 32 hill.

NEEDS MET

- P8) Address crash trends on the SR 32 hill.
P10) Address roadway curve deficiencies on the SR 32 hill.

MEETING DISCUSSION AND COMMENTS

- Concept has not been drawn as the curve correction is best accomplished through other proposed concepts that modify SR 32’s alignment/profile.

NEXT STEPS/RECOMMENDATION

- Concept advanced with concepts I-3d, I-3e and 32-18.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
		Concept to be evaluated as part of Concepts I-3d, I-3e, and 32-18.							ADVANCE WITH CONCEPTS I-3d, I-3e and 32-18

Concept not drawn.

DESCRIPTION

- Add warning signs about lane reduction on westbound SR 32.

NEEDS MET

P8) Address crash trends on the SR 32 hill.

MEETING DISCUSSION AND COMMENTS

- Propose additional ground mounted signs to warn motorists of the drop lane near or before the top of the hill.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	<\$5 MILLION	NONE	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept drawn on the following page.

DESCRIPTION

- Modify Moran Road intersection with SR 32 to prevent illegal left turns onto SR 32.
 - Enlarge island at intersection.

NEEDS MET

P8) Address crash trends on the SR 32 hill.

MEETING DISCUSSION AND COMMENTS

- Even though left turns are not currently permitted, there are a number of drivers who make the turns anyway. A larger raised island may help discourage these movements.

NEXT STEPS/RECOMMENDATION

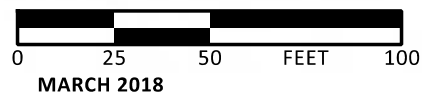
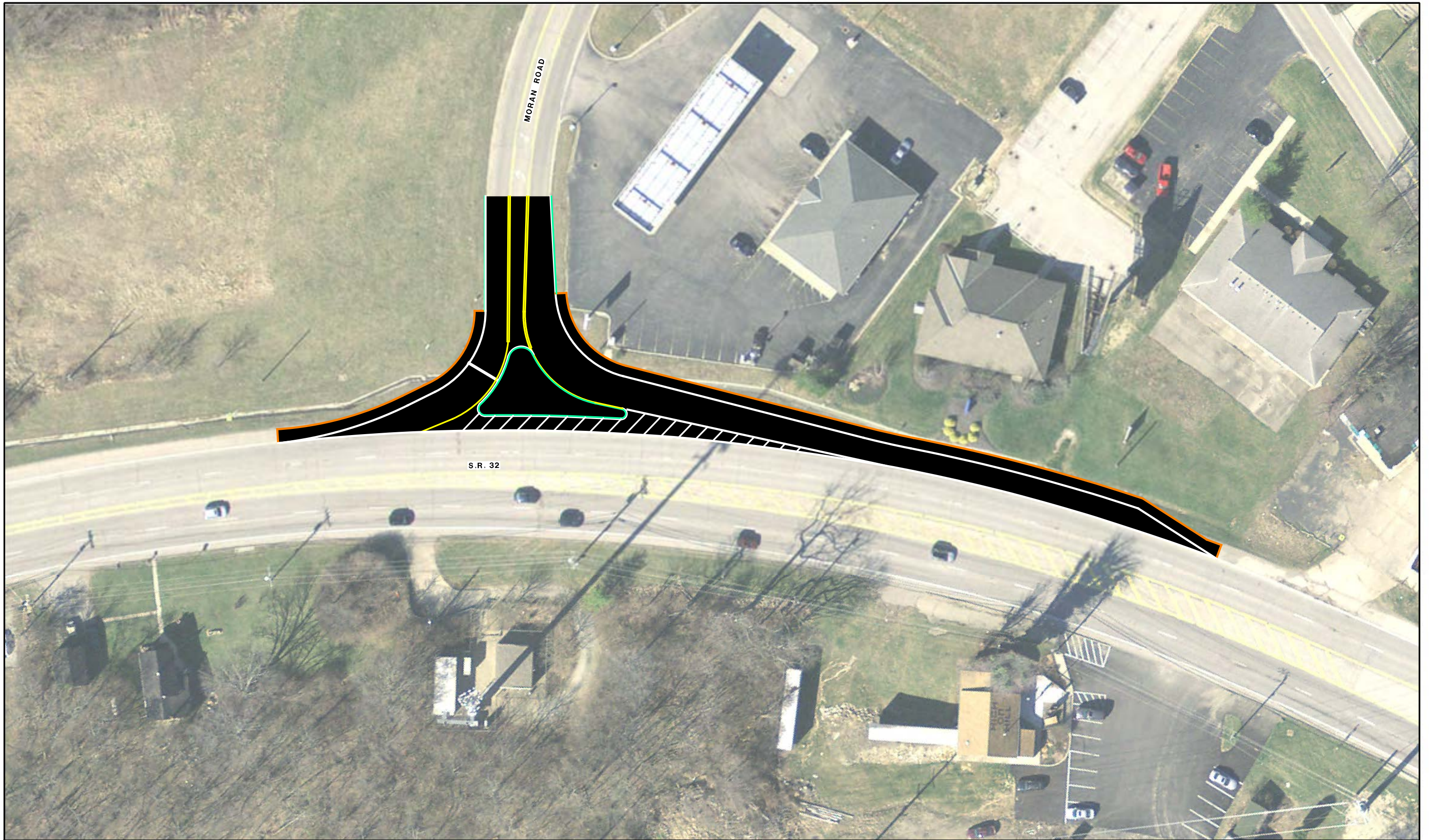
- No further study. No significant crash trend related to illegal left turns identified. Improvements may further discourage left turns but are unlikely to eliminate them.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	<\$5 MILLION	NONE	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY



