

## **Appendix B: Meeting Materials**

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Segments II and III Fact Sheet

Comment Form Packet

Automated Presentation

Concept and Information Boards

**Appendix B**  
**SEGMENTS II AND III FACT SHEET**

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## The Eastern Corridor

### Overview

Eastern Corridor Segments II and III are located at the center of the Eastern Corridor region. They extend along US 50 and SR 32 from Red Bank and the Beechmont Levee (SR 32/SR 125) to the I-275/SR 32 interchange near Eastgate.

Previous transportation improvement recommendations for this area focused on shifting the western end of SR 32 from where it currently stops at SR 125 (Beechmont Avenue) to a new, direct connection with US 50 (Columbia Parkway) and the Red Bank corridor. After completing in-depth studies however, the Ohio Department of Transportation (ODOT) determined that relocating the roadway through the Little Miami River Valley has potentially significant environmental impacts, high construction costs and public and resource agency concerns, therefore, it is no longer considering doing so at this time.

Congestion, travel delays and safety issues still exist through the central portion of the Eastern Corridor, however, and transportation improvements are still needed to address regional network inadequacies and poor linkage to major economic, recreational and employment centers.

ODOT is now looking at what can be accomplished by focusing on the existing network while balancing transportation needs with community values and available resources.

### Accomplishments

Several travel and access improvement concepts identified through this process have already been completed or have funds committed toward implementation:

- **Signal Timing Study (Completed Sept. 2018)** – Reviewed the timing of traffic signals along US 50 and SR 32 within the study area and made adjustments where needed.
- **Protected Left Turn at Walton Creek and US 50 intersection (Completed Sept. 2018)** – A left turn arrow has been provided for traffic on Walton Creek road during the PM peak hour.
- **Pedestrian Crossing at Bells Lane (2019 Construction)** – Add a new crosswalk across SR 32 at the Bells Lane intersection.
- **Little Miami Trail Connection to Lunken Trail (2021 Construction)** – Extend shared-use path under the SR 32 ramp and Beechmont Levee and widen the south side of existing bridge over the Little Miami River to connect to the Lunken Trail.

## SEGMENTS II AND III

### Red Bank Corridor to I-275/SR 32 Interchange

Fact Sheet | October 2018

### Transportation Needs

Last summer (2017), ODOT completed a Transportation Needs Analysis for Eastern Corridor Segments II and III. Based on the results of technical studies and in coordination with local communities and interest groups, the analysis identified transportation needs throughout the Segments II and III study area. Since then, ODOT has used information from the analysis to develop possible solutions for the primary transportation needs identified in the report. Secondary needs will be addressed as opportunity and funding allow.

### Advisory Committees

To help guide its planning efforts, ODOT formed multiple Advisory Committees to provide local input for six focus areas in Segments II and III (see map on back). Advisory Committee members include elected officials, transportation planning professionals, and community and interest group representatives.

### Concept Development and Review

Each Advisory Committee has met with ODOT three times this year and together, they have identified and reviewed nearly 150 different concepts to address transportation needs in the study area.

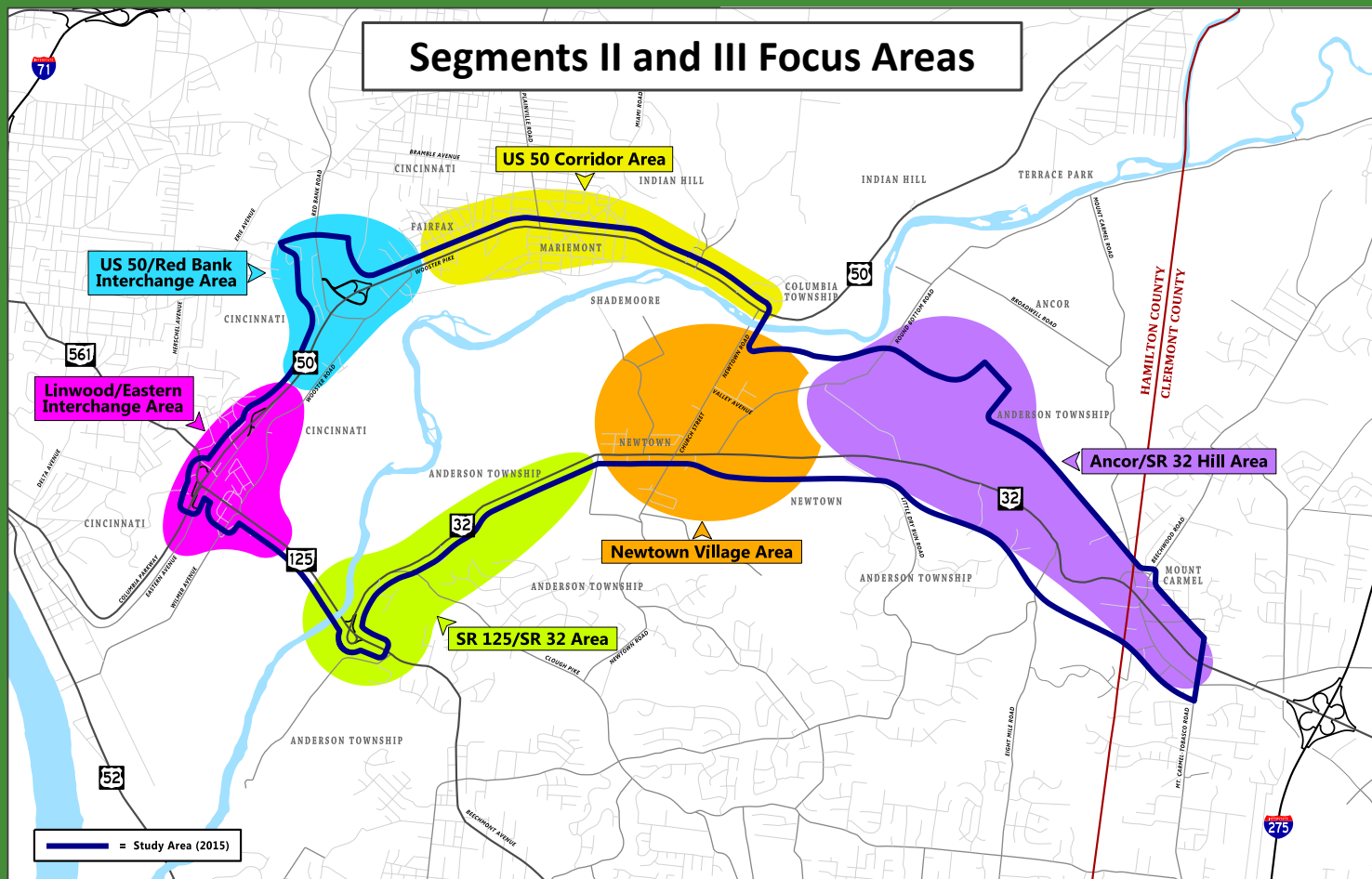
Following three rounds of analysis and discussion, many concepts were eliminated from further review based on evaluations results, projected costs, and/or impact concerns. The remaining concepts, are now being presented to the public for further review and public input.

### What's Next?

Following the public comment period which closes on Sunday, Nov. 25, ODOT will meet once again with its advisory committees to:

- Review comments received
- Refine or eliminate concepts as needed
- Identify implementation priorities
- Determine lead sponsors for each remaining project

ODOT will document the results of these discussions in an implementation plan that will be used to guide future planning.



## Section 106 Participation

To help improve traffic flow along U.S. 50/Wooster Pike on the east side of Mariemont, a National Historic Landmark, ODOT recommends adding a second travel lane between East Street and Petosky Avenue (currently, the road in this area narrows from two lanes to one for approximately 500 feet). This can be accomplished by restriping the existing lanes of the road and by narrowing portions of the median island. ODOT proposes to add the median island modification into the HAM-US 50-30.22 Roadway Resurfacing project (PID #101309), which is scheduled to be completed in the summer of 2019.

Section 106 from the National Historic Preservation Act of 1966 requires Federal agencies (or local agencies using Federal funds) to consider the effects of their actions on historic properties. Individuals or organizations with a demonstrated interest in the effects of undertakings on historic properties can become consulting parties.

Anyone interested in becoming a consulting party on the proposed HAM-US 50-30.22 Roadway Resurfacing project (PID #101309) can request an application from a project team representative this evening. Applications are also available on the Segments II and III Public Involvement page of the Eastern Corridor website.

## Public Input

Public comments regarding the concepts being discussed tonight **must be submitted no later than Sunday, Nov. 25, 2018** to be considered during this phase of planning. Comments can be submitted by:

- Completing Comment Forms at the Open Houses
- Completing Comment Forms online at <https://www.surveymonkey.com/r/Seg23>
- Emailing comments to [EasternCorridor@EasternCorridor.org](mailto:EasternCorridor@EasternCorridor.org)
- Clicking on the Submit Feedback tool on the Eastern Corridor website
- Mailing comments to:

Tom Arnold  
ODOT District 8  
505 South State Route 741  
Lebanon, OH 45036

For more information, visit  
[www.EasternCorridor.org](http://www.EasternCorridor.org)



**Appendix B**  
**COMMENT FORM PACKET**

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## COMMENT FORM PACKET

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

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

Name: \_\_\_\_\_

Zip code in which you LIVE: \_\_\_\_\_

Zip code in which you WORK: \_\_\_\_\_

Email Address (optional): \_\_\_\_\_

Would you like to receive Eastern Corridor email updates?

