



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)
ANCOR/SR 32 HILL FOCUS AREA
ADVISORY COMMITTEE MEETING NOTES

MEETING #3 NOTES

Meeting Date

Sept. 5, 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 to refine or remove from consideration
- Discuss plan for sharing recommendations with the public and gathering public input

Meeting Summary

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

- This is the third in a series of four Advisory Committee meetings for the ANCOR/SR 32 Hill 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 no longer be studied.
- Concepts recommended for advancement will be presented to the public for review and input at public meetings to be held 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
Bruce Brandstetter, Village of Newtown
Ken Burger, Burger Farm
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
Heather McColeman, ODOT OES
Anthony Pankala, ODOT
Zach Peterson, Evans Landscaping
Steve Shadix, Stantec
Christa Skiles, Rasor Marketing Communications
Stefan Spinosa, ODOT



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 approach to SR 32.
- S2) Address roadway grade deficiencies at six locations.

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS ADDRESSED

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

5/16 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.
- No additional comments received following the 5/16 meeting.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- Signal timing improvements are underway throughout the corridor along SR 32, US 50 and at the Church/Valley intersection in Newtown. New controllers were installed the week of Aug. 13.
- Continued evaluation is necessary to tweak improvements. There is more traffic in the area now, likely the result of seasonal fluctuations (back to school), construction on I-275 and the closure of a portion of Wooster Pike.
- Stantec recommends additional upgrades to provide advanced detection and wireless signal interconnects; these details for the entire corridor are included in the concepts outlined for the Village of Newtown Focus Area.

Comments Submitted Following the 9/5 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

- Implementation is currently 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 Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
													Neutral	Neutral	Neutral

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 ADDRESSED

- 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 approach to SR 32.

5/16 MEETING DISCUSSION AND COMMENTS

- Concept may have impacts on creek running parallel 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.

9/5 MEETING DISCUSSION AND COMMENTS

- Adjusting the curve provides better sight distance as drivers approach the signal at Little Dry Run and SR 32.
- Comments Submitted Following the 9/5 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.
 - Evaluate potential impacts to creek.

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								
								\$1.6M to \$2.4M	0	\$80K to \$160K	C2	R/W, Potential T&E, ESA Issues	Neutral	Neutral	Neutral

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 ADDRESSED

- 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 approach to SR 32.

5/16 MEETING DISCUSSION AND COMMENTS

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

Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- This concept results in an improvement to PM peak traffic, reducing delays by 45 percent as compared to the No Build option; there is no improvement to AM peak traffic.
- The proposed dedicated right turn lane adds efficiency and reduces congestion by removing the turning traffic from the through traffic flow. This will also improve safety by protecting turning traffic.

Comments Submitted Following the 9/5 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.

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	47.2	D	0%				\$1.6M to \$2.4M	0	\$80K to \$160K	C2	R/W, Stream Impact, Waterway Permit, Potential T&E, ESA Issues	Neutral	Neutral	Neutral
	PM	33.0	C	45%											



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FEET
September 2018



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

Figure I-4A and I-4B
EXTEND LEFT TURN STORAGE LENGTHS AND
ADD RIGHT TURN LANE 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 ADDRESSED

- 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 approach to SR 32.

5/16 MEETING DISCUSSION AND COMMENTS

- This concept combines elements of 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 farther west on SR 32 will need to be evaluated. Currently, there is no coordination between these signals.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- Considered on its own, this concept works well, resulting in an improvement to AM and PM peak traffic, reducing delays by 91 percent (AM) and 48 percent (PM) as compared to the No Build option.
- TransModeler simulations take downstream traffic into effect, assuming signal timing improvements at intersections of SR 32 with Church Street, Round Bottom Road and Ivy Hills Place but no other capacity improvements. Those show a 46 percent decrease in AM peak delays and 58 percent PM delay decrease.
- The Committee expressed concerns that traffic delays encountered farther west (e.g., at intersections of SR 32 with Church, Round Bottom and Ivy Hills, as well as the intersection of Church and Valley Ave.) will impact how much benefit this improvement provides.

- The Committee discussed that this is why it will be important to prioritize improvements throughout the corridor. For example, it may be more valuable to address issues at Round Bottom or Church and SR 32, which consider westbound AM traffic delays, prior to considering improvements at Little Dry Run.

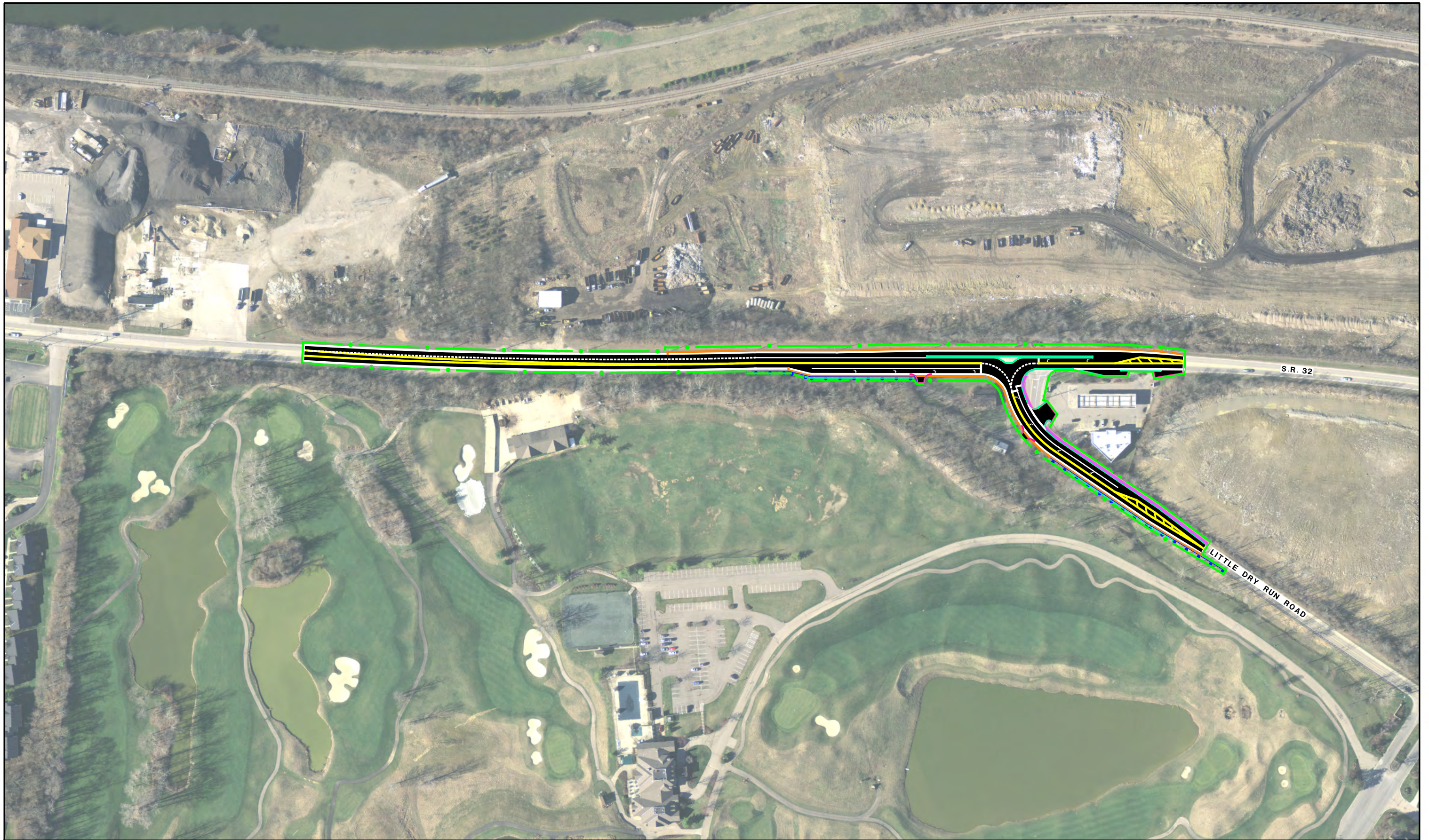
Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- 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								
	AM	4.3	A	91%	7.9	A	46%	\$1.9M to \$2.8M	0	\$50K to \$100K	C2	R/W, Stream Impact, Waterway Permit, Potential T&E, ESA Issues	Neutral	Neutral	Neutral
	PM	31.6	C	48%	16.8	B	58%								