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

Figure 32-17
MODIFICATIONS AT MORAN ROAD TO PREVENT
ILLEGAL LEFT TURNS



Eastern Corridor Segments II and III ANCOR/SR 32 Hill Focus Area

Theme

SR 32 - BEECHWOOD ROAD TO BELLS LANE

Primary Needs identified for this theme:

- P12) Address capacity issues on eastbound SR 32 and southbound Beechwood.
- P13) Address safety issues at Beechwood intersection.
- P14) Address westbound PM peak-hour delays.
- P15) Address capacity issue for westbound left turn at Bells Ln.*
- P16) Accommodate observed pedestrian traffic.*

Secondary Needs identified for this theme:

None.

**Note: These needs already have been addressed in project CLE 32-0.63, which is scheduled for construction in summer 2018.*

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS MET

- P12) Address capacity issues on eastbound SR 32 and southbound Beechwood.
- P14) Address westbound PM peak-hour delays.

MEETING DISCUSSION AND COMMENTS

- This intersection is not part of the corridor signal timing study since it is remote to the other signals; however, signal timing upgrades will be evaluated.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	<\$5 MILLION	NONE	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept drawn on the following page.

DESCRIPTION

- Lengthen northbound, southbound and eastbound left turn lanes at Beechwood intersection.

NEEDS MET

- P12) Address capacity issues on eastbound SR 32 and southbound Beechwood.
- P13) Address safety issues at Beechwood intersection.

MEETING DISCUSSION AND COMMENTS

- Concept provides additional dedicated space for vehicles to wait (queue) for a turn signal; would improve the flow for cars continuing straight.