☐ YES

☐ NO

How did you hear about tonight's meeting?

☐ Email from Eastern Corridor

☐ Facebook

☐ Twitter

☐ Online newspaper article

☐ Printed newspaper article

☐ Ad in newspaper

☐ TV/Radio

☐ Other (please specify)

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

THANK YOU!



The Eastern Corridor

# COMMENT SHEET

## SR 125/SR 32 Focus Area

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

Concept/Board	Description	Strongly Oppose 1	Dislike 2	Neutral 3	Like 4	Strongly Support 5
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A1 (Board 3)	Straighten "S" Curve on SR 32, east of Turpin Lake Place	1	2	3	4	5
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A2 (Board 3)	Install a signalized Green Tee Intersection at SR 32 and Clough (allows one continuous westbound lane through the intersection)	1	2	3	4	5
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**Concepts A3 through A11 relate to Bicycle/Pedestrian Options**

A3 (Board 4)	Construct new sidewalk on east side of Elstun from SR 125 to Reserve Circle	1	2	3	4	5
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A4 (Board 4)	Construct a shared-use path along SR 125 between Elstun and Ranchvale	1	2	3	4	5
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**These alternatives accomplish the same goal: connect the Little Miami Trail to Elstun Road**

A5 (Board 5)	Construct a shared-use path along SR 125 from the SR 125/SR 32 ramp, to Elstun behind UDF	1	2	3	4	5
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A6 (Board 5)	Construct a shared-use path that extends south from the SR 125/SR 32 ramp intersection to Elstun; path then shares existing Elstun pavement back to SR 125	1	2	3	4	5
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**These alternatives accomplish the same goal: connect the Turpin Lake Subdivision to the Little Miami Trail**

A7 (Board 6)	Construct an at-grade sidewalk crossing from Turpin Lake Place to the Little Miami Trail	1	2	3	4	5
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A8 (Board 6)	Construct a shared-use path underpass, crossing from Turpin Lake Place to the Little Miami Trail	1	2	3	4	5
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**These alternatives accomplish the same goal: connect the Five Mile Trail to the Little Miami Trail**

A9 (Board 7)	Convert the emergency access connection between Patterson Farms Lane to Turpin Lake Place to a shared-use path (remaining access to the Five Mile trail would use existing streets)	1	2	3	4	5
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A10 (Board 7)	Construct a shared-use path connection from Ropes Drive to the Little Miami Trail (remaining access to the Five Mile trail would use existing streets)	1	2	3	4	5
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A11 (Board 7)	Construct a shared-use path alongside Newtown Road, Ragland Road and Turpin Lane to connect at Clear Creek Park	1	2	3	4	5
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Use the other side of this sheet to share any comments you have.  
Please identify the Concept Numbers/Board Numbers that pertain to your comments.



The Eastern Corridor

# COMMENT SHEET

## Village of Newtown Focus Area

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

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

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



# COMMENT SHEET

## ANCOR/SR 32 Hill Focus Area

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

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

C1 (Board 14)	SR 32 and Little Dry Run intersection improvements	1	2	3	4	5
C2 (Board 14)	Signalized Green Tee intersection at SR 32 and Little Dry Run (allows one continuous westbound lane through the intersection)	1	2	3	4	5

C3 (Board 15)	SR 32 widening for center turn lane from Little Dry Run to Newtown's east corp. limit	1	2	3	4	5
C4 (Board 15)	Left turn lane on SR 32 at Hickory Creek	1	2	3	4	5

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

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

C8 (Board 17)	SR 32 and Beechwood intersection improvements	1	2	3	4	5
C9 (Board 17)	Improve Broadwell and Round Bottom intersection to ease truck turns	1	2	3	4	5

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

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

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



The Eastern Corridor

# COMMENT SHEET

## Linwood/Eastern Interchange Focus Area

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

Concept/Board	Description	Strongly Oppose 1	Dislike 2	Neutral 3	Like 4	Strongly Support 5
D1 (Board 20)	Add a continuous right turn lane from SR 125 to Wooster Road	1	2	3	4	5
<b>Concept D2 relates to Bicycle/Pedestrian Options</b>						
D2 (Board 20)	Construct a shared-use path from Eastern to Armleder Park	1	2	3	4	5
<b>These alternatives are required if the deficient entrance ramp from Eastern Avenue to SR 125 is closed due to poor sight distance and short traffic weave.</b>						
D3 (Board 21)	Construct a roundabout at the Beechmont and Linwood intersection	1	2	3	4	5
D4 (Board 21)	Signalize the Beechmont and Linwood intersection	1	2	3	4	5
<b>These alternatives accomplish the same goals: address local connectivity and pedestrian safety in Beechmont Circle.</b>						
D5 (Board 22)	Construct a grade-separated interchange connecting Wilmer and Wooster	1	2	3	4	5
D6 (Board 22)	Construct a grade-separated interchange connecting Wilmer, Wooster and Eastern	1	2	3	4	5

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



# COMMENT SHEET

## US 50/Red Bank Focus Area

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

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

***These alternatives accomplish the same goal: address capacity issues and long queues at the Red Bank and Colbank intersection.***

E1 (Board 24)	Red Bank and Colbank intersection improvements	1	2	3	4	5
E2 (Board 24)	Extend Wooster Road to tie into Red Bank and Colbank	1	2	3	4	5

E3 (Board 25)	Construct a roundabout at the Meadowlark and US 50 intersection	1	2	3	4	5
E4 (Board 25)	Construct a roundabout at the Wooster and Red Bank intersection	1	2	3	4	5

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

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

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



# COMMENT SHEET

## US 50 Corridor Focus Area

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

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

***These alternatives accomplish the same goal: improve sight distance and enhance pedestrian safety in Mariemont Square.***

F1 (Board 28)	Add traffic island at Miami and eastbound US 50; maintain parking along inside edge of square	1	2	3	4	5
F2 (Board 28)	Add traffic island at Miami and eastbound US 50; remove parking along inside edge of square	1	2	3	4	5

F3 (Board 29)	Extend the right turn lane on Watterson by restricting parking	1	2	3	4	5
F4 (Board 29)	Extend the southbound left turn lane at the Walton Creek and US 50 intersection	1	2	3	4	5
F5 (Board 29)	Construct a roundabout at the Newtown and US 50 intersection	1	2	3	4	5
F6 (Board 30)	Maintain two travel lanes in each direction on US 50 at chicane on US 50 between East Street and Petosky Avenue	1	2	3	4	5

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

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

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



## **Appendix B**

### **AUTOMATED PRESENTATION**

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# WELCOME

## to the Eastern Corridor Segments II and III Open House

Segments II and III (PID #86462)

[www.EasternCorridor.org](http://www.EasternCorridor.org)

### THE EASTERN CORRIDOR PROGRAM IS...

... a series of many transportation improvement projects being implemented across the eastern half of the Cincinnati region to:

- **Ease congestion**
- **Improve mobility and access**
- **Support economic development**



Segments II and III (PID #86462)

[www.EasternCorridor.org](http://www.EasternCorridor.org)

# EASTERN CORRIDOR SEGMENTS II AND III STUDY AREA

Planners are looking at performance-based transportation improvements that **focus on the existing roadway network**, balancing transportation needs with community values and available resources.



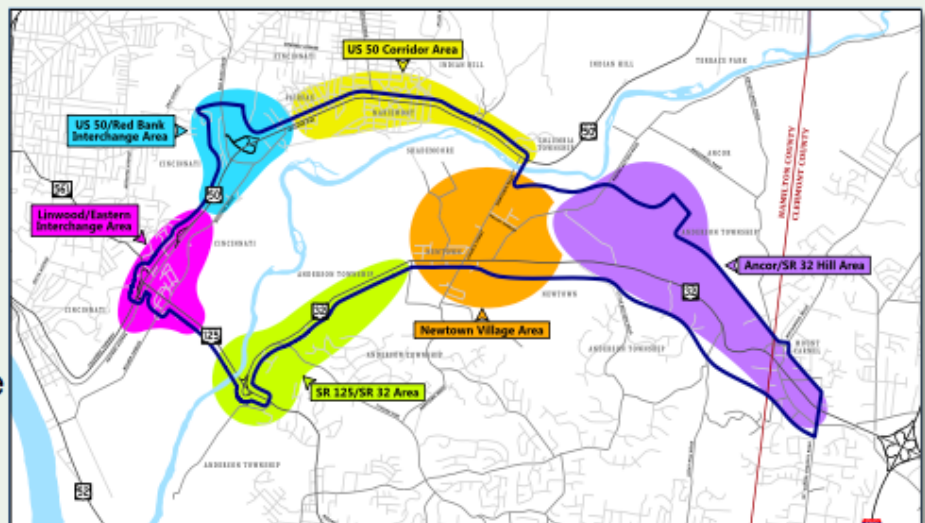
Segments II and III (PID #66462)

[www.EasternCorridor.org](http://www.EasternCorridor.org)

## SEGMENTS II AND III FOCUS AREAS

The Segments II and III study area was divided into six Focus Areas:

- SR 125/SR 32
- Village of Newtown
- ANCOR/SR 32 Hill
- Linwood/Eastern Avenue Interchange
- US 50/Red Bank Interchange
- US 50 Corridor



Segments II and III (PID #66462)

[www.EasternCorridor.org](http://www.EasternCorridor.org)

## ADVISORY COMMITTEES

ODOT convened Advisory Committees for each focus area to:

- Help guide the development and refinement of solutions to transportation needs
- Advise on project implementation strategies
- Provide local input on project prioritization

Advisory Committee members include local officials, transportation planning professionals, community and interest group representatives.

