

## **APPENDIX A**

### **A.3 VILLAGE OF NEWTOWN FOCUS AREA**

EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)  
**VILLAGE OF NEWTOWN FOCUS AREA**  
**ADVISORY COMMITTEE MEETING NOTES**

Meeting Dates

February 21, 2018

May 16, 2018

September 6, 2018

December 6, 2018



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# Meeting Overview Notes





# EASTERN CORRIDOR SEGMENTS II AND III (PID 86462) VILLAGE OF NEWTOWN FOCUS AREA ADVISORY COMMITTEE MEETING NOTES



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)  
**VILLAGE OF NEWTOWN FOCUS AREA**  
**ADVISORY COMMITTEE MEETING #1**  
VILLAGE OF NEWTOWN FIRE AND RESCUE STATION 22  
FEB. 21, 2018 • 1 p.m. – 3 p.m.

*Last summer, the Ohio Department of Transportation (ODOT) completed a Transportation Needs Analysis for Segments II and III of the Eastern Corridor. Developed in coordination with local communities and interest groups, the analysis identified and prioritized transportation issues that need to be addressed throughout the Segments II and III study area. During the next phase of planning, ODOT will use information from the analysis to develop recommended solutions for the Primary Needs identified in the report. Secondary Needs will be addressed as opportunity and funding allow.*

*To help guide its planning efforts, ODOT has formed Advisory Committees based on Segments II and III's six Focus Areas (see the attached Focus Area map). Each Focus Area has its own Advisory Committee, with the exception of the Linwood/Eastern Interchange and US 50/Red Bank Focus Areas, which are represented by one committee. Advisory Committee members include elected officials, transportation planning professionals, and community and interest group representatives. Committee members will assist with identifying, evaluating and prioritizing recommended solutions for transportation needs within their assigned Focus Area(s), as well as developing strategies for implementation.*

*Advisory Committees will convene for four work sessions throughout this process. Recommendations from the Advisory Committee meetings will be presented at a public meeting to be held later this year at which time the general public will have an opportunity to review and provide input on the recommendations before they are finalized.*

*The meeting on Wednesday, Feb. 21, was the first meeting held for the Village of Newtown Focus Area Advisory Committee.*

## MEETING NOTES

### MEETING OBJECTIVES

The objectives for this Advisory Committee meeting were to:

- Review transportation needs identified for the Village of Newtown Focus Area [as presented in the [Eastern Corridor Segments II and III Transportation Needs Analysis Final Report \(July 2017\)](#)]
- Identify evaluation criteria
- Brainstorm preliminary concepts/solutions to be explored

### WELCOME AND INTRODUCTIONS

Tom Arnold, ODOT project manager for Eastern Corridor Segments II and III, opened the Advisory Committee meeting by welcoming participants and thanking them for their participation. He outlined the structure of the meeting and emphasized that these meetings are intended to be collaborative working sessions. Advisory Committee members should feel comfortable asking questions or commenting at any point during the presentation or workshop portion of the meeting. Additional questions may be

submitted to ODOT by email following the meeting. Mr. Arnold then invited participants to introduce themselves and the organizations they represented. A list of meeting participants is provided with these notes.

### PRESENTATION SUMMARY

Using a PowerPoint presentation, Mr. Arnold provided a brief overview of the Eastern Corridor Program and its component projects, as well as the evolution of Eastern Corridor Segments II and III. He reviewed tasks that were recently completed and used to develop the [Eastern Corridor Segments II and III Transportation Needs Analysis report](#). He then reviewed the role of the Advisory Committees prior to discussing how roadway management responsibilities are coordinated between ODOT and local jurisdictions. Mr. Arnold also provided an overview of ODOT's Project Development Process (noting that Segments II and III are currently in the planning phase), reviewed capital projects already being planned within the Segments II and III study area and briefly discussed possible funding avenues. Key points from Mr. Arnold's presentation included:

- The Eastern Corridor is not just a single project. Instead, it is a program of many projects and investments in our regional transportation network that are in various stages of completion. Much work has already been completed in Eastern Corridor Segments IV and IVa (Eastgate to Batavia) and the new Duck Creek Connector, a component of Segment I (Red Bank Corridor), opened in late 2017.
- Previously, ODOT evaluated the proposed realignment of SR 32 through Segments II and III (Red Bank Corridor to I-275/SR 32). ODOT determined that this option is not feasible due to potentially significant environmental impacts and construction costs. Instead, the project has changed course to focus on making improvements to the existing roadway network.
- Transportation needs in Segments II and III were identified based on the results of updated technical studies and comprehensive public outreach efforts. Public input was gathered through six focus area workshops (approximately 100 participants), a regional online survey (approximately 1,200 responses), a public meeting (approximately 100 attendees) and comments submitted online. At the same time, technical data – including traffic counts, an analysis of travel times and travel patterns, roadway geometry analyses and crash data – were revisited and updated.
- The role of the Advisory Committees is to guide the development, evaluation and refinement of recommended solutions to address Primary Transportation Needs that have been identified within Segments II and III. Committee members are to represent their communities/ organizations, share information with them and bring their concerns back to the planning table. The Committees' role is not to make decisions; their involvement is one part of a process that also will require looking at integration into the broader transportation system and impacts, coordinating with local governments and Native American tribal communities, and seeking further public input. Rather, the Committee's role is to help guide the process, represent local interests and provide recommendations regarding which concepts should be advanced through the solution development process.
- Ohio is a "home rule" state. This means that ODOT maintains interstates and U.S. routes outside of municipalities. Individual municipalities themselves are responsible for local routes and designated U.S. and state routes. ODOT values its relationships with local agencies and partners with them on the development and implementation of transportation projects. Because many of



# EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

## VILLAGE OF NEWTOWN FOCUS AREA

### ADVISORY COMMITTEE MEETING NOTES

the roads within Segments II and III are under local jurisdiction, funding for such projects will likely come from a variety of local and regional sources, supplemented by state and federal funds.

- Every potential project involving federal monies must go through the ODOT Project Development Process, which consists of five phases: planning, preliminary engineering, environmental engineering, final engineering and construction. The speed at which projects move through this process depends on their complexity. A simple project may move through the process in a year or two; projects that require right-of-way acquisition may take between three and five years; complex projects, such as highway interchanges, often take between five and seven years. We are currently in the planning phase for transportation improvements in Eastern Corridor Segments II and III.
- Currently, funding exists just for the early stages of project development. Ninety percent of ODOT's funding goes toward taking care of the current network of roadways and bridges. ODOT also has funding for projects that improve safety and ensure safe routes to schools. TRAC funding is available for larger projects (generally \$12 million or more). Most projects require multiple funding sources. We are fortunate to have OKI (Ohio-Kentucky-Indiana Regional Council of Governments) in our region to serve as a conduit for federal transportation funds. OKI is responsible for approving every project needing federal transportation dollars in our area. Transportation funding is highly competitive, and decisions are typically data-based to ensure the best of the best projects rise to the top.
- ODOT District 8 operates according to a six-year work plan that is updated annually. Most of these projects involve roadway resurfacing and minor bridge rehabilitation. There are a number of capital projects within this focus area that already have been approved and funded, including:
  - 2018 – Intersection improvements at Bells Lane and SR 32 in Clermont County. In addition to upgrades to the intersection of SR 32 with Mt. Carmel Tobasco Road/Bells Lane and SR 32 with Old SR 74, the project will incorporate pedestrian access needs identified in this area, including the addition of sidewalks on Mt. Carmel Tobasco Road and a pedestrian signal to cross SR 32 from Bells Lane. Construction will begin this summer (2018).
  - 2018 – Widen the sidewalk in front of the Spring Hill community in Mariemont.
  - 2019 – Pavement repair project along US 50 from Fairfax through Mariemont to Terrace Park. ODOT will restripe US 50 eastbound to create a bike lane.
  - 2021 – Bikeways connector project that will link the Lunken Trail with the Little Miami Scenic Trail.
  - Safety funding for the Village of Newtown to study widening SR 32 for turn lanes east of Little Dry Run in Newtown (near Burger Farm).
  - 2022 – Resurfacing of SR 32 between Newtown's eastern limits and Eight Mile Road.
  - Dynamic Messaging – ODOT will be installing a dynamic message board (electronic signage) on I-275 at the SR 32 interchange and on SR-32 west of Glen Este Withamsville. Signage will provide real-time travel time estimates to downtown from that location.

ODOT also received funding to research the effectiveness of providing travel time on non-freeway routes.

ODOT will consider these planned projects as opportunities for broader coordination with potential Eastern Corridor initiatives.

#### WORKSHOP SESSION

Following the presentation, the meeting shifted to a guided conversation about the transportation needs identified within the Village of Newtown Focus Area and possible solutions to be further studied. To facilitate the conversation, these needs were organized into three main themes:

- Theme #1: SR 32 Corridor
- Theme #2: Connection Between SR 32 and US 50 Corridors
- Theme #3: Bicycle and Pedestrian

Advisory Committee members were provided with a worksheet summarizing the identified needs pertaining to each theme and draft evaluation criteria. Preliminary concepts for possible solutions were also provided to help jumpstart discussion. Committee members were asked to provide feedback on the concepts shared to help the planning team further develop the concepts or eliminate them as options, if needed. Members were also invited to brainstorm additional concepts that weren't already on the list. A copy of the worksheets provided to Committee members, along with notes from the meeting, are attached. Summaries of the discussions held for each theme are presented below.

#### THEME #1: SR 32 CORRIDOR

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. A few additional ideas were added to the list based on the Advisory Committee discussion (see *Additional Concepts to Be Evaluated for Theme #1* below); these new ideas have been added in red on the attached worksheet. All concepts listed for Theme #1 will undergo preliminary analysis (performed by Stantec, ODOT's consultant for Eastern Corridor Segments II and III) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently scheduled for later this spring.

#### Discussion points for Theme #1:

- ODOT noted that, as part of the overall Eastern Corridor project, signal timing is being reviewed throughout the entire corridor. Currently, the Villages of Mariemont, Fairfax and Newtown appear to be eligible for traffic signal controller and GPS clock upgrades under an ODOT program that does not require any local cost matches. These upgrades do not include detection technology that would allow signals to automatically adjust to real-time traffic, but they do allow for future expansion, if needed. ODOT is heading in the direction of responsive signal timing in general but doesn't know if that will be needed on this project.
  - Signal timing adjustments could help in the Village of Newtown Focus Area. However, determining the best sequence is a challenge because there are so many variables. Some flexibility needs to be built into the system to allow for unexpected situations, such as accidents or flooding. Upgraded systems will help provide a quicker response.
  - Weather permitting, travel time studies will occur in March. These studies may help identify several quick fixes that could improve traffic flow in the area. [NOTE: these studies were originally scheduled to take place in late February but were postponed due to local flooding issues.]

- The current signal clocks use older technology and an initial look has found that some of these older timers may be off by as much as a minute or more. Older clocks are difficult to maintain and can lose their timing precision. This makes synchronizing the signals very difficult or in many cases, the synchronization desired slowly goes away as clock times drift apart.
- The Committee noted that drivers on Little Dry Run can sometimes wait as long as two-and-a-half to three minutes to turn onto SR 32, even when there is no traffic. With upgraded signal controllers, it is possible to set a minimum so that, if no cars are on SR 32, the lights could change sooner, and drivers would spend less time waiting. The signal timing study will help identify issues like these throughout the study area.
- Signal improvements made in one area of the corridor have the potential to affect the flow of traffic in other areas. Simulations to be performed by the project team will help determine the potential impacts of one concept on other locations within the network. This information will help the ODOT planning team and Advisory Committee members better identify which improvements they will recommend for advancement.
- The Committee discussed the need to address westbound morning and eastbound evening peak-hour delays on SR 32 and discussed adding eastbound and westbound lanes on SR 32:
  - ODOT indicated that, while adding lanes is a traditional solution for congestion, it would be difficult to achieve in this constrained area. Initial analysis of this option suggests that it would not work without obtaining additional right-of-way.

It may be possible to achieve two eastbound lanes into the village through restriping the existing road. The advantage is that there would be two eastbound lanes in the evening. A potential disadvantage is the loss of the westbound left turn lane at Church and Main, which could create new issues. The lane closest to the curb could be designated as a parking lane. It would be available for parking except during rush hour, when parking would be restricted to allow a second lane for through traffic. ODOT will further review this option and report its findings back to the Committee at the next meeting. *[POST MEETING NOTE: Based on preliminary analysis, this modification is not feasible and will not be pursued further.]*
- The Committee discussed capacity issues and long queues at the intersection of Church and Main streets.
  - A potential solution would be to lengthen the left turn lane. This would allow traffic to enter the left lane earlier.
  - Replacing the traditional intersection with a roundabout could remove the need for left turn lanes and allow continuous movement for through traffic. ODOT’s preliminary review of the idea suggests there may not be enough room to add a roundabout at this location without significantly impacting or losing an existing business (roundabouts typically require a minimum diameter of 130 feet); however, the planning team will take a closer look and report back to the Committee on what they learn.
  - A Committee member asked whether there was any consideration to creating a reversible center lane. ODOT mentioned that most of these were taken out in the 1990s due to higher incidences of head-on crashes.
  - The Committee briefly discussed whether or not there was an option to dedicate parallel streets as one-way roads. On first look, this doesn’t appear to be an opportunity, mostly because existing streets running parallel to SR 32 are narrow and primarily residential.

- A suggestion was made to direct trucks to use the SR 32/Round Bottom Road intersection to reach US 50 rather than making the acute angle turn at Church Street. Other Committee members said that the vast majority (perhaps 95 percent) of trucks and motorists who know the area already take the Round Bottom route.
- A Committee member asked what would happen at the traffic signal if speed limits on SR 32 were to change/increase. ODOT noted that changing speed limits can impact capacity. ODOT said that speed limits are set by law, so adjusting a speed limit requires a speed study and suggested that the Village could do a speed study if Committee members are interested in this option.
- The Committee discussed potential solutions to address capacity issues and long queues at the intersection of SR 32 and Round Bottom Road.
  - A lot of traffic coming south from US 50 converges on the SR 32/Round Bottom intersection. Perhaps adding dual southbound left turn lanes would help minimize backups at this location, but this would require widening SR 32 east of the intersection to accommodate the dual turn lanes.
  - A Committee member asked how far additional lanes would extend if added to SR 32. ODOT indicated that those determinations would be made based on traffic and impact analyses, but right now, ODOT expects that a widened roadway would extend to Little Dry Run. ODOT will bring computer-based simulations to the next meeting so the Committee can see where and how things may work.
  - Another option is adding two eastbound lanes that would extend to Eight Mile where the two lane section currently begins.
  - The Committee discussed how projects elsewhere in the Segments II and III study area could affect improvements here. For example, another Focus Area is looking at solutions for providing better access to the ANCOR area, which could add another intersection on SR 32. Computer-based simulations will be run to evaluate how proposed improvements would impact the network. The goal is to make sure that one solution doesn’t create a new bottleneck elsewhere.
  - The Committee discussed the addition of a roundabout at the Round Bottom intersection with SR 32.
    - A roundabout may work here, but simulations will need to be conducted to confirm.
    - One concern is that there are businesses located here with frontages that open directly onto Round Bottom Road. Access will need to be maintained; this could be accomplished by restructuring the driveways. The Village owns property east of the fire station that might provide an opportunity to create access to these businesses should a roundabout prove to be a feasible solution for the intersection.
    - Another Committee member posed concerns about whether traffic would back up into the roundabout. Eastbound traffic on SR 32 during rush hour currently backs up from Little Dry Run to the soccer fields and even the Beechmont Levee. ODOT noted that, in general, roundabouts react well to traffic, but will look at how these backups would be affected if a roundabout were created.

- Additionally, traffic studies will help determine why traffic is backed up. Backups may be partially alleviated with better signal coordination. For example, initial analysis shows that the current signal cycle lengths are not coordinated. There are at least three different signal lengths among four intersections. Within the study area, there are pockets where it makes sense to coordinate signals and others where it does not because of the long distance between signals.
- The Committee briefly discussed the issue of sight distance at the Round Bottom intersection, which is a Secondary Need. Coming out of River Hills, there is a fence on the left that proves to be a sight issue for those wishing to make a right turn on red.
  - One potential solution could be to prevent right turns on red in this location. [ODOT will be focusing on addressing Primary Needs through this effort. Secondary Needs may be addressed if incorporated into solutions being planned for Primary Needs.]

***Additional Concepts to Be Evaluated for Theme #1:***

- Install a roundabout at the Church/Main intersection.
- Make additional signal improvements, such as fiber interconnect, detection, “responsive” and/or smart signals.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19, 2018.***

**THEME #2: CONNECTION BETWEEN SR 32 AND US 50 CORRIDORS**

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. No additional concepts were added as a result of the Advisory Committee discussion. All concepts listed for Theme #2 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the spring.

***Discussion points for Theme #2:***

- Eastbound traffic backs up on Valley Avenue when turning left onto Round Bottom. The right turn lane is short, and trucks turning left often block the right turn.
  - A potential option is to extend the northbound left turn lane, extend the eastbound right turn lane and construct a southbound right turn lane at the intersection.
  - An initial analysis also suggests that a roundabout could work at this intersection.
- A roundabout also was discussed as a possible solution to address capacity issues for the southbound turn movement at the Church and Valley intersection.
  - One Committee member indicated that it was easier to see how roundabouts could work at these two intersections (Round Bottom/Valley and Church/Valley) vs. the Church and Main intersection.
- Another option is to extend the southbound turn lane. Although it is already rather long, it fills up quickly.

- The Committee discussed adding a lane eastbound on Valley to provide two left turn lanes. This would be a significant project. Additionally, both lanes would need to be protected (with turns only on a signalized arrow), which can make traffic less efficient.
- The Committee discussed adjusting the grade at the railroad crossing on Church Street. This is in response to a Secondary Need. The grade is poor and not in good condition because of the significant truck traffic, which breaks up the pavement.
- If access to the ANCOR area is improved, this might take some truck volume off Round Bottom Road.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

**THEME #3: BICYCLE AND PEDESTRIAN**

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. Several additional ideas were added to the list based on the Advisory Committee discussion (see *Additional Concepts to Be Evaluated for Theme #3* below); these ideas have been added in red on the attached worksheet. All concepts listed for Theme #3 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the spring.

- The Committee discussed addressing pedestrian connectivity to the eastern corporation limit of the Village of Newtown, a priority for the community.
  - Currently, the sidewalk along SR 32 does not extend as far east as the businesses in the village. It ends just east of Round Bottom Road.
  - Extending the sidewalk to the eastern corporation limit is a significant distance. Even extending to Little Dry Run would be an improvement. There is a sidewalk on the east side of Little Dry Run down to SR 32.
  - In some instances, a sidewalk expansion can be its own project. In other cases, sidewalks can be planned in conjunction with roadway improvements.
- The Committee also discussed adding a bike lane on Round Bottom Road, east of Valley Avenue.
  - Cyclists utilize this route as it’s a pretty ride along the river.
  - There was some discussion about establishing a bike path vs. an on-street bike lane. Doing so would likely require the widening of the road, but the resulting path could be shared with pedestrians. Right-of-way on the south side of the road is primarily industrial/commercial.
  - A question was asked whether the Horizon Community Church might consider allowing a shared use path through its property. A representative from the church is on the Advisory Committee but was not able to attend the meeting today. It was mentioned, though, that Anderson Township has a trail plan that suggests a path north of the church to tie in to Riverside Park.





# EASTERN CORRIDOR SEGMENTS II AND III (PID 86462) VILLAGE OF NEWTOWN FOCUS AREA ADVISORY COMMITTEE MEETING NOTES

- ODOT reported that the ANCOR/SR 32 Focus Area Advisory Committee discussed possibly connecting Lake Barber (the lake nearest the intersection of Round Bottom Road and SR 32) to the Little Miami Trail, coming out on Edwards Road close to Riverside Park. Perhaps the planned path to connect Riverside Park to the Little Miami Trail could also provide a connection to Lake Barber.
- A Committee member noted that if land was acquired for widening SR 32, this could include an option for a shared use path utilizing the Turpin Hills subdivision west of the Five Mile Trail. Cost and topography are challenges [this, too, was discussed at the ANCOR/SR 32 Focus Area Advisory Committee meeting on Feb. 15].
- The Committee’s Green Umbrella representative noted that these paths could set the stage for a connection to Clermont County bike paths, which is a goal of the Tri-State Trails’ Regional Trails Plan.