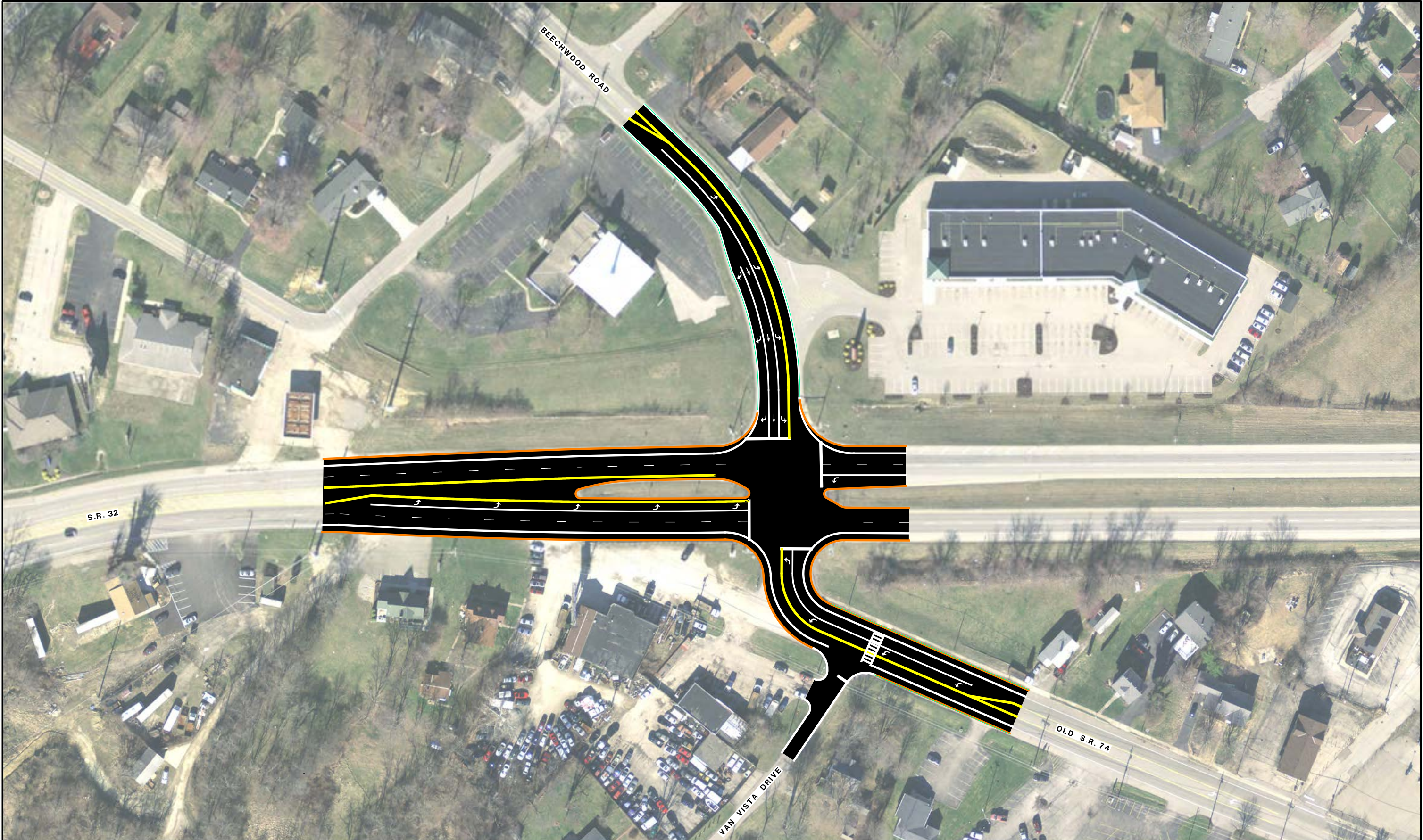
NEXT STEPS/RECOMMENDATION

- Advance for further study.
- Consultant will look at adding an additional turn signal at southbound Beechwood to SR 32.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	<\$5 MILLION	NONE	MINIMAL (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



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

Figure I-2B
LENGTHENED STORAGE LANES AT S.R. 32/BEECHWOOD ROAD INTERSECTION

Concept drawn on the following page.

DESCRIPTION

- Reduce grade on SR 32 hill by grade separating the Beechwood/Old SR 74 and Eight Mile intersections. Includes:
 - Constructing one-way frontage roads on both sides of new SR 32 alignment
 - Constructing high speed ramp connections

NEEDS MET

- P9) Address roadway grade deficiencies on the SR 32 hill to improve truck mobility.
- P12) Address capacity issues on eastbound SR 32 and southbound Beechwood.
- P13) Address safety issues at Beechwood intersection.
- P14) Address westbound PM peak-hour delays.

MEETING DISCUSSION AND COMMENTS

- Concept would adjust the grade on the SR 32 hill to a maximum of 5.5%.
- Concept would create two grade-separated interchanges (one at Beechwood, the other at Eight Mile) with ramps to access SR 32.
- Concept would require the acquisition of private property.
- Concept would impact access to businesses on the north side of SR 32 at the top of the hill.

