



# SR 125/SR 32 FOCUS AREA ADVISORY COMMITTEE MEETING NOTES

## MEETING #3 NOTES

### Meeting Date

August 20, 2018

### Meeting Location

Anderson Center

### Meeting Objectives

- Review analyses of Focus Area concepts advanced for further consideration following Meeting #2
- Discuss which proposed concepts to recommend including in the Implementation Plan, and which refine or remove from consideration
- Discuss plan for sharing recommendations with the public and gathering public input

### Meeting Summary

In addition to the discussion of each concept which is documented on the following pages, Tommy Arnold, ODOT, shared the following:

- This is the third in a series of four Advisory Committee meetings for the SR 125/SR 32 Focus Area.
- This meeting will focus on reviewing the additional studies completed for each concept advanced following the Advisory Committee meeting held in May. We will determine which concepts warrant further consideration, need further refinement or will be eliminated from further consideration.
- Concepts recommended for advancement will be presented to the public for review and input at community meetings to be held in this fall, likely late October.
- The fourth and final Advisory Committee meeting will be held following the public open houses. The purpose of this meeting is to: review input received at the public open houses; discuss any last refinements to concepts and final recommendations; identify implementation priorities; and identify possible project sponsors.
- Final recommendations will be assembled into an Implementation Plan that will be shared with local jurisdictions and used to help guide future project planning efforts. The goal is to complete the Implementation Plan by the end of the year.

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

## MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT District 8

PJ Ginty, Anderson Township

Matt Crim, Stantec

Todd Gadbury, Hamilton County Engineer's Office

Josh Gerth, Anderson Township

Wade Johnston, Green Umbrella

Martha Kelly, City of Cincinnati DOTE

Bob Koehler, OKI

Ken Kushner, Anderson Parks District

Heather McColeman, ODOT OES

Mark McEwan, SORTA

Becky Osinski, Great Parks of Hamilton County

Steve Shadix, Stantec

Christa Skiles, Rasor Marketing Communications

Laura Whitman, Rasor Marketing Communications



## Eastern Corridor Segments II and III

### SR 125/SR 32 Focus Area

#### Theme

# SR 32 – CLOUGH PIKE TO NEWTOWN

#### Primary Needs identified for this theme:

- P1) Address eastbound PM peak-hour delays.
- P2) Address deficiencies at the 'S' curve.

#### Secondary Needs identified for this theme:

- S1) Address deficient roadway grade east of Turpin Lake Place.
- S2) Correct deficient roadway curve at Newtown Corporation Limit.
- S3) Address roadway flooding issues.

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS ADDRESSED

P1) Address eastbound PM peak-hour delays.

5/24 MEETING DISCUSSION AND COMMENTS

- The purpose is to improve traffic flow and alleviate backups at signals in Newtown.
- The issue is being addressed as part of the Signal Timing Study (STS) being conducted in the Village of Newtown Focus Area.
- No additional comments received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- ODOT completed the Signal Timing Study in late spring (2018) and it has been reviewed and approved.
- ODOT has purchased and has nearly finished installing new signal controllers in Newtown, Mariemont and Fairfax (ODOT is waiting for a few clocks to be installed in Fairfax).
- Stantec is now beginning the after study. Additional data regarding traffic flow will be collected as part of this study. Timing adjustments can be made if determined necessary.

Comments Submitted Following the 8/20 Meeting

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

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- This concept is already covered in the Village of Newtown Focus Area (Concept: STS).
- Implementation is in progress.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environment al Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								

RECOMMENDATION: IN PROGRESS

Concept drawn on the following page.

DESCRIPTION

- Correct ‘S’ curve with new horizontal geometry and consider vertical adjustment to alleviate flooding issue in this area.
  - Located halfway between Clough Pike and Newtown.
  - Would straighten the road and raise it out of the floodplain.
  - Install a pedestrian underpass to the Little Miami Trail, located on the northwest side of SR 32.

NEEDS ADDRESSED

P2) Address deficiencies at the ‘S’ curve.

5/24 MEETING DISCUSSION AND COMMENTS

- Proposed changes would improve travel safety along the road in this area.
- Currently, flooding causes periodic closures; raising the road out of the floodplain will help alleviate this problem.
  - Raising the road out of the floodplain would have an impact on nearby driveways.
- The speed limit along this stretch of SR 32 is marked as 55 mph, but only meets 45 mph design standards.
  - Lowering the speed limit in this area may be appropriate; a speed study would need to be conducted to make this determination.
- Excavation would be needed to install a new culvert under the road; if desired, this project could include excavation for a new bike/pedestrian underpass as well.
  - Excavation could be a concern due to cultural resources.
  - Even if an underpass is constructed, people may still access the bike path by crossing SR 32.
- Currently, this concept only looks at horizontal design; next steps would be to look at vertical design to further determine feasibility.
- Temporary paving/road would be needed during construction.
- This project can potentially include a bike path connection to the Five Mile Trail using neighborhood streets.

Comments Submitted Following the 5/24 Meeting

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

- No comments received to date.

8/20 MEETING DISCUSSION AND COMMENTS

- Although there have been some accidents at this location, none have been significant.
- Lowering the speed limit is still an option for improving travel safety in this area, however, pedestrian/bicyclist needs still need to be addressed. Therefore, implementing this project is may still be necessary.
- A speed study would be needed to determine if lowering the speed limit is warranted.

Comments Submitted Following the 8/20 Meeting

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

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$1.7M to \$2.5M	0	\$40K to \$80K	D1	Section 4(f)	Improves	Improves	Improves

RECOMMENDATION: ADVANCE





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 32-4**  
 CORRECT 'S' CURVE





# Eastern Corridor Segments II and III

## SR 125/SR 32 Focus Area

### Theme

## SR 32 – SR 125 TO CLOUGH PIKE

#### Primary Needs identified for this theme:

- P3) Address westbound AM peak-hour delays.
- P4) Address rear-end crashes.
- P5) Address capacity issues and long queues on Clough Pike approach to SR 32.
- P6) Address fixed-object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32.
- P7) Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.

#### Secondary Needs identified for this theme:

- S4) Address ramp flooding issues.
- S5) Address deficient vertical grade under the SR 125 overpass and at the SR 125 ramps.

Concept drawn on the following page.

DESCRIPTION

- Remove signal at Clough Pike
- Add a flyover from Clough to SR 32 westbound.

NEEDS ADDRESSED

P5) Address capacity issues and long queues on Clough Pike approach to SR 32.

5/24 MEETING DISCUSSION AND COMMENTS

- A flyover would provide a fluid connection from Clough to westbound SR 32.
  - It would eliminate the need for most movements to stop at the SR 32/Clough Pike intersection.
  - It would remove the need for a signal at the intersection, which would reduce delays.
- As drawn, the right turn from Clough to eastbound SR 32 is a very tight turn.
  - Consultant will determine if the turning radius can be improved and/or if a turn signal would be needed.
- Consultant to evaluate:
  - Impact of this concept on traffic flow to and from SR 125/Beechmont Levee.
  - Impact of free-flowing traffic on SR 32.
  - Impact on vehicles entering/exiting the Speedway gas station.
  - Relocation of bike trail.

Comments Submitted Following the 5/24 Meeting

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

- No comments received to date.

8/20 MEETING DISCUSSION AND COMMENTS

- The Advisory Committee viewed a traffic flow simulation for this concept.
  - Simulation showed that traffic flow improves.
  - No weaving problems are expected.

8/20 MEETING DISCUSSION AND COMMENTS

(CONTINUED)

- No back-ups are expected at SR 32 ramp to SR 125 because entry to SR 125 is free-flowing (no stop lights).
- Estimated construction costs of this concept and the roundabout concept (I-7c) are similar (\$4.5M to \$6.8M for concept I-7b and \$3.8M to \$5.7M for I-7c)
- Concept eliminates traffic signal at intersection.
- Concept doesn't provide a left turn option from SR 32 to Clough. However, that movement is not permitted today.

Comments Submitted Following the 8/20 Meeting

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

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- No further study:
  - Concept I-7d achieves the same benefits at a markedly lower cost.
  - Concept I-7d adds the ability to turn left from westbound SR 32 to Clough.
  - The benefit/cost ratio is lower than concepts I-7c and I-7d.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	0.1	A	100%	0.2	A	100%	\$4.5M to \$6.8M	0	\$250K to \$500K	D1	Section 4(f)	Neutral	Neutral	Neutral
	PM	0.1	A	100%	0.2	A									

RECOMMENDATION: NO FURTHER STUDY





0 100 200 FEET 400  
August 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-7B**

**FLYOVER FROM CLOUGH PIKE TO S.R. 32 WESTBOUND  
AND RELOCATED BIKE TRAIL**



Concept drawn on the following page.

DESCRIPTION

- Add a roundabout at the Clough Pike and SR 32 intersection.
  - This concept moves the interchange slightly to the northwest to area where the ground is more level.
  - It would require shifting a section of the bike path to the north.
  - SR 32 would remain at its current elevation.

NEEDS ADDRESSED

- P5) Address capacity issues and long queues on Clough Pike approach to SR 32.