### ***Additional Concepts to Be Evaluated for Theme #3:***

- Add a bike lane or bike path on Round Bottom Road east of Valley Avenue.
- If a connection is made at Lake Barber to the Little Miami Trail via a sidewalk or bike path, share the corridor with a connection to Riverside Park as well.
- Add a shared use path to connect Little Dry Run to Round Bottom Road.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

### **CLOSING AND NEXT STEPS**

The meeting ended at approximately 2:20 p.m. Mr. Arnold thanked participants for their time and contributions. He noted that presentation materials and a meeting summary would be posted to the Segments II and III Advisory Committee page of the Eastern Corridor website (<http://easterncorridor.org/projects/red-bank-to-i275-sr32-segments-ii-and-iii/advisory-committee/>).

Committee members are invited to submit additional feedback and comments until Monday, March 19 (two weeks following the distribution of meeting minutes).

Stantec will evaluate the concepts discussed/suggested at today’s session and share their results at the next Advisory Committee meeting.

### **MEETING PARTICIPANTS**

Nathan Alley, Sierra Club  
Caroline Ammerman, Stantec  
Tom Arnold, ODOT  
Tim Brandstetter, Village of Newtown  
Don Carroll, Village of Newtown  
Matt Crim, Stantec  
Tim Hill, ODOT OES

Wade Johnston, Green Umbrella  
Mark Kobasuk, Village of Newtown  
Bob Koehler, OKI  
Heather McColeman, ODOT OES  
Andrew Pappas, Anderson Township  
Charles Rowe, ODOT  
Steve Shadix, Stantec  
Steve Sievers, Anderson Township  
Christa Skiles, Rasor Marketing Communications  
Jerry Thamann, Village of Newtown  
Laura Whitman, Rasor Marketing Communications

*The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 11, 2015, and executed by FHWA and ODOT.*

## NEWTOWN FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/21/2018.

Theme #1: SR 32 Corridor		
Needs	Evaluation Criteria	Concepts
<u>Primary</u> <ul style="list-style-type: none"><li>Address westbound AM eastbound PM peak-hour delays.</li><li>Address capacity issues and long queues at the Church/Main intersection.</li><li>Address capacity issues and long queues at the Round Bottom intersection.</li></ul> <u>Secondary</u> <ul style="list-style-type: none"><li>Address deficient sight distance at Round Bottom intersection.</li><li>Support access to future transit connections.</li></ul>	<ul style="list-style-type: none"><li>Provide more efficient travel patterns and destination linkages.</li><li>Augment capacity and provide congestion relief.</li><li>Reduce travel times and delays.</li><li>Improve vehicular, bicycle, and pedestrian safety.</li><li>Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood.</li><li>Support and facilitate bus, rail, and TSM investments.</li><li>Support existing and planned land use.</li><li>Maintain local character of Village and small town feel.</li><li>Minimize environmental and community impacts.</li></ul>	<ul style="list-style-type: none"><li>Improve signal timing.</li><li>Add EB/WB through lanes on SR 32 if it can be accomplished with little to no additional right-of-way.</li><li>Lengthen turn lanes at the Church/Main intersection</li><li>Increase left turn lane storage along SR 32, add EB right turn lane, and add dual SB left turn lanes at Round Bottom intersection.</li><li>Install a roundabout at Round Bottom intersection.</li><li>Address sight distance deficiency at Round Bottom intersection by extending culvert in order to modify fence.</li><li>Install a roundabout at Church / Main intersection.</li><li>Signal improvements such as fiber interconnect, detection, “responsive” smart signals.</li></ul>

## NEWTOWN FOCUS AREA WORKSHEET

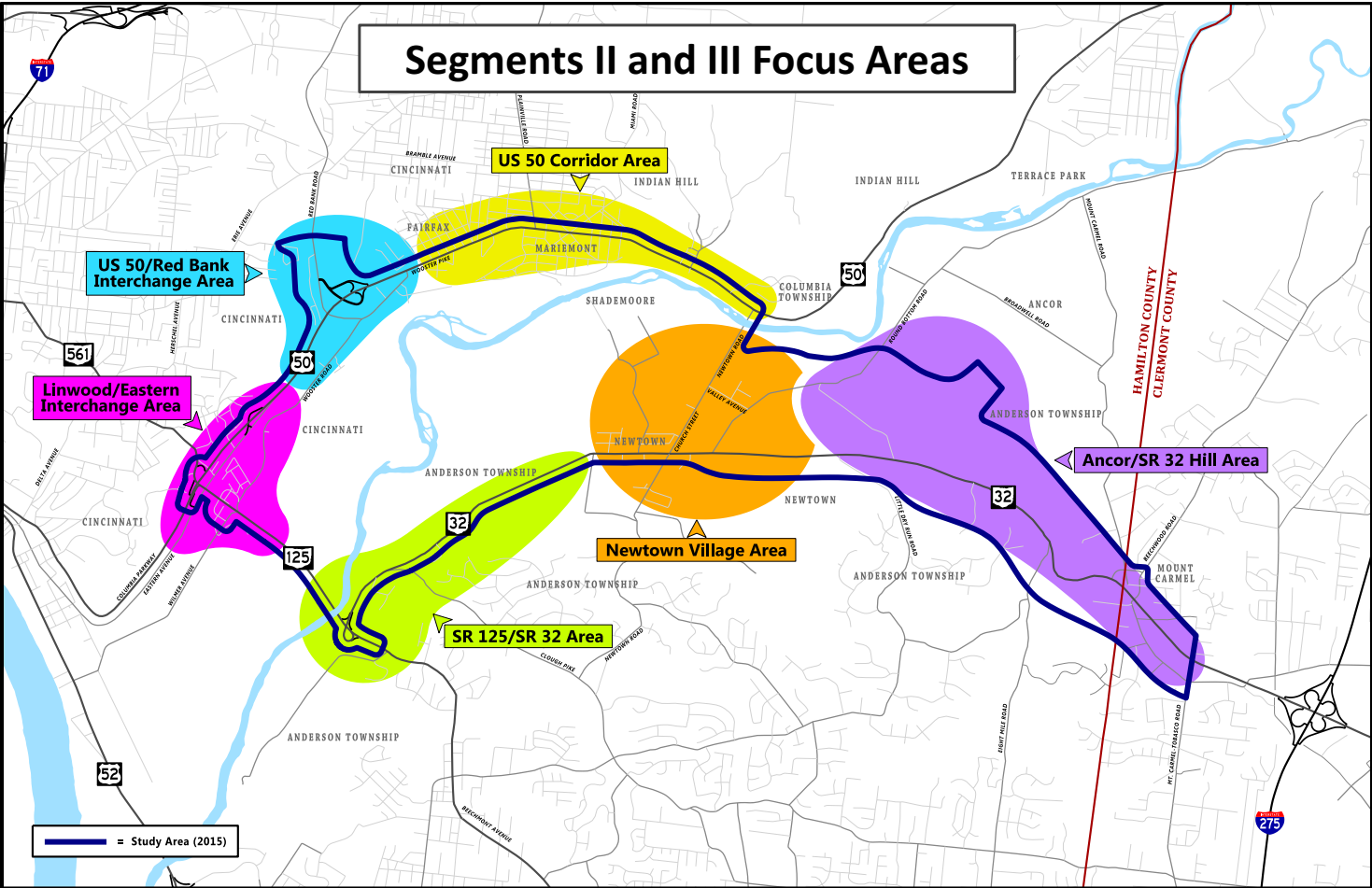
No edits were made to this worksheet at Advisory Committee Meeting #1 held on 2/21/2018.

Theme #2: Connection between SR 32 and US 50 Corridors		
Needs	Evaluation Criteria	Concepts
<u>Primary</u> <ul style="list-style-type: none"><li>Address congestion.</li><li>Address capacity issues for NB left turn movement and EB approach at Round Bottom/Valley intersection.</li><li>Address northbound AM and southbound PM peak-hour delays.</li><li>Address capacity issues for SB left-turn movement at Church/Valley intersection.</li></ul> <u>Secondary</u> <ul style="list-style-type: none"><li>Support access to future transit connections.</li><li>Correct deficient roadway curve near Natorp's Nursery.</li><li>Address roadway grades at railroad crossing.</li></ul>	<ul style="list-style-type: none"><li>Provide more efficient travel patterns and destination linkages.</li><li>Augment capacity and provide congestion relief.</li><li>Reduce travel times and delays.</li><li>Improve vehicular, bicycle, and pedestrian safety.</li><li>Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood.</li><li>Support and facilitate bus, rail, and TSM investments.</li><li>Support existing and planned land use.</li><li>Maintain local character of Village and small town feel.</li><li>Minimize environmental and community impacts.</li></ul>	<ul style="list-style-type: none"><li>Improve signal timing.</li><li>Extend NB left turn lane, extend EB right turn lane, and construct a SB right turn lane at Round Bottom/Valley intersection.</li><li>Install roundabout at Round Bottom/Valley intersection.</li><li>Install roundabout at Church/Valley intersection.</li><li>Extend SB left turn lane at the Church/Valley intersection.</li><li>Adjust grade at railroad crossing on Church St.</li></ul>

# NEWTOWN FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/21/2018.

Theme #3: Bicycle and Pedestrian		
Needs	Evaluation Criteria	Concepts
<div>Primary</div> <ul style="list-style-type: none"> <li>Address pedestrian connectivity to east corp. limit.</li> </ul> <div>Secondary</div> <ul style="list-style-type: none"> <li>Enhance bicycle connectivity on Round Bottom Rd.</li> <li>Enhance bicycle connectivity on Church St.</li> <li>Address bicycle connectivity on SR 32 from west corp. line to Little Dry Run.</li> </ul>	<ul style="list-style-type: none"> <li>Provide more efficient travel patterns and destination linkages.</li> <li>Improve vehicular, bicycle, and pedestrian safety.</li> <li>Improve regional connectivity to existing and planned bike/ped facilities.</li> <li>Support existing and planned land use.</li> <li>Maintain local character of Village and small town feel.</li> <li>Maintain and enhance walkability within the Village.</li> <li>Minimize environmental and community impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Extend sidewalk to east corp. limit.</li> <li>Add bike lane <b>or bike path</b> on Round Bottom Rd. east of Valley.</li> <li>Add sidewalk on Round Bottom Rd. between SR 32 and Valley.</li> <li>Connect park at Lake Barber with Little Miami Trail with sidewalk or bike path. <b>Share corridor with connection to Riverside Park.</b></li> <li><b>Add shared use path to connect Little Dry Run to Round Bottom.</b></li> </ul>





## MEETING #2 NOTES

### Meeting Date

May 16, 2018

### Meeting Location

Anderson Center

### Meeting Objectives

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

### Meeting Summary

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

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

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

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

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

Additional points made during the meeting:

- Prior to making a final recommendation on which concepts to advance for implementation, the proposed concepts will be tested together in traffic simulation models to determine how well they would or would not work together.
- Traffic signals in Newtown aren't synchronized right now. Adjusting one signal impacts traffic flow at others.

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

## MEETING PARTICIPANTS

Caroline Ammerman, Stantec

Tom Arnold, ODOT

Tim Brandstetter, Village of Newtown Engineer

Don Carroll, Village of Newtown

Tom Caruso, Anderson Township

Matt Crim, Stantec

Marcus Gardner, Horizon Community Church

Tim Hill, ODOT OES

Todd Gadbury, Hamilton County Engineer's Office

Mark Kobasuk, Village of Newtown

Bob Koehler, OKI

Charlie Rowe, ODOT

Steve Shadix, Stantec

Steve Sievers, Anderson Township

Christa Skiles, Rasor Marketing Communications

Laura Whitman, Rasor Marketing Communications





EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)  
**VILLAGE OF NEWTOWN FOCUS AREA  
ADVISORY COMMITTEE MEETING NOTES**

## MEETING #3 NOTES

**Meeting Date**  
Sept. 6, 2018

**Meeting Location**  
Village of Newtown Municipal 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**

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

- This is the third in a series of four Advisory Committee meetings for the Village of Newtown 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 community 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 transportation 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  
Tim Brandstetter, Village of Newtown Engineer  
Don Carroll, Village of Newtown  
Matt Crim, Stantec  
Becky Fairley, Village of Newtown  
Wade Johnston, Green Umbrella  
Bob Koehler, OKI  
Lt. Shawn McBreen, Village of Newtown Police  
Heather McColeman, ODOT OES  
Tait Paul, Horizon Community Church  
Steve Shadix, Stantec  
Steve Sievers, Anderson Township  
Christa Skiles, Rasor Marketing Communications  
Laura Whitman, Rasor Marketing Communications



# EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

## VILLAGE OF NEWTOWN FOCUS AREA

### ADVISORY COMMITTEE MEETING NOTES

## MEETING #4 NOTES

### Meeting Date

Dec. 6, 2018

### Meeting Location

Village of Newtown Fire and Rescue Station 22, Newtown

### Meeting Objectives

- Review results of the signal timing improvements made along SR 32 and US 50 within the Segments II and III study area and in the Village of Newtown.
- Review feedback received from the public at the Oct. 24 and 25 Open House meetings and during the subsequent public comment period.
- Discuss:
  - Possible refinements to alternatives based on feedback received and determine which, if any, alternatives should be removed from further consideration.
  - Prioritization preferences for remaining alternatives.
  - Possible funding sources.
- Discuss ODOT's Implementation Plan strategy and next steps.

### Meeting Summary

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

- This is the fourth and final Advisory Committee meeting for this focus area. Thank you to all who have invested many hours over the past year to discuss transportation needs, develop possible solutions, review and discuss concept evaluation results, and provide input that will be used to help inform the development of the Implementation Plan.
- The Implementation Plan will identify the projects ODOT recommends for future development and construction. Projects will be designated as high, medium or low priorities. Possible project sponsors and potential funding options will also be identified in the plan.
- While ODOT may be able to assist with the funding and

implementation of some of the projects, it is anticipated that the responsibility for many projects will fall under the purview of local jurisdictions. The Implementation Plan will serve as a tool that jurisdictions can use to assist with their planning efforts.

- ODOT and its consultant team will be developing the Implementation Plan during the upcoming weeks and expect to have a draft completed in early 2019.

Matt Crim, Stantec, shared Signal Timing Study updates and discussed how traffic flow has been affected since signal timing adjustments were completed in October and November. The information shared is summarized on the Signal Timing Study (STS) page of these notes.

Steve Shadix, Stantec, distributed a packet of concept comparison matrices for each of the proposed concepts. Copies of each matrix are provided with the discussion notes for each concept on the following pages. He also passed out copies of a draft report that summarized input received on the improvement concepts proposed for this focus area and were presented to the public at the Oct. 24 and 25 Open House meetings. The content of the report was reviewed as part of the meeting's subsequent discussion of concepts. Mr. Shadix also shared the following introductory comments:

- A total of 175 people signed in at the Open Houses. However, because some people opted not to sign in, the total number of attendees was slightly higher.
- 125 people submitted comment forms. Approximately 54% of the comment forms were submitted at the Open House meetings or sent in via email after the meetings had concluded. The remaining 46% were submitted online using a digital version of the comment form (links to the online comment form were provided on the project website, in meeting materials and email notices). All responses received at the Open Houses and via mail or email were entered into the online comment form database to facilitate analysis.
- Approximately 52% of respondents (64 people) said they lived in either the 45227 (Mariemont, Fairfax, Madisonville; 26%) or 45244 (Newtown, Anderson Township, Union Township; 26%) zip codes.
- When asked how they heard about the Open House meetings, emails from Eastern Corridor, Facebook and "Other" were most frequently reported as sources. Emails from community councils and/or community representatives, friends/relatives, the Nextdoor community-based social network, and a local bike shop were most frequently cited as information sources for "Other." Mr. Shadix thanked Advisory Committee members for assisting with getting the

word out to their constituents about the public Open Houses.

- The comment form asked respondents to indicate the degree to which they support each proposed concept using a five point scale (strongly support, like, neutral, dislike and strongly oppose). The summary report focuses on the distribution of responses received for each concept.
- Respondents were also invited to share any comments they may have regarding the proposed concepts. Comments received on the forms, as well as any submitted separately via email and mail, were recorded and are included in the summary report.

The committee discussed who would pay for implementing proposed concepts:

- In most cases, local jurisdictions will become sponsors for concepts being advanced for implementation and will need to secure funding for detailed design and construction. However, ODOT will identify possible funding sources in the Implementation Plan and will be available to further assist the jurisdictions as needed and appropriate. In some cases, however, ODOT can serve as a project sponsor and would be responsible for funding. These opportunities will be identified in the Implementation Plan.
- The committee also discussed the project advancement process:
  - At this time, the Advisory Committee's role is to provide input that will be used to help inform project prioritization.
  - Ultimately, projects identified in the Implementation Plan will undergo additional community review as part of the vetting and project development process. Input received will be considered as decisions are being made.
  - When applicable, ODOT will develop draft scores for the OKI scoring process to determine outside funding potential.
  - Priorities outlined in the Implementation Plan will be assigned High, Medium, or Low designations.
  - Priority designations will be coordinated between Focus Areas. The prioritization process will also identify projects that should be completed before the implementation of other projects.
  - The Village of Newtown noted that they would appreciate ODOT's assistance with the prioritization process.



## MEETING #4 NOTES

*(continued)*

Discussion notes for each proposed concept in the Village of Newtown focus area are documented on the following pages.

## MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT

Don Carroll, Village of Newtown

Matt Crim, Stantec

Todd Gadbury, Hamilton County Engineer's Office

Wade Johnston, Green Umbrella

Heather McColeman, ODOT OES

Autumn Grace Peterson, Rasor Marketing Communications

Tait Paul, Horizons Community Church

Richard Porter, Forest Hills School District

Steve Shadix, Stantec

Steve Sievers, Anderson Township

Stephan Spinsoa, ODOT

Laura Whitman, Rasor Marketing Communications

# Concept Discussion Notes & Exhibits



# Eastern Corridor Segments II and III

## Village of Newtown Focus Area

### Theme

## SR 32 CORRIDOR

#### Primary Needs identified for this theme:

- P1) Address westbound AM and eastbound PM peak-hour delays.
- P2) Address capacity issues and long queues at the Church/Main intersection.
- P3) Address capacity issues and long queues at the Round Bottom intersection.
- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.

#### Secondary Needs identified for this theme:

- S1) Address deficient sight distance at Round Bottom intersection.
- S2) Support access to future transit connections.



Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS ADDRESSED

- P1) Address westbound AM and eastbound PM peak-hour delays.
- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.

5/16 MEETING DISCUSSION AND COMMENTS

- Stantec, ODOT’s consultant, is currently performing a Signal Timing Study within this Focus Area. Results will be available in upcoming weeks. Timing improvements that will help better synchronize the signals are expected to be put in place later this summer.
- Preliminary analysis indicates that the lack of coordination among traffic signals is causing long queues on SR 32 through the Village of Newtown and extending to Little Dry Run Road in the AM peak and to the west corporation limit in the PM peak.
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- ODOT is currently completing the installation of new signals and signal timing clocks in the Village of Newtown area.
- New controllers were installed the week of 8/13 and GPS clocks installed the week of 9/3. Ongoing signal timing observation and adjustments are currently underway.
- ODOT recommends that the signal system in the Village of Newtown be upgraded to have advanced detection and wireless signal interconnects. This would allow the system to self-adjust to traffic needs (traffic flow can easily be influenced by congestion on I-275, soccer weekends, weather, etc.).
  - Advanced detection and wireless signal interconnect equipment are recommended at the following intersections:
    - Main (SR 32) & Church
    - Main (SR 32) & Round Bottom
    - Main (SR 32) & Ivy Hills Place
    - Main (SR 32) & Little Dry Run
    - Round Bottom & Valley
    - Church & Valley
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

Matt Crim, Stantec, shared Signal Timing Study updates and discussed how traffic flow has been affected since signal timing adjustments were completed in October and November:

- Earlier this year, Stantec conducted a Signal Timing Study within the Segments II and III study area along the SR 32 and US 50 corridors and in the Village of Newtown (from Newtown Road to Valley Avenue to Round Bottom Road).
- A “before study” was conducted in March and, following comprehensive analysis, a series of timing adjustments were implemented in August and September. Additional fine-tuning adjustments were made in October and November. An “after study” was completed in November.
- Stantec compared data from the “after study” with data from the “before study.” Results included the following:
  - US 50 Corridor: Overall, travel time decreased by 9%, vehicle delays decreased by 32%, stop delays decreased by 42% and the average number of stops decreased by 33%. The average travel speed increased by 13%. Using ODOT’s evaluation metrics, benefits of these improvements were determined to be:
    - Benefit/Cost Ratio: 26:1
    - Delay savings: 49,564 hours / \$1,014,262
    - Emission savings: 2.9 kg / \$10,221
    - Crash Reductions: 5 crashes / \$121,800
    - Fuel Savings: 20,623 gallons / \$45,061

Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times.