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September 2018



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

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

Concept not drawn.

DESCRIPTION

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

NEEDS ADDRESSED

None identified.

5/16 MEETING DISCUSSION AND COMMENTS

- Concept was not discussed at the meeting.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

NEXT STEPS/RECOMMENDATIONS

- Village of Newtown advanced this project. Reduction of speed limit from 50 mph to 45 mph was approved. ODOT to install updated speed limit signs.

9/5 MEETING DISCUSSION AND COMMENTS

- A speed reduction on SR 32 between Ivy Hills Place and the eastern corp. limit was approved. Speed was reduced from 50 to 45 m.p.h.
- At the 9/5 meeting, representatives of the Village of Newtown inquired as to when speed limit signs would be adjusted. Tom Arnold will follow up with timing details.

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 corp. limit.

NEEDS ADDRESSED

- 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.

5/16 MEETING DISCUSSION AND COMMENTS

- Concept was not discussed at the meeting.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- Village of Newtown has been investigating this concept with Brandstetter Carroll.
- Center turn lane would be beneficial to business and residents east of Little Dry Run.
- Brandstetter Carroll to share work to date with Stantec/ODOT.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

NEXT STEPS/RECOMMENDATIONS

- 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								
0.3								\$1.3M to \$1.9M	0	\$40K to \$80K			Neutral	Neutral	Improves

Concept drawn on the following page.

DESCRIPTION

- Add westbound left turn lane at Hickory Creek Drive.

NEEDS ADDRESSED

- 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.

5/16 MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATIONS

- Advance for public consideration.

9/5 MEETING DISCUSSION AND COMMENTS

- Because of the volume of traffic on SR 32, there are few gaps for drivers attempting to turn left onto Hickory Creek Drive, which provides access to a small subdivision.
- It’s possible this project could be addressed with safety funding; that would require a more detailed cost/benefit analysis.
- While there are rear-end crashes at this intersection, it is not ranked as a high-crash location by ODOT.

Comments Submitted Following the 9/5 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								
								\$1.0M to \$1.5M	0	\$0 to \$30K	C2	R/W, Stream Impact, Waterway Permit, Potential T&E	Neutral	Neutral	Improves



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

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

- Install a signalized continuous Green Tee intersection at Eight Mile Road.
 - Signal would manage flow through the SR 32/Eight Mile 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 ADDRESSED

- 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.

5/16 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.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- This concept doesn’t provide vertical grade correction of the SR 32 hill.
- Slow traffic heading up the hill could be an issue for heavily loaded trucks; however, because the concept provides two lanes up the hill, trucks would be able to move into the right lane instead of being forced into the left lane as they are today.
- This alternative will provide a protected left turn onto Eight Mile from westbound SR 32 which will improve safety at the intersection. Congestion also will be reduced by providing a turn lane to facilitate left turns without slowing down the flow of traffic.

Comments Submitted Following the 9/5 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								
-0.5	AM	8.8	A	79%				\$2.1M to \$3.1M	0	\$100K to \$200K	C2	R/W, Stream Impact, Waterway Permit, Potential T&E	Neutral	Neutral	Neutral
	PM	19.3	B	71%											



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September 2018



Concept Drawing

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

Figure I-3B

SIGNALIZED GREEN TEE INTERSECTION AT
S.R. 32 AND EIGHT MILE ROAD

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 ADDRESSED

- 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.

5/16 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.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- This concept doesn’t provide vertical grade correction of the SR 32 hill.
- When this concept was evaluated in TransModeler simulations, it demonstrated significant delays, particularly for traffic eastbound on SR 32 during PM peak hours.
- The concept would require four residential relocations.