5/24 MEETING DISCUSSION AND COMMENTS

- Roundabouts offer the benefit of allowing traffic to flow continuously but at slower speeds.
- A roundabout at this location would allow vehicles on westbound SR 32 to turn left onto Clough Pike.
- Initial studies show that travel delays would be reduced during both morning and evening peak hours:
  - 82 percent reduction during morning peak hours.
  - 67 percent reduction in evening peak hours.
- Initial studies indicate that the benefits offered by constructing a roundabout will last longer than benefits offered by other proposed concepts.
- Concept would eliminate the weaving pattern caused by merging on and off SR 32 between Clough and Speedway.
- Adding turn lane options for entering/exiting the Speedway gas station is possible.
- Concept is not likely to impact bicyclists or pedestrians because they generally aren’t on the road in this area.
- Consultant to evaluate costs, impacts and access needs of homes in the near vicinity.

Comments Submitted Following the 5/24 Meeting

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

8/20 MEETING DISCUSSION AND COMMENTS

- The impacts of this concept are not that different from the flyover option.
- Roundabout is shifted north of the existing intersection so it could be positioned on flatter ground.

- The roundabout’s turning radius appears tight. However, it does allow trucks.
- Estimated construction costs of this concept and the flyover concept are similar (\$4.5M to \$6.8M for the flyover and \$3.8M to \$5.7M for the roundabout).

Comments Submitted Following the 8/20 Meeting

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

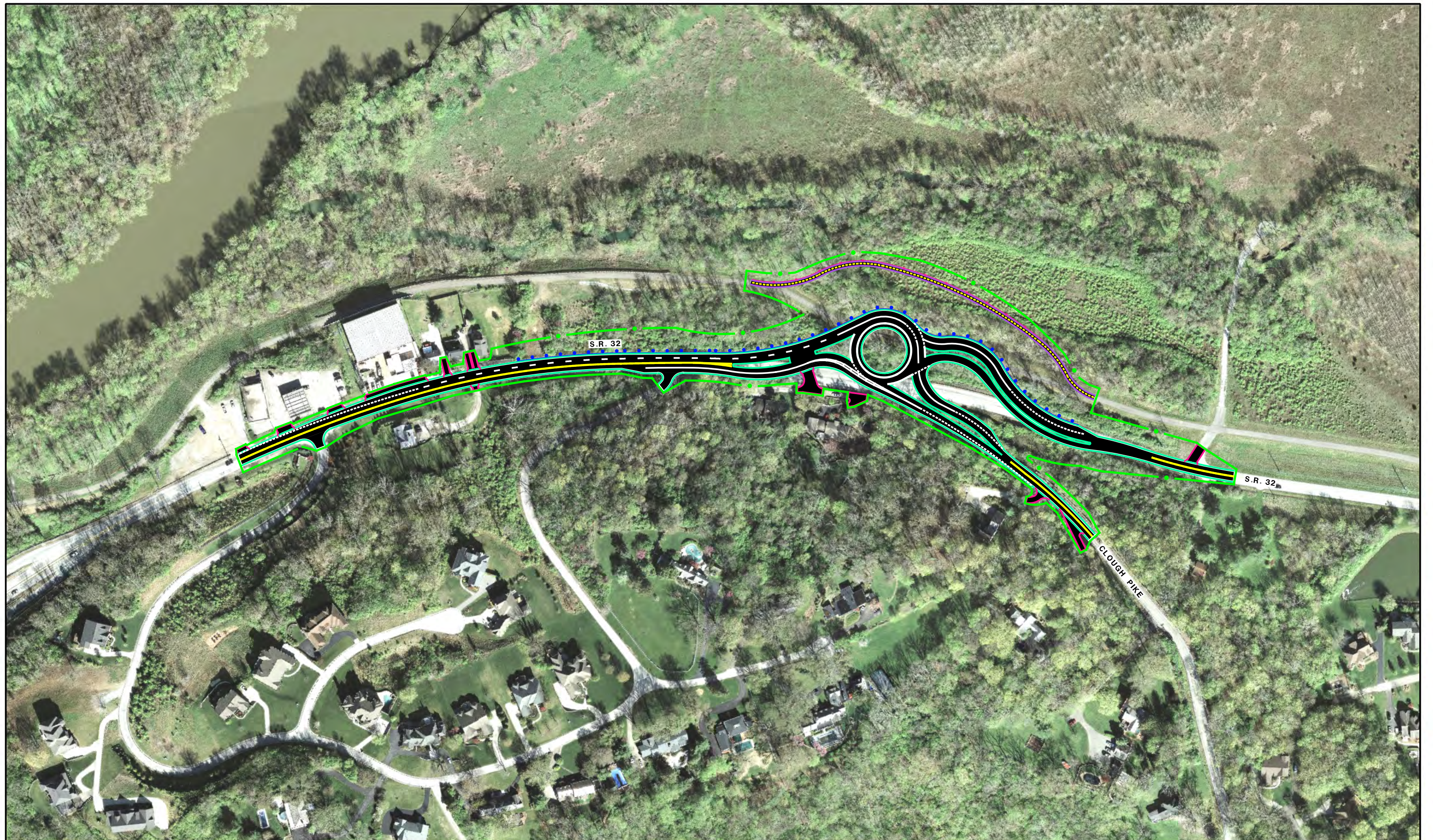
NEXT STEPS/RECOMMENDATION

- No further study:
  - Concept I-7d achieves the same benefits at a lower cost.
  - The benefit/cost ratio appears lower compared to other alternatives.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
0.3	AM	10.6	B	82%	17.1	C	66%	\$3.8M to \$5.7M	0	\$175K to \$350K	D1	Section 4(f)	Neutral	Neutral	Improves
	PM	9.1	A	67%	27.1	D	-82%								

RECOMMENDATION: NO FURTHER STUDY





#### Concept Drawing

Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

#### Figure I-7C

ROUNDABOUT AT S.R. 32 AND  
CLOUGH PIKE INTERSECTION AND RELOCATED  
BIKE TRAIL



Concept drawn on the following page.

DESCRIPTION

- Improve the Clough Pike and SR 32 intersection to allow full movement; possibly convert the intersection to a Green Tee configuration.
  - A Green Tee intersection is a three-way intersection that allows traffic to flow continuously when traveling straight in one direction and provides traffic signals for all other traffic movements.

NEEDS ADDRESSED

- P5) Address capacity issues and long queues on Clough Pike approach to SR 32.

5/24 MEETING DISCUSSION AND COMMENTS

- Constructing a Green Tee intersection will allow SR 32 westbound to flow continuously.
- Concept allows for vehicles on westbound SR 32 to turn left onto Clough Pike.
- Initial studies indicate:
  - 48 percent reduction in morning peak-hour delays.
  - 5 percent reduction in evening peak-hour delays.
- This concept would require SR 32 to be widened in spots. However, the slope and geology in the area pose challenges to widening the road.
- Committee asked the consultant team to:
  - Determine if the lane for vehicles merging from Clough to SR 32 westbound is long enough.
  - Determine how access to and from Speedway will be impacted without a signal at the Clough/SR 32 intersection.

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received to date.

8/20 MEETING DISCUSSION AND COMMENTS

- This concept would permit a continuous flow of westbound traffic to SR 125 (similar to a roundabout). Westbound traffic turning left onto Clough would have to stop at the signalized SR 32/Clough intersection, but the turn would be permitted with this concept. Eastbound traffic would also have to periodically stop at the intersection.
- There are not many crashes at this location.

8/20 MEETING DISCUSSION AND COMMENTS

- (CONTINUED)
- Concept stays mostly within the footprint of the existing roadway unlike concepts I-7b and I-7c.
  - Simulations of the concept in operation showed that traffic flows well and there is enough room for vehicles to merge from Clough onto SR 32; concept meets ODOT’s typical design guidelines.
  - Improvements could be made to improve access to the pedestrian/bike trailhead located immediately west of Speedway. However, this trailhead was intended to be temporary, so access improvements may not be warranted. Further coordination with Hamilton County Parks regarding the status of the trailhead will be undertaken.
  - Based on simulation results, there appears to be a lot of benefit to this concept (similar to those offered by concepts I-7b and I-7c) but at a lower construction cost (\$1.6M to \$2.4M) than concepts I-7b and I-7c.

Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

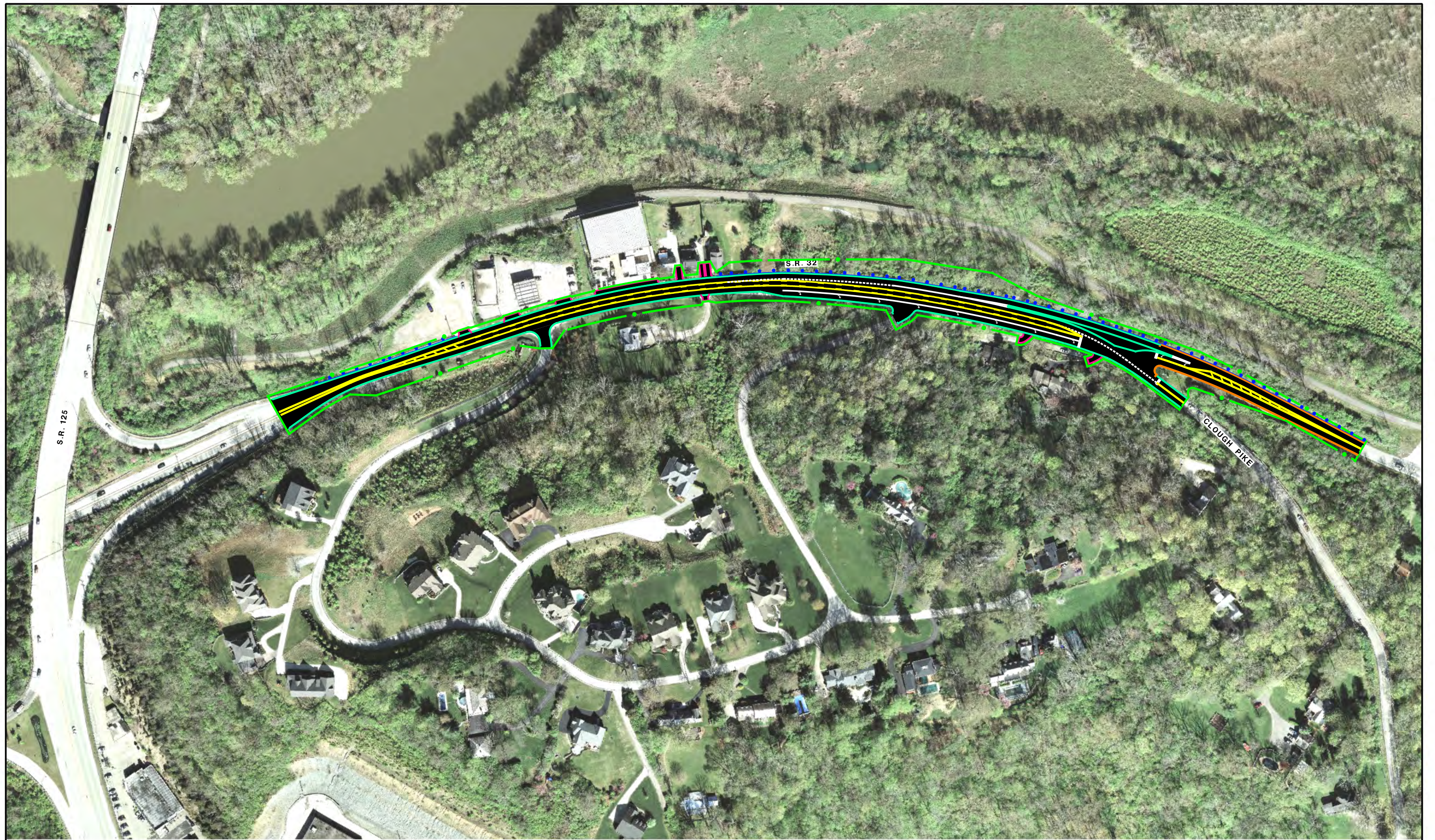
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.
- ODOT to double-check recommended design speed for westbound SR 32 in this area.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
0.1	AM	19.5	B	68%	9.5	A	B1%	\$1.6M to \$2.4M	0	\$150K to \$300K	D1	Section 4(f)	Neutral	Neutral	Improves
	PM	21.5	c	22%	10.9	B	27%								

RECOMMENDATION: ADVANCE





0 100 200 FEET 400  
August 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-7D**  
CLOUGH PIKE AND S.R. 32 GREEN TEE INTERSECTION





## Eastern Corridor Segments II and III

### SR 125/SR 32 Focus Area

## Theme

# SR 125/ELSTUN

#### Primary Needs identified for this theme:

P8) Address capacity issues for northbound left-turn movement and westbound approach.

#### Secondary Needs identified for this theme:

S6) Address deficient roadway grade at strip mall.  
S7) Address deficient roadway grade.

Concept drawn on the following page.

DESCRIPTION

- Install friction pavement to address crashes on ramps in wet conditions.

NEEDS ADDRESSED

P6) Address fixed object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32.

5/24 MEETING DISCUSSION AND COMMENTS

- Friction pavement is a roughened surface treatment applied to road that enables vehicle tires to better grip the roadway, particularly during wet weather.

Comments Submitted Following the 5/24 Meeting

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

- No comments received to date.

NEXT STEPS/RECOMMENDATION

- Advance, possibly with planned ODOT 2024 resurfacing project (PID 105215).

8/20 MEETING DISCUSSION AND COMMENTS

- It is anticipated that installing friction pavement will be an effective, low-cost option for this area.
- There is a resurfacing plan in place for SR 32 in this area; adding friction pavement on the ramps can be integrated into this plan. Therefore, there is no need to create a stand-alone project for this concept.

Comments Submitted Following the 8/20 Meeting

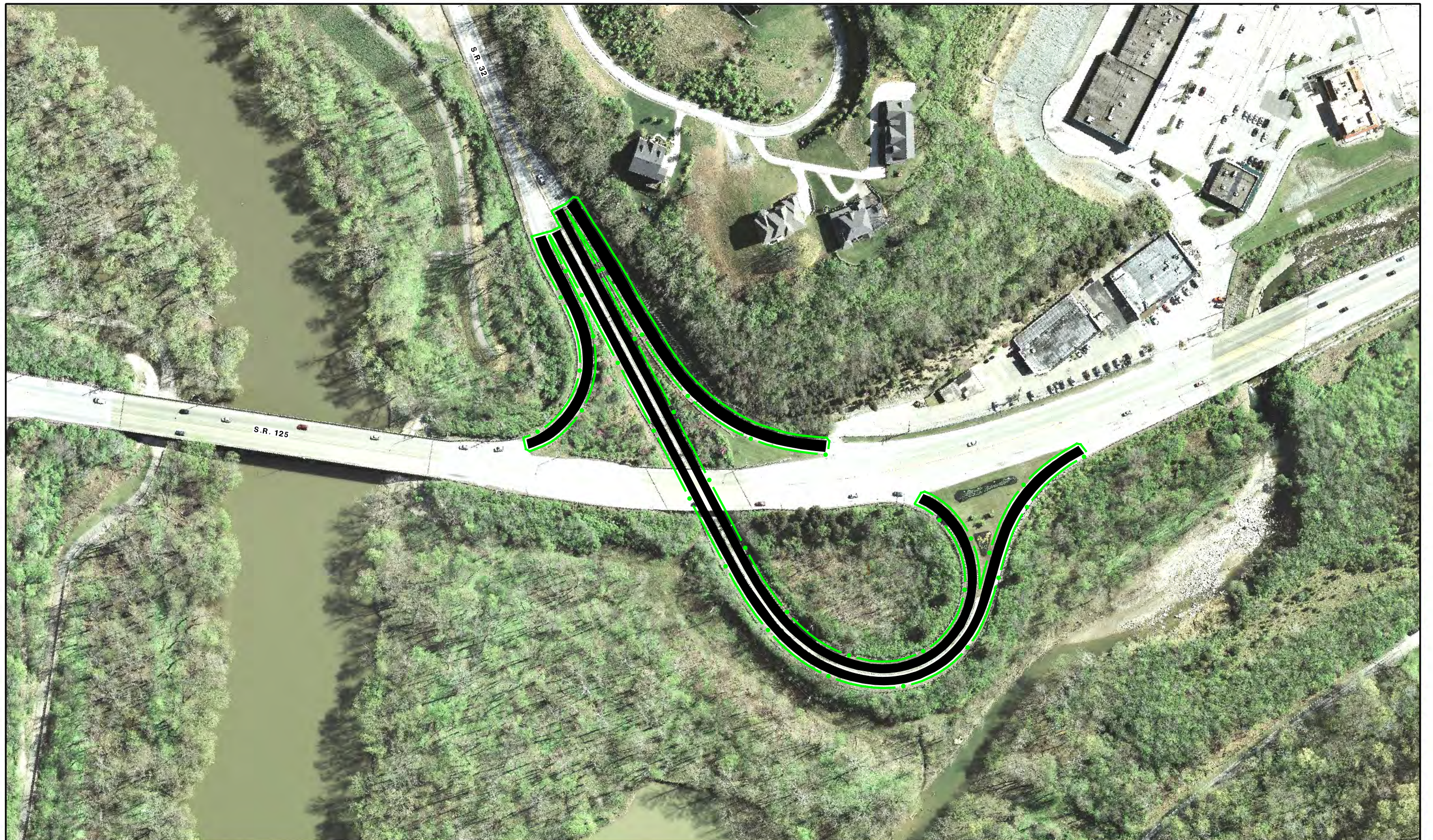
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$140K to \$210K	0	\$0	C1	NONE	NEUTRAL	NEUTRAL	NEUTRAL

RECOMMENDATION: ADVANCE





0 75 150 300  
FEET  
August 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure X-1B**

**INSTALL FRICTION PAVEMENT ON RAMPS**



Concept drawn on the following page.

DESCRIPTION

- 5/24: Install a drainage pump that can be activated to remove ponded rainwater and overflow from the Little Miami River in the swale on the SR 32 ramp that travels under the bridge from SR 125.
- 8/20: Install a drainage backflow preventer and additional grading along bike trail to reduce flooding frequency on SR 32 ramps under bridge.