NEXT STEPS/RECOMMENDATION

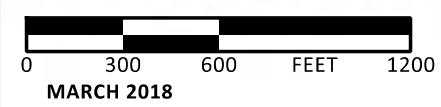
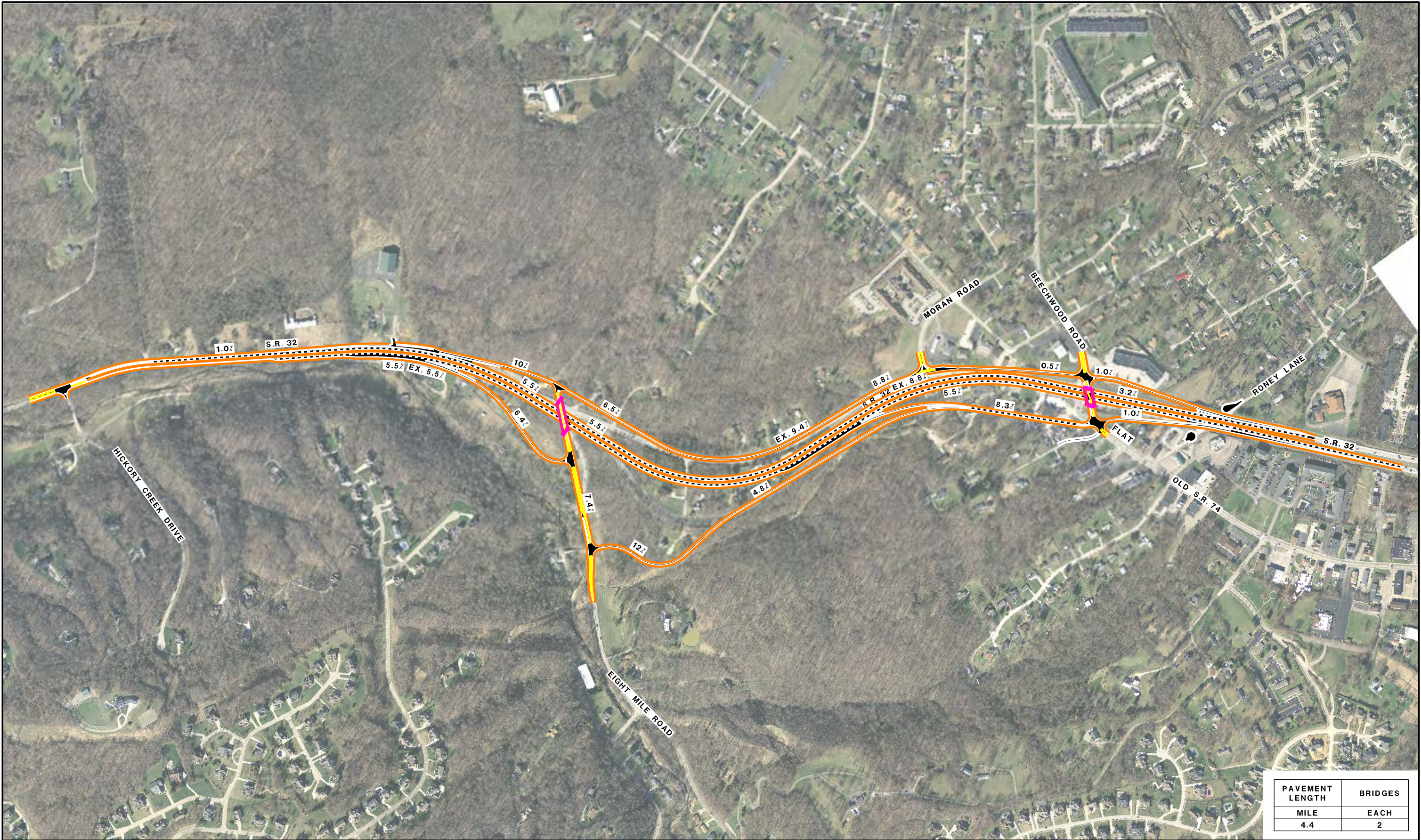
- No further study. Concept is not recommended for advancement due to use of high speed ramp terminals, high costs and anticipated impacts.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	COMPLEX	>\$10 MILLION	RELOCATIONS	HIGH (C3 OR GREATER)	NEUTRAL	IMPROVES	DEGRADES	NO FURTHER STUDY



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

Figure 32-18-1
 NEW S.R. 32 ALIGNMENT TO ACHIEVE 6% GRADE
 GRADE SEPARATED INTERCHANGES AT EIGHT MILE ROAD
 & BEECHWOOD ROAD

Concept drawn on the following page.

DESCRIPTION

- Reduce grade on SR 32 hill by grade separating the Beechwood/Old SR 74 and Eight Mile intersections. Includes:
 - Constructing a new, one-way frontage road on north side of new SR 32 alignment
 - Constructing new low speed connections at Eight Mile and a roundabout interchange at Beechwood.

NEEDS MET

- P9) Address roadway grade deficiencies on the SR 32 hill to improve truck mobility.
- P12) Address capacity issues on eastbound SR 32 and southbound Beechwood.
- P13) Address safety issues at Beechwood intersection.
- P14) Address westbound PM peak-hour delays.

MEETING DISCUSSION AND COMMENTS

- Concept would adjust the grade on the SR 32 hill to a maximum of 5.5%.
- Concept would create two grade-separated interchanges at which SR 32 would travel under Eight Mile Road and Beechmont Road
 - At-grade access from Eight Mile to SR 32 would shift to the west.
 - An interchange with roundabouts would connect SR 32 with Beechwood Road and Old 74.
- Concept would require the acquisition of private property.
- Concept would impact access to businesses on the south side of SR 32 at the top of the hill.