- Village of Newtown: Overall, travel time decreased by 11%, vehicle delays decreased by 33%, stop delays decreased by 37% and the average number of stops decreased by 33%. The average travel speed increased by 13%. Using ODOT’s evaluation metrics, benefits of these improvements were determined to be:
  - Benefit/Cost Ratio: 51:1
  - Delay savings: 22,868 hours / \$486,045
  - Emission savings: 0.8 kg / \$2,736
  - Crash Reductions: 1 crash / \$13,938
  - Fuel Savings: 3,298 gallons / \$7,205

Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times.

- SR 32 Corridor: Overall, travel time decreased by 10%, vehicle delays decreased by 38%, stop delays decreased by 51% and the average number of stops decreased by 45%. The average travel speed increased by 9%. Using ODOT’s evaluation metrics, benefits of these improvements were determined to be:
  - Benefit/Cost Ratio: 28:1
  - Delay savings: 21,901 hours / \$490,201

- Emission savings: 0.03 kg / \$2,820
- Crash Reductions: 2 crashes / \$53,205
- Fuel Savings: 6,484 gallons / \$14,166

Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times. However, westbound traffic (in the off-peak direction) has experienced slight increases in travel time and vehicle delays during evening peak period. These increases were intentional to improve travel in the peak direction.

- ODOT suggested that additional benefit can be gained by installing additional detection and modems in controllers to allow the lights to be interconnected and adaptive. With this technology, the lights would be better able to respond to variable traffic conditions and would automatically switch to different timing plans to help improve traffic flow. The committee agreed that considering the cost/benefit ratio, this is a recommendation to continue advancing.
  - ODOT mentioned that a preliminary review of this recommendation indicated that it would score favorably to receive safety funding from the Highway Safety Improvement Program (HSIP).
  - ODOT may take the lead on this project because it would involve multiple jurisdictions.

NEXT STEPS/RECOMMENDATION

- Include in Implementation Plan as a high priority.
- Enhance signals to provide advanced detection and wireless signal interconnect. High priority. Can be packaged with similar signal upgrades on SR 32 and near Red Bank interchange. Also combine with additional signal backplates on US 50, wayfinding signage at Beechmont Circle and Red Bank, and advanced warning signage on US 50 eastbound.
- Possible HSIP funding.

US-50  
Pre-Study vs Optimized Timings  
Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		382	102	66	3.0	23.2
Optimized		349	69	38	2.0	26.3
% Change		-9%	-32%	-42%	-33%	13%
AM Peak						
Pre-Study	EB	336	51	31	1.8	26.2
Optimized	EB	312	27	29	1.2	28.3
EB % Change		-7%	-47%	-6%	-33%	8%
Pre-Study	WB	426	150	97	4.2	21.1
Optimized	WB	347	71	50	1.8	25.5
WB % Change		-19%	-53%	-48%	-57%	21%
MIDDAY Peak						
Pre-Study	EB	376	91	63	3.2	23.5
Optimized	EB	318	33	24	1.6	27.7
EB % Change		-15%	-64%	-62%	-50%	18%
Pre-Study	WB	385	109	62	3.8	22.8
Optimized	WB	397	121	38	1.4	27.3
WB % Change		3%	11%	-39%	-63%	20%
PM Peak						
Pre-Study	EB	390	106	74	4.2	22.7
Optimized	EB	380	95	56	1.6	23.5
EB % Change		-3%	-10%	-24%	-62%	4%
Pre-Study	WB	380	104	68	3.5	23.1
Optimized	WB	342	66	31	1.6	25.6
WB % Change		-10%	-37%	-54%	-54%	11%

(Note: in the case of average speed, green means an increase in overall travel speed, whereas red means a reduction in overall travel speed)

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								
								\$80K to \$120K (includes signal at Little Dry Run)	0	\$0	C1	No Impacts	Neutral	Neutral	Neutral



Estimated Annual Signal Retiming Benefits  
Corridor: US-50

Delay Savings

49,564 Hours  
\$1,014,262

Crash Reductions

5 Crashes  
\$121,800

Emissions Savings

2.9 kg  
\$10,221

Fuel Savings

20,623 Gallons  
\$45,061

Benefit Cost Ratio

26:1

Newtown (Newtown Rd/Valley Ave/Round Bottom Rd)  
*Pre-Study vs Optimized Timings*  
Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		236	80	76	3.0	19.3
Optimized		211	54	48	2.0	21.8
% Change		-11%	-33%	-37%	-33%	13%
AM Peak						
Pre-Study	NB	237	63	70	2.6	19.2
Optimized	NB	234	60	62	2.0	19.1
NB % Change		-1%	-5%	-11%	-23%	-1%
Pre-Study	SB	273	134	114	3.1	16.5
Optimized	SB	216	76	59	1.6	21.5
SB % Change		-21%	-43%	-48%	-48%	30%
MIDDAY Peak						
Pre-Study	NB	203	28	39	2.7	21.9
Optimized	NB	193	19	39	2.1	23.3
NB % Change		-5%	-32%	0%	-22%	6%
Pre-Study	SB	209	70	48	1.9	21.5
Optimized	SB	191	52	33	1.4	23.8
SB % Change		-9%	-26%	-31%	-26%	11%
PM Peak						
Pre-Study	NB	214	40	57	2.0	20.7
Optimized	NB	187	12	30	1.6	24
NB % Change		-13%	-70%	-47%	-20%	16%
Pre-Study	SB	281	142	126	3.5	16.1
Optimized	SB	242	102	65	2.2	19.2
SB % Change		-14%	-28%	-48%	-37%	19%

Reduction

No Change

Increase



Estimated Annual Signal Retiming Benefits  
Corridor: Newtown Rd/Valley Ave/Round Bottom Rd

Delay Savings

22,868 Hours  
\$486,045

Crash Reductions

1 Crashes  
\$13,938

Emissions Savings

0.8 kg  
\$2,736

Fuel Savings

3,298 Gallons  
\$7,205

Benefit Cost Ratio

51:1



SR-32  
Pre-Study vs Optimized Timings  
Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		172	45	39	1.1	24.7
Optimized		155	28	19	0.6	26.8
% Change		-10%	-38%	-51%	-45%	9%
AM Peak						
Pre-Study	EB	139	26	11	0.4	29.0
Optimized	EB	139	26	11	0.4	29.1
EB % Change		0%	0%	-1%	-6%	0%
Pre-Study	WB	203	62	50	1.2	21.0
Optimized	WB	182	42	29	1.0	22.9
WB % Change		-10%	-32%	-42%	-17%	9%
MIDDAY Peak						
Pre-Study	EB	142	29	15	0.8	28.3
Optimized	EB	129	16	0	0	30.7
EB % Change		-9%	-45%	-100%	-100%	8%
Pre-Study	WB	170	29	45	1.3	23.8
Optimized	WB	148	7	18	1.0	27.6
WB % Change		-13%	-76%	-60%	-23%	16%
PM Peak						
Pre-Study	EB	210	98	71	1.8	20.1
Optimized	EB	156	43	13	0.5	25.9
EB % Change		-26%	-56%	-82%	-72%	29%
Pre-Study	WB	167	26	44	1.0	25.9
Optimized	WB	174	33	44	1.0	24.7
WB % Change		4%	27%	1%	0%	-5%

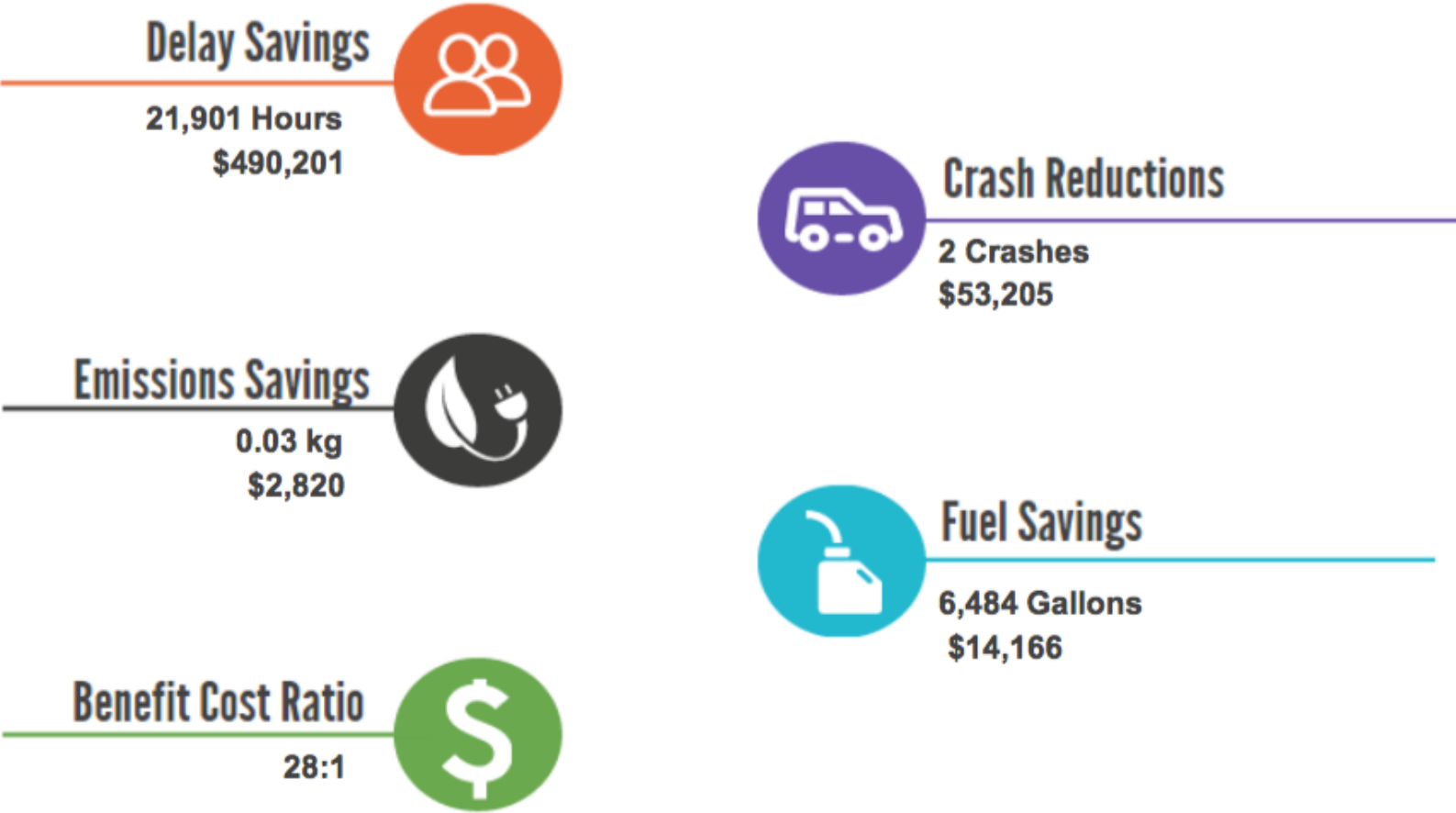
Reduction

No Change

Increase



Estimated Annual Signal Retiming Benefits  
Corridor: SR-32



DESCRIPTION

- Lengthen turn lanes at the Church/Main intersection.
- Add a westbound through lane on SR 32.
  - This concept would add additional turning storage (the space available for cars to queue while waiting to turn at a light) at the Church and Main intersection.
  - The road configuration at the intersection would be two westbound lanes, one center/left turn lane and one eastbound lane.
  - The second westbound lane would be dropped on the east side of the intersection at Debolt Street.

NEEDS ADDRESSED

- P1) Address westbound AM and eastbound PM peak-hour delays.
- P2) Address capacity issues and long queues at the Church/Main intersection.

5/16 MEETING DISCUSSION AND COMMENTS

- To implement this concept, lane widths on SR 32/Main Street would need to be adjusted; sidewalks on each side would be shifted to the outside by approximately one foot on each side.
  - Sidewalks would be 7 feet wide, which is narrow for a downtown area.
  - This change would eliminate the green space between the road and sidewalks (instead, sidewalks would be adjacent to the curb) and could potentially impact utilities.
- Initial traffic analysis indicates that implementing this concept would reduce delays at the Church and Main intersection by 40 percent during evening peak hours.
- This concept could be paired with recommendations outlined for the Main Street and Round Bottom intersection in concepts I-5a or I-5b.
- The drawings for this concept show what is possible; however, the length of road widening can be scaled back. Preliminary analysis indicates that there would still be a benefit to adding a second eastbound lane even if it’s just through Round Bottom Road.
- The ANCOR/SR 32 Hill Focus Area Advisory Committee is exploring possible new connections between SR 32 and Round Bottom Road/Broadwell Road to improve access to the ANCOR area. This new connection could also help ease traffic flow in Newtown.
- ODOT would like the community’s feedback on proposed changes to sidewalk widths in the downtown Newtown area. These changes would be needed if a new travel lane is added to the road.
  - Green space between the sidewalk and curb would be eliminated.

- Decorative concrete could be added in any remaining space between sidewalk and curb.
- Several businesses along Main Street already appear to be very close to the sidewalk and road.
- Consider widening SR 32 to allow for four travel lanes to extend to Burger Farm. Trucks turning in there often slow down traffic.
- It would be good to continue two lanes east to Little Dry Run; dropping a second lane before that point would be too soon.
- This concept could also include a sidewalk out to Little Dry Run.
- Dual southbound left turn lanes on Round Bottom to eastbound SR 32 would help.
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Traffic delays in the area are caused by signalized intersections.
- This concept can be implemented without building acquisitions. The closest building to the road is located at 6826 Main Street, which would abut the sidewalk.
- ODOT prepared a series of typical sections that depict how the proposed road widening project would compare with the existing road, shoulders and sidewalks at various locations along the roadway. These sections are shown on the concept exhibit page.
- The 11’ lanes on the side of the road are really 10’ lanes with a one foot shoulder. The shoulders would not be marked.
- The additional eastbound lane on SR 32 would end as a right turn only lane at Debolt.
- Poles on the south side of the road would not be moved.
- Newtown just posted No Parking signs on SR 32.
- Does the right lane on westbound SR 32 need to be as long as proposed? It is designed to be 1000 ft long, which is ODOT’s target length for through lanes.
- How much benefit is the right through lane on westbound Main Street since it disappears east of Church Street?
  - Traffic turning right onto Church Street is not particularly heavy; however, vehicles turning right into the UDF parking lot can block traffic flow.
  - Conservative estimates are that 10 percent of drivers would use the right lane, even though they have to merge back before Debolt. Though a small percentage, it impacts the overall intersection efficiency, translating to a 40 to 60 percent reduction in travel delays for everyone.
- Modifications to the SR 32/Church Street intersection would alter the streetscape in the area. This may not be desirable for some residents. One Committee member also expressed concern that widening would

- make the central business district feel less walkable. ODOT suggested that decorative concrete could be used adjacent to the curb to give a better feeling of separation from traffic.
- Newtown may be more interested in finding a middle ground that would allow vehicles to move through the intersection better. ODOT suggested there could be an opportunity to stripe the curb lane as additional parking during non-peak hours.
  - Length of widening on Church at the intersection may not need to be as far as shown in concept drawing. Perhaps widening up to a length of 4 to 5 cars is sufficient.
  - No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

*This concept was presented as B1 at the October Open House meetings.*

- Approximately 59% of public responses received about this project was either Strongly Support (31%) or Like (28%). Approximately 6% Strongly Opposed and 6% Disliked the project. The remaining responses (31%) were Neutral [see the Public Feedback Ratings Summary on the I-6a (B1) exhibit page].
  - The Village of Newtown asked to see this data analyzed based only on responses provided from people who live in the 45244 (Newtown) zip code. It’s their impression that residents are split fairly evenly between the improvements being proposed.
  - A subsequent review of the data showed that of the 24 respondents who reported living in the 45244 zip code, 38% (9 people) Strongly Supported and 33% (8 people) Liked the project; 8% (2 people) Disliked and 4% (1 person) Strongly Disliked the project; and 17% (4 people) were Neutral.
- The Sierra Club mentioned that while they support plans that improve pedestrian and bicycle connectivity, they do not support plans that would lead to an increase in vehicle miles traveled or would reduce bike/pedestrian connectivity, such as adding a new lane on SR 32 through Newtown.
- It was suggested that if this project were to be completed, walkability can potentially be addressed by designating the second lane as a parking lane for the majority of the day, but use it as a travel lane during peak hours.
- There was concern that people may not use the second travel lane even if one is made available. However, this could perhaps be addressed by establishing the new process as soon as the new lane is created.
- Newtown would like to get input from Lt. McBreen regarding this concept.

*(continued on next page)*

Concept drawings are presented on the following pages.

12/6 MEETING DISCUSSION AND COMMENTS  
(continued)

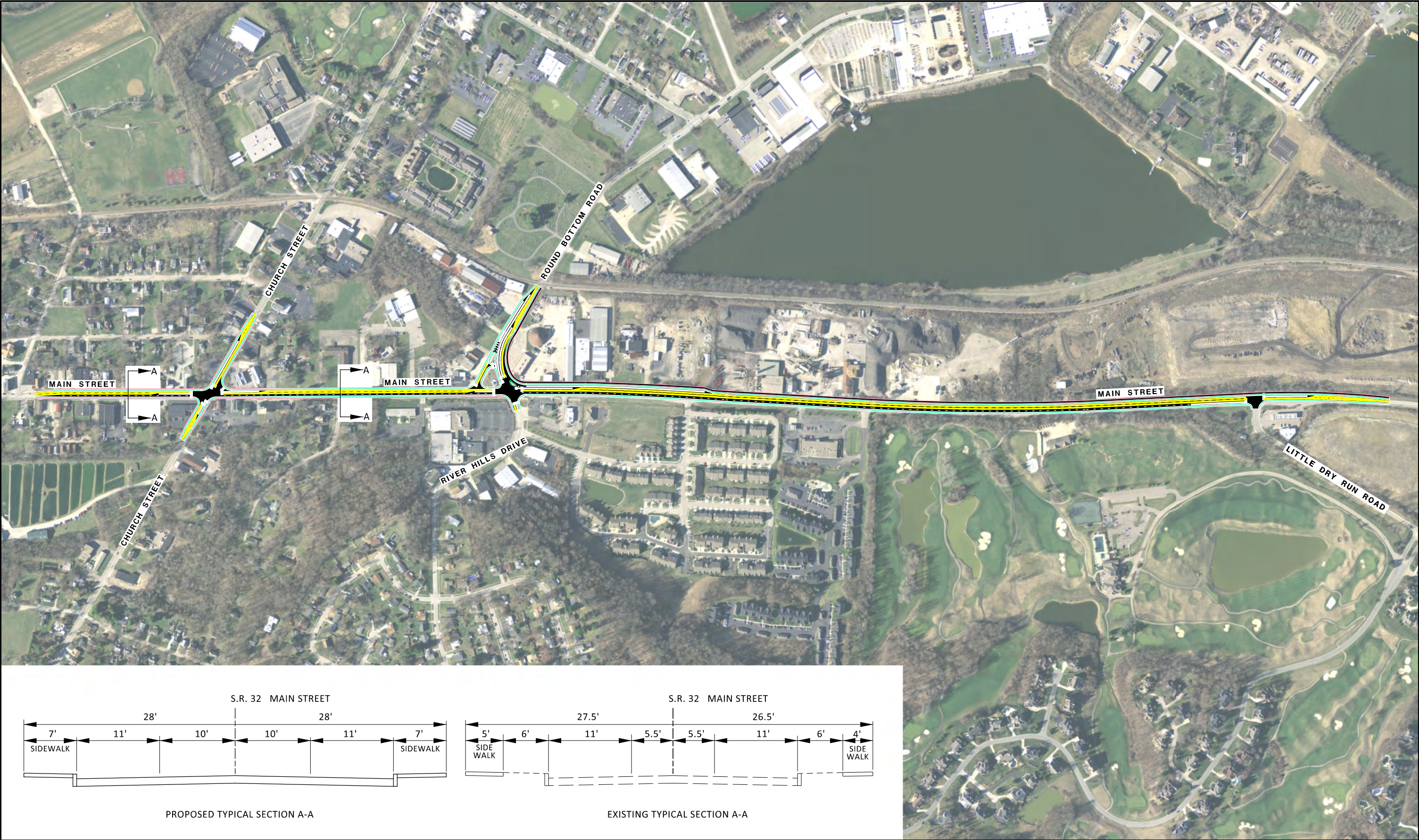
- The Newtown Village Council wants to do more outreach to businesses and get their input before making any decisions. This effort would be a future effort and doesn’t need to be completed before the Implementation Plan is developed.
- The committee discussed who would pay for the implementation of this concept:
  - For this concept, the local jurisdiction (Newtown) would become the sponsor of the project. However, there are many different potential funding sources available. ODOT would work with the Village of Newtown to identify applicable resources for this project.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a **high** priority.
- Prepare a public feedback summary report focused on responses provided from residents of the 45244 zip code.