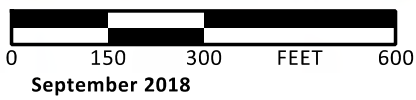
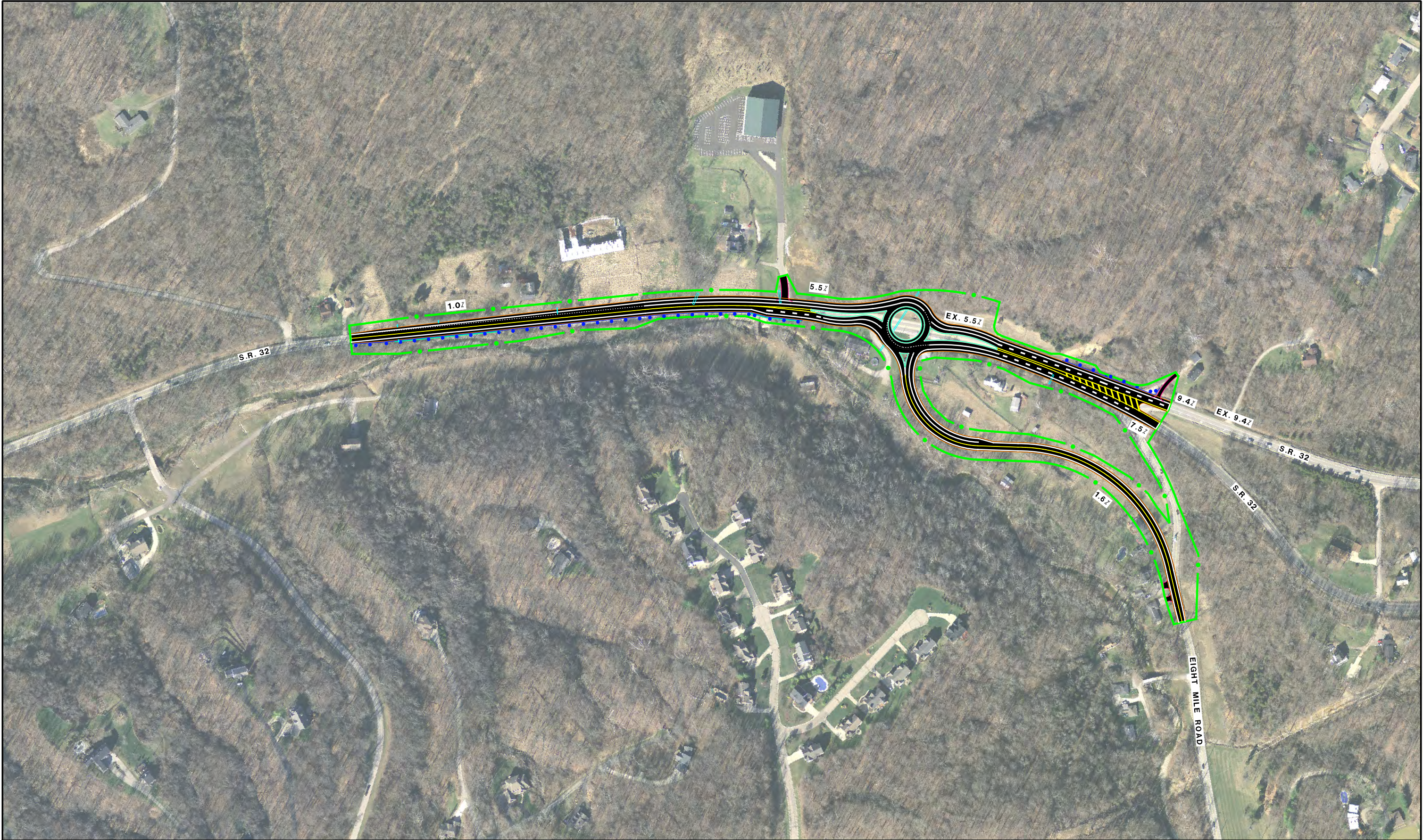
Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATIONS

- No further study due to projected increased delays.

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								
0.0	AM	9.7	A	76%	19.7	C	-68%	\$3.3M to \$4.9M	4 residential	\$725K to \$1.5M	D2	R/W, relocations	Neutral	Neutral	Neutral
	PM	14.4	B	65%	64.0	F	24%								



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

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

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.

NEEDS ADDRESSED

- 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.

5/16 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.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- This concept actually increases the eastbound grade on the eastbound SR 32 hill.
- The cost/benefit analysis for this option is not favorable.
- This concept would result in five residential relocations.

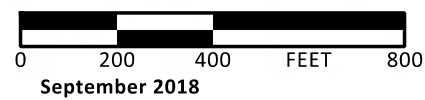
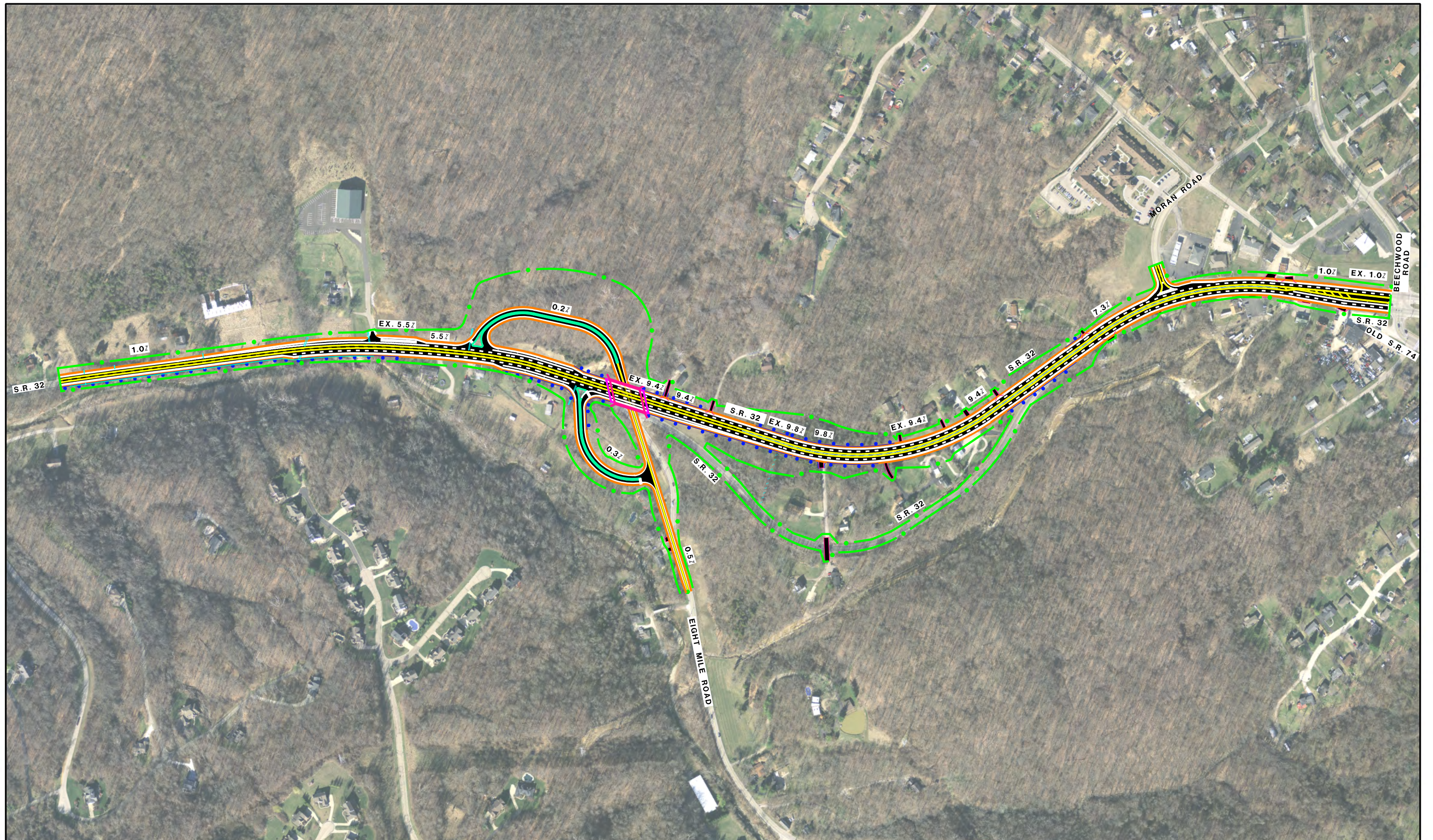
Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- No further study due to the anticipated low cost/benefit ratio and because the eastbound grade of SR 32 hill is worsened.