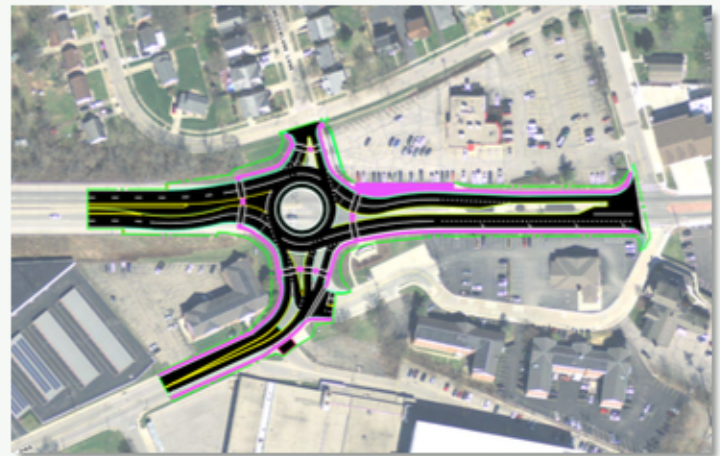


Segments II and III (PID #86462)

[www.EasternCorridor.org](http://www.EasternCorridor.org)

## TONIGHT'S PURPOSE

- ODOT and the Advisory Committees have reviewed nearly 150 concepts to address transportation needs in Segments II and III
- Many options were eliminated based on evaluation results, potential costs and/or potential impacts
- Remaining concepts are being shared tonight for your review and input



Segments II and III (PID #86462)

[www.EasternCorridor.org](http://www.EasternCorridor.org)



## AFTER TONIGHT'S MEETING

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ODOT and the Advisory Committees will:

- Review your feedback to refine or eliminate concepts
- Identify implementation priorities
- Determine lead sponsors and possible funding sources
- Develop an Implementation Plan to guide future planning



Segments II and III (PID #86462)

[www.EasternCorridor.org](http://www.EasternCorridor.org)

## WE NEED YOUR INPUT

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- Give your completed comment form to a project team representative before you leave tonight, or
- Email your comments to [EasternCorridor@EasternCorridor.org](mailto:EasternCorridor@EasternCorridor.org), or
- Send comments to Tom Arnold, ODOT District 8, 505 S. SR 741, Lebanon, OH 45036, or
- Complete an online comment form at [EasternCorridor.org](http://EasternCorridor.org)

Segments II and III (PID #86462)

[www.EasternCorridor.org](http://www.EasternCorridor.org)

# Thank you to the Eastern Corridor Funding Partners



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And, thank you to our many  
**Advisory Committee members**  
for the time and effort dedicated to this project

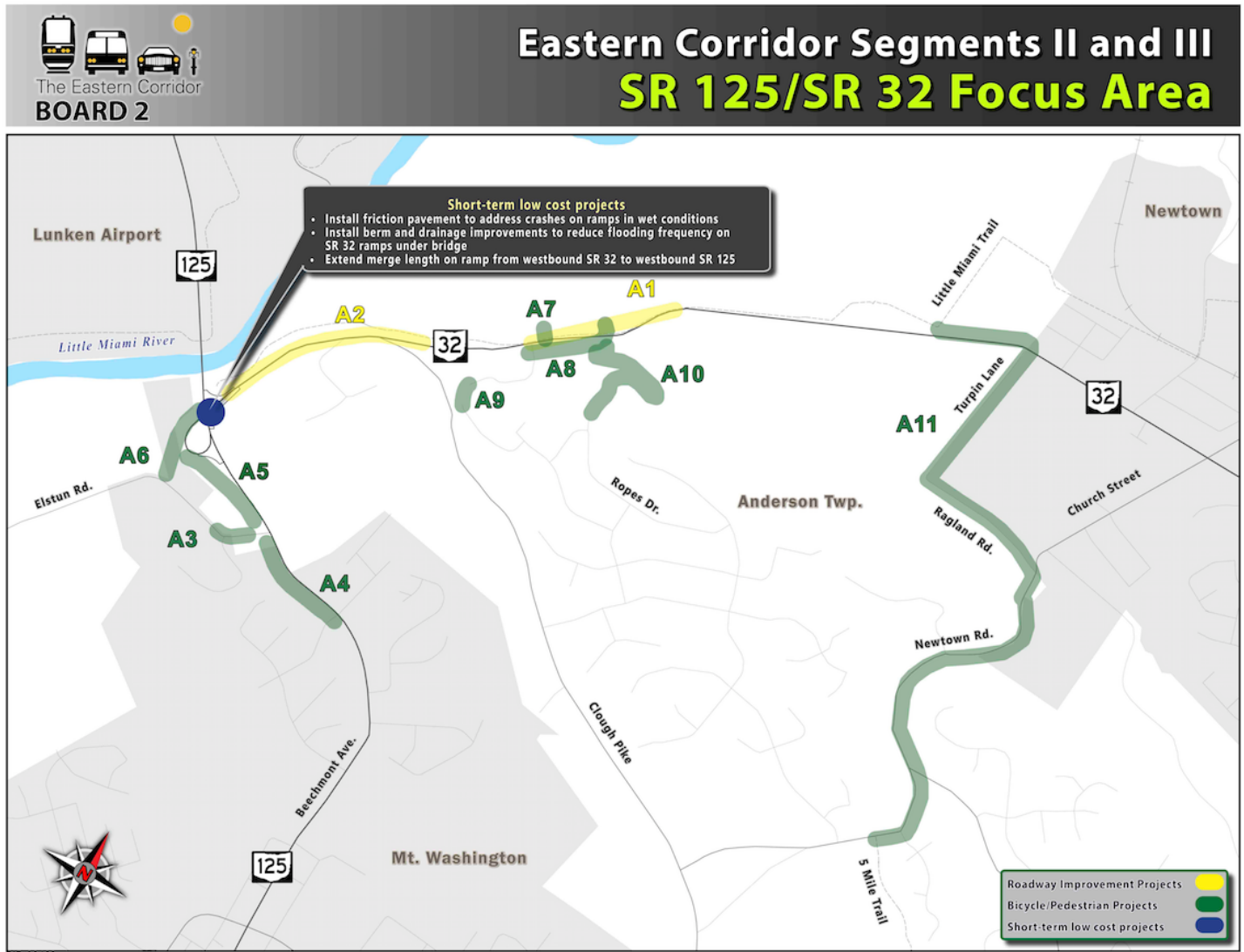
**Appendix B**  
**CONCEPT AND INFORMATION BOARDS**

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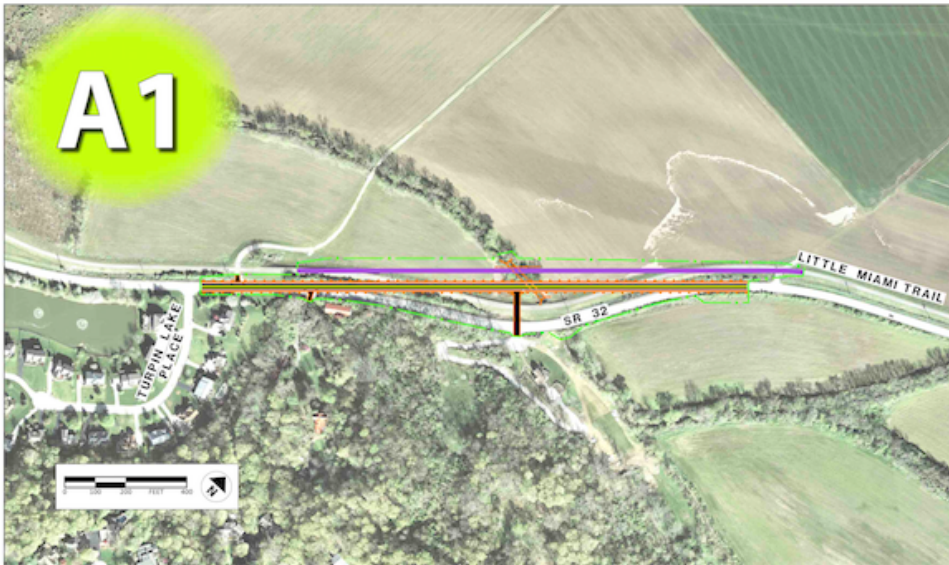
# SR 125/SR 32 FOCUS AREA



# SR 125/SR 32 FOCUS AREA CONCEPTS A1 AND A2, BOARD 3



## Eastern Corridor Segments II and III SR 125/SR 32 Focus Area



### Straighten "S" Curve on SR 32

- \$1.8M to \$2.5M construction cost
- New R/W needed from 5 Parcels; no buildings impacted
- Straighten SR 32 for improved safety
- Raise roadway to prevent flooding
- Sensitive archaeological area
- Complements pedestrian underpass, alternative A8



### Signalized Green Tee Intersection at SR 32 and Clough

- \$1.6M to \$2.4M construction cost
- New R/W needed from 21 parcels; no buildings impacted
- Reduce AM peak delays by approximately 70%; reduce PM peak delays by approximately 25%
- Add center turn lane from Speedway to Clough
- SR 32 westbound thru lane bypasses signal