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	36.3	D	64%	33.3	C	42%	\$1.2M to \$1.8M	0	\$250K to \$500K	D1	R/W Impacts	Neutral	Improves	Improves
	PM	50.7	D	7%	58.3	E	20%								

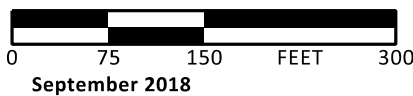
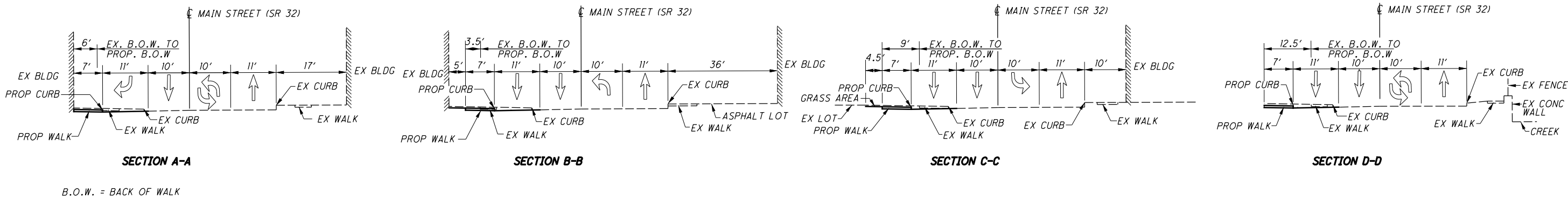
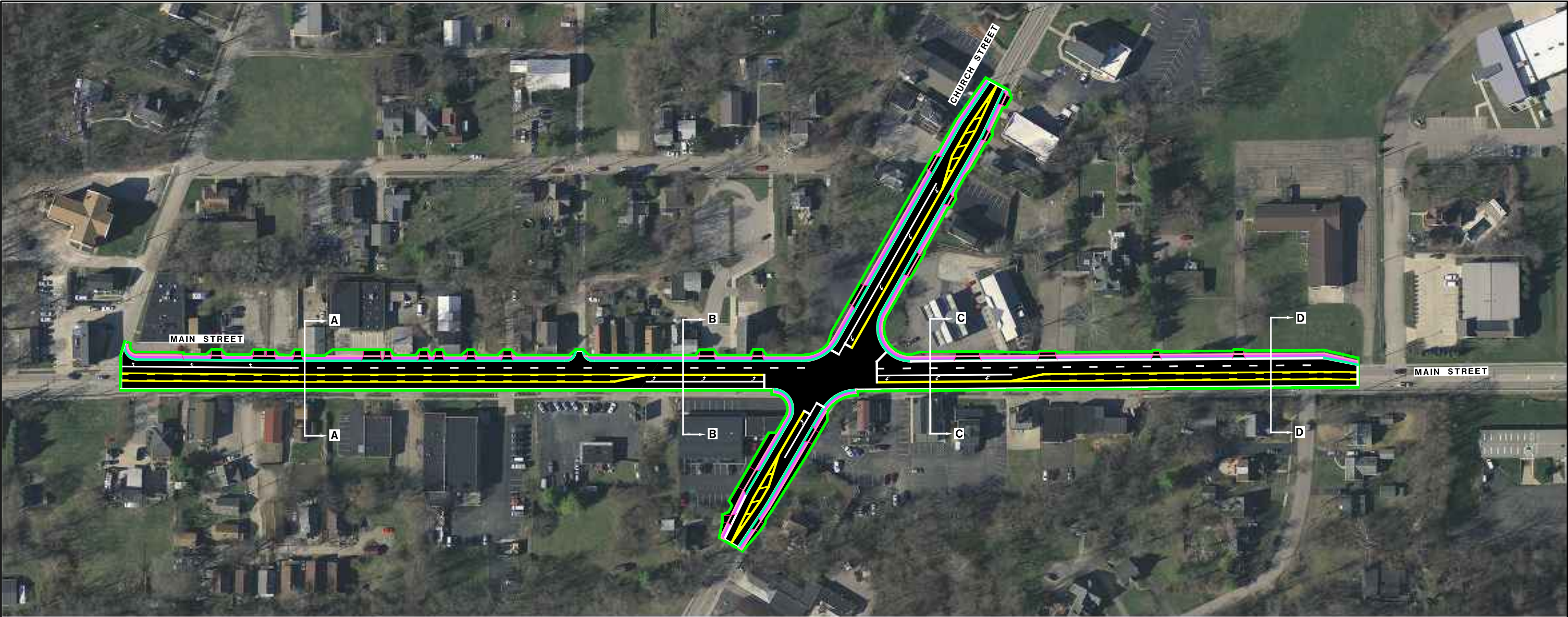




**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-5A and I-6A**  
**EXTEND STORAGE LENGTH AT THE INTERSECTION**  
**OF CHURCH STREET AND MAIN STREET**



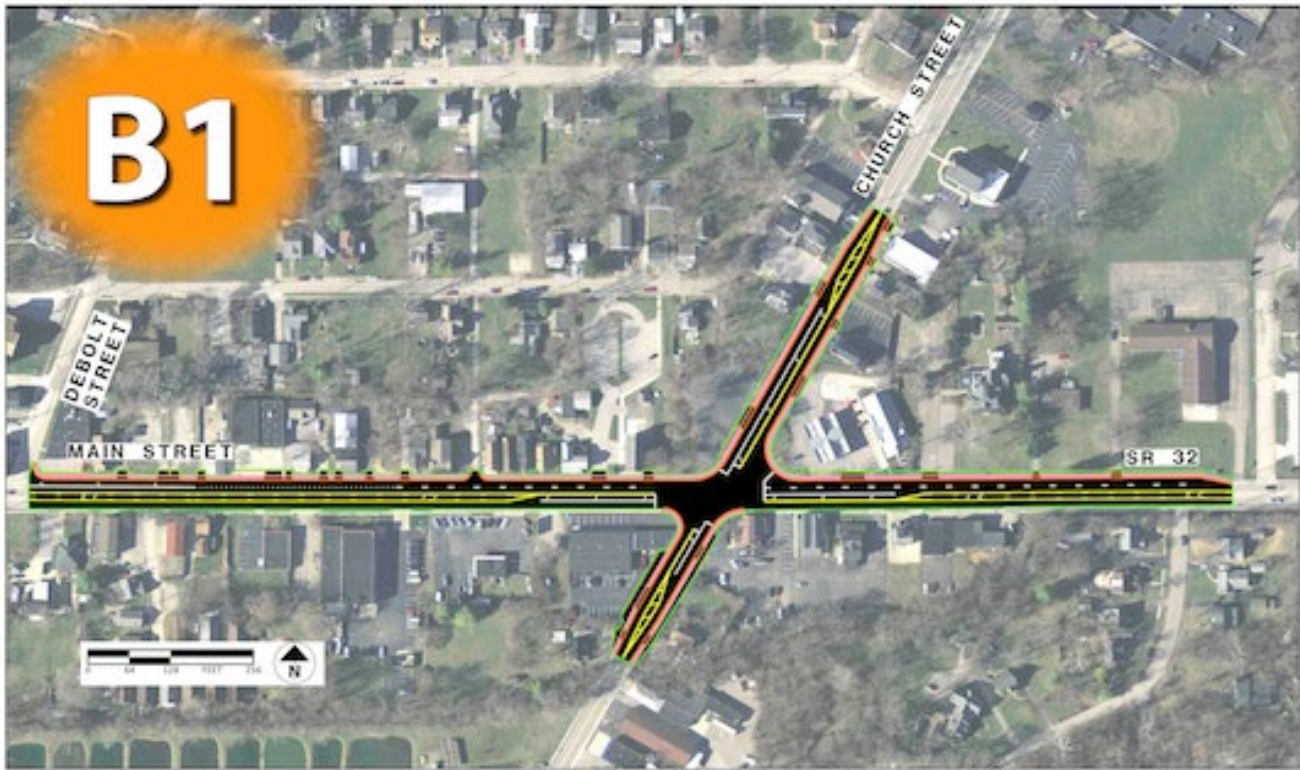


**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-6A**  
**EXTEND STORAGE LENGTH AT THE INTERSECTION**  
**OF CHURCH STREET AND MAIN STREET**



Drawing was presented at  
the October 24 & 25 Open  
House meetings.



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

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	6%	31%	28%	31%

(percentages have been rounded)

Concept drawing is presented on the following page.

DESCRIPTION

- Install roundabout at Church/Main intersection.
- Add eastbound/westbound through lanes on SR 32, if it can be accomplished with little to no additional right-of-way.

NEEDS ADDRESSED

- P1) Address westbound AM and eastbound PM peak-hour delays.
- P2) Address capacity issues and long queues at the Church/Main intersection.
- P4) Address congestion.

5/16 MEETING DISCUSSION AND COMMENTS

- This concept for a roundabout at Church and Main centers the roundabout on the existing intersection.
- Initial analysis suggests the roundabout would work well from a traffic standpoint.
- Right-of-way impacts are considerable, affecting several local businesses including the Main Street Café, Dairy Corner and Newtown Feed and Supply.
- No additional comments were received following the 5/16 meeting.

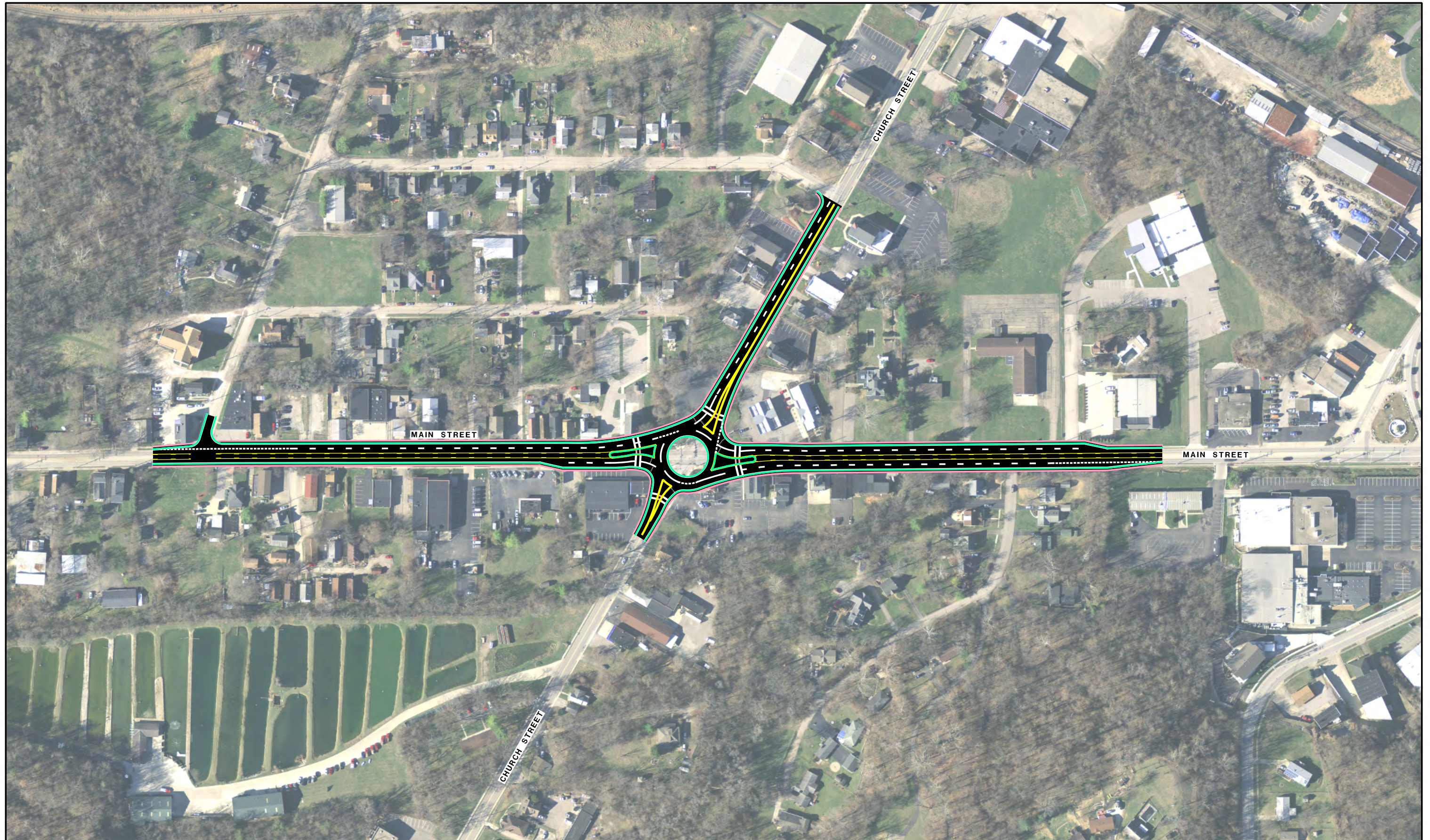
NEXT STEPS/RECOMMENDATION

- No further study due to anticipated level of impacts

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	< \$5 MILLION	> \$10 MILLION	HIGH (D3 OR GREATER)	NEUTRAL	NEUTRAL	DEGRADES	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY





0 100 200 FEET 400  
MARCH 2018



**Concept Drawing**

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

**Figure I-6B-1**

**ROUNDBOUT AT CHURCH STREET  
AND MAIN STREET INTERSECTION**



Concept drawing(s) are presented on the following page(s).

DESCRIPTION

- Install offset roundabout at Church/Main intersection.
- Add eastbound/westbound through lanes on SR 32, if it can be accomplished with little to no additional right-of-way.

NEEDS ADDRESSED

- P1) Address westbound AM and eastbound PM peak-hour delays.
- P2) Address capacity issues and long queues at the Church/Main intersection.
- P4) Address congestion between SR 32 and US 50 corridors.

5/16 MEETING DISCUSSION AND COMMENTS

- This second roundabout concept offsets the roundabout slightly northeast of the existing intersection at Church and Main streets.
- Right-of-way impacts and impacts to most surrounding businesses are less compared to the Concept I-6b-1, but:
  - Would require the removal of United Dairy Farmers
  - Lane-widening needs would affect Main Street Café
- Traffic flow benefits are not as significant as in the alternate roundabout concept, Concept I-6b-1.
- A signal would be necessary to connect northbound Church Street to SR 32.
- Discussed alternate intersection types:
  - Replacing this concept with a split T intersection.
  - Make two-way northbound on Church to Main.
  - Look at a peanut-shaped roundabout at this location.
- No additional comments were received following the 5/16 meeting.

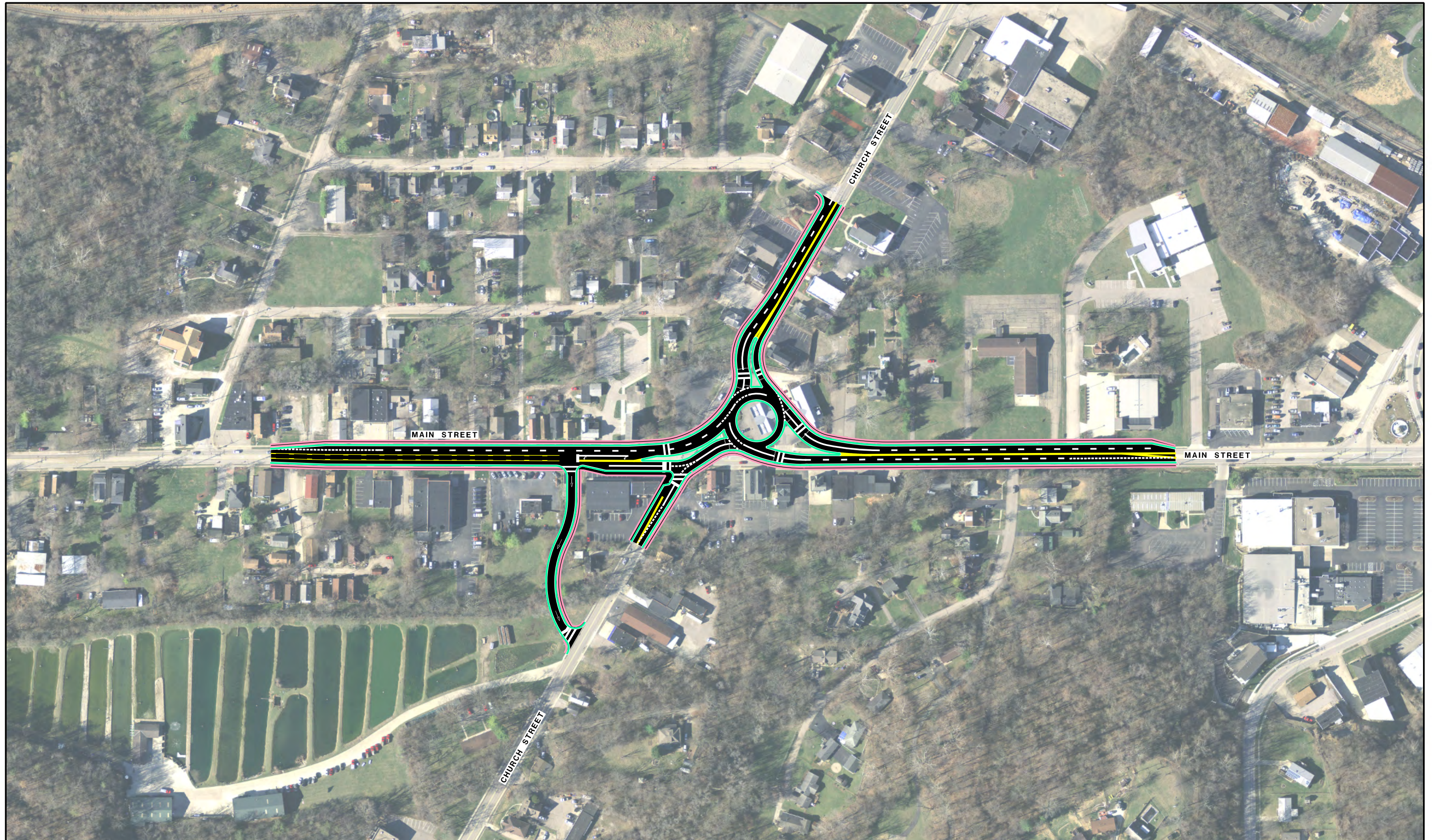
NEXT STEPS/RECOMMENDATION

- No further study due to anticipated level of impact.

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

RECOMMENDATION: NO FURTHER STUDY





**Concept Drawing**

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

**Figure I-6B-2**

**ROUNDBOUT AT CHURCH STREET  
AND MAIN STREET INTERSECTION**



DESCRIPTION

- Increase left turn lane storage (the space available for cars to queue when waiting to turn at a light) along SR 32
- Add dual southbound left turn lanes from Round Bottom to eastbound SR 32.
- Add eastbound through lane on SR 32

NEEDS ADDRESSED

- P1) Address westbound AM and eastbound PM peak-hour delays.
- P3) Address capacity issues and long queues at the Round Bottom intersection.
- P4) Address congestion between SR 32 and US 50 corridors.

5/16 MEETING DISCUSSION AND COMMENTS

- The two eastbound lanes on SR 32 would continue to Little Dry Run Road, then drop back to one lane. Extending the two eastbound lanes this far is desirable but tight in some areas east of Round Bottom Road, especially on the right side of the road.
- Initial traffic analysis indicates that implementing this concept would:
  - Reduce PM peak delays at Round Bottom Road by almost 70 percent; no reduction in AM peak hour.
  - Improve delays at the Round Bottom intersection even if no changes are made at the intersection of Church and Main streets.
- Adding a new connection between Round Bottom Road and SR 32 to access the ANCOR area could also help ease traffic flow in this area, particularly truck traffic. This idea is being explored and developed as part of the ANCOR/SR 32 Hill Focus Area.

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

9/6 MEETING DISCUSSION AND COMMENTS

- Concept I-5a should be considered as an alternative option to concept I-5b-2.
- A second eastbound lane would need to be added to SR 32 starting near Drake Street. These two lanes would be carried east through the Round Bottom intersection to accommodate the dual left turn lanes from Round Bottom onto SR 32. This lane would be dropped as a right turn lane at Little Dry Run.
- This concept is designed to work in conjunction with I-6a at SR 32 and Church Street.
- This concept would also extend the length of the right turn lane on SR 32 to Round Bottom Road.
- The concept exhibit does not show a sidewalk that would be added as part of this project on the south side of SR 32. Newtown stated that they would like the sidewalk to extend to Little Dry Run Road.
- This concept eliminates traffic delays by half compared to the No Build option.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

- *This concept was presented as B2 at the October Open House meetings.*
- This project has the highest benefit for the cost of any of the proposed projects in this focus area.
  - The biggest benefit will be for evening peak traffic.

Concept drawings are presented on the following pages.