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	2.5	A	94%				\$15.8M to \$23.7M	5 residential	\$1.3M to \$2.6M	D2	R/W, relocations	Neutral	Neutral	Neutral
	PM	4.4	A	93%											



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

Figure I-3D-2 (Overall View)
 NEW S.R. 32 ALIGNMENT AND GRADE SEPARATION
 AT EIGHT MILE ROAD

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 ADDRESSED

- 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.

5/16 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.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- This concept shows improvement to traffic flow and improves the grade on the eastbound portion of the SR 32 hill where it ties into the new alignment. Grade decreases from the current 8 percent to 5.7 percent.
- This concept could be phased as the second portion of the Green Tee intersection (Concept I-3b).
- Trucks traveling up the hill could use the right lane instead of being forced into the left lane as they are today.
- This concept requires the acquisition of six residences.

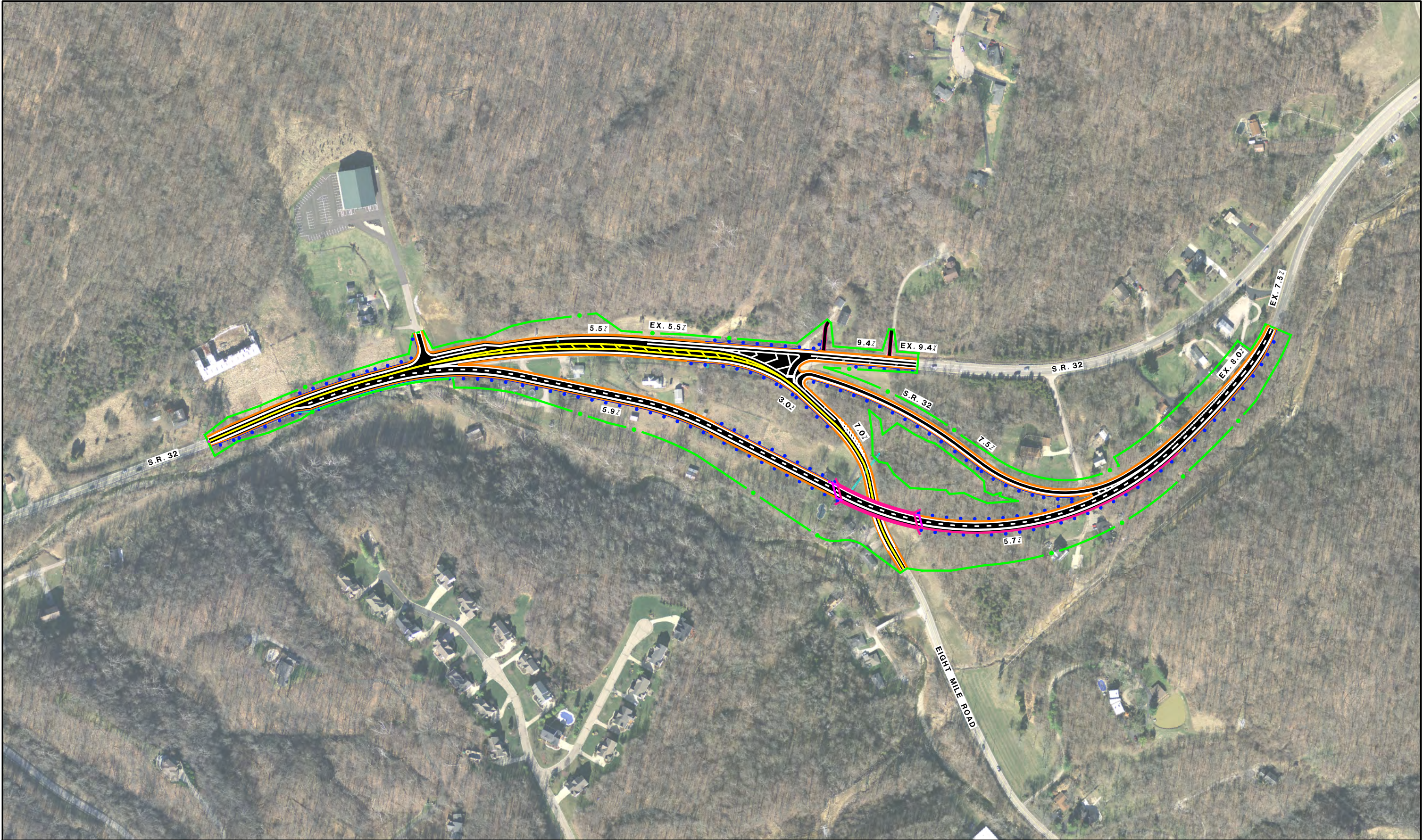
Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance concept for further 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								
0.0	AM	1.5	A	96%	2.6	A	78%	\$11.7M to \$17.5M	6 residential	\$1.9M to \$3.7M	D2	R/W, relocations, Section 4(f)	Neutral	Neutral	Neutral
	PM	2.5	A	96%	3.4	A	96%								



0 150 300 FEET 600
September 2018



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

Figure I-3E
NEW S.R. 32 EASTBOUND ALIGNMENT AND GRADE
SEPARATION OVER EIGHT MILE 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 ADDRESSED

- 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.
- P9) Address roadway grade deficiencies on the SR 32 hill to improve truck mobility.
- P10) Address roadway curve deficiencies on the SR 32 hill.
- 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.