## SR 125/SR 32 FOCUS AREA CONCEPTS A3 AND A4, BOARD 4

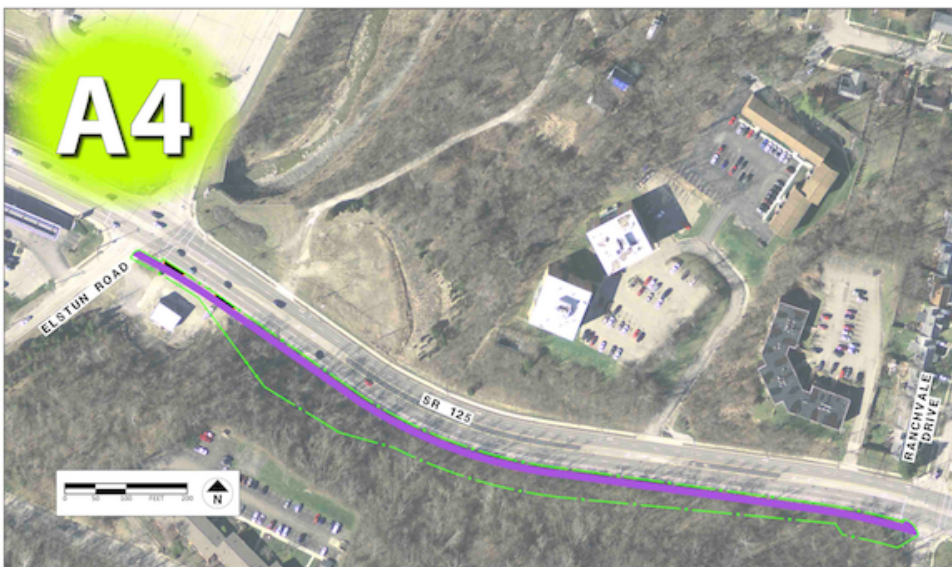


### Eastern Corridor Segments II and III **SR 125/SR 32 Focus Area**



#### **New Sidewalk from SR 125 to Reserve Circle**

- \$50,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Sidewalk to connect residential properties to Metro bus stop



#### **Shared-Use Path Along SR 125 Between Elstun and Ranchvale**

- \$140,000 to \$200,000 construction cost
- New R/W needed from 15 parcels; no buildings impacted
- Improve safety for bicyclists riding up the SR 125 hill

## SR 125/SR 32 FOCUS AREA CONCEPTS A5 AND A6, BOARD 5

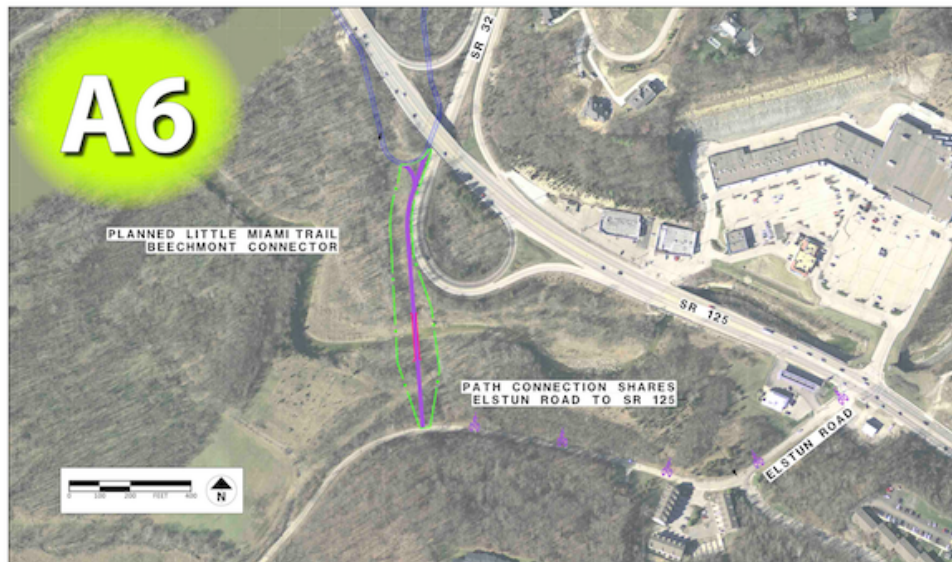


#### Alternatives to address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail



##### Shared-Use Path Along SR 125

- \$770,000 to \$1.2M construction cost
- New R/W needed from 3 parcels; no buildings impacted
- New bridge over Clough Creek



##### Shared-Use Path Using Elstun

- \$360,000 to \$550,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Sensitive archaeological area
- New bridge over Clough Creek
- Path shares existing Elstun Road pavement with traffic

PID 86462

## SR 125/SR 32 FOCUS AREA



## CONCEPTS A7 AND A8, BOARD 6



The Eastern Corridor  
BOARD 6

### Eastern Corridor Segments II and III

## SR 125/SR 32 Focus Area

### Alternatives to address pedestrian and bicycle connectivity from the Turpin Lake Subdivision to the Little Miami Trail



### At-Grade Sidewalk Crossing From Turpin Lake to Little Miami Trail

- \$50,000 construction cost
- New R/W needed from 1 parcel; no buildings impacted
- Warning signs with flashing lights activated by push button



### Shared-Use Path Underpass Crossing from Turpin Lake to Little Miami Trail

- \$540,000 to \$820,000 construction cost
- New R/W needed from 6 parcels; no buildings impacted
- Pedestrian underpass eliminates pedestrian/vehicle conflicts
- Underpass subject to backwater flooding
- Sensitive archaeological area
- Must be built with alternative A1

# SR 125/SR 32 FOCUS AREA CONCEPTS A9, A10 AND A11, BOARD 7



## Eastern Corridor Segments II and III SR 32/SR 125 Focus Area

Alternatives to address pedestrian and bicycle connectivity from the Five Mile Trail to the Little Miami Trail



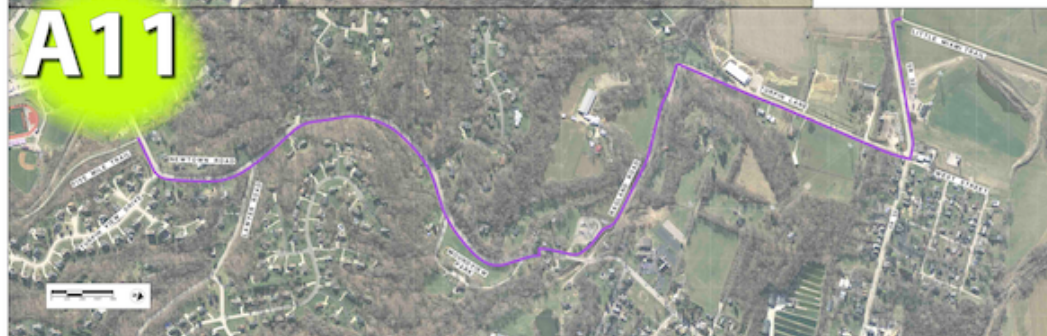
### Convert Emergency Access Connection to Shared-Use Path

- \$4,000 construction cost
- Negotiate new R/W easement
- Install bollards to restrict vehicle traffic except during flooding
- Turpin Hills subdivision streets used as connection to Five Mile Trail
- Must be built with Alternative A7 or A8



### Shared-Use Path Connection From Ropes Drive to Little Miami Trail

- \$1.7M to \$2.5M construction cost
- New R/W needed from 8 parcels; no buildings impacted
- Requires long steep grade (up to 8%)
- Must be built with alternatives A1 and A8