NEEDS ADDRESSED

S4) Address ramp flooding issues.

5/24 MEETING DISCUSSION AND COMMENTS

- This project would install the infrastructure needed to support a temporary pump that could be transported to the site during flooding situations.
  - Pump would be moved on-site when needed.
  - Installing a permanent pump is not being considered at this time because flooding is infrequent; the maintenance costs of a permanent pump could potentially exceed benefits.

Comments Submitted Following the 5/24 Meeting

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

- No comments received to date.

8/20 MEETING DISCUSSION AND COMMENTS

- The purpose of this project is to address flooding on the ramp that connects SR 125 and SR 32 under the levee; ODOT/Stantec are coordinating this effort with Great Parks and the City of Cincinnati.
- Flooding occurs in this area in one of two ways:
  - Water backflows from overloaded storm drains.
  - Water levels in the Ohio River rise above 58 feet - the equivalent of a 10-year storm- and backs up into the Little Miami River.
- Proposal is two-fold:
  - Install a 30” backflow preventer (flapper gate) in the storm water system to prevent flood waters from entering the system and overflowing in vicinity of the ramp.

8/20 MEETING DISCUSSION AND COMMENTS

(continued)

- Pre-grade the land for the future Elstun Connector shared use path. Grading would create a large berm that would prevent floodwater from spilling into the interchange ramps.
  - Grading would provide flood protection up to an elevation of 490 feet.
  - This measure would have prevented all but one flooding event in the past 20 years.
- Though these measures won’t address all flooding issues, they are expected to address at least 90% of them for approximately \$35K to \$53K.
- Recommendation is to grade rather than install pumps as previously suggested.

Comments Submitted Following the 8/20 Meeting

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

- To be added as comments are received.

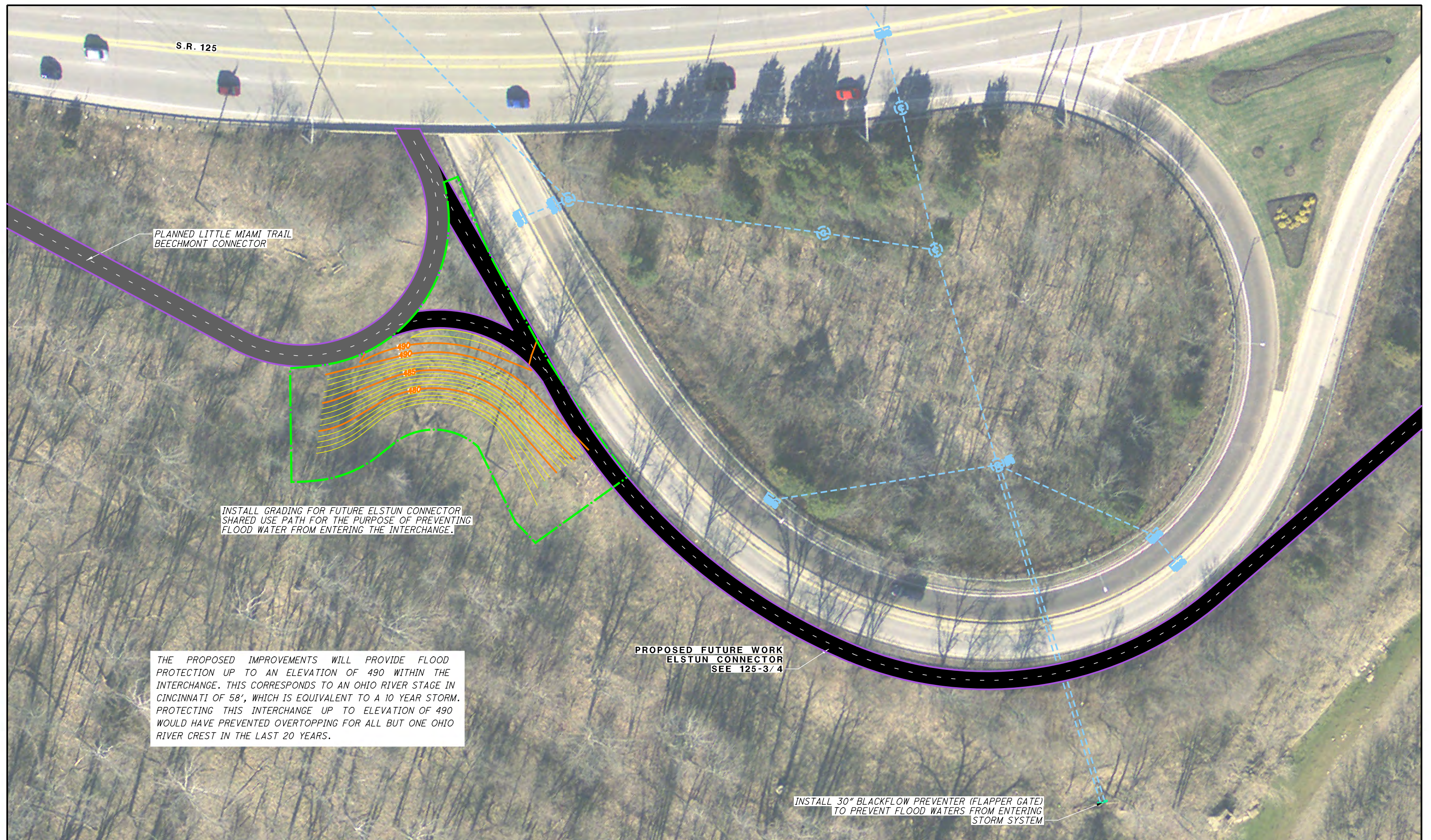
NEXT STEPS/RECOMMENDATION

- Advance revised proposal (backflow preventers and grading), possibly with planned 2021 bikeways connector project (PID 107295).

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$35K TO \$53K	0	\$0	C2	Scenic River, Potential T&E	Neutral	Improves	Improves

RECOMMENDATION: ADVANCE





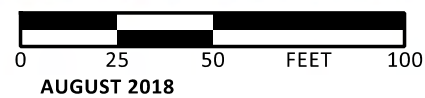
PLANNED LITTLE MIAMI TRAIL  
BEECHMONT CONNECTOR

INSTALL GRADING FOR FUTURE ELSTUN CONNECTOR  
SHARED USE PATH FOR THE PURPOSE OF PREVENTING  
FLOOD WATER FROM ENTERING THE INTERCHANGE.

THE PROPOSED IMPROVEMENTS WILL PROVIDE FLOOD  
PROTECTION UP TO AN ELEVATION OF 490 WITHIN THE  
INTERCHANGE. THIS CORRESPONDS TO AN OHIO RIVER STAGE IN  
CINCINNATI OF 58', WHICH IS EQUIVALENT TO A 10 YEAR STORM.  
PROTECTING THIS INTERCHANGE UP TO ELEVATION OF 490  
WOULD HAVE PREVENTED OVERTOPPING FOR ALL BUT ONE OHIO  
RIVER CREST IN THE LAST 20 YEARS.

PROPOSED FUTURE WORK  
ELSTUN CONNECTOR  
SEE 125-3/4

INSTALL 30" BLACKFLOW PREVENTER (FLAPPER GATE)  
TO PREVENT FLOOD WATERS FROM ENTERING  
STORM SYSTEM



# CONCEPT DRAWING

Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

Figure X-1E

BLOCK OHIO RIVER WATER BACKUP FROM COMING ONTO  
THE ROADWAY IN THE SR125/SR32 INTERCHANGE



Concept drawn on the following page.

DESCRIPTION

- Extend merge length on ramp from westbound SR 32 to westbound SR 125.
  - Current merge lane is about 200 feet short.
  - Work can be done with restriping lanes (no widening needed).
  - The result would be an 11-foot lane with a 1-foot shoulder.

NEEDS ADDRESSED

- P7) Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.

5/24 MEETING DISCUSSION AND COMMENTS

- This concept would require narrowing the existing shoulder to provide space for the longer merge lane. However, the width of the remaining shoulder would still be within design standards.
- The south side of bridge across Little Miami River is being widened as part of a current project (PID 107295) to provide a bike path.
  - CMAC funding has been awarded to the City; Great Parks will manage the project.
  - Project to undergo construction in summer 2020.
- People currently walk across the north side (westbound) of the Little Miami River bridge; their safety will need to be considered as part of this project
- Skytop Pavilion will be redeveloped for residential use (apartments), which will add more vehicular and pedestrian traffic in the area.

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received to date.

8/20 MEETING DISCUSSION AND COMMENTS

- No road widening would be necessary with this concept. Changes would be made through re-striping lanes along the existing roadway, but shoulder widths would be reduced.
- The existing guardrail may need to be replaced.
- It might be possible to incorporate this effort into other projects.

Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance; possibly with planned 2021 bikeways connector project (PID 107295) or planned ODOT 2024 bridge repair project (PID 77925).

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$47K to \$71K	0	\$0	C1	None	Neutral	Neutral	Neutral

RECOMMENDATION: ADVANCE





0 75 150 300  
FEET  
August 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure X-1C**

**EXTEND MERGE LENGTH ON RAMP FROM  
WESTBOUND S.R. 32 TO WESTBOUND S.R. 125**



Concept drawn on the following page.