NEXT STEPS/RECOMMENDATION

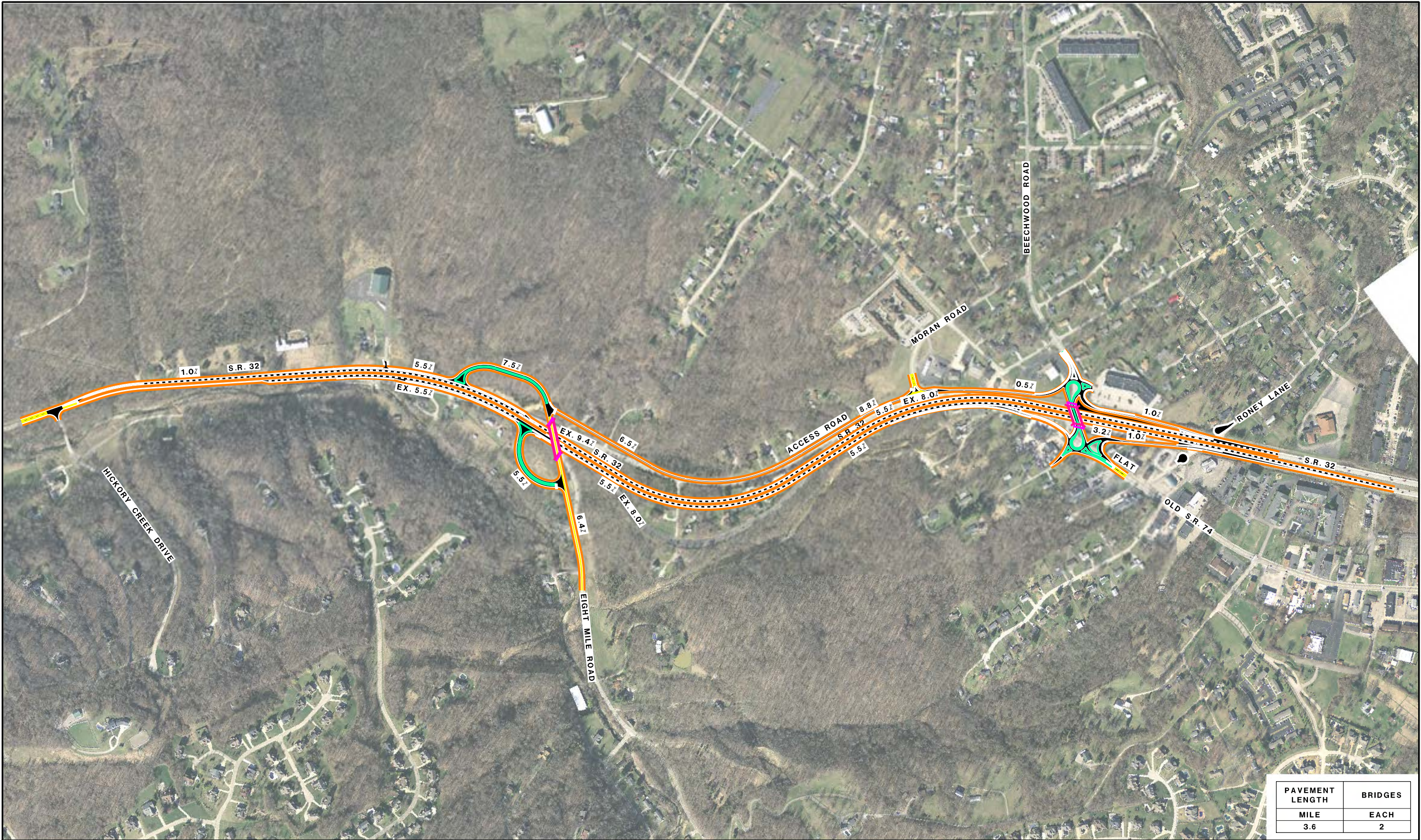
- No further study. Concept is not recommended for advancement due to anticipated high costs and construction impacts, as well as due to one-way frontage road vs. two-way available in concept 32-18-3.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

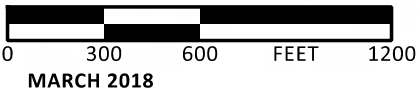
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	COMPLEX	>\$10 MILLION	RELOCATIONS	HIGH (C3 OR GREATER)	NEUTRAL	IMPROVES	DEGRADES	NO FURTHER STUDY



PAVEMENT LENGTH	BRIDGES
MILE	EACH
3.6	2



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

Figure 32-18-2
 NEW S.R. 32 ALIGNMENT TO ACHIEVE 6% GRADE
 GRADE SEPARATED INTERCHANGES AT EIGHT MILE ROAD
 & BEECHWOOD ROAD

Concept drawn on the following page.

DESCRIPTION

- Reduce grade on SR 32 hill by grade separating the Beechwood/Old SR 74 and Eight Mile intersections. Includes:
 - Constructing a two-way frontage road on north side of new SR 32 alignment
 - Constructing low speed connections at Eight Mile and a new roundabout interchange at Beechwood.

NEEDS MET

- P9) Address roadway grade deficiencies on the SR 32 hill to improve truck mobility.
- P12) Address capacity issues on eastbound SR 32 and southbound Beechwood.
- P13) Address safety issues at Beechwood intersection.
- P14) Address westbound PM peak-hour delays.

MEETING DISCUSSION AND COMMENTS

- Concept would adjust the grade on the SR 32 hill to a maximum of 5.5%.
- Concept would create two grade-separated interchanges at which SR 32 would travel under Eight Mile Road and Beechmont Road
 - Access from Eight Mile to/from eastbound SR 32 would shift to the west, while connections to/from westbound SR 32 would shift east.
 - A grade-separated interchange with roundabouts at the ramp terminals would connect SR 32 with Beechwood Road and Old 74.
- Concept would require acquiring private property.
- Concept would impact access to businesses on the south side of SR 32 at the top of the hill.
- Eight Mile Road would travel on new alignment along the north side of SR 32 and terminate in an intersection with Beechwood Road.
- Project costs are expected to be very high.