### Shared-Use Path From Five Mile Trail to Little Miami Trail

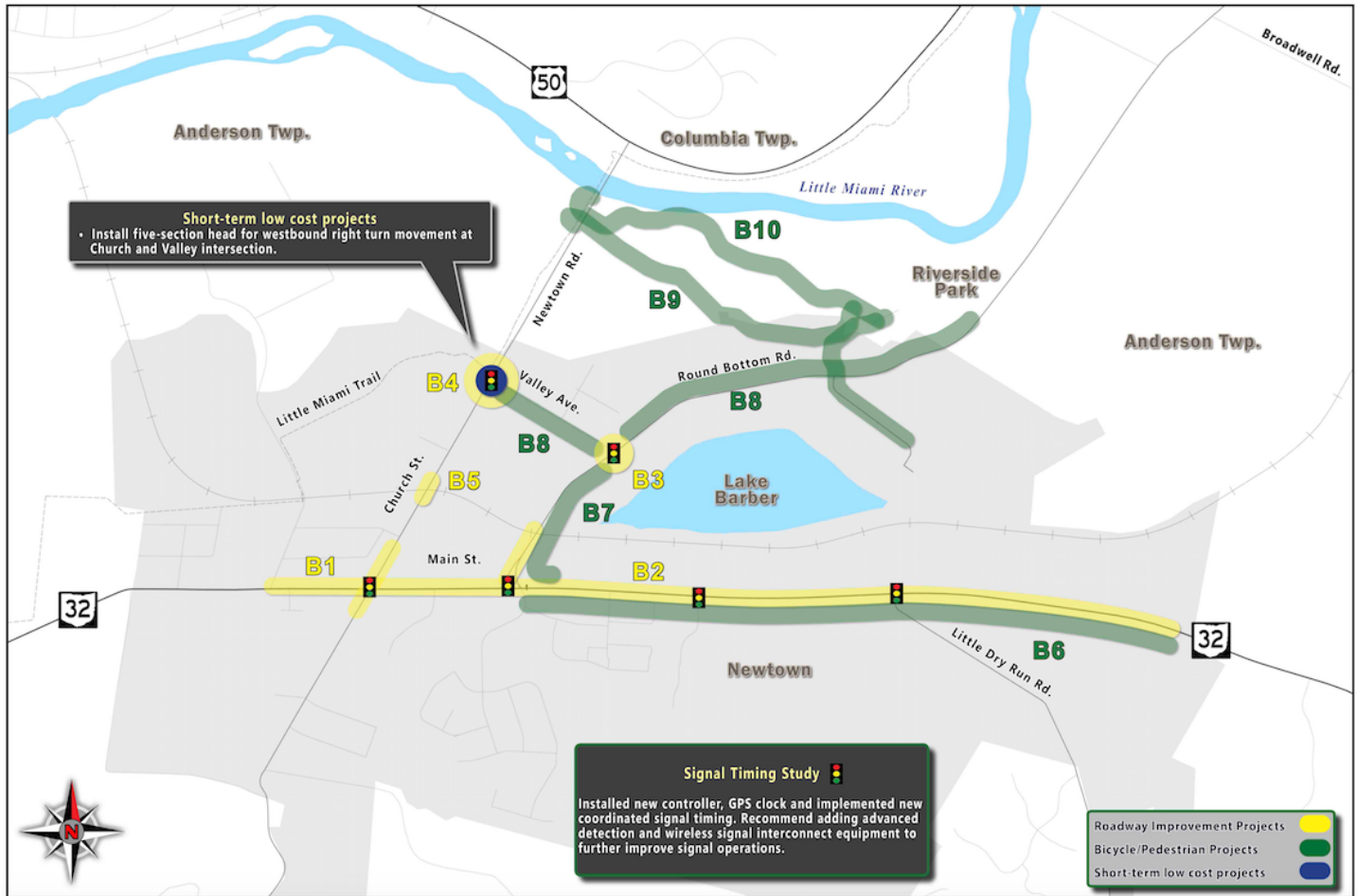
- \$1.9M to 2.9M construction cost
- New R/W needed from 40 parcels, no buildings impacted
- 1.8 miles of new separated path along existing road alignments
- Culverts installed for creek crossings on Ragland Road



# VILLAGE OF NEWTOWN FOCUS AREA



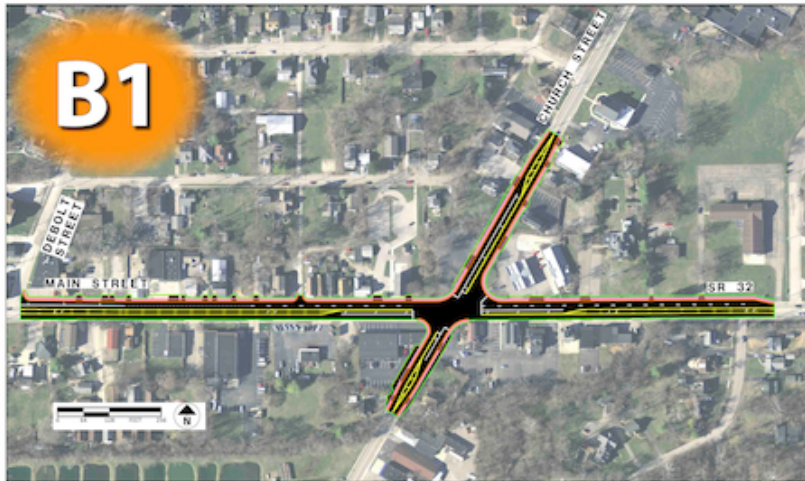
## Eastern Corridor Segments II and III Village of Newtown Focus Area



# VILLAGE OF NEWTOWN FOCUS AREA CONCEPTS B1 AND B2, BOARD 9



## Eastern Corridor Segments II and III Newtown Focus Area



### Additional Westbound Lane at Church and Main Intersection

- \$1.2M to \$1.8M construction cost
- New R/W needed from 33 parcels; no buildings impacted
- AM peak delay reduced approximately 50%, PM peak delay reduced approximately 10%
- Left turn lanes lengthened
- No changes to south side of SR 32
- Complementary to Alternative B2

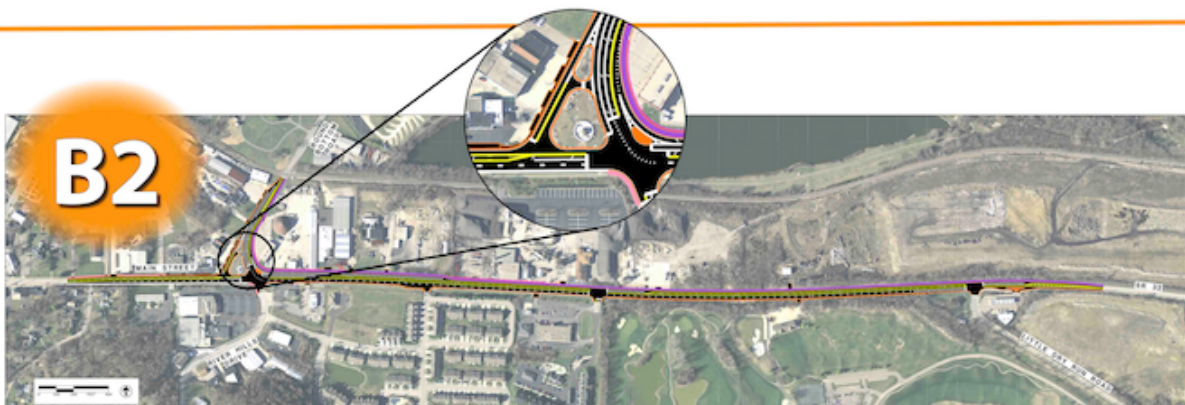


Existing B1



Proposed B1

Rendering is for illustrative purposes only and may not reflect final design.



### Dual Southbound Left Turn Lanes at Round Bottom and Main Intersection

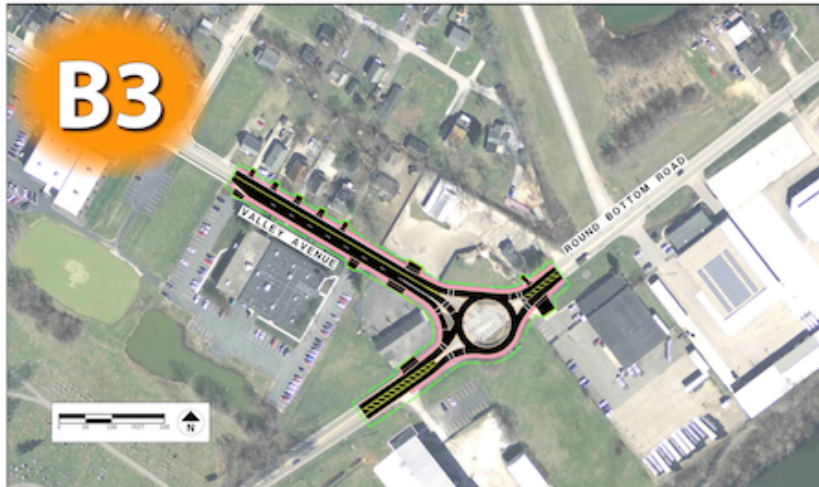
- \$4.4M to \$6.6M construction cost
- New R/W needed from 27 parcels; one commercial building impacted
- AM peak delay reduced approximately 25%, PM peak delay reduced approximately 60%
- 2 eastbound lanes to Little Dry Run
- 2 walls required on the north side of SR 32
- Includes shared-use path on north side of SR 32
- Complementary to Alternative B1



# VILLAGE OF NEWTOWN FOCUS AREA CONCEPTS B3, B4 AND B5, BOARD 10

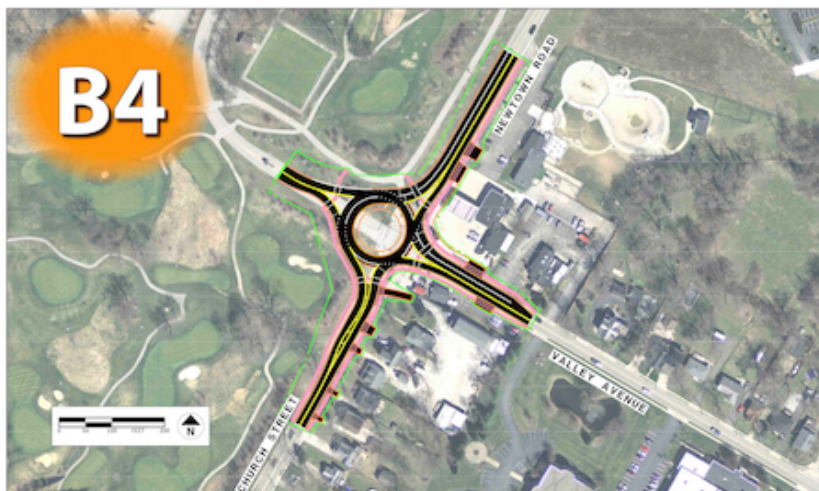


## Eastern Corridor Segments II and III Newtown Focus Area



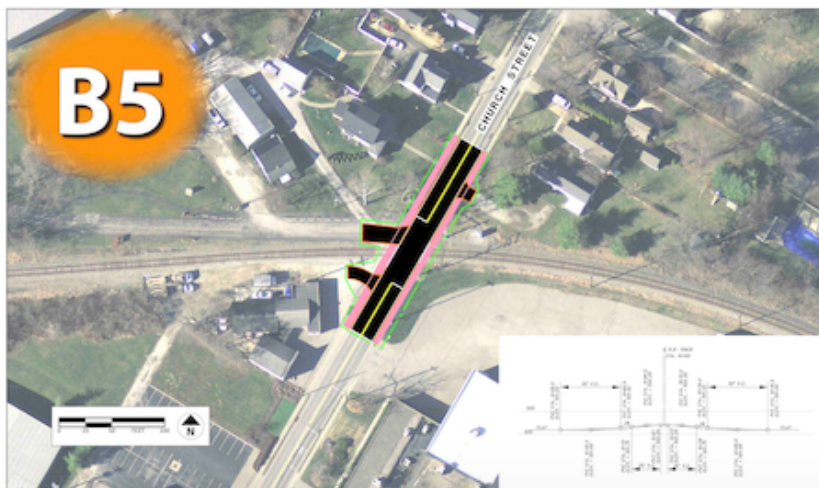
### Roundabout at Round Bottom and Valley Intersection