DESCRIPTION

- Add a westbound through-lane on the Beechmont Levee (SR 125) extending between SR 32 and Wooster using the existing shoulder.
  - Would create three westbound lanes.
  - The westbound curb lane would be dropped at Wooster.
  - The result would be three 11-foot westbound lanes with a 4-foot shoulder (eastbound lanes would remain the same).

NEEDS ADDRESSED

- P7) Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.

5/24 MEETING DISCUSSION AND COMMENTS

- Room for the new lane can be obtained by restriping the existing pavement (no widening could be needed).
- This work could be incorporated into any project planned along this stretch of SR 125.
- Initial analysis indicates:
  - A 24% decrease in delays during morning peak-hours
  - A 34% decrease in delays during evening peak-hours
- Consultant to conduct a traffic analysis to determine how adding a third lane would impact westbound traffic.
- Consultant will also evaluate the possibility of narrowing the two 12-foot eastbound lanes by one foot to narrow eastbound lane by one foot and provide space to increase one westbound lane by one foot.
- City of Cincinnati DOTE will check to see if any projects are being planned in the area.

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received to date.

8/20 MEETING DISCUSSION AND COMMENTS

- (continued)
- Committee members felt that the current merging pattern isn't too problematic and establishing a wider road might encourage faster travel speeds. But, pedestrian and bicyclist needs still must be met.
  - Traffic modeling shows that three lanes are not needed; two work sufficiently.
- Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- No further study. Traffic modeling shows that there is no need for an additional westbound lane.

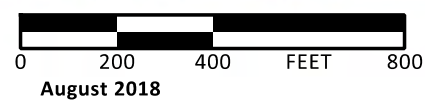
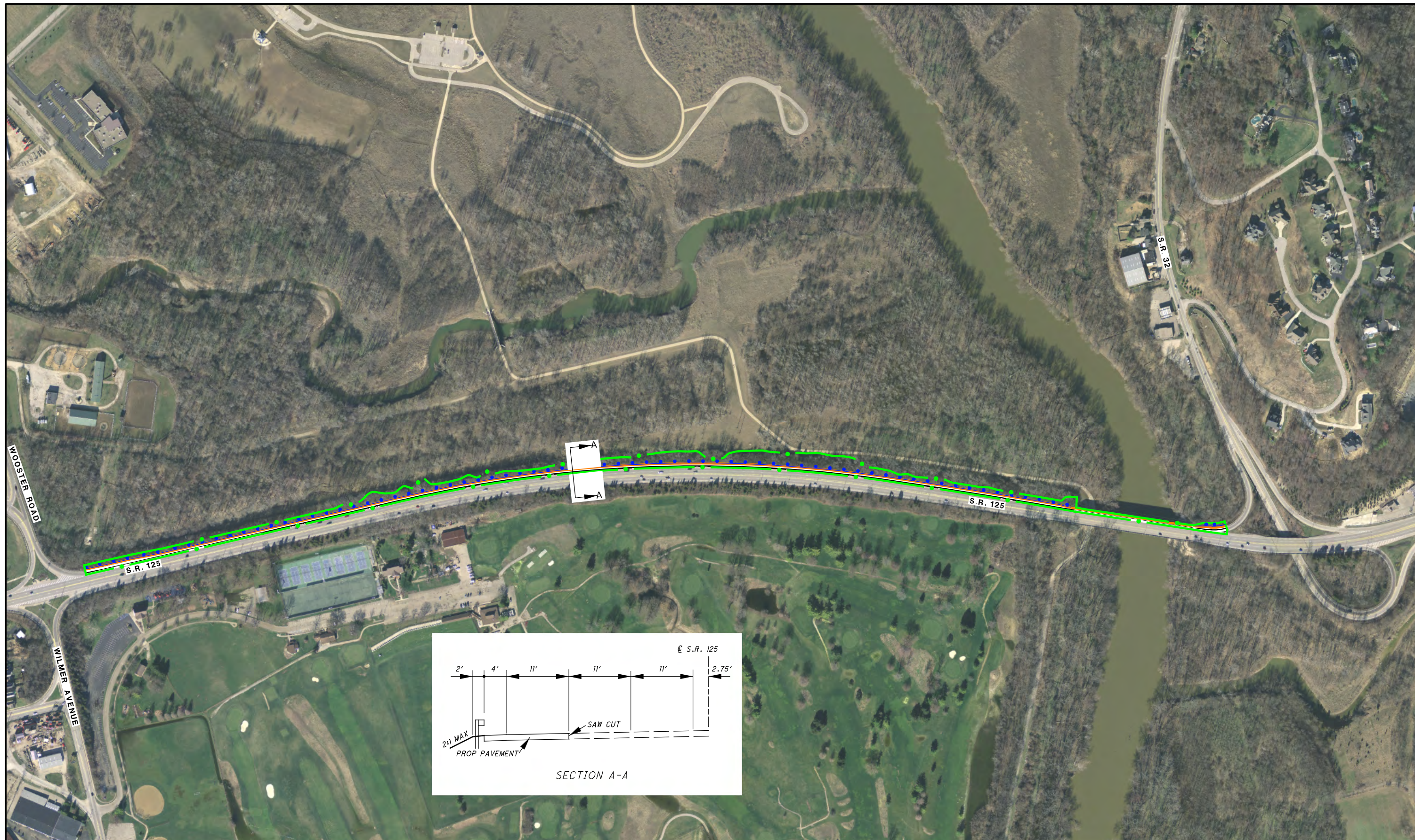
8/20 MEETING DISCUSSION AND COMMENTS

- The additional westbound lane would extend between the SR 125 and SR 32 interchange and the intersections of SR 125 and Wilmer and Wooster.
- Some widening of SR 125 would be needed to maintain four-foot shoulders (reducing the width of the shoulders could be a concern when cars break down).

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$1.1M to \$1.7M	0	\$0	C2	Scenic River, Waterway permit, Potential T&E, Section 4(f)	Neutral	Neutral	Neutral

RECOMMENDATION: NO FURTHER STUDY





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure X-1D**  
 WESTBOUND THROUGH LANE EXTENDING  
 TO WOOSTER ROAD



Concept not drawn.

DESCRIPTION

- Add a roundabout at the ramp connection from SR 32 to Eastbound SR 125.
  - Allows for a bicycle/pedestrian connection on the existing Clough Creek bridge
  - Can function as an emergency connection when underpass ramps are flooded
  - Calms traffic coming off the Beechmont Levee.

NEEDS ADDRESSED

- S4) Address ramp flooding issues.
- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

5/24 MEETING DISCUSSION AND COMMENTS

- Concept provides space on bridge over Clough Creek for bike/pedestrian connection.
- Facilitates access to SR 125/Clough during flooding events.
- Roundabouts slow vehicles down but allow for continuous movement.
- Initial analysis indicates concept would provide a Level of Service (LOS) D during morning peak hours and LOS C during evening peak hours.
- Skytop Pavilion is being redeveloped into approximately 230 apartments. The buildings containing businesses to the immediate west of Skytop will remain.

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received to date.

8/20 MEETING DISCUSSION AND COMMENTS

- Advisory Committee reviewed a simulation of how traffic would flow as part of this concept.
- The simulation showed a significant delay on SR 32; it would be difficult for traffic using the SR 32 ramp to access SR 125 with the amount of vehicles traveling east/west traffic on SR 125 (1approximately 1,900 eastbound vehicles per hour).
- This concept would provide an alternative route for getting to SR 32 if the ramp under SR 125 floods.

Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- No further study. Simulation showed excessive delay for SR 32 ramp.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	15.3	B	--	14.4	B	--	Not Available	Not Available	Not Available	C2	R/W, Scenic River, ESA issues	Improves	Improves	Improves
	PM	16.8	B	--	44.7	E	--								

RECOMMENDATION: NO FURTHER STUDY



## Eastern Corridor Segments II and III

### SR 125/SR 32 Focus Area

## Theme

# BICYCLE AND PEDESTRIAN

#### Primary Needs identified for this theme:

- P9) Connect the Little Miami Trail to the Lunken Trail.\*
- P10) Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.

\* *Note: This primary need is now being advanced with funded project PID 107295.*

#### Secondary Needs identified for this theme:

- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.
- S9) Address pedestrian connectivity between rental properties on Elstun Road and bus stops along SR 125.
- S10) Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park.

Concept drawn on the following page.

DESCRIPTION

- Add a sidewalk on the east side of Elstun to connect bus stops on SR 125 with rental properties on Elstun Road.
  - Sidewalk would extend between Spindlehill and SR 125

NEEDS ADDRESSED

- S9) Address pedestrian connectivity between rental properties on Elstun Road and bus stops along SR 125.

5/24 MEETING DISCUSSION AND COMMENTS

- Anderson Township may also want to consider adding a sidewalk along the access road from SR 125 to the Skytop Pavilion.

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

8/20 MEETING DISCUSSION AND COMMENTS

- A committee member suggested taking the path to the next major drive along Elstun to connect with the apartment complex too; committee members and ODOT agreed that this option has merit.

Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.
- Recolor sidewalk in the exhibit to gray so that it doesn’t appear to be asphalt.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$43K to \$64K	0	\$15K to \$30K	C2	R/W, ESA Issues	Improves	Neutral	Improves

RECOMMENDATION: ADVANCE





0 50 100 FEET 200  
August 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure Elstun-1**

**SIDEWALK CONNECTION FROM S.R. 125 TO RENTAL PROPERTIES**



Concept drawn on the following page.

DESCRIPTION

- Add a sidepath along the south side of SR 125 between Elstun Road and Ranchvale Drive.

NEEDS ADDRESSED

None identified. This concept was requested at the previous Advisory Committee meeting to improve bike/pedestrian access to the Little Miami Trail.

5/24 MEETING DISCUSSION AND COMMENTS

- None discussed.

Comments Submitted Following the 5/24 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

8/20 MEETING DISCUSSION AND COMMENTS

- Concept provides a pedestrian/bike connection between Elstun and Ranchvale. It would also eventually connect with the Lunken and Armleder park areas.
- There is a sidewalk on the northside of Beechmont along this stretch of road, but no bicycle/pedestrian access on the south side.
- Having a separate bike path may help bicyclists get up the hill. Using the road can be treacherous as cars move fast.
- Some of the land in this area is currently being marketed for sale.

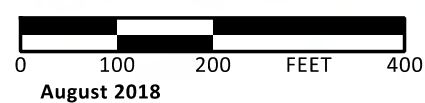
Comments Submitted Following the 8/20 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- To be added as comments are received.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$140K to \$200K	0	\$200K to 400K	C2	R/W, Potential T&E, ESA Issues	Improves	Improves	Improves

RECOMMENDATION: ADVANCE





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 125-5**  
 SIDEPATH ALONG SOUTH SIDE OF  
 SR 125 BETWEEN ELSTUN RD. AND RANCHVALE DR.



Concept drawn on the following page.

DESCRIPTION

- Connect the SR 125 sidewalk to the Little Miami Trail with a shared use path.
- Concept would route a new bike path from the Little Miami Trail under SR 125 (along side the existing ramp from SR 125 to SR 32),and then on a section of new alignment that would rejoin SR 125 across from the main entrance of the strip mall.

NEEDS ADDRESSED

- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

5/24 MEETING DISCUSSION AND COMMENTS

- This concept adds a bike path/sidewalk connection across the existing Clough Creek Bridge.
- The area around the Clough Creek Bridge is culturally sensitive. Keeping bike/pedestrian options on existing infrastructure areas would lessen concerns.

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

8/20 MEETING DISCUSSION AND COMMENTS

- The primary difference between concepts 125-3 and 125-4 is how to get across Clough Creek.
  - 125-3: A new shared use path would follow the southwest curve of the SR 32 access ramp, then extend through open land to a new bike/pedestrian bridge located approximately 25 feet south of SR 125. The path would rejoin SR 125 approximately 200 feet west of UDF.
  - 125-4: A new shared use path would follow curve of SR 32 access ramp, join up with SR 125 approximately 100 feet west of the Clough Creek, then travel alongside SR 125 and crossing the creek using the existing roadway bridge.
- The shared use path could be separated from traffic using barriers.
- The shared use path would be approximately 10 feet wide with a buffer.
- Committee members expressed a preference to redirect the bike/pedestrian path behind UDF to avoid vehicles entering and exiting UDF.

8/20 MEETING DISCUSSION AND COMMENTS

- (continued)
- Committee members proposed an alternate concept, 125-3b:
    - Starting from the Little Miami Trail connector, curve around the southwest portion of the SR 32 access ramp, then turn directly south to cross Clough Creek and connect with Elstun Road. Follow the east side of Elstun to SR 125.
    - This alternative avoids directing pedestrians and bicyclists into UDF traffic.

Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

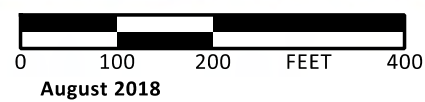
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration, but modify alignment to pass behind UDF instead of crossing UDF’s entrances and exits.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$770K to \$1.15M	0	\$50K to \$100K	D1	Section 4(f)	Improves	Improves	Improves





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 125-3**  
 SHARED US PATH BETWEEN  
 SR 125 AND LITTLE MIAMI TRAIL



Concept not drawn.

DESCRIPTION

- Connect SR 125 sidewalk at Elstun Road to the Little Miami Trail with a shared use path on new alignment south from SR 32 ramps, on new bridge over Clough Creek, and tying to Elstun Road. Path then utilizes Elstun Road alignment to SR 125.

NEEDS ADDRESSED

- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

NEW ALTERNATIVE REQUESTED  
AT 8/20/2018 MEETING

8/20 MEETING DISCUSSION AND  
COMMENTS

- Committee members proposed an alternate concept, 125-3b:
  - Starting from the Little Miami Trail connector, curve around the southwest portion of the SR 32 access ramp, then turn directly south to cross Clough Creek and connect with Elstun Road. Follow the east side of Elstun to SR 125.
  - This alternative keeps pedestrians and bicyclists away from UDF traffic.

Comments Submitted Following the 8/20 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- ODOT/Stantec to investigate alternative.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
						ALTERNATIVE TO BE INVESTIGATED									

RECOMMENDATION: TBD

Concept drawn on the following page.

DESCRIPTION

- 5/24:
- Adjust lane widths on SR 125 to obtain the space needed to establish a shared use path across the existing bridge over Clough Creek.
    - Work would be done in conjunction with creating the signalized intersection noted in concepts X-1f.
- 8/20:
- Connect SR 125 sidewalk at Elstun Rd to the Little Miami Trail with a shared use path utilizing the existing bridges over Clough Creek by modifying the ramp from SR 32 to eastbound SR 125.

NEEDS ADDRESSED

- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

5/24 MEETING DISCUSSION AND COMMENTS

- Anderson Township has a concept similar to 125-4; however, the shared use path would bend down behind the UDF.
  - A route behind UDF would redirect bikes and pedestrians away from the SR 125/Elstun intersection.
- The area around the Clough Creek Bridge is culturally sensitive. Keeping bike/pedestrian options on the existing roadway would lessen concerns.

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

8/20 MEETING DISCUSSION AND COMMENTS

- The primary difference between concepts 125-3 and 125-4 is how to get across Clough Creek.
  - 125-3: A new shared use path would follow the southwest curve of the SR 32 access ramp then extend through open land to a new bike/pedestrian bridge located approximately 25 feet south of SR 125. The path would rejoin SR 125 approximately 200 feet west of UDF.
  - 125-4: A new shared use path would follow curve of SR 32 access ramp, join up with SR 125 approximately 100 feet west of Clough Creek, then travel alongside SR 125 crossing the creek using the existing roadway bridge.
- The shared use path could be separated from traffic using barriers.
- The shared used path would be approximately 10 feet wide with a buffer.

Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- No further study. Prefer to redirect path behind UDF and away from SR 125 traffic.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	11.0 (Stop Control Approach)	B	--				\$400K to \$590K	0	\$25K to \$50K	D1	Section 4(f)	Improves	Improves	Improves
	PM	38.8 (Stop Control Approach)	E	--											

RECOMMENDATION: NO FURTHER STUDY





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 125-4**  
**SHARED USE PATH  
 OVER EXISTING BRIDGE**



Concept drawn on the following page.

DESCRIPTION

- Make a connection from the Turpin Lake subdivision to the Little Miami Trail with "mid-block" pedestrian crossing.
  - Path would start at Turpin Lake Place, travel along the south side of SR 125 for about 150 feet to access the road and Little Miami Trail on the north side of SR 125.

NEEDS ADDRESSED

- P10) Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.

5/24 MEETING DISCUSSION AND COMMENTS

- Provides an at-grade crossing to the Little Miami Trail from Turpin Lake Place.
- Speed of traffic on SR 32 may be a concern for implementation.
  - Perhaps rectangular rapid flashing beacons (RRFB) that advise vehicles to slow down could be installed prior to the crossing. The self-sensing beacons would be activated only when someone is using the crossing.
- This concept primarily benefits Turpin Lake Place residents (and any future bike connections that may be routed along Turpin Lake Place).

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.
- ODOT/Stantec to consider the possibility of creating a bike/pedestrian bridge to facilitate crossing the road.