- Completing this project will help improve traffic flow (“uncork congested areas”) along roads leading into and out of the area.
- There would be a big benefit to westbound travel during the morning peak hours by enabling people to go up Valley and through Newtown, which is a movement they want to do anyway.
- ODOT recommended that this project be designated as a high priority. The committee agreed.
- A committee member asked if a shared-use path would be included in the project.
  - If the road is widened to add a lane, then some level of shared-use could be accommodated on the north side of SR 32.
  - The impacts of widening the road need to be identified and reviewed before any decisions are made.
  - A shared-use path would most likely need to be located on the north side of SR 32 because of the creek on the south side.
  - There needs to be a five-foot buffer between the shared-use path and the road.
  - The opportunity to extend a bike/pedestrian connection between Burger Farm and Clermont County should be considered.
- The Village of Newtown would like improved truck access in this area.
- The committee discussed the purpose of a shared-use trail along SR 32 and whether or not a trail north of the railroad along Lake Barber could address the same needs. The group did not come to any specific determination, but agreed the concept was something to be considered.

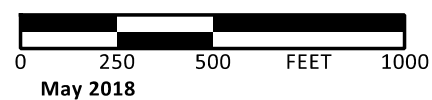
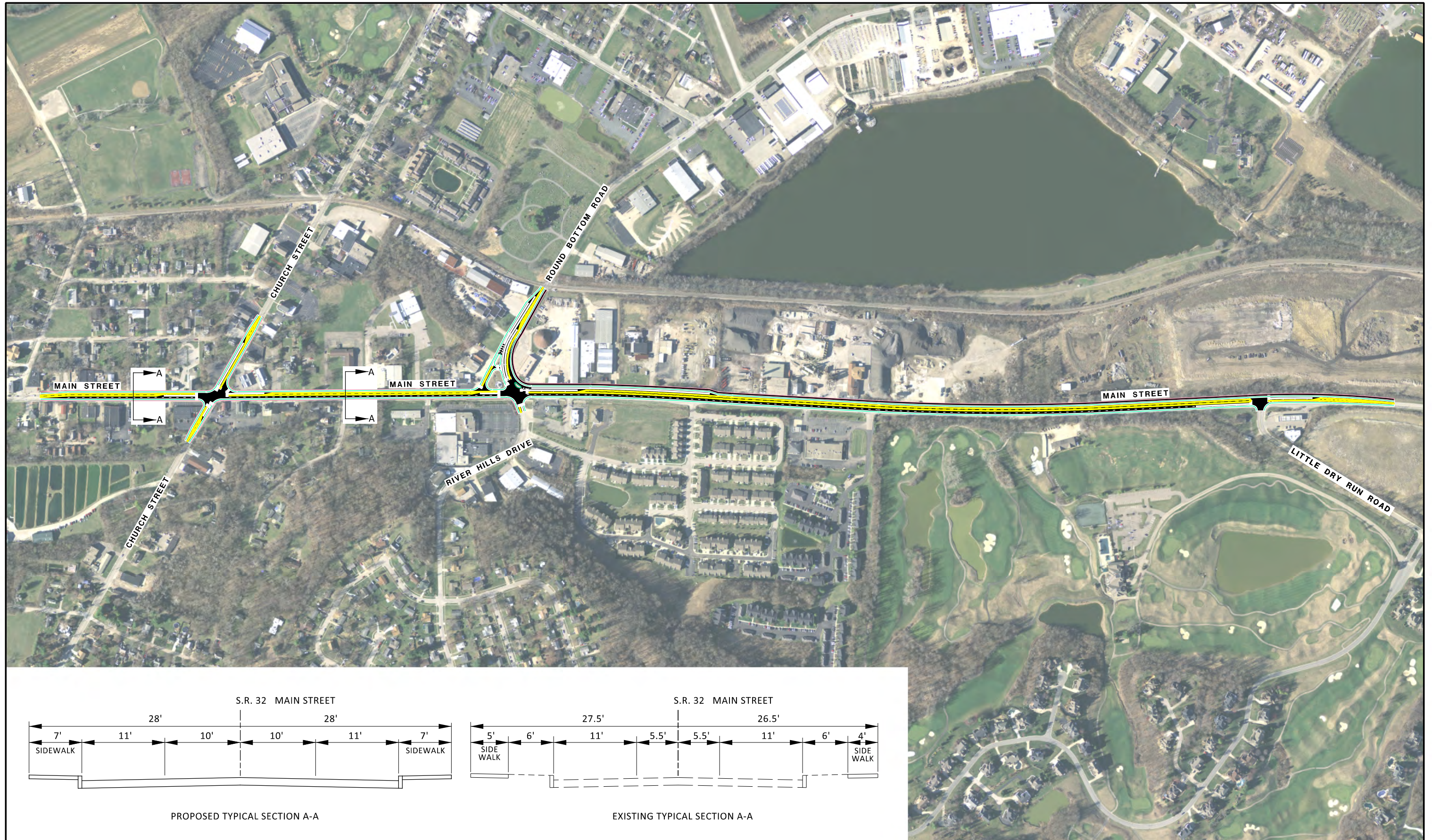
NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a high priority.

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	30.1	C	-1%	17.3	B	53%	\$4.4M to \$6.6M	0	\$365K to \$730K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, Noise, ESA Issues	Neutral	Improves	Improves
	PM	31.2	C	69%	28.3	C	55%								

PRIORITY: HIGH

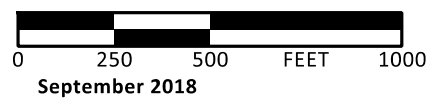
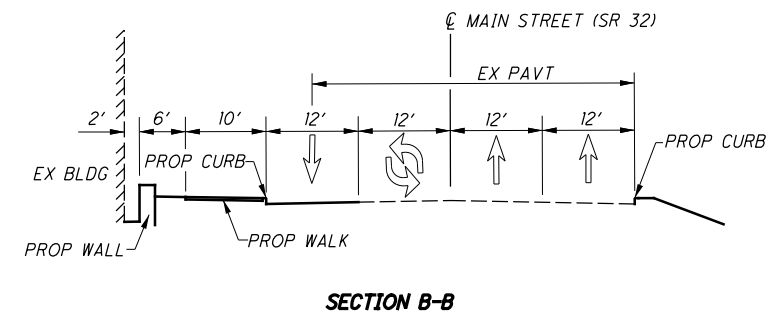
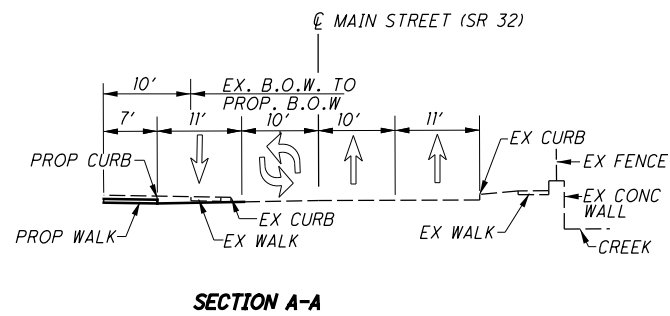
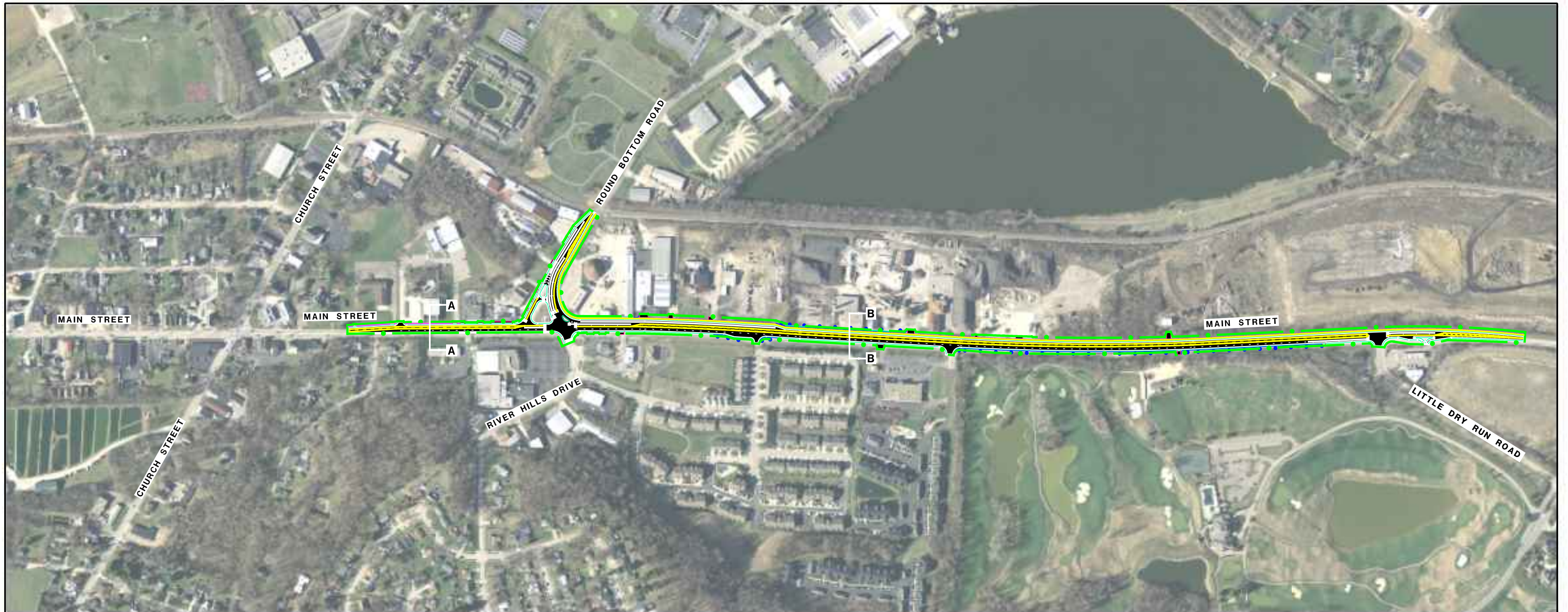




**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure I-5A and I-6A**  
 EXTEND STORAGE LENGTH AT THE INTERSECTION  
 OF CHURCH STREET AND MAIN STREET



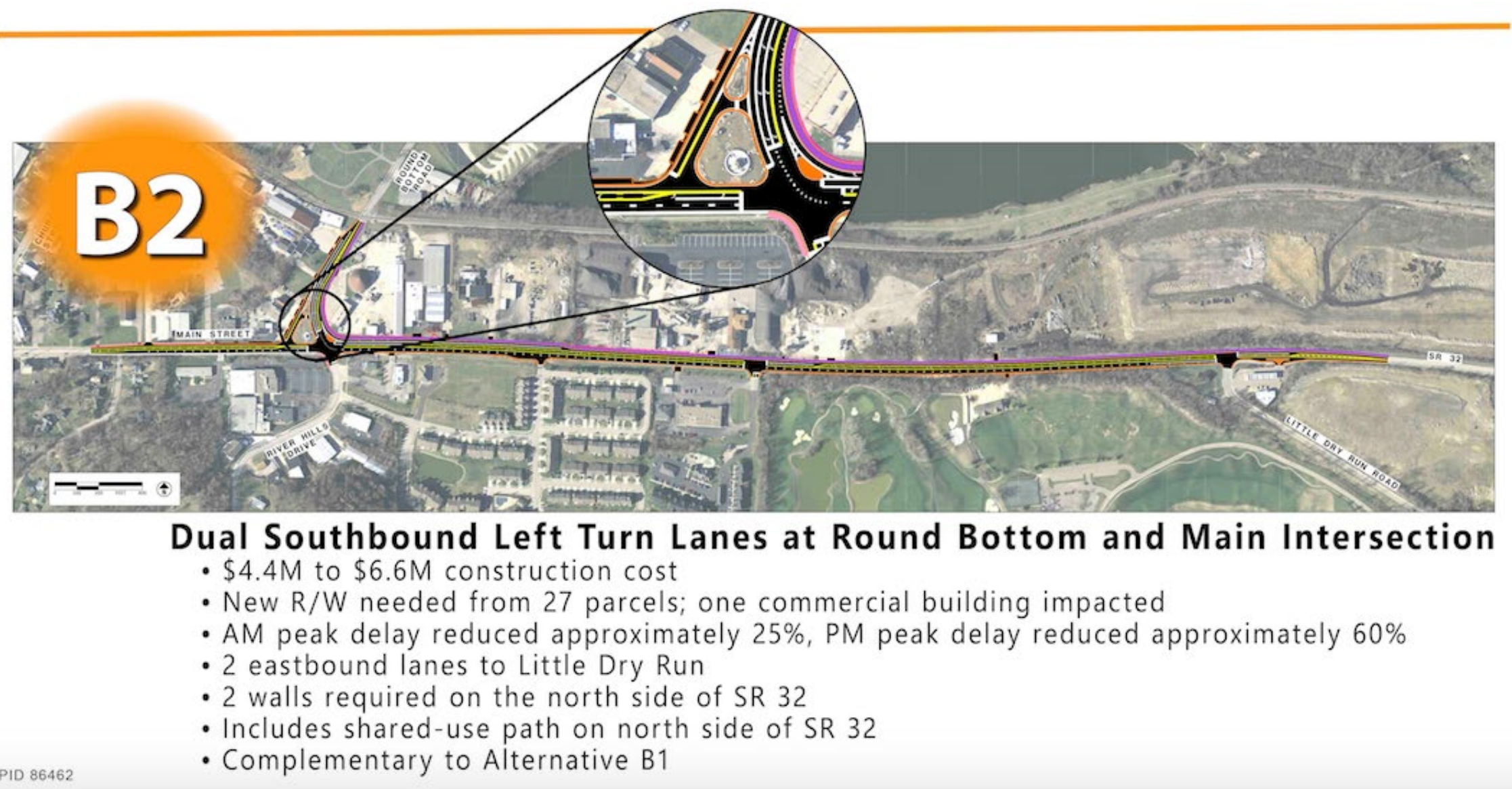


**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-5A (Overall View)**  
EXTEND STORAGE LENGTH AT THE INTERSECTION  
OF ROUND BOTTOM AND MAIN STREET WITH  
DUAL SOUTHBOUND LEFT TURN LANES



Drawing was presented at the October 24 & 25 Open House meetings.



PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
3%	9%	29%	36%	24%

(percentages have been rounded)

Concept drawing is presented on the following page.

DESCRIPTION

- Install a roundabout at the SR 32/Round Bottom intersection; center the roundabout around the existing fountain.

NEEDS ADDRESSED

- P1) Address westbound AM and eastbound PM peak-hour delays.
- P3) Address capacity issues and long queues at the Round Bottom intersection.
- P4) Address congestion.
- S1) Address deficient sight distance at Round Bottom intersection.

5/16 MEETING DISCUSSION AND COMMENTS

- Access to businesses located in the northwest quadrant of the intersection would be blocked by the new roundabout; a new access road to reach the businesses would be needed.
- The end of River Hills Drive would be shifted west to connect to SR 32 via the roundabout.
- Initial traffic analysis indicates a roundabout would reduce traffic delays by 50 percent during morning peak hours and by 80 percent during evening peak hours.
- No additional comments were received following the 5/16 meeting.

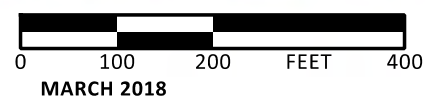
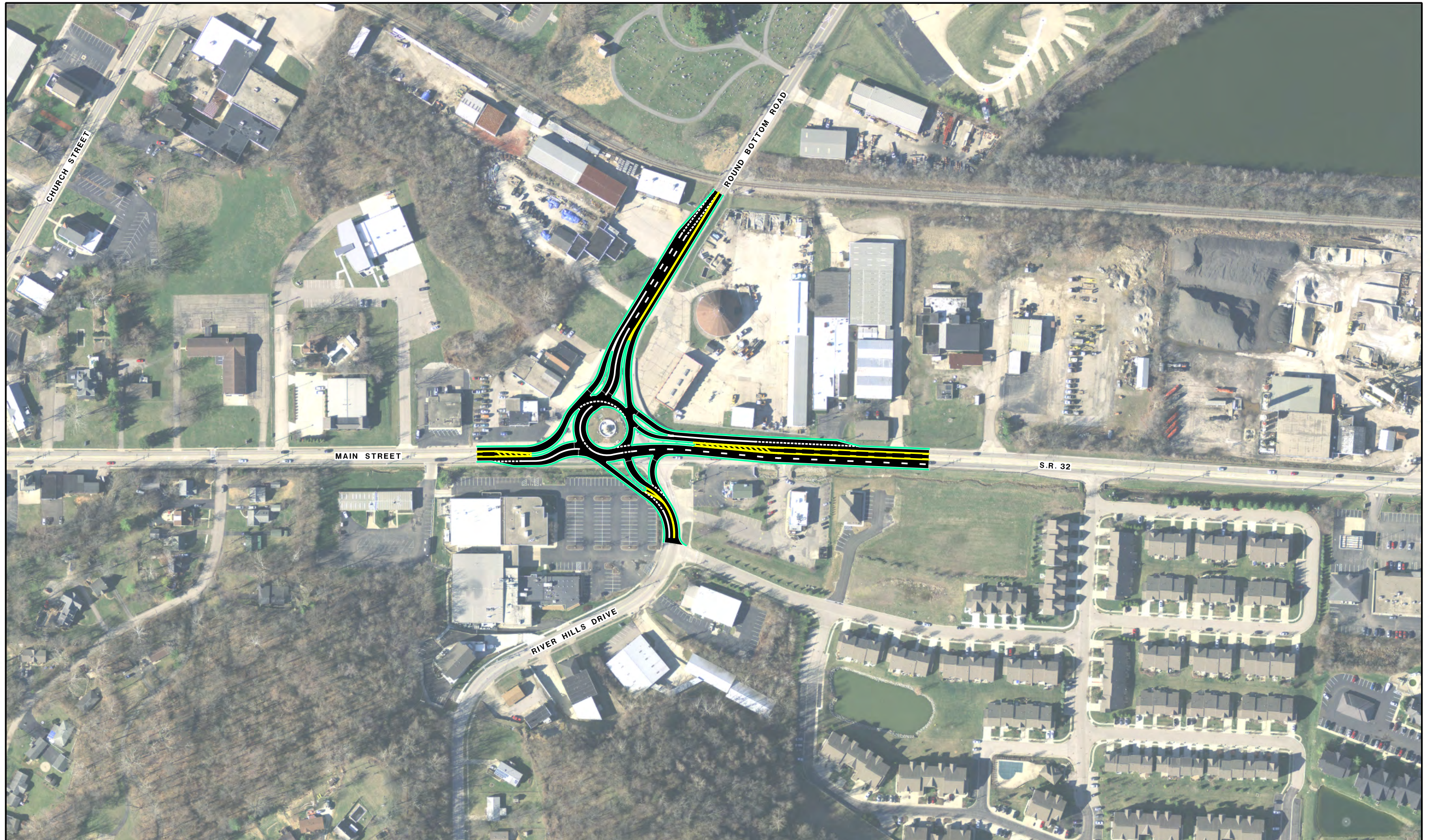
NEXT STEPS/RECOMMENDATION

- No further study due to anticipated impacts to local business access.

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

RECOMMENDATION: NO FURTHER STUDY





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

**Figure I-5B-1**  
**ROUNDBOUT AT ROUND BOTTOM ROAD  
AND MAIN STREET INTERSECTION**



Concept drawings are presented on the following pages.

DESCRIPTION

- Install a roundabout at SR 32/Round Bottom intersection.
- Relocate fountain.

NEEDS ADDRESSED

- P1) Address westbound AM and eastbound PM peak-hour delays.
- P3) Address capacity issues and long queues at the Round Bottom intersection.
- P4) Address congestion.
- 
- S1) Address deficient sight distance at Round Bottom intersection.

5/16 MEETING DISCUSSION AND COMMENTS

- This second roundabout concept for the SR 32 and Round Bottom Road intersection shifts the center of the roundabout east of the current intersection location.
- This concept would require relocating the fountain.
- Initial traffic analysis indicates a roundabout at this location would reduce traffic delays by 50 percent during morning peak hours and by 80 percent during evening peak hours.
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Concept I-5a should be considered as an alternative option to concept I-5b-2.
- Traffic simulations of the roundabout discovered issues with Round Bottom Road during the afternoon peak travel time.
- When approaching the intersection from River Hills, there would be very few gaps in eastbound/westbound traffic for vehicles to merge into the roundabout. This would cause long back ups on River Hills.
- While the roundabout concept is better than No Build, it has issues that must be considered.
- Concept I-5a moves traffic better.
- A committee member noted that during afternoon peak travel times, the current signal at the intersection needs to extend for at least a minute and 40 seconds or else traffic will back-up all the way to Mariemont Kroger. ODOT noted that waiting more than 80 seconds at a traffic light indicates a failure (level of service F).
- ODOT will look at the possibility of eliminating the center turn lane between Ivy Hills Place and Little Dry Run to better accommodate the additional eastbound lane. Doing so could save money.
- No additional comments were received following the 9/6 meeting.