- \$475,000 to \$700,000 construction cost
- New R/W needed from 10 parcels; no buildings impacted
- Reduce delay by approximately 75%
- Eliminate existing traffic signal
- Sidewalk north of Valley extended to Roundbottom
- Improves safety



### Roundabout at Church and Valley Intersection

- \$600,000 to \$910,000 construction cost
- New R/W needed from 13 parcels; no buildings impacted
- Reduce delay by approximately 70%
- Eliminate existing traffic signal
- Improves safety
- Impacts within Little Miami Golf Center



### Adjust Grade at Railroad Crossing on Church

- \$100,000 to \$250,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Reduce hump at railroad tracks for better rideability

## VILLAGE OF NEWTOWN FOCUS AREA CONCEPTS B6 AND B7, BOARD 11

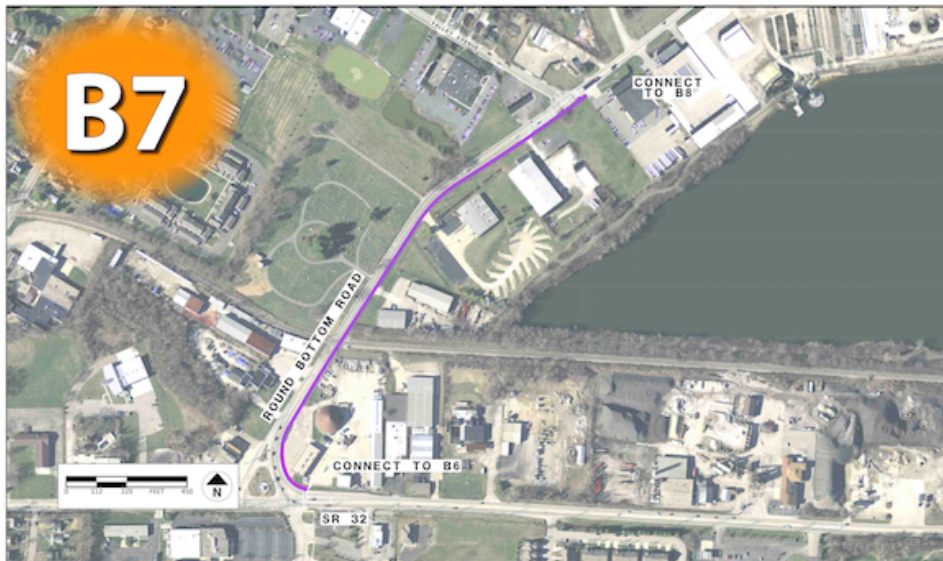


### Eastern Corridor Segments II and III **Newtown Focus Area**



#### **Bicycle and Pedestrian Improvements Along SR 32**

- \$1.9M to \$2.9M construction cost
- New R/W needed from 15 parcels; no buildings impacted
- Shared-use path from Round Bottom to Little Dry Run on north side
- Sidewalk from Little Dry Run to east corp. limits on south side
- Requires 2 walls to prevent building impacts



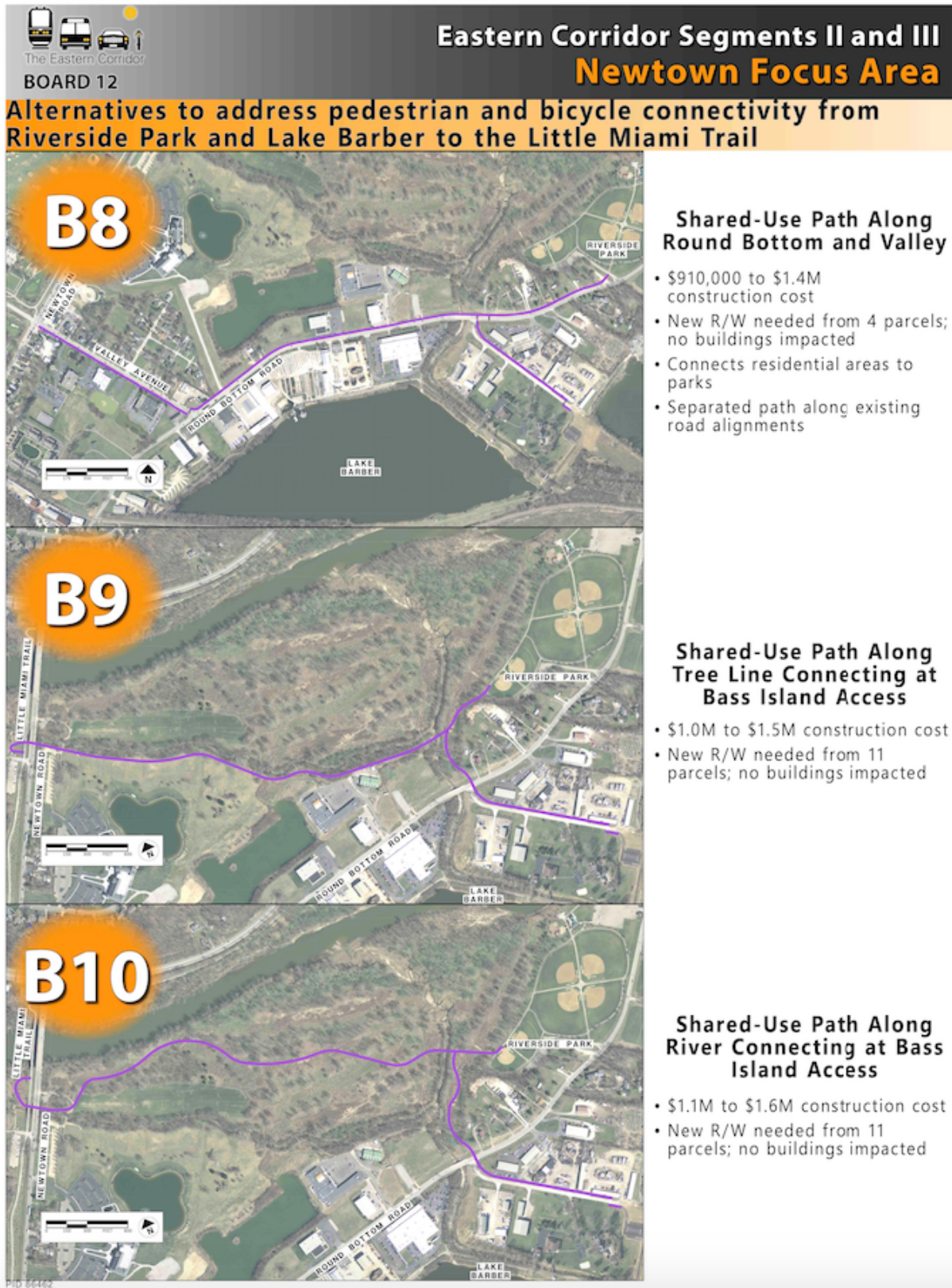
#### **Shared-Use Path Between SR 32 and Valley**

- \$160,000 to \$300,000 construction cost
- New R/W needed from 4 parcels; no buildings impacted
- Requires wall around Hamilton County Garage
- Creates new pedestrian railroad crossing