NEXT STEPS/RECOMMENDATION

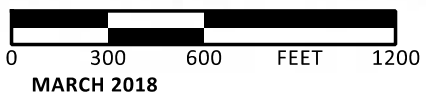
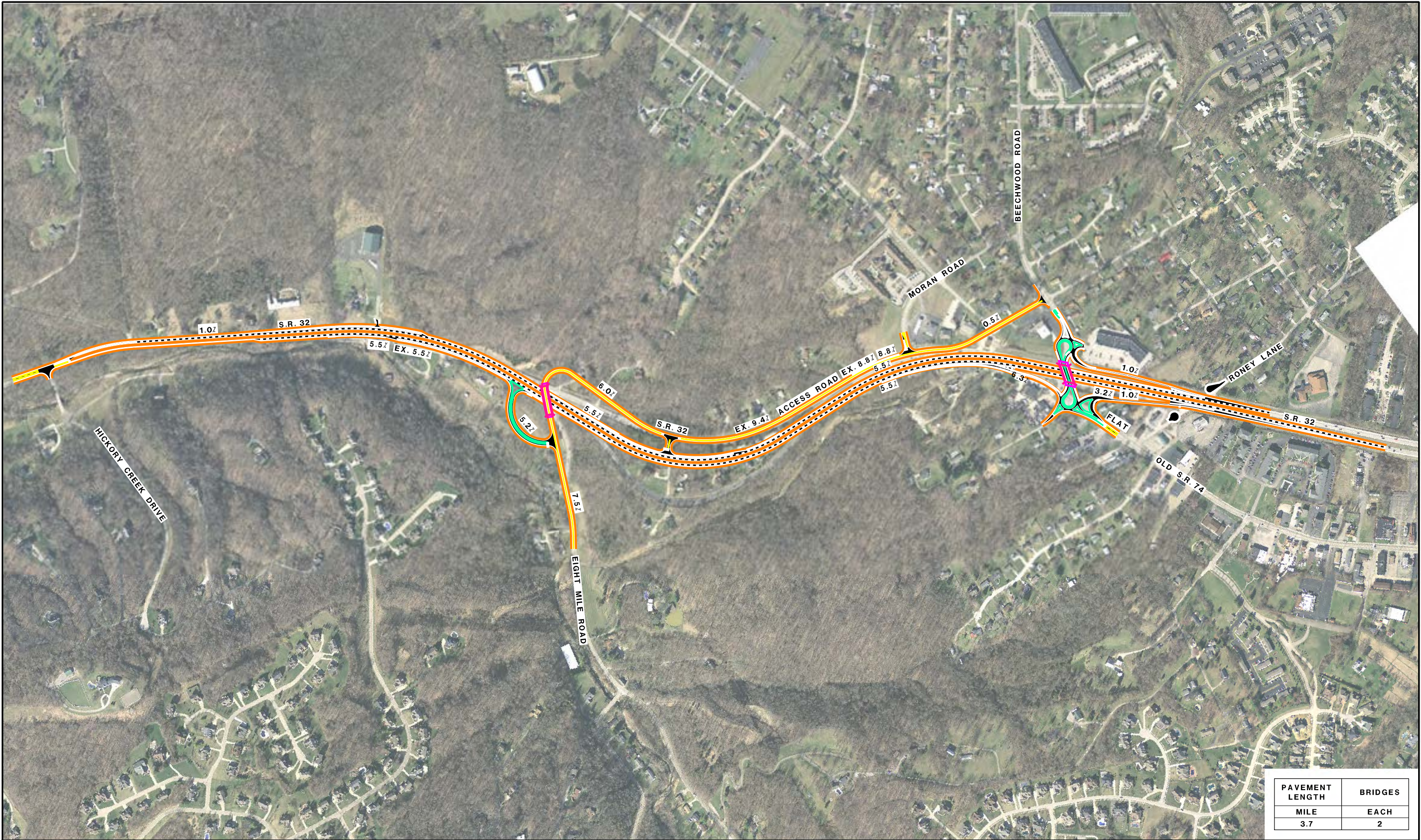
- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	COMPLEX	>\$10 MILLION	RELOCATIONS	HIGH (C3 OR GREATER)	NEUTRAL	IMPROVES	DEGRADES	ADVANCE



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

Figure 32-18-3
NEW S.R. 32 ALIGNMENT TO ACHIEVE 6% GRADE
GRADE SEPARATED INTERCHANGES AT EIGHT MILE ROAD
& BEECHWOOD ROAD



Eastern Corridor Segments II and III ANCOR/SR 32 Hill Focus Area

Theme

CONNECTIVITY BETWEEN SR 32 AND ANCOR

Primary Needs identified for this theme:

P11) 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.