NEXT STEPS/RECOMMENDATION

- No further study. Traffic simulations indicate unfavorable afternoon peak hour traffic 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								
0.4	AM	14.8	B	50%	13.0	B	64%	\$3.65M to \$5.46M	0	\$345K to \$690K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, Noise, ESA Issues	Neutral	Neutral	Degrades
	PM	19.2	C	81%	60.1	F	5%								

RECOMMENDATION: NO FURTHER STUDY






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

**Figure I-5B-2**  
**ROUNDBOUT AT ROUND BOTTOM ROAD  
 AND MAIN STREET INTERSECTION**





 <p>0 200 400 FEET 800</p> <p>September 2018</p> 	 <p><b>Stantec</b></p>	<p><b>Concept Drawing</b> Eastern Corridor Projects Segment II-III (S.R. 32 Corridor) HAM-32F-0.00; PID 86462</p>	<p><b>Figure I-5B-2 (Overall View)</b> <b>ROUNDBOUT AT ROUND BOTTOM ROAD AND MAIN STREET INTERSECTION</b></p>
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Concept not drawn.

DESCRIPTION

- Address sight distance deficiency at SR 32/Round Bottom intersection by extending culvert in order to modify fence.

NEEDS ADDRESSED

S1) Address deficient sight distance at Round Bottom intersection.

5/16 MEETING DISCUSSION AND COMMENTS

- It can be difficult for those turning right on red to see because of the existing fence.
- An option to address the sight deficiency issue would be to prohibit right turns on red.
- There is not a high incident rate of crashes here.
- This is a secondary need which would only be addressed if it is part of other concepts that address primary needs.
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- No substantial discussion held.
- No additional comments were received following the 9/6 meeting.

NEXT STEPS/RECOMMENDATION

- Advance with other concepts.

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
	THIS CONCEPT WILL BE ADDRESSED AND EVALUATED AS PART OF OTHER CONCEPTS.								ADVANCE WITH OTHER CONCEPTS

RECOMMENDATION: ADVANCE WITH OTHER CONCEPTS



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

### Theme

# CONNECTION BETWEEN SR 32 AND US 50 CORRIDORS

#### Primary Needs identified for this theme:

- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.
- P6) Address northbound AM and southbound PM peak-hour delays.
- P7) Address capacity issues for SB left-turn movement at Church/Valley intersection.

#### Secondary Needs identified for this theme:

- S3) Support access to future transit connections.
- S4) Correct deficient roadway curve near Natorp's Nursery.
- S5) Address roadway grades at railroad crossing.



Concept drawings are presented on the following pages.

DESCRIPTION

- Extend the northbound left turn lane from Round Bottom onto Valley Avenue
- Extend eastbound right turn lane from Valley onto Round Bottom Road

9/6 MEETING DISCUSSION AND COMMENTS

- Study results indicate that the alternative concept to this one, Concept I-8b (roundabout), shows better operations in terms of delay and safety and costs less.
- No additional comments were received following the 9/6 meeting.

NEEDS ADDRESSED

- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.
- P6) Address northbound AM and southbound PM peak-hour delays.

NEXT STEPS/RECOMMENDATION

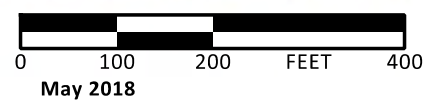
- No further study. Roundabout option appears to be a better alternative.

5/16 MEETING DISCUSSION AND COMMENTS

- Project would increase the space available for cars to queue when waiting to turn at the light (storage space), which would help separate turning traffic from through traffic.
- Turning delays are not a big problem at this location; trucks would be affected most.
- No additional comments were received following the 5/16 meeting.

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								
								\$520K to \$780K	0	\$86K to \$172K	C2	R/W Impacts, Floodplain, ESA Issues	Neutral	Neutral	Neutral



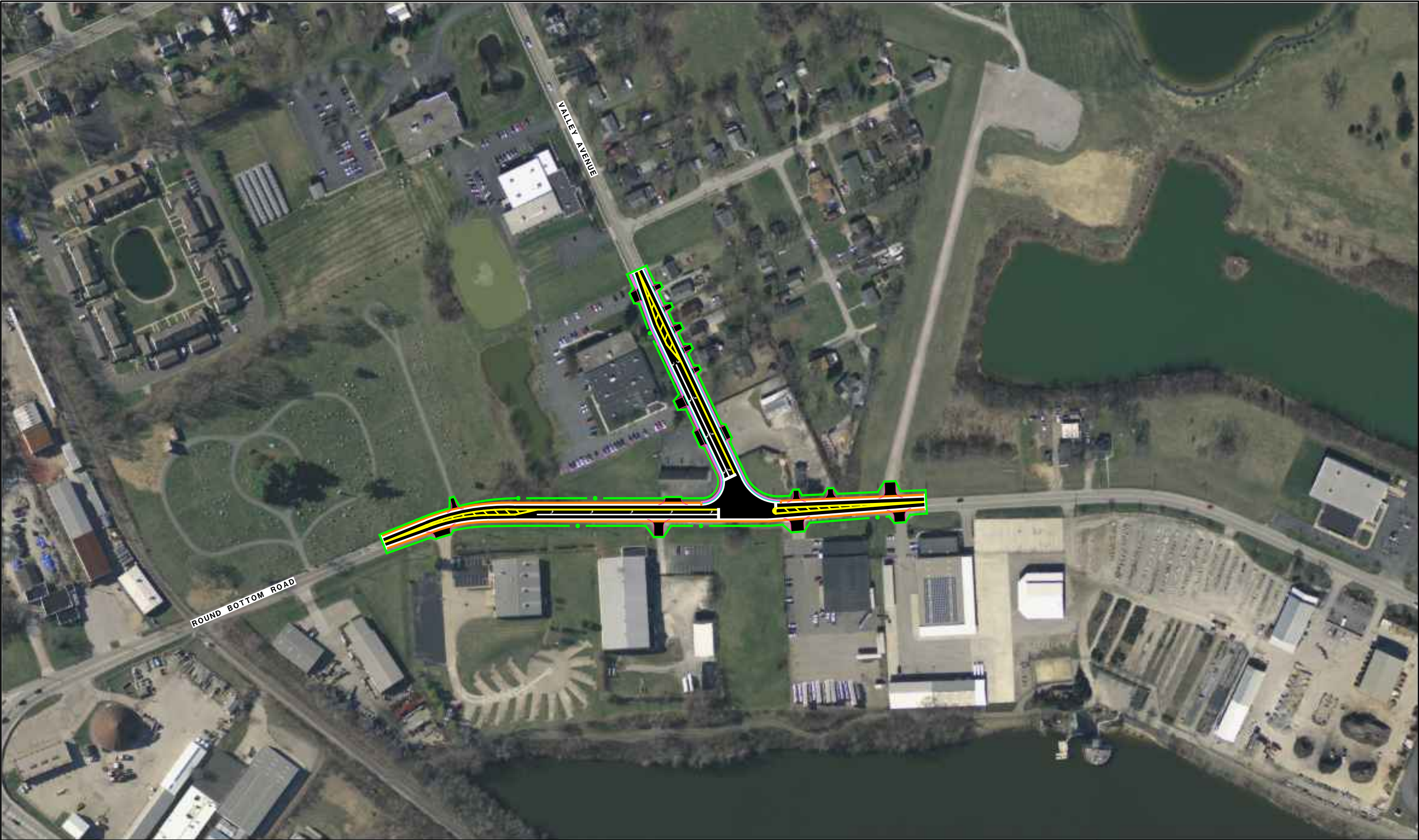


**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure I-8A**

**EXTEND STORAGE LENGTH AT THE INTERSECTION  
 OF ROUND BOTTOM ROAD AND VALLEY AVENUE**





 <p>0 100 200 FEET 400</p> <p>September 2018</p> 	 <p><b>Stantec</b></p>	<p><b>Concept Drawing</b> Eastern Corridor Projects Segment II-III (SR 32 Corridor) HAM-32F-0.00; PID 86462</p>	<p><b>Figure I-8A</b></p> <p><b>EXTEND STORAGE LENGTH AT THE INTERSECTION OF ROUND BOTTOM ROAD AND VALLEY AVENUE</b></p>
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Concept drawings are presented on the following pages.

DESCRIPTION

- Install roundabout at Round Bottom/Valley intersection.

NEEDS ADDRESSED

- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.
- P6) Address northbound AM and southbound PM peak-hour delays.

5/16 MEETING DISCUSSION AND COMMENTS

- Initial analysis suggests the installation of a roundabout at the intersection would function well, reducing delays by 60 percent during morning peak hours and by almost 70 percent during evening peak hours.
- Due to significant truck traffic in this area, the roundabout would be designed to accommodate trucks.
- Roundabouts help slow down traffic but allow vehicles to continue moving.
- Installing a roundabout at this location may require acquiring property or right-of-way easements.
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Study results indicate that this alternative shows better operations in terms of delay and safety and costs less when compared to Concept I-8a.
- The roundabout is designed to manage truck traffic and can accommodate the large-size trucks from nearby businesses and school buses.
- A fourth leg could be added to the roundabout to provide access to the businesses located on the southeast side of the intersection (Robbins Flooring and Hazmat Environmental Group). Adding a fourth leg would increase the cost bringing it closer to concept I-8a, but the benefits of the roundabout still outweigh those of concept I-8a.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

This concept was presented as B3 at the October Open House meetings.

- Some concerns regarding speed on Valley can be addressed by slowing traffic down.
- Some committee members expressed concerns regarding trucks using the roundabout. ODOT explained that the roundabout would be designed to accommodate truck use.
- The committee agreed that this concept should be designated as a medium priority.
- It was suggested that a right-turn signal be added at the Round Bottom and Valley intersection prior to (or instead of) construction of a roundabout. Newtown is moving forward with the right-turn signal

upgrade. The signal change will be evaluated before further development of the roundabout alternative.

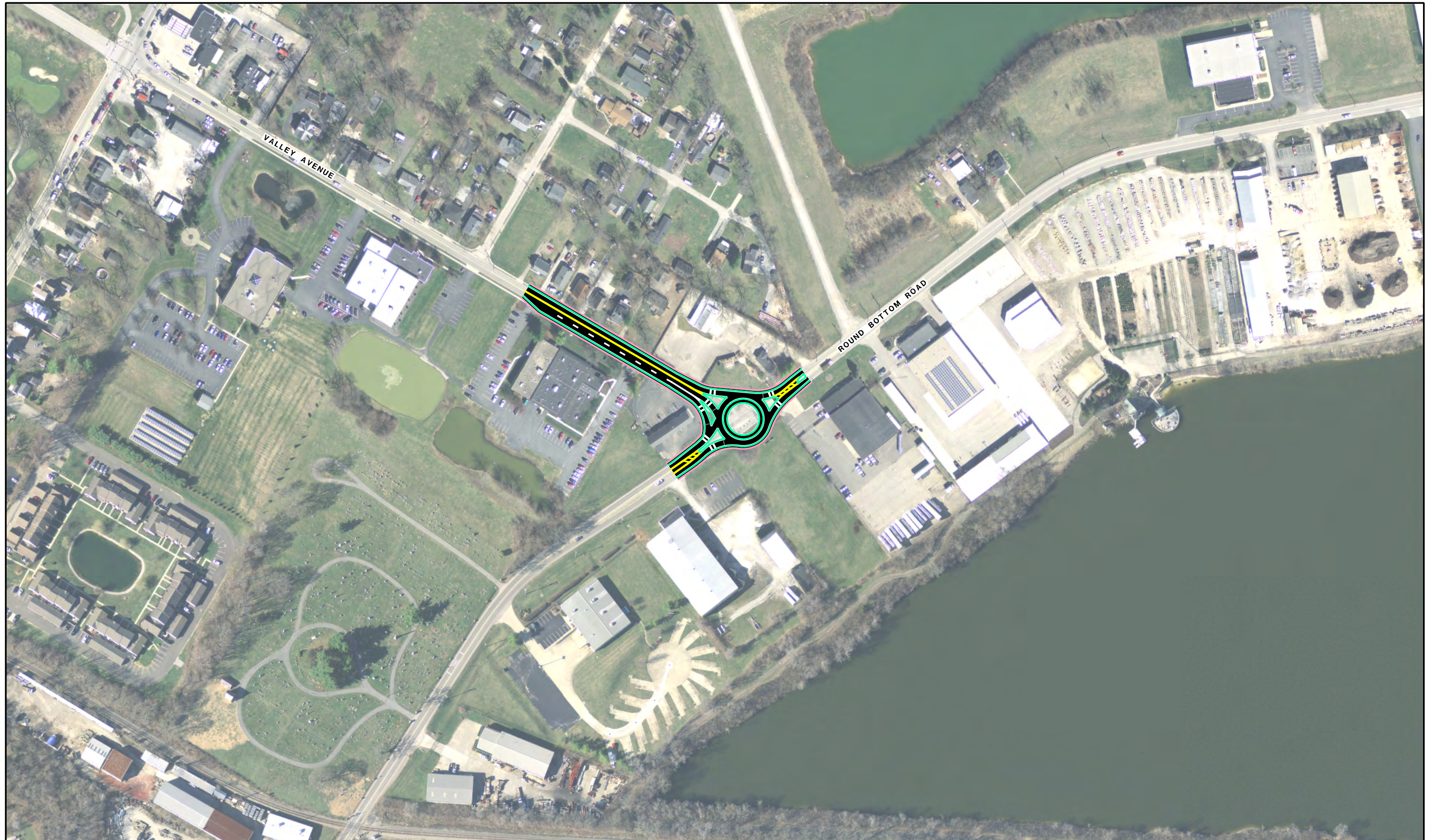
NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a medium priority.
- Reassess traffic after signal upgrades to determine need.

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	24	C	76%				\$475K to \$700K	0	\$80K to \$160K	C2	R/W Impacts, ESA Issues	Neutral	Neutral	Neutral
	PM	12.6	B	77%											

PRIORITY: MEDIUM





0 100 200 FEET 400  
MARCH 2018



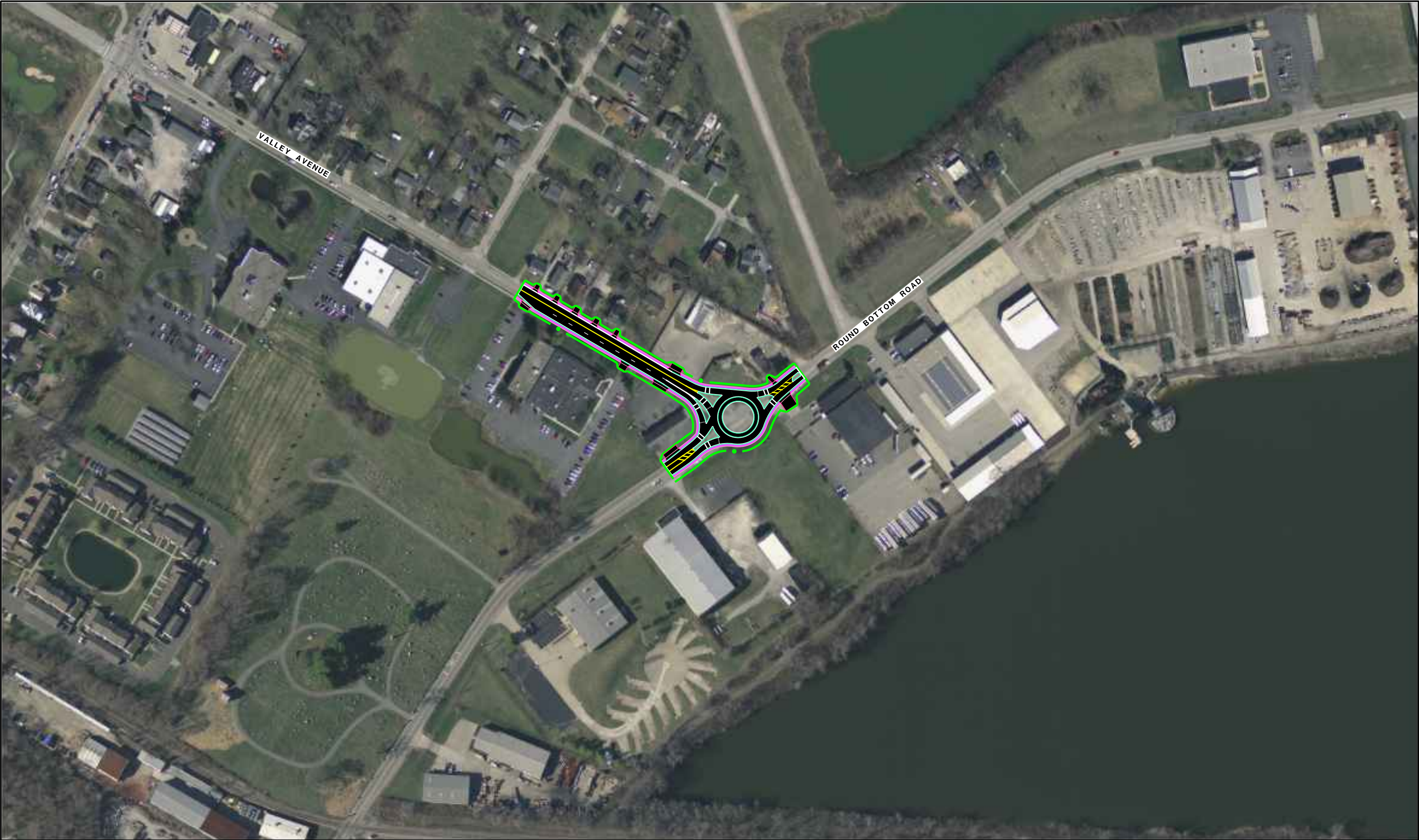
**Concept Drawing**

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

**Figure I-8B**

**ROUNDAABOUT AT ROUND BOTTOM ROAD  
AND VALLEY AVENUE INTERSECTION**

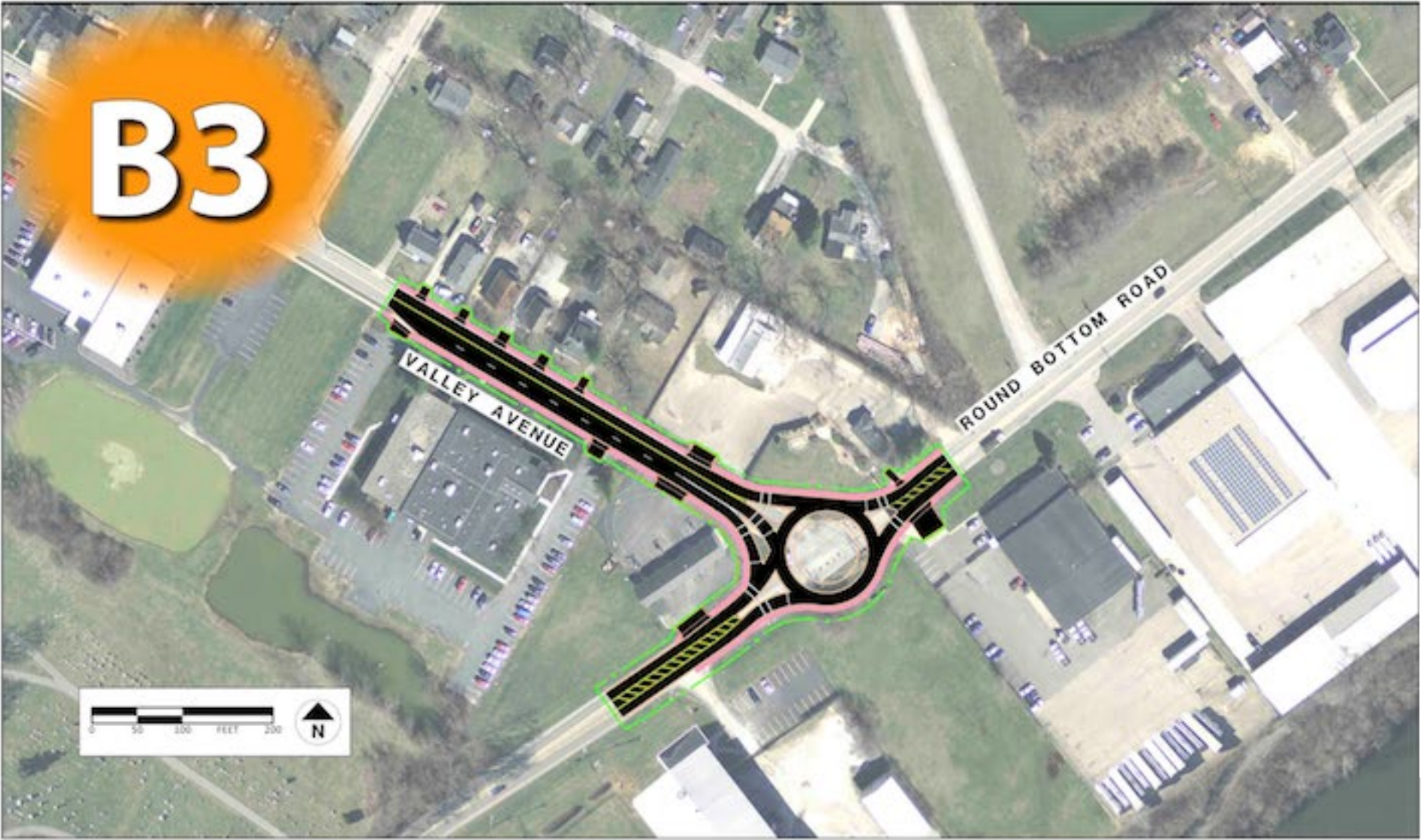




 <p>0 100 200 FEET 400</p> <p>September 2018</p> 	 <p><b>Stantec</b></p>	<p><b>Concept Drawing</b> Eastern Corridor Projects Segment II-III (S.R. 32 Corridor) HAM-32F-0.00; PID 86462</p>	<p><b>Figure I-8B</b> <b>ROUNDAABOUT AT ROUND BOTTOM ROAD AND VALLEY AVENUE INTERSECTION</b></p>
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Drawing was presented at the October 24 & 25 Open House meetings.