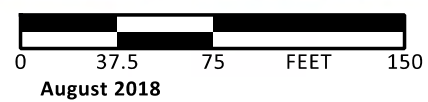
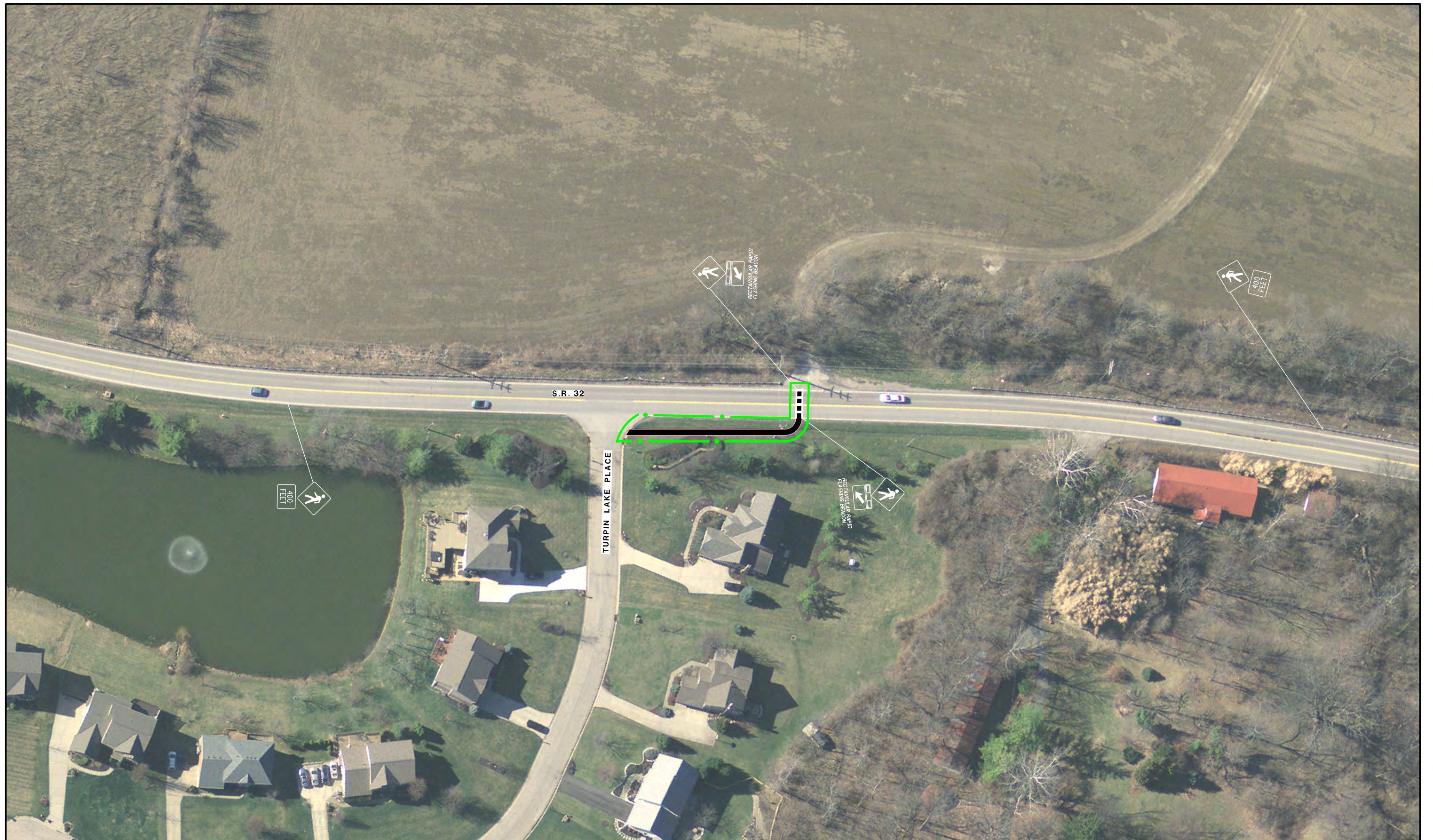
8/20 MEETING DISCUSSION AND COMMENTS

- Turpin Hills provides emergency access to Turpin Lake homes (Patterson Farms Lane, Lengwood Drive, Ropes Drive, etc.) when SR 32 is flooded
- Depending on other bike/pedestrian concepts implemented within this Focus Area, this crossing could potentially serve more than just the Turpin Lake neighborhood but also the Turpin Hills neighborhood.
- Bicycles and pedestrians crossing the road against speeding traffic is still a concern. A speed study can be completed to determine if lowering the speed limit is warranted in this area.
- The location of the proposed crossing is offset from the Turpin Lake Place/SR 32 intersection. This can help increase the visibility of pedestrians and bicycles crossing the road. However, there is a concern that drivers will speed up when leaving Turpin Lake Place, thus putting bikes/pedestrians at more risk.
- ODOT/Stantec currently think that the proposed path is within the right-of-way (ROW) for the road. If it isn't, acquiring the necessary ROW could add to the cost (less than \$10K) and potentially add one more year to the construction process.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$34K to \$51K	0	\$5K to \$10K	C2	Minor R/W	Improves	Neutral	Improves

RECOMMENDATION: ADVANCE





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 32-1A**  
**CROSSING FROM TURPIN LAKE PLACE  
 AND ROPES DRIVE TO THE LITTLE MIAMI TRAIL**



Concept drawn on the following page.

DESCRIPTION

- Make a connection from the Turpin Lake subdivision to the Little Miami Trail with "mid-block" pedestrian underpass crossing.
- New bike/pedestrian path alignment would go from Turpin Lake Place to approx. 1,000 feet east on SR 32 to the proposed pedestrian underpass (see concept 32-4).

NEEDS ADDRESSED

P10) Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.

5/24 MEETING DISCUSSION AND COMMENTS

- If built, the underpass may flood at times, which may be a concern
  - The bike trail would likely be closed during flooding events, so this may not be an issue.
- People often tend to gravitate toward the easiest access point, which may simply be walking across the road instead of using the underpass.
  - Bicyclists and pedestrians opting to go over the surface of SR 32 will have to cross traffic traveling at 45+ mph.
- If the grade of the road is raised to get it out of the floodplain (see concept 32-4), the bike trail could also be raised to the same level as part of the project.

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

8/20 MEETING DISCUSSION AND COMMENTS

- The bulk of the construction estimate (\$540K to \$820K) is for installing a culvert under SR 32 to connect the shared use path with Little Miami Trail. This must be constructed with Concept 32-4.

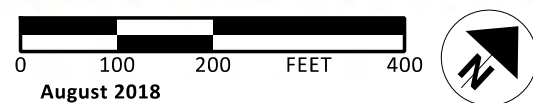
Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$540K to \$820K	0	\$70K to \$140K	D1	Section 4(f)	Improves	Improves	Improves

RECOMMENDATION: ADVANCE





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 32-1B**  
 CONNECTION FROM TURPIN LANE  
 WITH UNDERPASS CROSSING



Concept not drawn.

DESCRIPTION

- Connect Turpin Hills (end of Patterson Farms Lane) to the Little Miami Trail by utilizing the existing emergency access road connecting to Turpin lake Place. The final connection to the Little Miami Trail would be the same as 32-1a or 32-1b.

NEW ALTERNATIVE REQUESTED  
AT 8/20/2018 MEETING

Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEEDS ADDRESSED

None identified.

8/20 MEETING DISCUSSION AND COMMENTS

- Add this concept as a new alternative to be considered.
- Residents of Turpin Lake Place and Patterson Farms Lane may have a concern with using their streets as a shared use path.
  - Driveways generally extend farther back from the streets, so this may not be an issue.
  - Perhaps trees or other natural screens could be added for privacy of affected backyards.
- The grade of the hillside in this area could be a challenge.
- There is a gate that blocks the access route between Patterson Farms Lane and Turpin Lake Place.
  - The fire department has a key to the gate and controls access.
  - Perhaps the gate can be configured such that pedestrians and bicyclists can go through without opening access to vehicles.

NEXT STEPS/RECOMMENDATION

- ODOT/Stantec to investigate alternative.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
						ALTERNATIVE TO BE INVESTIGATED									

RECOMMENDATION: TBD



Concept drawn on the following page.

DESCRIPTION

- Create a new bicycle/pedestrian connection from Turpin Hills (end of Ropes Drive) to the Little Miami Trail.

NEEDS ADDRESSED

None identified.

5/24 MEETING DISCUSSION AND COMMENTS

- The concept would connect the Five Mile Trail to the Little Miami Trail by using residential streets in the Turpin Hills subdivision and a new bike path alignment added to Ropes Drive.
- The connection between the new bike trail and the Little Miami Trail would be located at the SR 32 underpass located approx. 1,000 feet east of Turpin Lake Place (see concept 32-4).