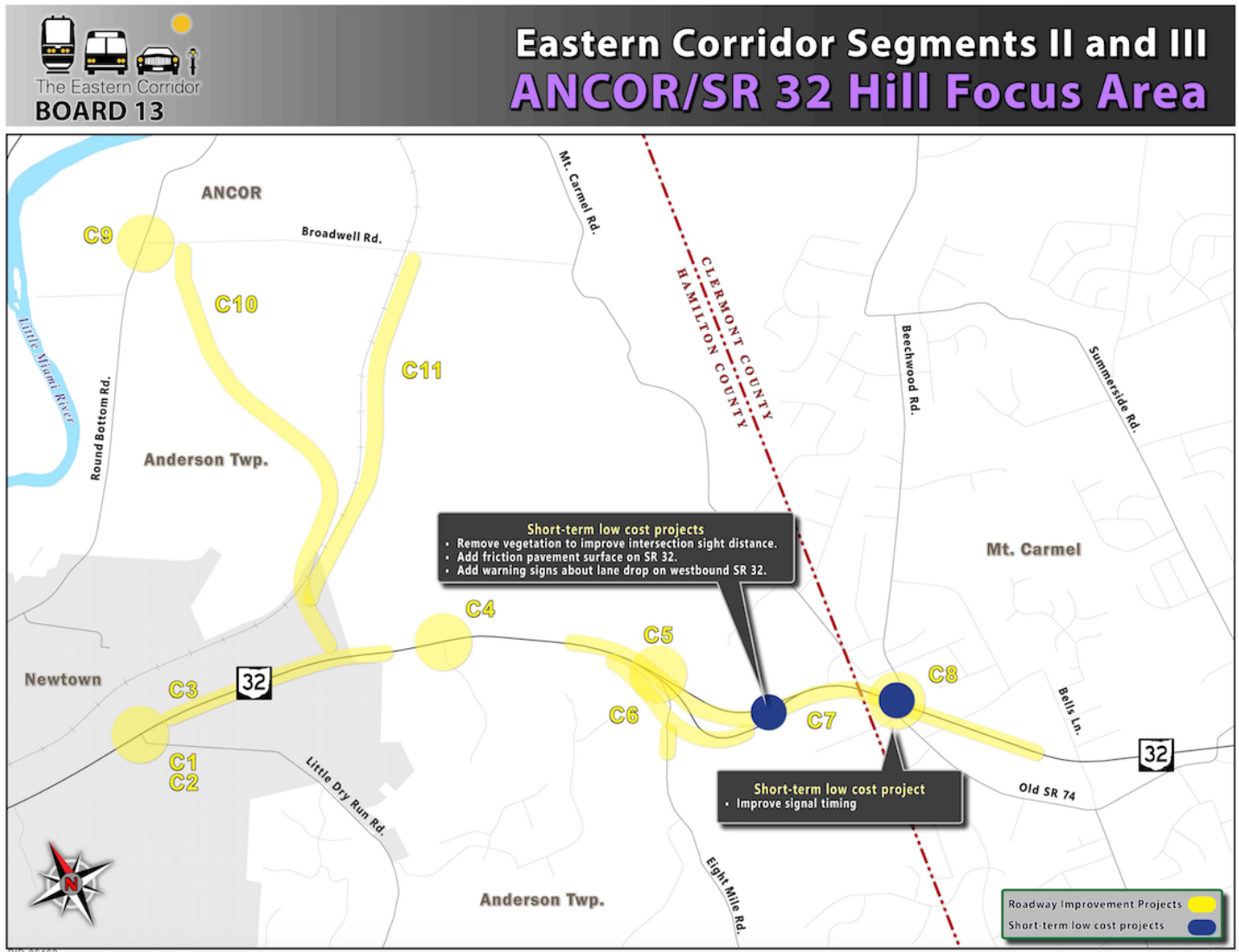


# VILLAGE OF NEWTOWN FOCUS AREA

## CONCEPTS B8, B9 AND B10, BOARD 11



# ANCOR/SR 32 HILL FOCUS AREA





# ANCOR/SR HILL FOCUS AREA

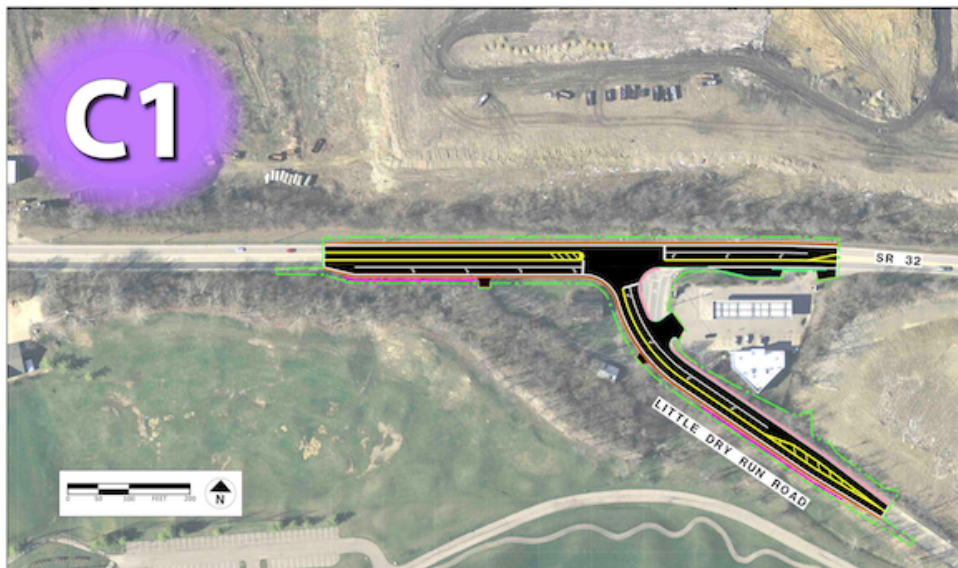
## CONCEPTS C1 AND C2, BOARD 14



### Eastern Corridor Segments II and III

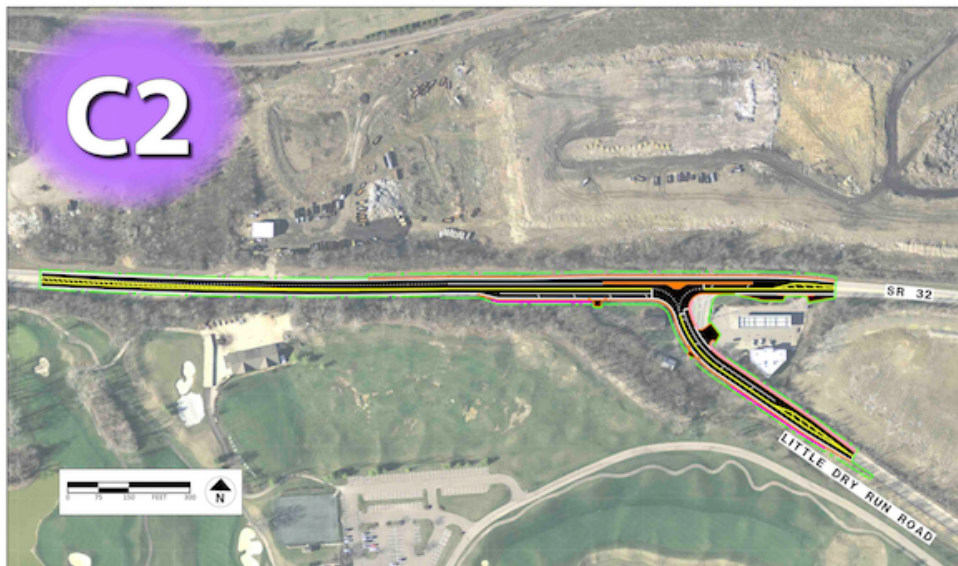
## ANCOR/SR 32 Hill Focus Area

### Alternatives to address capacity issues at SR 32 and Little Dry Run



#### SR 32 and Little Dry Run Intersection Improvements

- \$1.6M to \$2.4M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce delay during PM peak by approximately 45%
- Modify curve on Little Dry Run to improve visibility at intersection
- Walls required along SR 32 to protect creek



#### Signalized Green Tee Intersection at SR 32 and Little Dry Run

- \$1.9M to \$2.8M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce delay during AM peak by approximately 90%; PM peak by approximately 50%
- Westbound thru movement bypasses traffic signal
- Modify curve on Little Dry Run to improve visibility at intersection
- Wall required along SR 32 to protect creek

## ANCOR/SR HILL FOCUS AREA CONCEPTS C3 AND C4, BOARD 15

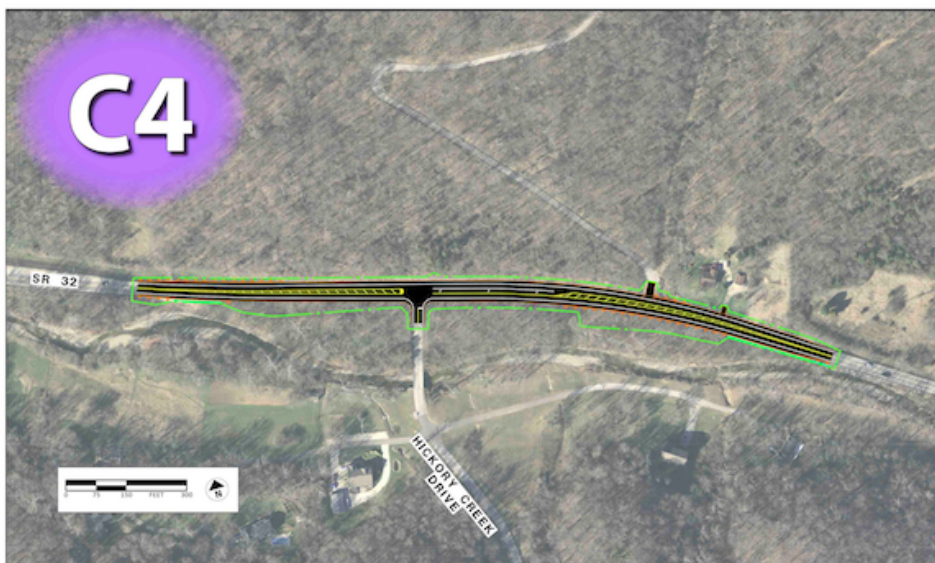


### Eastern Corridor Segments II and III **ANCOR/SR 32 Hill Focus Area**



#### **SR 32 Widening for Center Turn Lane**

- \$1.0M to \$1.5M construction cost
- Little Dry Run to east corp. limit
- Possible new R/W needed; no buildings impacted
- Being developed by Village of Newtown