**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 Round Bottom
- Improves safety

**PUBLIC FEEDBACK RATINGS SUMMARY**

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
5%	11%	24%	31%	29%

(percentages have been rounded)



Concept not drawn.

DESCRIPTION

- Install a traffic light with a five section signal head to facilitate westbound right turns at Church/Valley intersection.

- another project to maximize investments.
- No additional comments were received following the 9/6 meeting.

NEEDS ADDRESSED

P4) Address congestion.

12/6 MEETING DISCUSSION AND COMMENTS

- This project is being advanced by the Village of Newtown.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a **high** priority.
- Project is being advanced by the Village of Newtown.

5/16 MEETING DISCUSSION AND COMMENTS

- A five-section signal head with turning arrows would make the intersection more efficient by allowing westbound right turns at the same time as southbound left turns.
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Concepts I-10a is a short-term solution that could help.
- A new traffic signal head that would provide a green arrow from Valley Avenue to Newtown Road offers notable reduction in delays compared to the No Build alternative:
  - 65 percent reduction during morning peak times
  - 33 percent reduction during evening peak times
- ODOT may have a safety program that could help cover the cost.
- This project can be done now. Alternatively, ODOT will also look into the possibility of bundling the replacement of the signal head with

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	35.1	D	65%				\$4.8K to \$7.2K	0	\$0			Neutral	Neutral	Neutral
	PM	36.2	D	33%											

PRIORITY: HIGH

Concept drawings are presented on the following pages.

DESCRIPTION

- Extend southbound left turn lane on Newtown Road, approaching the Church/Valley intersection.

NEXT STEPS/RECOMMENDATION

- No further study. Expected lower cost/benefit ratio for this alternative as compared to I-10C.

NEEDS ADDRESSED

- P4) Address congestion.
- P6) Address northbound AM and southbound PM peak-hour delays.
- P7) Address capacity issues for southbound left-turn movement at Church/Valley intersection.

5/16 MEETING DISCUSSION AND COMMENTS

- Extending southbound storage for vehicles turning left from Valley Avenue onto Church Street would prevent them from blocking the right-hand lane, which is currently an issue.
- No additional comments were received following the 5/16 meeting.

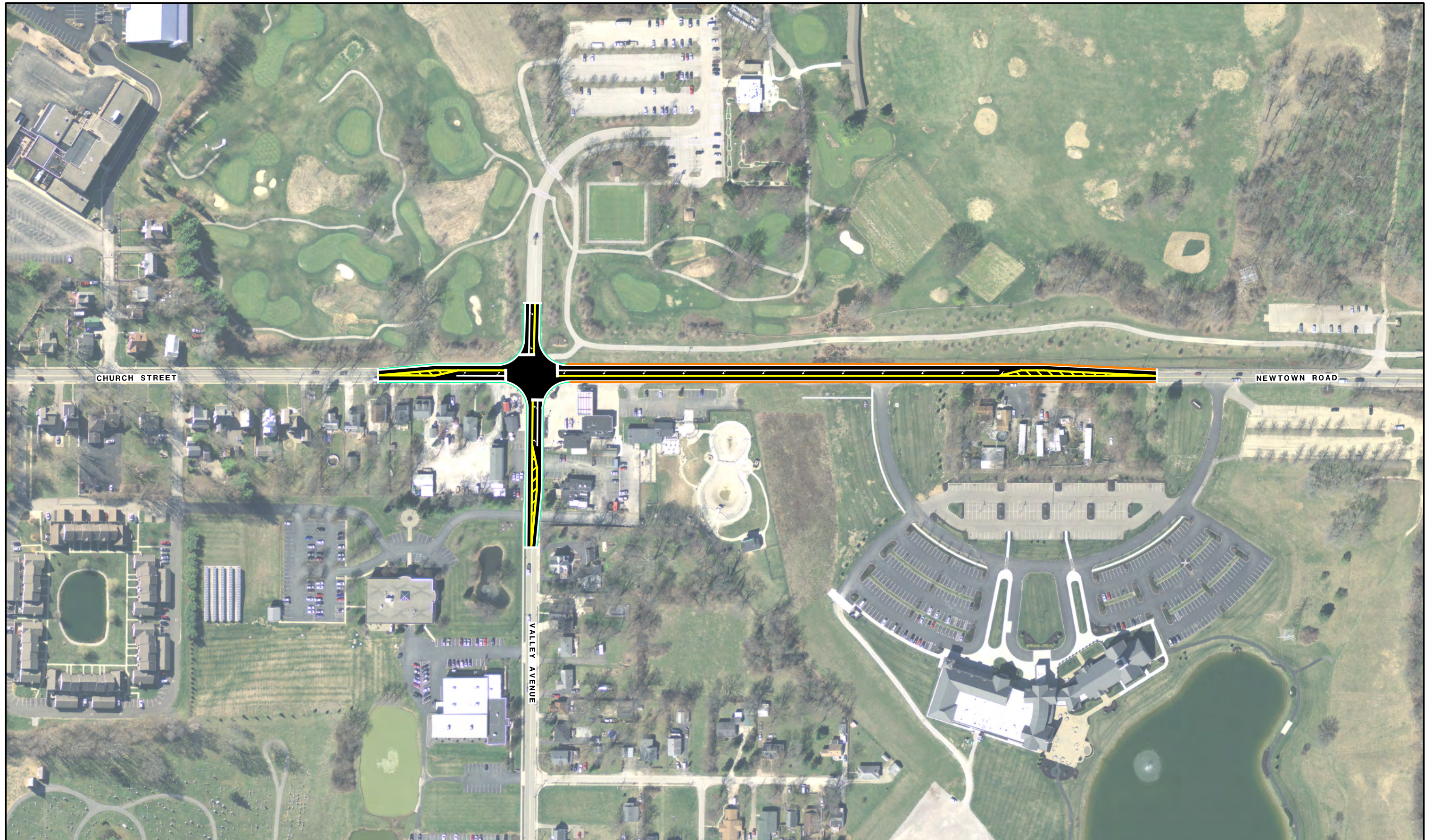
9/6 MEETING DISCUSSION AND COMMENTS

- Concepts I-10b and I-10c are alternatives for accomplishing the same goal.
- This concept would help reduce traffic backed up to Wooster Pike during the afternoon peak travel time.
- No additional comments were received following the 9/6 meeting.

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								
								\$350K \$530K	0	\$45K to \$90K	C2	R/W Impacts, Floodplain, Archaeology, Section 4(f), ESA Issues	Neutral	Neutral	Neutral

Recommendation: NO FURTHER STUDY

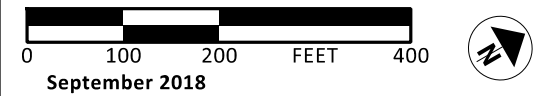




**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure I-10B**  
 EXTEND STORAGE LENGTH AT THE INTERSECTION  
 OF VALLEY AVENUE AND CHURCH STREET





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

**Figure I-10B**  
**EXTEND STORAGE LENGTH AT THE INTERSECTION  
OF VALLEY AVENUE AND CHURCH STREET**



Concept drawings are presented on the following pages.

DESCRIPTION

- Install roundabout at the Church/Valley intersection.

NEEDS ADDRESSED

- P4) Address congestion.
- P6) Address northbound AM and southbound PM peak-hour delays.
- P7) Address capacity issues for southbound left-turn movement at Church/Valley intersection.

5/16 MEETING DISCUSSION AND COMMENTS

- Preliminary analysis suggests that a roundabout would reduce traffic delays at the intersection by 25 percent during morning peak times and by 75 percent during evening peak times.
- The installation of a roundabout at this intersection would likely impact the businesses located at the various corners of the existing intersection.
- Shifting the roundabout northwest of the existing intersection could minimize business impact, although the resulting impact to the Little Miami Golf Center and park would need to be evaluated.
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Concepts I-10b and I-10c are alternatives for accomplishing the same goal.

- Because roundabouts reduce travel delays and offer improved safety, this is probably the best alternative of the two.
- The concept would make it more difficult to access the Growler Stop, but there are options available (such as creating a new access point off of Church Street).
- A new restaurant is going to be established at the old Lazlo’s location. Access also needs to be provided to this new restaurant.
- The green lines on the concept exhibit indicate construction limits. These limits would impact the bike path on the west side of Newtown Road during construction. Temporary right-of-way may be required during construction.
- Construction may impact the Little Miami Golf Course.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

*This concept was presented as B4 at the October Open House meetings.*

- Some concerns regarding speed on Valley can be addressed by slowing traffic down.
- Some committee members expressed concerns regarding trucks using the roundabout. ODOT explained that the roundabout would be designed to accommodate truck use.
- The committee agreed that this concept should be designated as a medium priority.
- Sierra Club expressed some concern about the impact a roundabout at this location would have on the golf course/park and noted that these impacts should be considered most closely before any decisions are made.

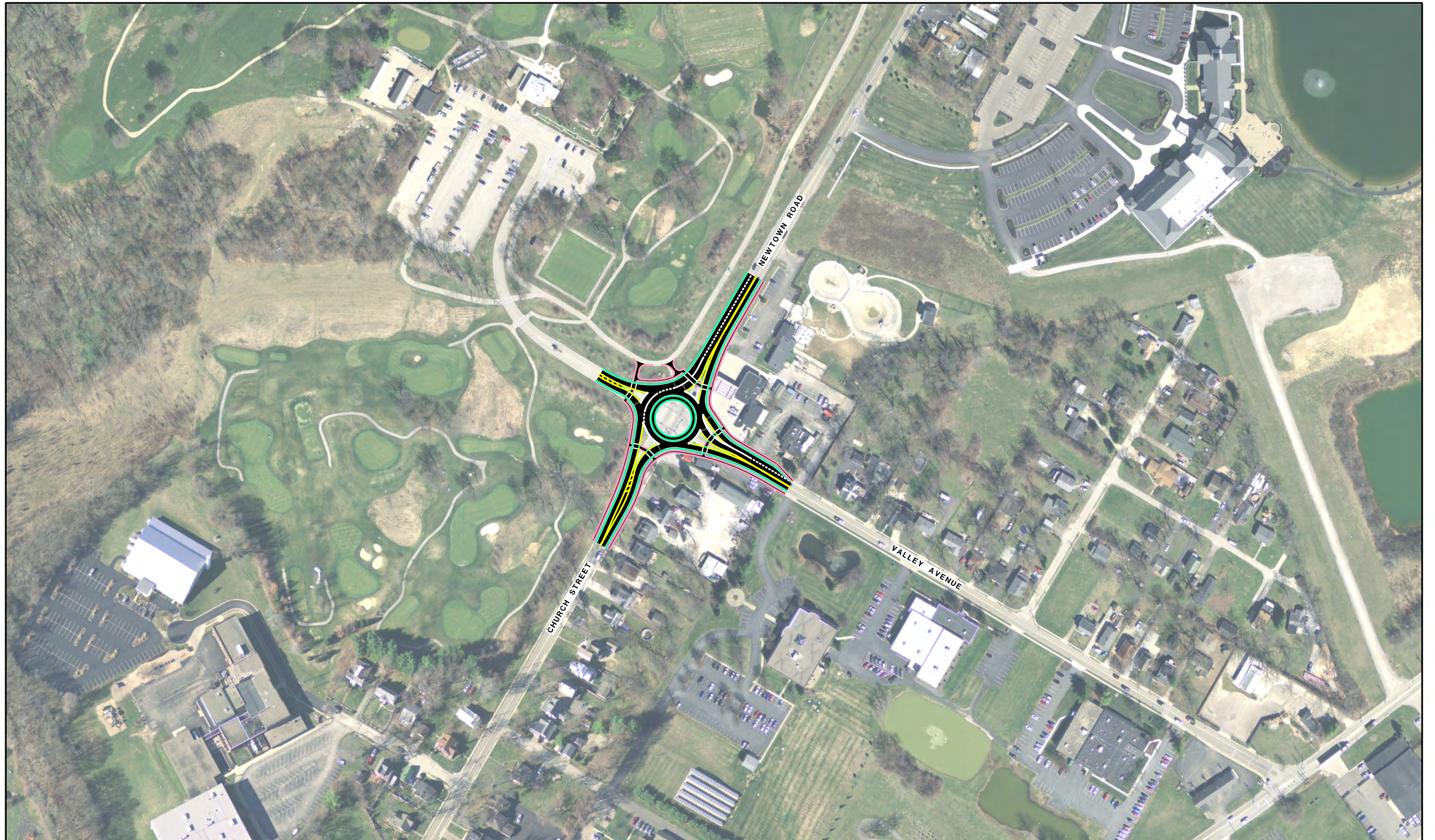
NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a medium priority.
- Reassess traffic following implementation of planned signal upgrades to verify if need remains.

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	33.8	D	67%				\$600K to \$910K	0	\$165K to \$330K	D1	Section 4(f)	Neutral	Neutral	Degrades
	PM	11.5	B	79%											

PRIORITY: MEDIUM





0 150 300 600  
FEET  
MARCH 2018



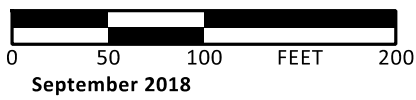
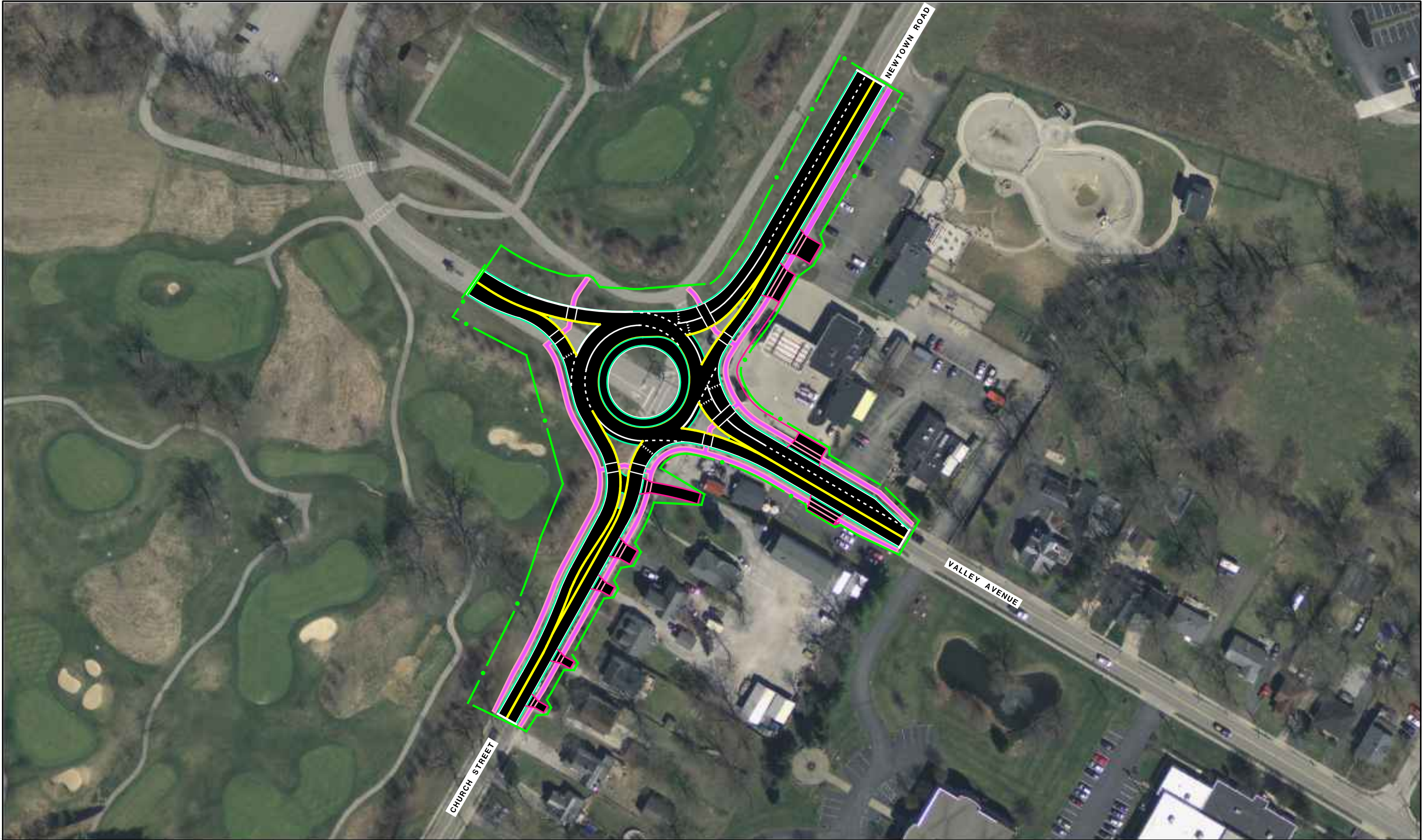
**Concept Drawing**

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

**Figure I-10C**

**CHURCH STREET, NEWTOWN ROAD  
AND VALLEY AVENUE ROUNDABOUT**





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

**Figure I-10C**  
**CHURCH STREET, NEWTOWN ROAD  
AND VALLEY AVENUE ROUNDABOUT**



Drawing was presented at the October 24 & 25 Open House meetings.



**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

**PUBLIC FEEDBACK RATINGS SUMMARY**

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
4%	17%	25%	26%	28%

(percentages have been rounded)



Concept drawing is presented on the following page.

DESCRIPTION

- Install a deferred left at the Church/Valley intersection.
  - Also called a continuous flow intersection (CFI), a deferred left allows vehicles attempting to turn across the opposing direction of traffic to cross before they enter the intersection.

NEEDS ADDRESSED

P4) Address congestion.

5/16 MEETING DISCUSSION AND COMMENTS

- Preliminary analysis suggests this concept would reduce traffic delays at the intersection by 80 percent during morning peak hours and by 75 percent during evening peak hours.
- Commercial property would be impacted and new access to businesses would need to be provided.
- The roundabout concept for this intersection (Concept I-10c) has comparable benefits with fewer access impacts. The roundabout would also be somewhat safer for drivers.
- No additional comments were received following the 5/16 meeting.