5/16 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 (where the ramps meet the roadways) 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.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- This is the only concept that provides full grade improvements on the SR 32 hill, reducing the grade from 8 percent to preferred design standards of 5.5 percent.
- It would not be possible to phase this concept.
- The Committee asked how much grade correction of the hill should be prioritized when evaluating alternatives. The steepness of the existing hill grade is an issue for trucks as well as a safety consideration. The goal, however, is not to try to design to textbook standards but to make practical improvements that address identified needs.

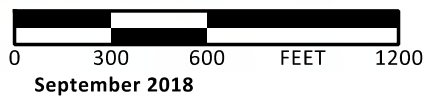
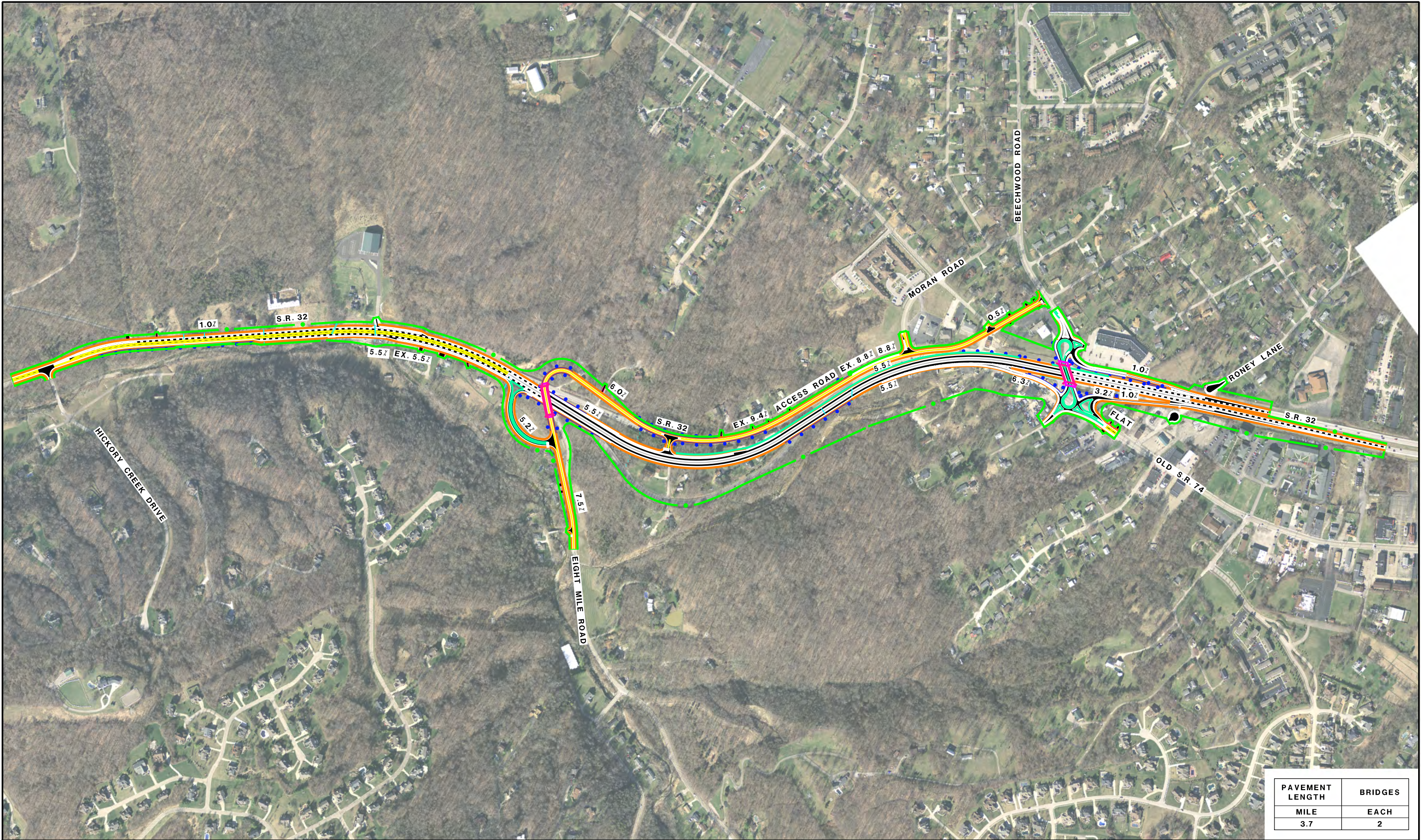
Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- 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								
	AM	7.5	A	82%				\$37.4M to \$56.1M	6 residential 6 commercial	\$2.4M to \$4.8M	D3 or higher	R/W, relocations	Neutral	Improves	Degrades
	PM	6.0	A	91%											



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

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

Concept not drawn.

DESCRIPTION

- Realign curve on eastbound SR 32 hill.

NEEDS ADDRESSED

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

5/16 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.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

NEXT STEPS/RECOMMENDATION

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

9/5 MEETING DISCUSSION AND COMMENTS

- Discussed and evaluated with other concepts.

Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are 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.							ADVANCING WITH CONCEPTS I-3d, I-3e and 32-18

Concept drawn on the following page.

DESCRIPTION

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

NEEDS ADDRESSED

P7) Address deficient sight distance and roadway grade issues.

5/16 MEETING DISCUSSION AND COMMENTS

- None discussed.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

NEXT STEPS/RECOMMENDATION

- ODOT is advancing this project.

9/5 MEETING DISCUSSION AND COMMENTS

- Vegetation will be trimmed to improve sight distance for drivers turning left.
- A comment was made as to whether the cut area could be seeded for pollinator habitat.

Comments Submitted Following the 9/5 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								
								\$15K to \$22.5K	0	\$0	C1	None	Neutral	Neutral	Neutral



0 30 60 FEET 120
September 2018



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

Figure I-3F

**VEGETATION REMOVAL ALONG S.R. 32 TO IMPROVE
INTERSECTION SIGHT DISTANCE AT EIGHT MILE ROAD**

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 ADDRESSED

P8) Address crash trends on the SR 32 hill.

5/16 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 spring/summer 2019.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

NEXT STEPS/RECOMMENDATION

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

9/5 MEETING DISCUSSION AND COMMENTS

- This project is funded and advancing as part of ODOT project PID 107133 next spring/summer.