Secondary Needs identified for this theme:

S3) Address roadway grade deficiency at Round Bottom Rd. and Broadwell Rd.



Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure A-1 THROUGH A-5
NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE TO BROADWELL ROAD ALTERNATIVES

Concept drawn on the following page.

DESCRIPTION

- Add access road from Newtown’s east corporation line to Broadwell Road.
- Cross railroad, running between lakes in Newtown with intersection on western end of Broadwell.
- Length of connector would be about 1.6 miles.

NEEDS MET

P11) 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.

MEETING DISCUSSION AND COMMENTS

- This concept is the most advantageous for businesses located on Round Bottom Road.
- Concept would require crossing Dry Run Creek and railroad tracks
- The majority of land and mining rights in this area are controlled by Martin Marietta
- Martin Marietta’s planned mining operation will affect traffic volumes in the area and may affect access needs and/or placement of the access road. However, Martin Marietta’s plans and timing are not yet known.
- Likely no retaining walls would be needed, unlike concepts A-2 and A-3.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

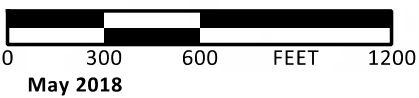
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	SIMPLE	\$5-10 MILLION	PROPERTY TAKES	MODERATE (C1/C2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE



PAVEMENT LENGTH	BRIDGES
MILE	EACH
1.6	1



Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure A-1
NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE TO BROADWELL ROAD

Concept drawn on the following page.

DESCRIPTION

- Add access road from Newtown east corporation line to Broadwell Road.
- Stay along east side of railroad with intersection near railroad crossing on Broadwell.
- Length of connector would be about 1.5 miles.

NEEDS MET

P11) 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.

MEETING DISCUSSION AND COMMENTS

- Concept would require constructing a bridge across Dry Run Creek, but bridge would be smaller than the bridge needed in Concept A-1.
- Concept would require constructing a retaining wall along the base of the hill on the east side of the access road.
- Concept would require acquiring the commercial building adjacent to the east side of the railroad tracks (owned by Evans Landscaping), near Broadwell Road (south of the parking lot).

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	SIMPLE	\$5-10 MILLION	RELOCATIONS	MODERATE (C1/C2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE



PAVEMENT LENGTH	BRIDGES
MILE	EACH
1.5	1



Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure A-2
NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE TO BROADWELL ROAD

Concept drawn on the following page.

DESCRIPTION

- Add access road from Newtown’s east corporation line to Broadwell Road.
- Stay along east side of railroad and follow base of the hill to go around the east side of SENCO building with intersection on Broadwell at Joanet Street near Mt. Carmel Road.
- Length of connector would be about 1.7 miles.

NEEDS MET

P11) 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.

MEETING DISCUSSION AND COMMENTS

- Would require constructing a bridge across Dry Run Creek; the bridge would be smaller than the bridge needed in Concept A-1.
- Concept would require constructing multiple retaining walls along the base of the hill on the east side of the access road.
- The SENCO building area sometimes floods during wet weather, which could impact use of the access road at times.

NEXT STEPS/RECOMMENDATIONS

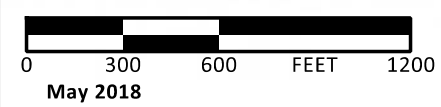
- No further study due to desire to impact fewer property owners, avoid multiple retaining walls, and drainage issues.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	SIMPLE	\$5-10 MILLION	RELOCATIONS	MODERATE (C1/C2)	IMPROVES	IMPROVES	IMPROVES	NO FURTHER STUDY



Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access	Figure A-3 NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE TO BROADWELL ROAD

Concept drawn on the following page.

DESCRIPTION

- Add access road from Little Dry Run to Round Bottom Road, connecting at Newtown’s north corporation limits along Round Bottom Road.

NEEDS MET

P11) 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.

MEETING DISCUSSION AND COMMENTS

- Concept has the shortest connector, but would result in both commercial and residential impacts.
- Concept would go over an active landfill which would be very expensive.
- Concept does not solve issue of redirecting trucks/freight vehicles away from Newtown and existing parks.

