

**EASTERN CORRIDOR SEGMENTS II-III CONCEPT DEVELOPMENT SUMMARY
ANCOR / SR 32 HILL 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						
SR 32 – Little Dry Run to Eight Mile Road		<p>Primary 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.</p> <p>Secondary S1) Address deficient sight distance on Little Dry Run Rd approach to SR 32. S2) Address roadway grade deficiencies at six locations.</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 movement of freight, goods, and services. • 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. • Minimize environmental and community impacts. 	I-4a	Lengthen storage lanes along SR 32 westbound and Little Dry Run Road northbound. Also improve sight distance problem by improving horizontal curve along Little Dry Run just south of SR 32.	P1, P3, P4	S1																
				I-4b	Add EB right lane on SR 32. (adjacent property is vacant)	P1, P4	S1														Advance		
				I-4c	Install a continuous green tee intersection at Little Dry Run.	P1, P3, P4	S1																
				ST5	Improve signal timing.																		Advance
				32-8	Need speed study on SR 32 at Little Dry Run to consider lower legal speed.																		work by Newtown
				32-9	Add center turn lane from Little Dry Run to East Corp Limit.	P1, P3, P4																	work by Newtown
				32-10	Add WB left turn lane at Hickory Creek Drive.	P2, P3, P4	S2-two deficiencies can be corrected with this project.																Advance

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Primary Need(s) Being Met	Secondary Need(s) Being Met	Improves	Improves	Simple	< \$5 million	None	Minimal (D1/D2)	Improves	Improves
		Neutral	Neutral	Moderate	\$5 - \$10 Million	Property Takes	Moderate (C1/C2)	Neutral	Neutral
		Degrades	Degrades	Complex	> \$10 million	Relocations	High (C3 or greater)	Degrades	Degrades

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ANCOR / SR 32 HILL	SR 32 – Eight Mile Road and SR 32 Hill	<p>Primary</p> <p>P5) Address capacity issues on Eight Mile Road.</p> <p>P6) Address safety issues for vehicles turning at Eight Mile Road.</p> <p>P7) Address deficient sight distance and roadway grade issues.</p> <p>P8) Address crash trends on the SR 32 hill.</p> <p>P9) Address roadway grade deficiencies on the SR 32 hill to improve truck mobility.</p> <p>P10) Address roadway curve deficiencies on the SR 32 hill.</p> <p>Secondary</p> <ul style="list-style-type: none"> None 	<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 movement of freight, goods, and services. 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. Minimize environmental and community impacts. 	I-3a	Lengthen left turn storage on Eight Mile Road and raise Eight Mile approach to eliminate steep grade at intersection.	P5, P6															
				I-3b	Install a signalized continuous green tee intersection at Eight Mile Rd.	P5, P6, P7														Advance	
				I-3c	Install a roundabout at Eight Mile Rd.	P5, P6															
				I-3d-1	New alignment and grade separation of SR 32 over Eight Mile, using ramps, improving grade for truck traffic on SR 32.	P5, P6, P7, P10															
				I-3d-2	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.	P4, P5, P6, P7, P10															
				I-3e	New alignment and grade separation of eastbound SR 32 over Eight Mile; signalized continuous green tee intersection at Eight Mile and westbound SR 32.	P4, P5, P6, P7, P8, P10															Advance
				I-3f	Investigate vegetation removal to improve intersection sight distance.	P7															
				I-3g	Relocate 8-mile intersection to the west to get away from hill using a signalized green tee. Possibly align with church drive to assist with access issues.	P5, P6, P7															
				I-3h	Relocate 8-mile intersection to the west to get away from hill using a roundabout. Possibly align with church drive to assist with access issues.	P5, P6, P7															
				32-11	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).																Moving intersection to the top of the hill shifts the problem to a different location and creates two closely
				32-12	Construct truck climbing lane.	P9															
				32-13	Add friction pavement surface on SR 32.	P8															Advance. Friction course pavement being added to PID 107133. Late 2018 or early 2019.
				32-14	Keep drainage from crossing eastbound lanes on hill.																

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SR 32 – Beechwood Road to Bell's Lane				32-15	Realign curve on eastbound SR 32 hill.	P8, P10											Curve correction best accomplished with other alternatives that modify the SR 32 alignment / profile.					
				32-16	Add warning signs about lane drop on westbound SR 32																	
				32-17	Issue with illegal left turns at Moran to be investigated.																	
			<p>Primary 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 • None</p> <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"> • 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 movement of freight, goods, and services. • 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. • Minimize environmental and community impacts. 	I-2a	Improve signal timing.												Advance.				
					I-2b	Lengthen NB, SB and EB left turn lanes at Beechwood intersection.	P12, P13														Advance.	
					32-18-1	Reduce grade on SR 32 hill by grade separating the Beechwood/Old SR 74 and Eight Mile intersections. Includes one-way frontage roads on both sides of new SR 32 alignment and high speed ramp connections.	P9, P12, P13, P14,															No further study.
					32-18-2	Reduce grade on SR 32 hill by grade separating the Beechwood/Old SR 74 and Eight Mile intersections. Includes one-way frontage road on north side of new SR 32 alignment, low speed connections at Eight Mile and roundabout interchange at Beechwood.	P9, P12, P13, P14,															No further study.
32-18-3	Reduce grade on SR 32 hill by grade separating the Beechwood/Old SR 74 and Eight Mile intersections. Includes two-way frontage road on north side of new SR 32 alignment, low speed connections at Eight Mile and roundabout interchange at Beechwood.	P9, P12, P13, P14,																				

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**EASTERN CORRIDOR SEGMENTS II-III CONCEPT DEVELOPMENT SUMMARY
ANCOR / SR 32 HILL FOCUS AREA - ANCOR ALTERNATIVES**

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ANCOR / SR 32 HILL	Connectivity between SR 32 and Ancor	<p>Primary 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.</p> <p>Secondary S3) Address roadway grade deficiency at Round Bottom Rd and Broadwell Rd</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 movement of freight, goods, and services. • 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. • Minimize environmental and community impacts. 	A-1	Add access road from Newtown east corporation line to Broadwell Road. Cross railroad, running between lakes with intersection on western end of Broadwell	P11															
				A-2	Add access road from Newtown east corporation line to Broadwell Road. Stay along east side of railroad with intersection near railroad crossing on Broadwell. (will require building take)	P11															
				A-3	Add access road from Newtown east corporation line to Broadwell Road. Stay along east side of railroad and go around east side of old SENCO building with intersection on Broadwell.	P11															
				A-4	Add access road from Little Dry Run to Round Bottom Road connecting at Newtown north corporation limits along Round Bottom.	P11															No further study.
				A-5	Add access road from SR 32 to Round Bottom Road using old Edwards Road corridor.	P11															

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