Comments Submitted Following the 9/5 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								
									0	\$0	C1	None	Neutral	Neutral	Neutral

RECOMMENDATION: ADVANCE

Concept drawn on the following page.

DESCRIPTION

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

NEEDS ADDRESSED

P8) Address crash trends on the SR 32 hill.

5/16 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.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- This concept would not provide a complete fix for the drainage issues and would provide only minor benefits.
- Because of the pavement cross slope and because the grade on the hill is so steep, water flows straight down the roadway into oncoming traffic. Even if a gutter were installed on the left side of the eastbound lanes, a great deal of water would not reach the gutter. The addition of friction pavement is a better solution to address crash trends.

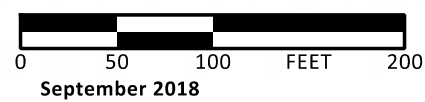
Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- No further study because the concept would not completely fix drainage issues. The addition of friction pavement is a better solution to address crash trends. The application of friction pavement is being advanced to construction under ODOT PID 107133.

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								
								\$12.2K to \$18.3K	0	\$0	C1	None	Neutral	Neutral	Neutral



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

Figure 32-14
GUTTER ALONG S.R. 32

Concept drawn on the following page.

DESCRIPTION

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

NEEDS ADDRESSED

P8) Address crash trends on the SR 32 hill.

5/16 MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

9/5 MEETING DISCUSSION AND COMMENTS

- While there are existing signs today indicating that the left lane must turn left, given the speed here these signs could be larger. Consultant proposes the addition of oversized signs.
- ODOT is advancing this project.

Comments Submitted Following the 9/5 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								
								\$9.5K to \$14.3K	0	\$0	C1	None	Neutral	Neutral	Neutral



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 ADDRESSED

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

5/16 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.

Comments Submitted Following the 5/16 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.

9/5 MEETING DISCUSSION AND COMMENTS

- Committee members indicated it is difficult to turn left from Beechwood onto eastbound SR 32 as drivers do not receive an arrow there. ODOT’s consultant will review this issue.

Comments Submitted Following the 9/5 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								
	AM	23.5	C	10%									Neutral	Neutral	Neutral
	PM	29.6	C	5%											

Concept drawn on the following page.

DESCRIPTION

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

NEEDS ADDRESSED

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

5/16 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.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- A member of the Committee asked whether it would be possible to consider straightening the approach from Old SR 74 to SR 32 to alleviate sight issues for drivers turning left. ODOT’s consultant will look into this idea.

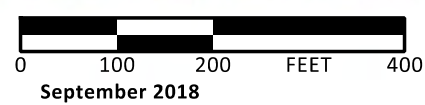
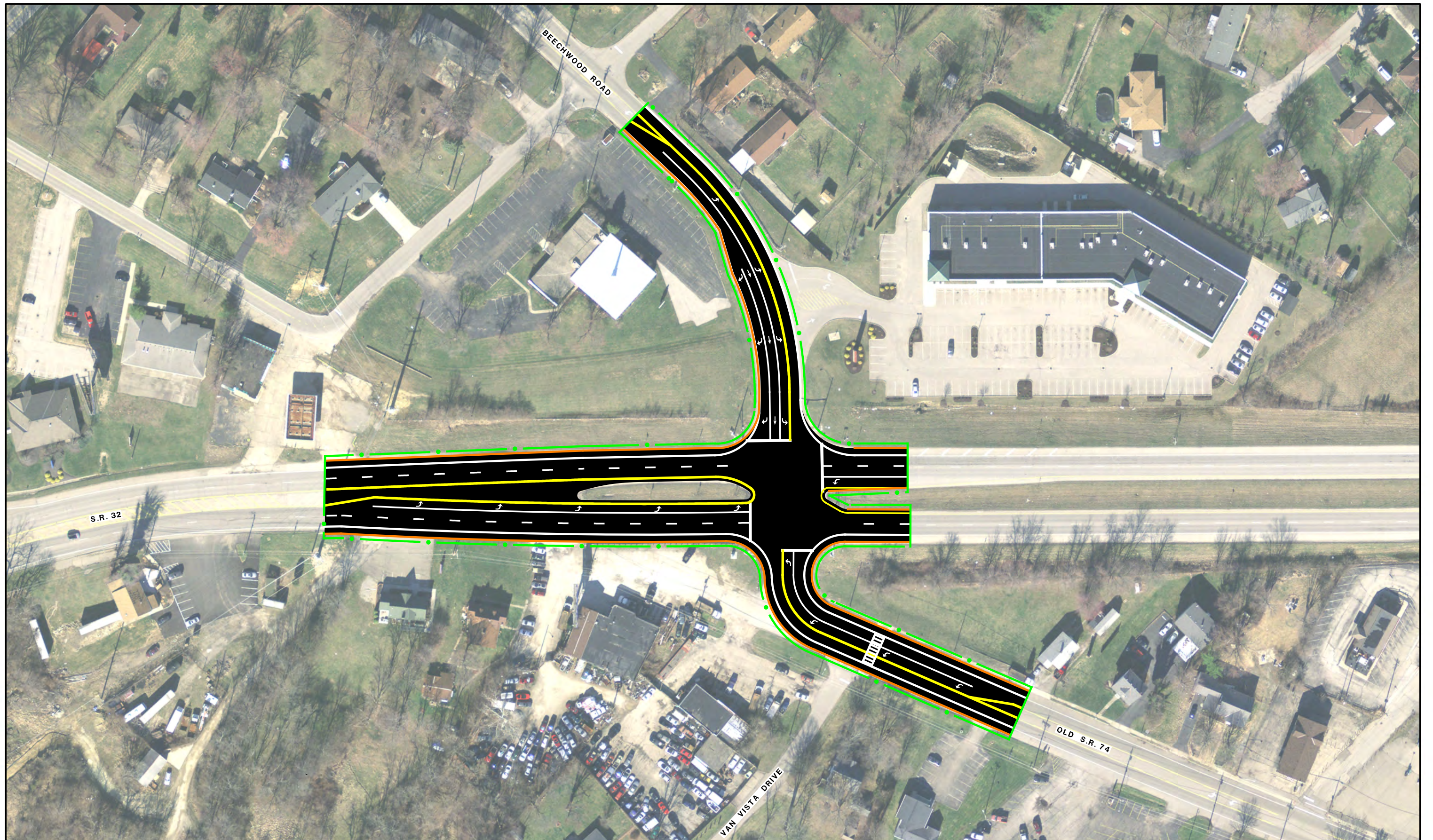
Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.
- Consultant will look at adding an additional turn signal at southbound Beechwood to SR 32.
- Consultant will look into the idea of straightening the approach from Old SR 74 to SR 32.