NEXT STEPS/RECOMMENDATION

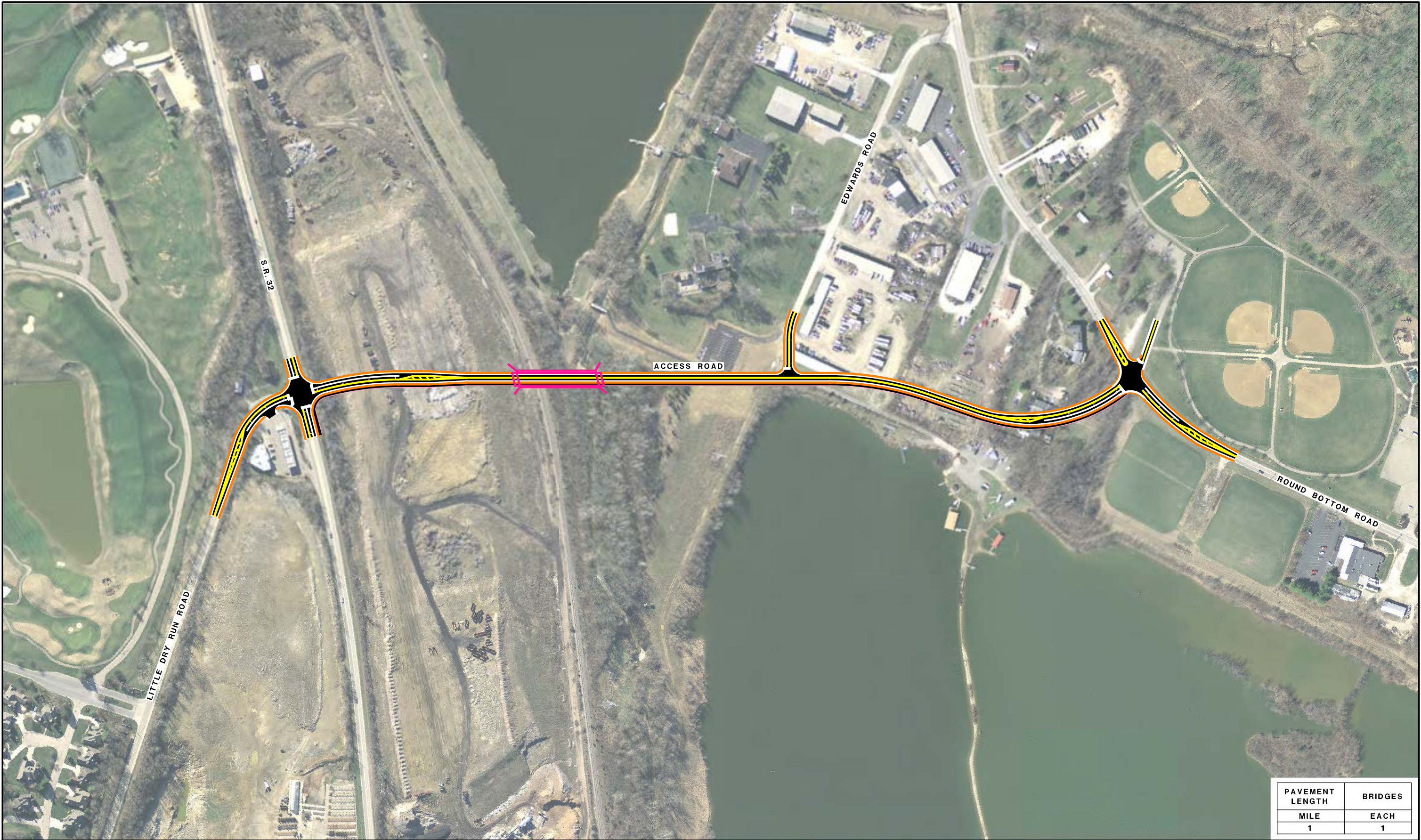
- No further study due to issues related to crossing the landfill and potential relocations along Round Bottom.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	COMPLEX	>\$10 MILLION	RELOCATIONS	MODERATE (C1/C2)	IMPROVES	IMPROVES	IMPROVES	NO FURTHER STUDY



PAVEMENT LENGTH	BRIDGES
MILE	EACH
1	1



Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure A-4
NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE TO BROADWELL ROAD

Concept drawn on the following page.

DESCRIPTION

- Add access road from SR 32 to Round Bottom Road using old Edwards Road corridor.

NEEDS MET

P11) 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.

MEETING DISCUSSION AND COMMENTS

- Concept circles around the east side of the landfill and connects to old Edwards Road across from the entrance to Burger Farm.
- Construction would be a challenge:
 - Bridge would need to be constructed across railroad tracks.
 - Bridge would need to be constructed across Dry Run Creek.
 - Substrate is generally sand and gravel.
- Concept could have impact on Lake Barber.
- Concept does not solve issue of redirecting trucks/freight vehicles away from Newtown and existing parks.

NEXT STEPS/RECOMMENDATION

- Advance concept for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	SIMPLE	\$5-\$10 MILLION	PROPERTY TAKES	MODERATE (C1/C2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE



Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure A-5
NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE TO BROADWELL ROAD