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

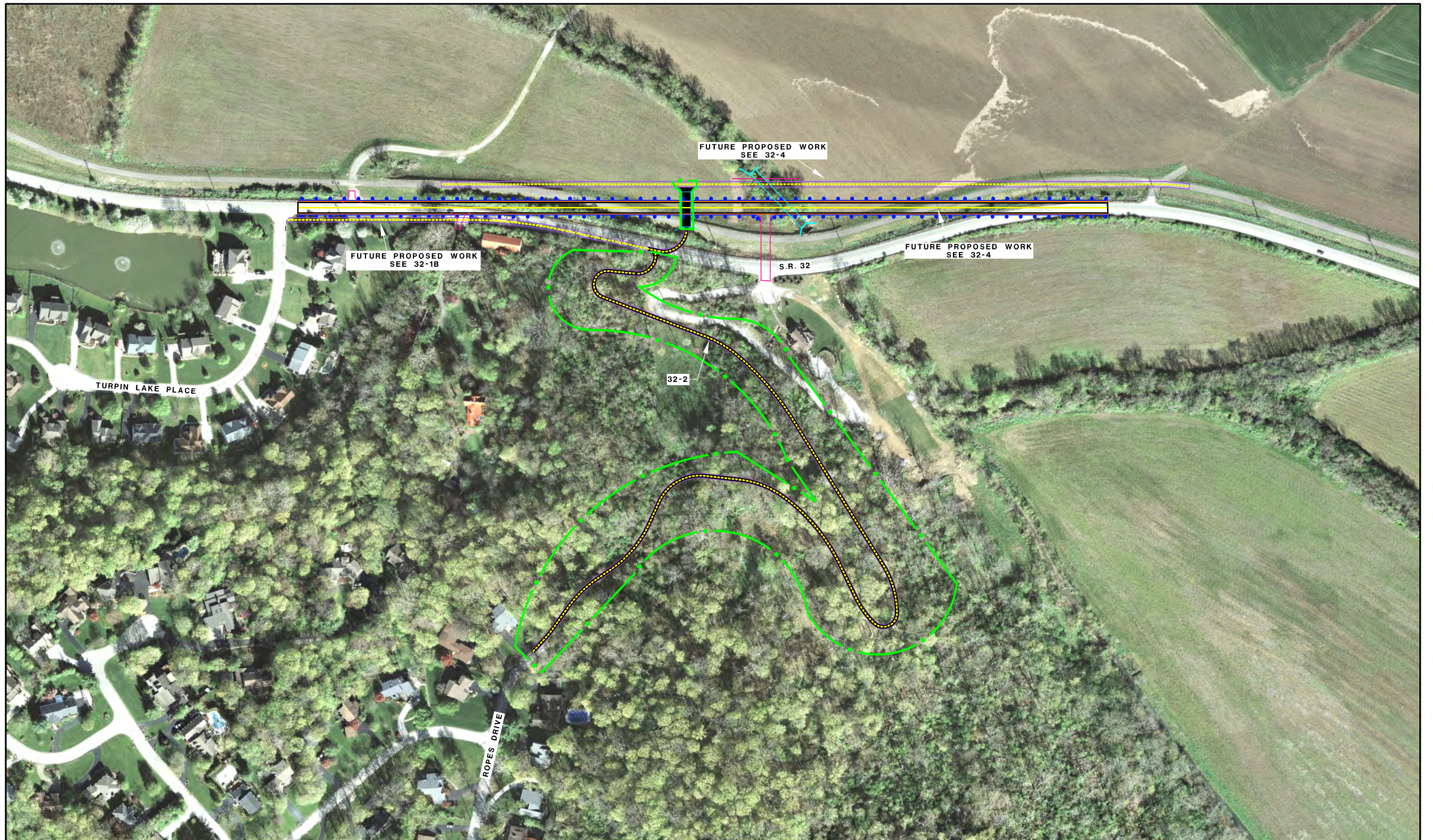
8/20 MEETING DISCUSSION AND COMMENTS

- The proposed concept travels along a very steep hill which could be challenging for bicyclists.
- There are very few houses at the end of Ropes Drive, which may facilitate neighborhood support for the project.
- This concept includes significant costs pertaining to cut and fill activities and retaining wall construction.
- ODOT will investigate a new alternative discussed at the meeting as concept 32-2a:  
*Connect Turpin Hills (end of Patterson Farms Lane) to the Little Miami Trail by utilizing the existing emergency access road connecting to Turpin lake Place. The final connection to the Little Miami Trail would be the same as 32-1a or 32-1b.*

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$1.7M to \$2.5M	0	\$1M to \$2M	D1	R/W, Section 4(f)	Improves	Improves	Improves

RECOMMENDATION: ADVANCE





0 100 200 FEET 400  
August 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure 32-2**  
**BIKE/PED CONNECTION FROM**  
**ROPE DRIVE**



Concept drawn on the following page.

DESCRIPTION

- Create a new bicycle/pedestrian connection from the Five Mile Trail to the Little Miami Trail.
  - The shared use path would travel from Turpin View Drive to Newtown Road, then from Newtown Road to the Newtown/Ragland intersection. From there, the path would follow new alignment to Turpin Lane, then cross SR 32 near West Street and continue west to join the Little Miami River Trail along electric lines near Clear Creek Park.

NEEDS ADDRESSED

S10) Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park.

5/24 MEETING DISCUSSION AND COMMENTS

- This concept would require acquiring right-of-way or an easement for the portion of the path that would travel on new alignment.

Comments Submitted Following the 5/24 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

8/20 MEETING DISCUSSION AND COMMENTS

- This concept is a significantly longer trail than concept 32-2b, but the estimated cost is similar:
  - Estimated construction cost for 32-3: \$1.9M to \$2.9M
  - Estimated cost for 32-2b \$1.7M to \$2.5M
- This concept would be more easily accessible to more people.
- ODOT will present all related concepts (32-2a, 32-2b and 32-3) to the public for review and consideration.

Comments Submitted Following the 8/20 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$1.9M to \$2.9M	0	\$750K to \$1.5M	D1	Section 4(f)	Improves	Improves	Improves

RECOMMENDATION: ADVANCE

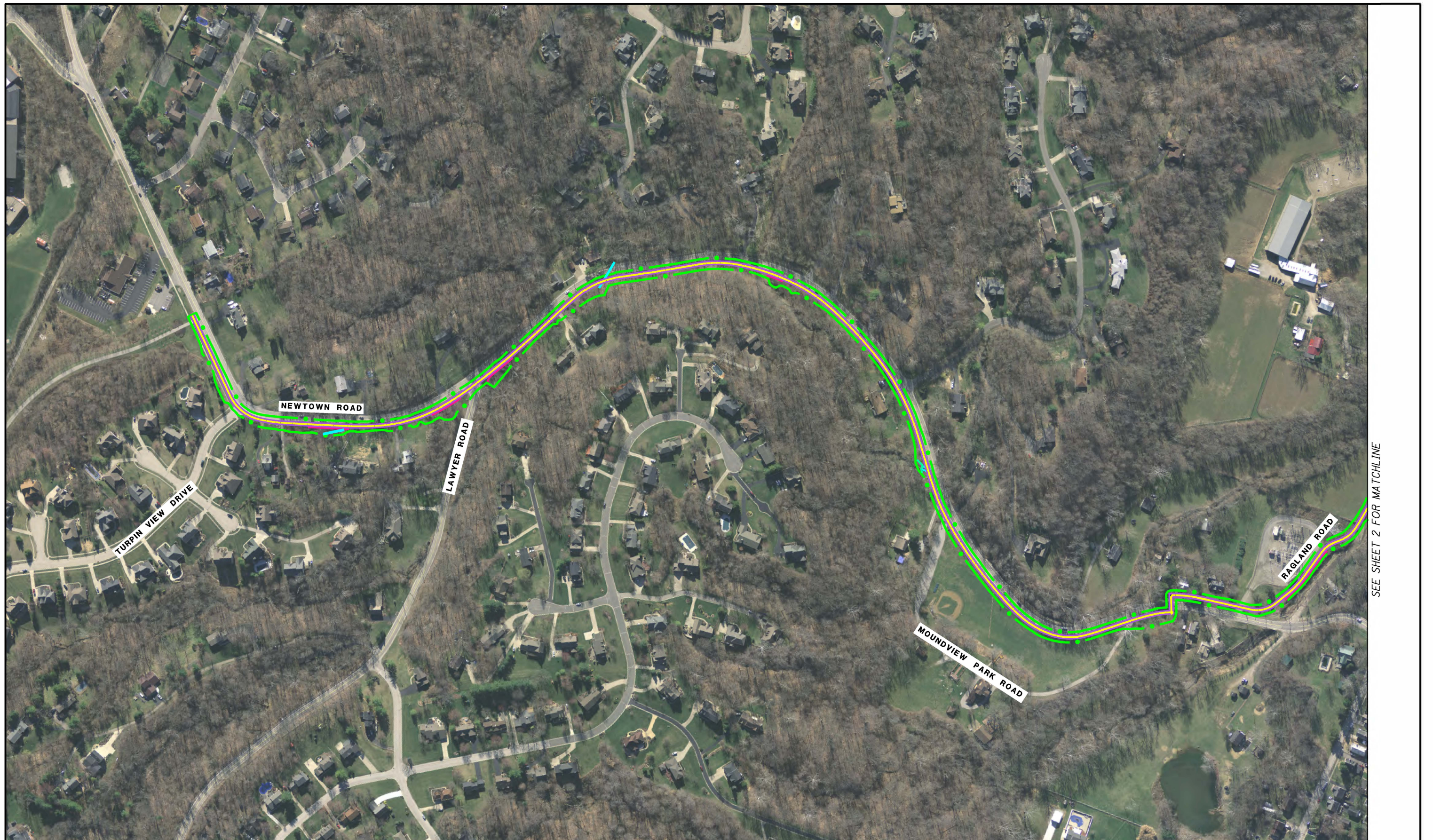




**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 32-3**  
 SHARED USE PATH FROM FIVE MILE  
 TRAIL TO THE LITTLE MIAMI TRAIL





SEE SHEET 2 FOR MATCHLINE



**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 32-3 Sheet 1 of 2**  
 SHARED USE PATH FROM FIVE MILE  
 TRAIL TO THE LITTLE MIAMI TRAIL





SEE SHEET 1 FOR MATCHLINE



**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 32-3 Sheet 2 of 2**  
 SHARED USE PATH FROM FIVE MILE TRAIL  
 TO THE LITTLE MIAMI TRAIL