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								
								\$250K to \$350K	0	\$0	D2	Section 4(f)	Neutral	Neutral	Neutral



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

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



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

Theme

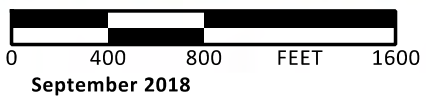
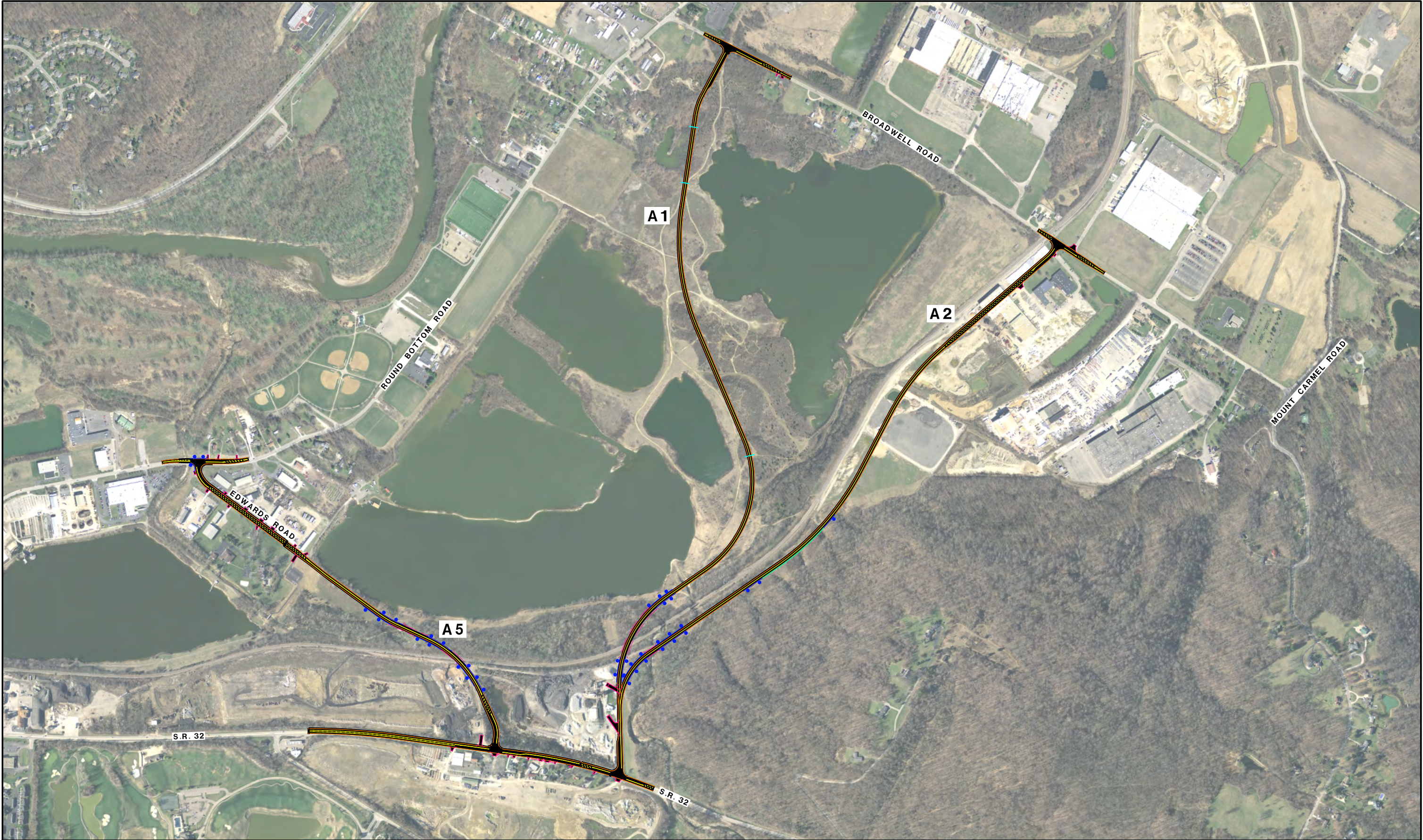
CONNECTIVITY BETWEEN SR 32 AND ANCOR

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.



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

Figure A-1, A-2 and A-5 (Overall View)
 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 corp. 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 ADDRESSED

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.

5/16 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.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- This concept includes a shared-use path.
- The Committee suggested reaching out to Martin Marietta to see if there are updates regarding development plans for the area and/or potential funding opportunities for the connector.
- The Committee indicated this concept could serve as an alternative to the Round Bottom Road and SR 32 route for truck traffic.
- Forest Hills School District recently relocated its bus depot to Round Bottom Road just north of Valley Ave.

- The Committee indicated that, to be viable, the intersection at the new access road and SR 32 would need to be signalized or could be a roundabout. While the roundabout would provide a gateway to slow traffic entering Newtown, the imbalance of anticipated traffic on the access road as compared to SR 32 might cause undesired traffic delays with a roundabout.
- A question was raised about the proximity of the new access road intersection with Broadwell and the existing intersection at Broadwell and Round Bottom. Could the access road tie into the existing intersection using a roundabout? Additionally, a committee member noted that intersection improvements were needed at Broadwell and Round Bottom since it does not accommodate truck turns today. It may be possible to relocate the entrance to Evans Landscaping opposite Broadwell. Employees currently cross Round Bottom to access parking, resulting in safety concerns.
- One member of the Committee indicated that, in terms of prioritization, it would be important to start here with the SR 32 and ANCOR concepts; many of the other potential improvements in the corridor are affected by this decision.

Comments Submitted Following the 9/5 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.
- Create new alternative to address truck turning issue at Broadwell and Round bottom intersection.

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								
								\$11.3M to \$16.9M	0	\$175K to \$350K	D1	Archaeology	Improves	Improves	Improves



PAVEMENT LENGTH	BRIDGES
MILE	EACH
1.6	1

0 300 600 FEET 1200
September 2018



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

Figure A-1 (Overall View)
NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE
TO BROADWELL ROAD

Concept drawn on the following page.

DESCRIPTION

- Add access road from Newtown east corp. 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 ADDRESSED

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.