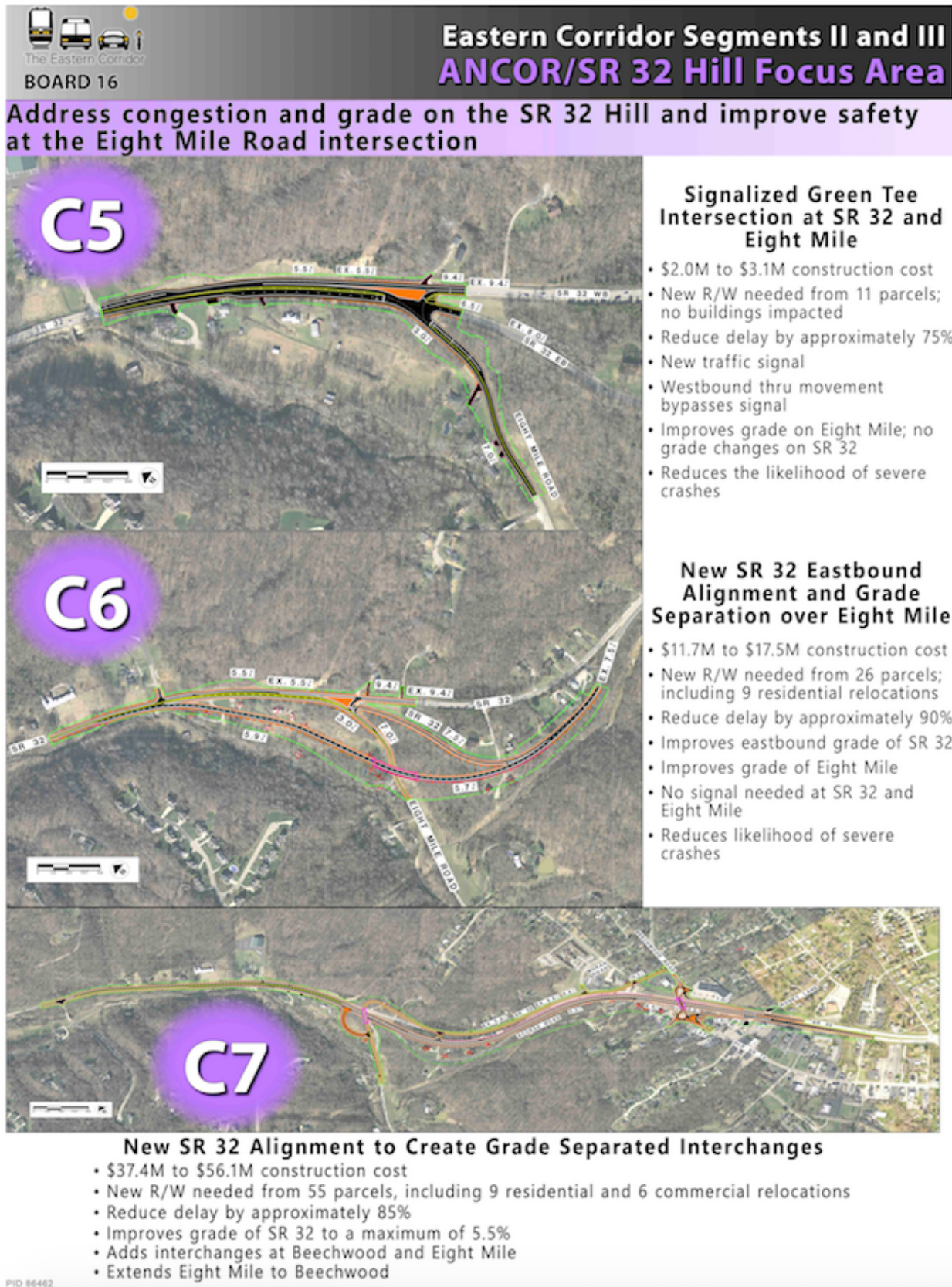


#### **Left Turn Lane at Hickory Creek**

- \$1.3M to \$1.9M construction cost
- New R/W needed from 8 parcels; no buildings impacted
- Addresses rear-end crashes and morning congestion
- Requires one retaining wall



# ANCOR/SR HILL FOCUS AREA CONCEPTS C5, C6 AND C7, BOARD 16

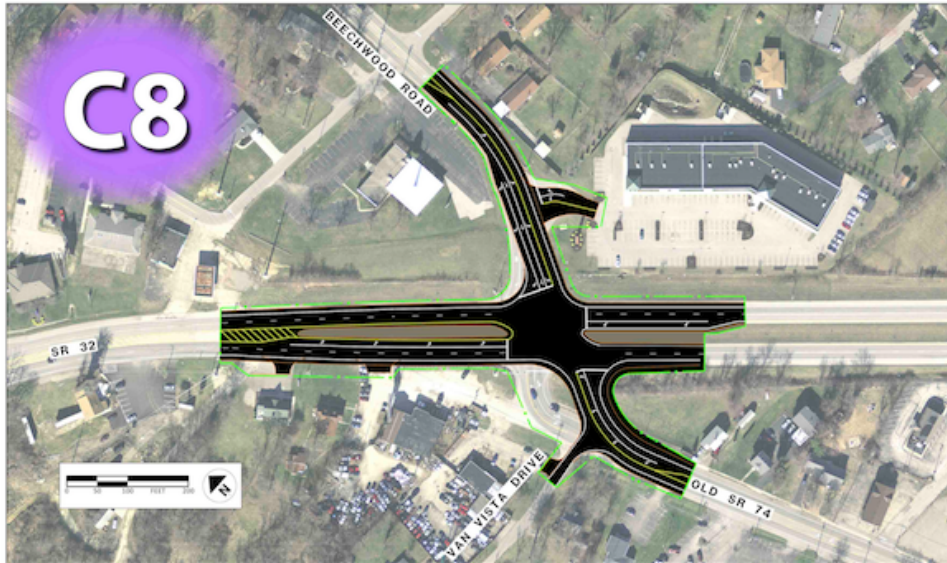




## ANCOR/SR HILL FOCUS AREA CONCEPTS C8 AND C9, BOARD 17

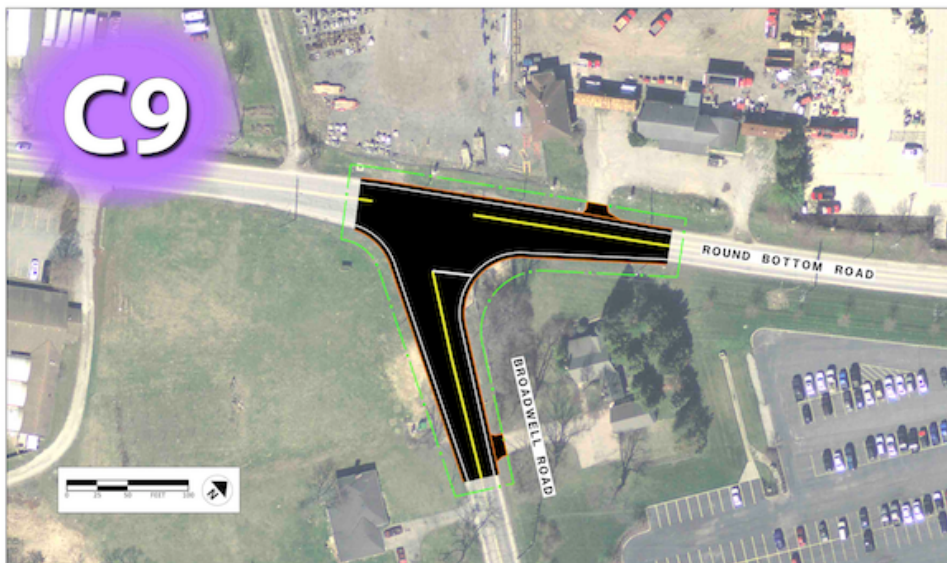


### Eastern Corridor Segments II and III **ANCOR/SR 32 Hill Focus Area**



#### **SR 32 and Beechwood Intersection Improvements**

- \$280,000 to \$420,000 construction cost
- New R/W needed from 6 parcels; no buildings impacted
- Modify curve on Old SR 74 to improve visibility at intersection
- Lengthen left turn lanes on three approaches



#### **Improve Broadwell and Round Bottom Intersection for Truck Turns**

- \$100,000 to \$175,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted



## ANCOR/SR HILL FOCUS AREA CONCEPTS C10 AND C11, BOARD 18



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

**Address and improve freight connections between ANCOR and I-275  
and support local economic development**

**C10**

#### **New Access Road From SR 32 to Broadwell Through Lakes to Broadwell Road**

- \$11.3M to \$16.9M construction cost
- New R/W needed from 9 parcels; no buildings impacted
- Requires large bridge to cross over railroad and creek
- Requires new signal on SR 32
- Includes shared-use path

**C11**

#### **New Access Road From SR 32 to Broadwell Along Railroad**

- \$9.1M to \$13.6M construction cost
- New R/W needed from 9 parcels; 1 commercial building impact
- Requires small bridge to cross over creek
- Requires new signal on SR 32
- Includes shared-use path