5/16 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).

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- This concept includes a shared-use path.
- This connector is shifted east due to the railroad line; the intersection of the access road and Broadwell Road is immediately adjacent to the rail line.
- The Committee indicated this concept could serve as an alternative to the Round Bottom Road and SR 32 route for truck traffic.
- The Committee indicated that, to be viable, the intersection at the new access road and SR 32 would need to be signalized or could be a roundabout. While the roundabout would provide a gateway to slow traffic entering Newtown, the imbalance of anticipated traffic on the access road as compared to SR 32 might cause undesired traffic delays with a roundabout.
- A question was raised about the proximity of the new access road intersection with Broadwell and the existing intersection at Broadwell and Round Bottom. Could the access road tie into the existing

intersection using a roundabout? Additionally, a committee member noted that intersection improvements were needed at Broadwell and Round Bottom since it does not accommodate truck turns today. It may be possible to relocate the entrance to Evans Landscaping opposite Broadwell.

- One member of the Committee indicated that, in terms of prioritization, it would be important to start with the SR 32 and ANCOR concepts; many of the other potential improvements in the corridor are affected by this decision.

Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

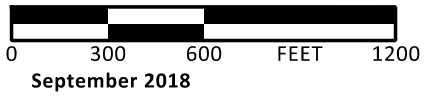
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.
- Create new alternative to address truck turning issue at Broadwell and Round bottom intersection.

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								
								\$10.8M to \$16.2M	1 commercial	\$725K to \$1.5M	D1	R/W, relocation, Archaeology	Improves	Improves	Improves



PAVEMENT LENGTH	BRIDGES
MILE	EACH
1.5	1



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

Figure A-2 (Overall View)
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 ADDRESSED

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.

5/16 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.

Comments Submitted Following the 5/16 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/5 MEETING DISCUSSION AND COMMENTS

- This concept includes a shared-use path.
- Members of the Committee suggested this alternative was not as viable as Concepts A-1 or A-2 and did not provide as much benefit; this concept still requires trucks to use Round Bottom Road, a main artery for cyclists.

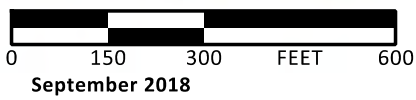
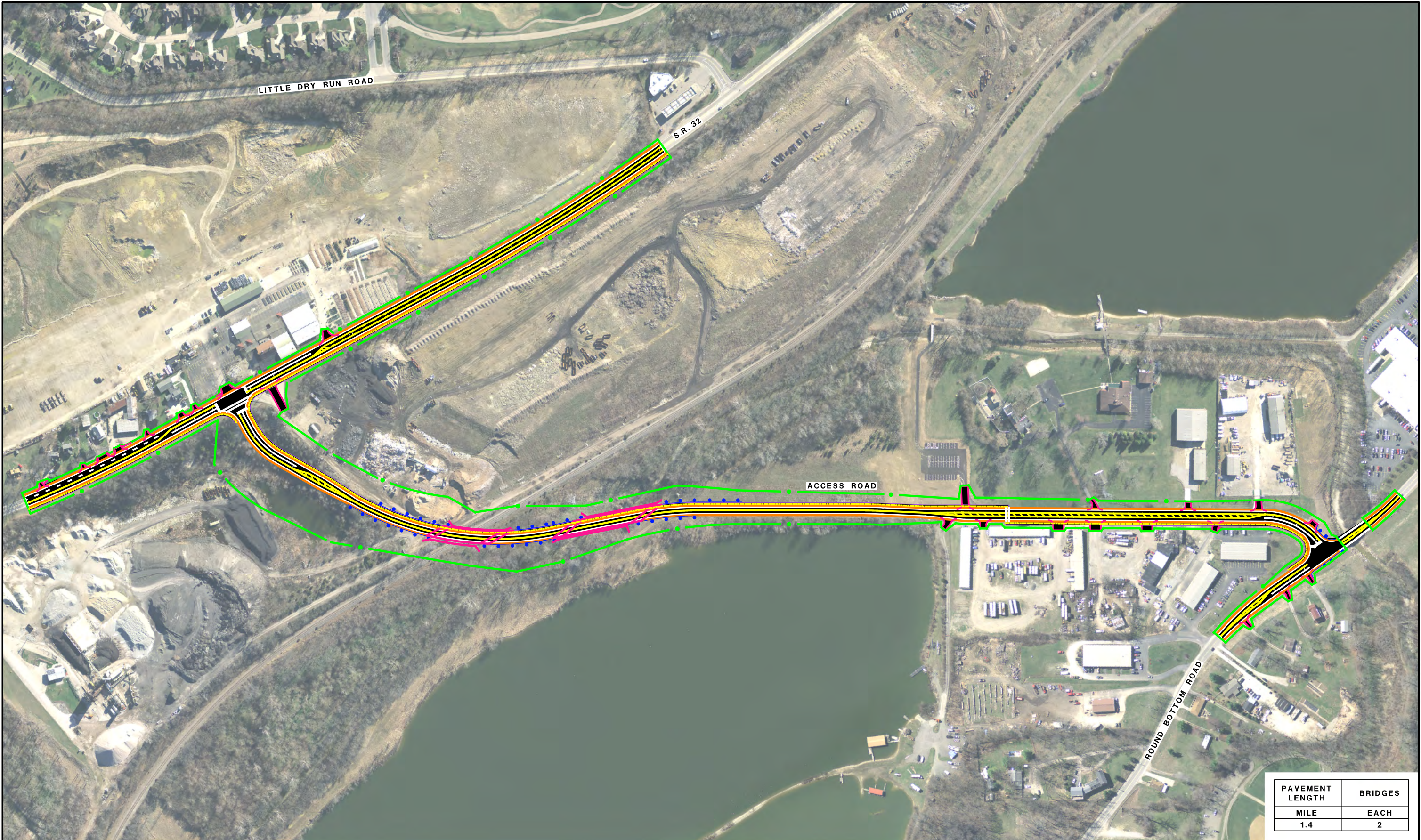
Comments Submitted Following the 9/5 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

NEXT STEPS/RECOMMENDATION

- No further study. Concept does not provide as much benefit as concepts A-1 and A-2 because it does not remove truck traffic from Round Bottom Road.

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								
								\$10.2M to \$15.2M	0	\$350K to \$700K	D1	Archaeology	Improves	Improves	Improves



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

Figure A-5
 NEW ACCESS ROAD FROM S.R. 32
 TO ROUND BOTTOM ROAD