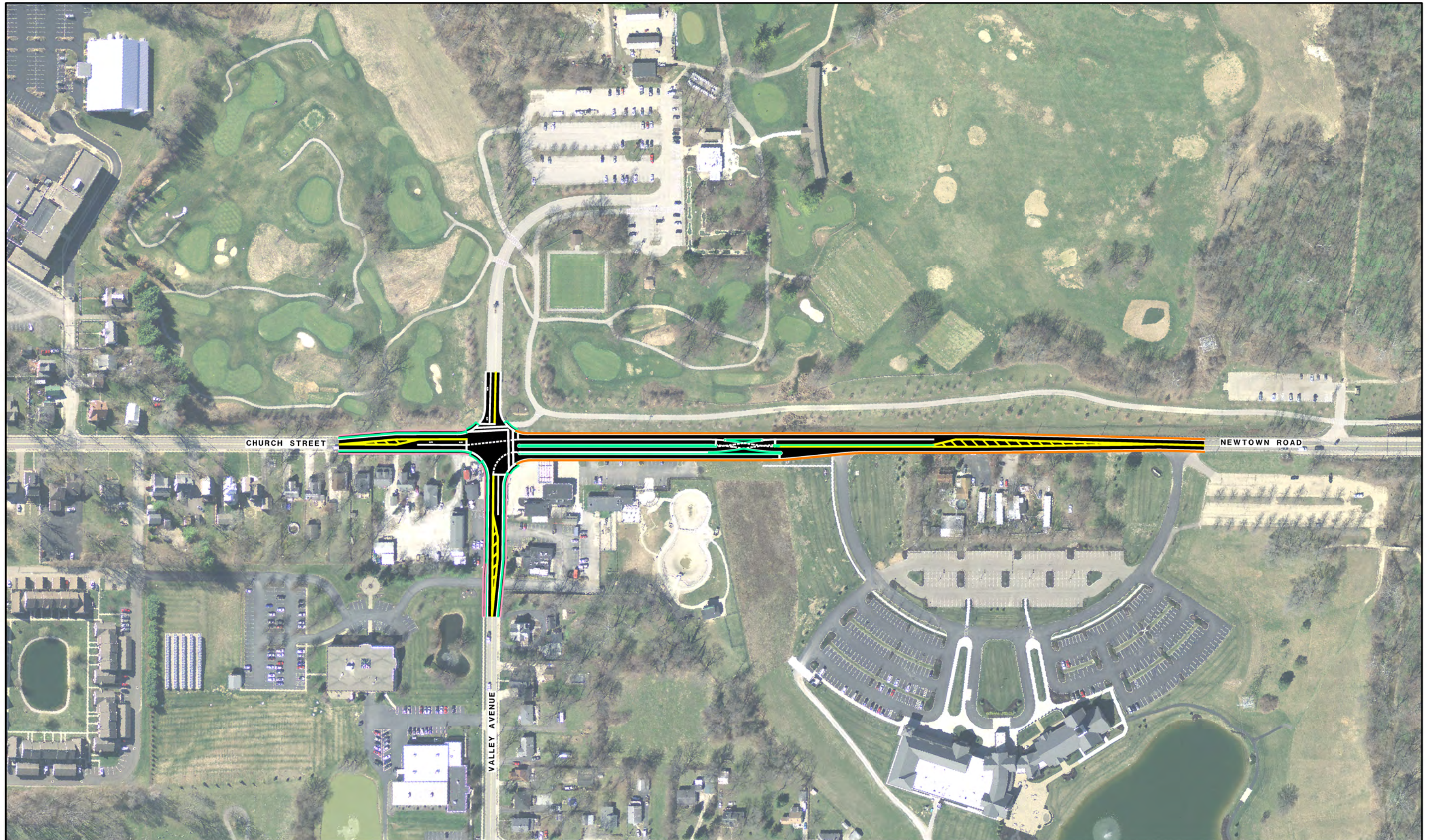
NEXT STEPS/RECOMMENDATION

- No further study.
- This concept is not being advanced because of right-of-way and access impacts to Wags Park and The Growler Stop on Newtown Road due to the offset left turn lane.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	< \$5 MILLION	RELOCATIONS	MODERATE (D1/D2)	NEUTRAL	NEUTRAL	DEGRADES	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY





0 150 300 FEET 600  
MARCH 2018



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

**Figure I-10D**

DEFERRED LEFT TURN AT THE INTERSECTION OF  
CHURCH STREET AND VALLEY AVENUE



Concept drawings are presented on the following pages.

DESCRIPTION

- Adjust grade at railroad crossing on Church Street.

NEEDS ADDRESSED

S5) Address roadway grade at railroad crossing.

- The committee had anticipated that there would have been stronger support from the public for this concept. There was speculation that people may like how the current grade acts as a traffic calming measure.
- A committee member asked if the increased bus use of this crossing by Forest Hills Schools after the relocation of the school bus compound to Round Bottom is an issue. Forest Hills Schools responded that the grade of the crossing is not a problem for their busses.
- The committee agreed that this concept should be designated as a medium priority.

5/16 MEETING DISCUSSION AND COMMENTS

- This concept would correct the grade of the roadway (flatten the existing bump) at the railroad crossing on Church Street.
- The concept does not address a primary need.
- No additional comments were received following the 5/16 meeting.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a low to medium priority.

9/6 MEETING DISCUSSION AND COMMENTS

- This crossing will be a primary route for school buses accessing the new transportation depot on Round Bottom Road.
- No additional comments were received following the 9/16 meeting.

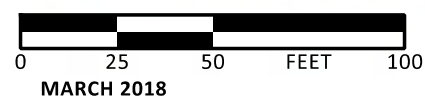
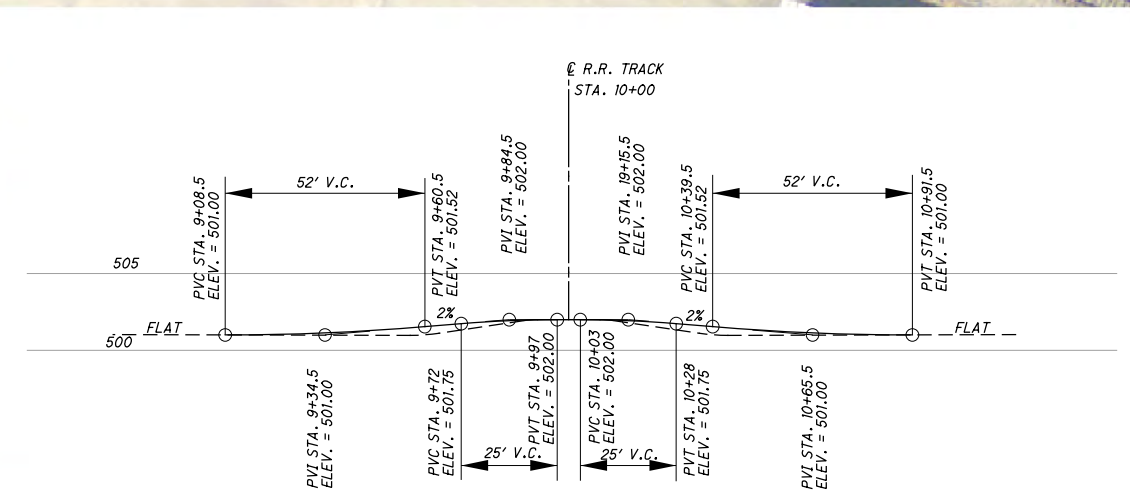
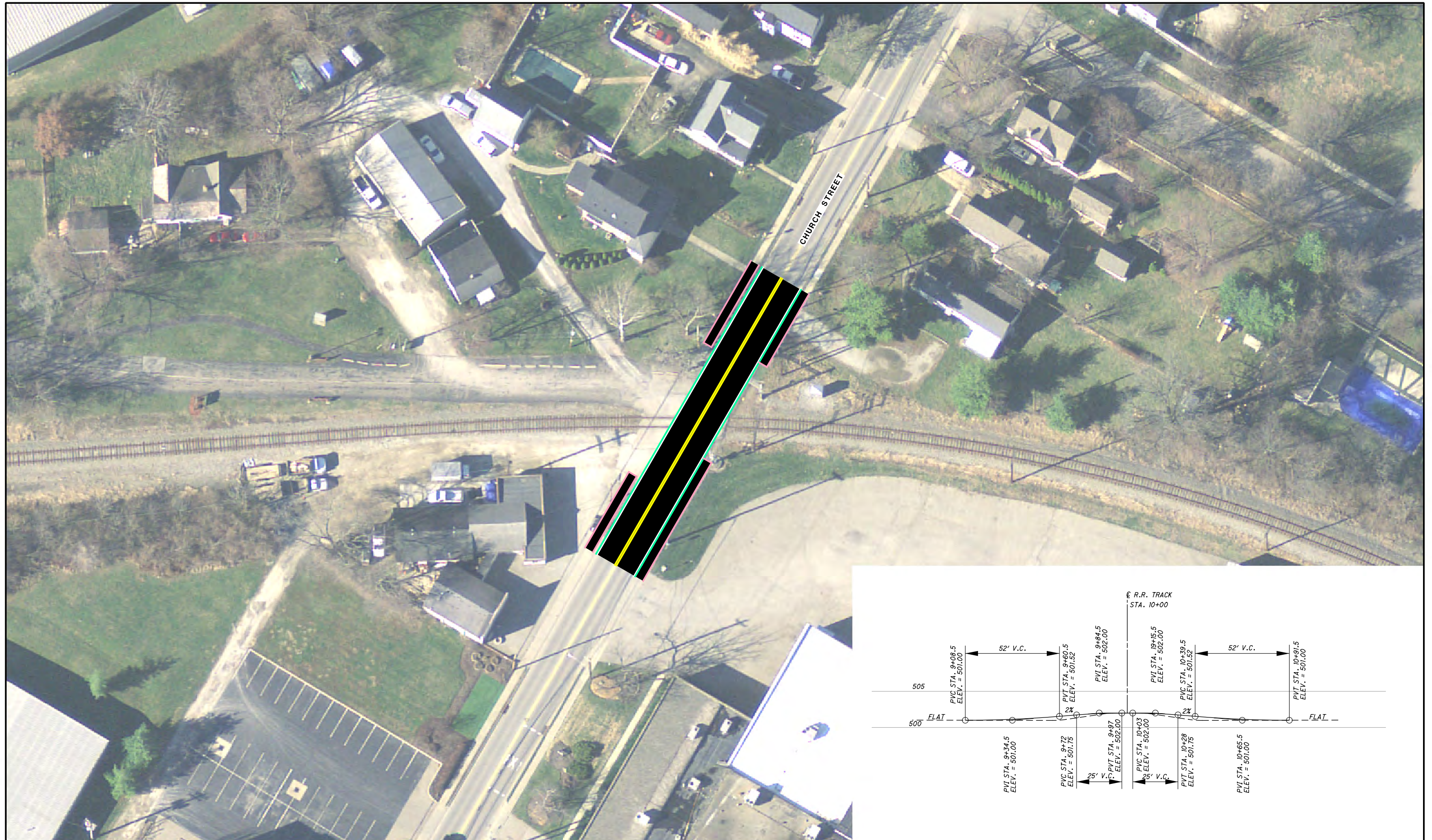
12/6 MEETING DISCUSSION AND COMMENTS

This concept was presented as B5 at the October Open House meetings.

- Public feedback received leans toward neutral to positive : 18% Strongly Support, 35% Like, 35% Neutral, 7% Dislike, 4% Strongly Oppose [see Public Feedback Ratings Summary, next page]

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								
								\$100K to \$250K	0	\$10K to \$20K	C2	R/W Impacts, Floodplain	Neutral	Neutral	Neutral



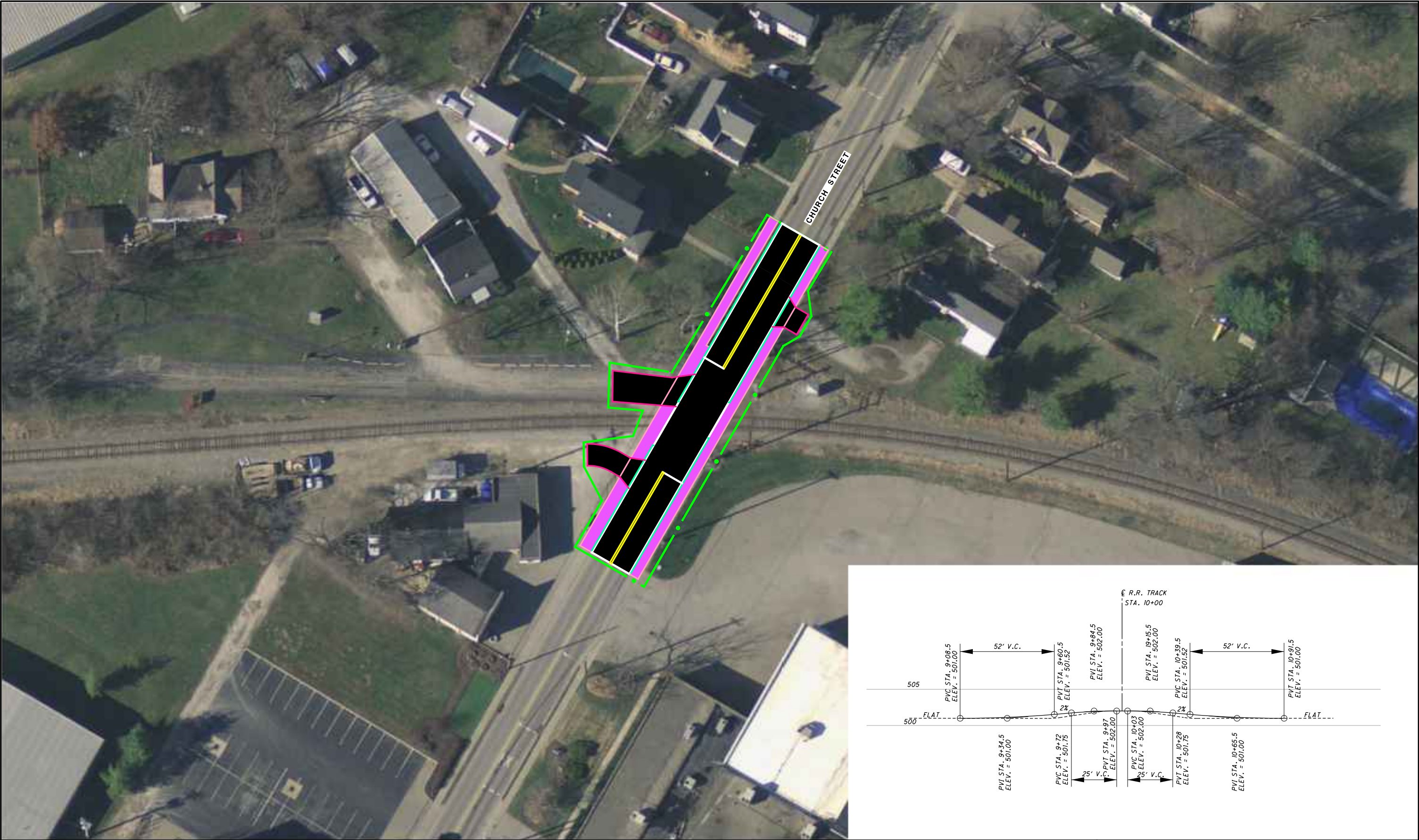


**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (S.R. 32 Corridor)  
 HAM-32F-0.00; PID 86462

**CHURCH-1**

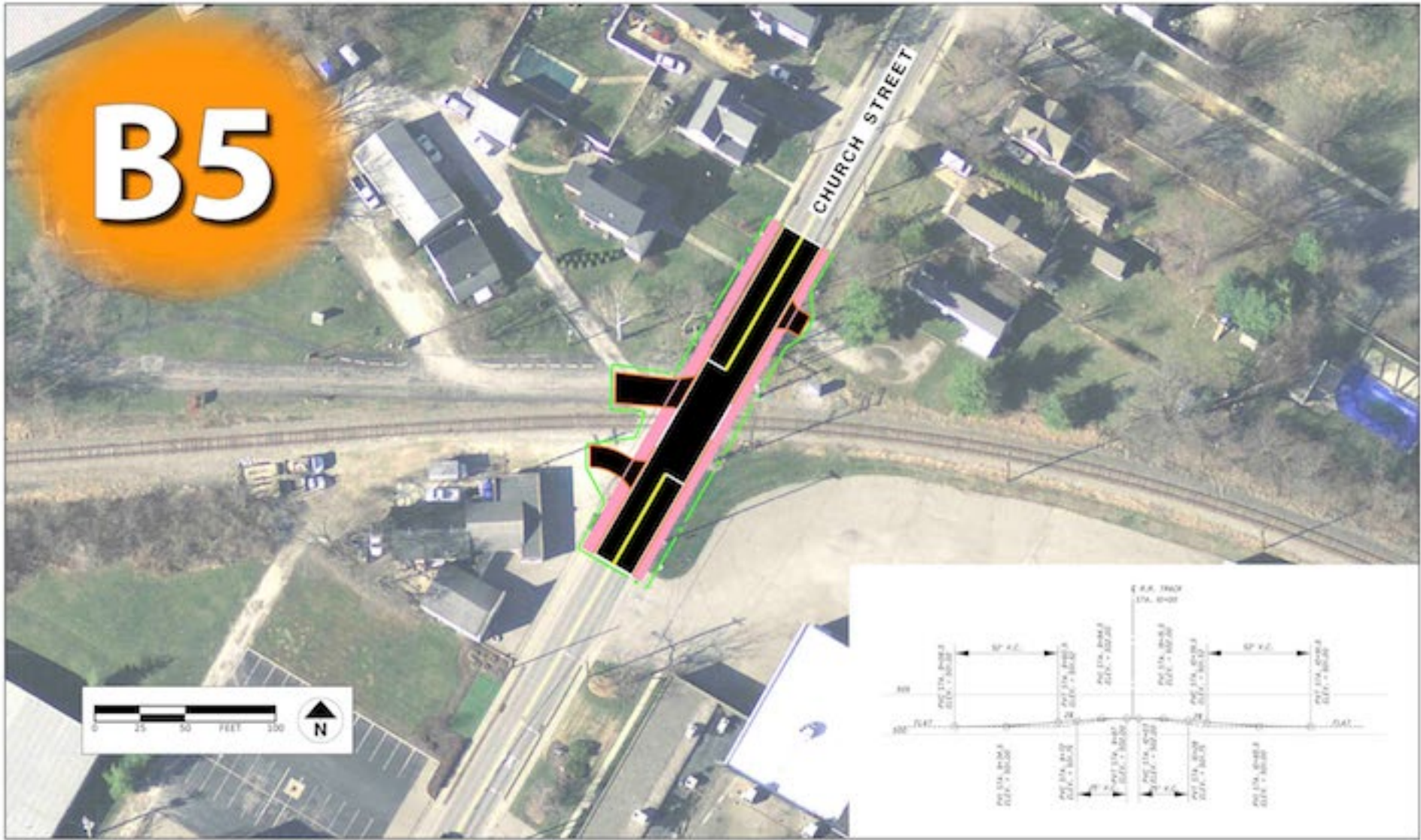
ADJUST GRADE AT RAILROAD CROSSING







Drawing was presented at the October 24 & 25 Open House meetings.



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

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
4%	7%	35%	35%	18%

(percentages have been rounded)





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

### Theme **BICYCLE AND PEDESTRIAN**

#### Primary Needs identified for this theme:

P8) Address pedestrian connectivity to Newtown's east corporate limit.

#### Secondary Needs identified for this theme:

S6) Enhance bicycle connectivity on Round Bottom Rd.

S7) Enhance bicycle connectivity on Church St.

S8) Address bicycle connectivity on SR 32 from  
Newtown's west corporate limit to Little Dry Run.



DESCRIPTION

- Add a shared-use path from Round Bottom Road to Little Dry Run
- Add a sidewalk from Little Dry Run to the Village of Newtown’s east corp. limit.

NEEDS ADDRESSED

- P8) Address pedestrian connectivity to Newtown’s east corporate limit.
- S8) Address bicycle connectivity on SR 32 from Newtown’s west corporate limit to Little Dry Run.

5/16 MEETING DISCUSSION AND COMMENTS

- The existing sidewalk ends on Main Street at Round Bottom Road.
- There is interest in a shared-use path to accommodate bikes between Round Bottom and Little Dry Run. Perhaps only a sidewalk east of Little Dry Run to tie in Burger and other businesses.
- Some concepts currently being discussed and developed for the ANCOR Connector terminate near the east corporate limit, which could link up the path network with this concept.
- Roadway speed and drainage patterns influence the criteria for the design of curb and shared-use paths.
- Further evaluation will be needed to determine if there is enough room to add a sidewalk along this route. The culvert and ditch on the right side of the road provide limited space should SR 32 eventually be widened here. Perhaps between Round Bottom and Ivy Hills Place, the path could be routed through the parking lot.
- It will be difficult to maintain a shared-use path on the roadway due to the spillage (gravel, dirt, sand, etc.) that comes from trucks serving

- local businesses (landscaping, asphalt, landfill, etc.)
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- This concept could be done in phases and in conjunction with other projects.
- Shared-use paths were not considered because the focus had been on sidewalks that would connect to Little Dry Run. However, a shared-use path make sense because it could connect to other shared-use paths throughout the area.
- Building a shared-use path might be more expensive.
- There is more right-of-way available on the south side of SR 32 than the north, between Round Bottom Road and Ivy Hills Place. Therefore, it makes more sense to put the shared-use path on the south side of SR 32.
- Consultant will look at options and best placement for a shared-use path.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

- This concept was presented as B6 at the October Open House meetings.*
- Public feedback received leans toward support: 38% Strongly Support, 29% Like, 23% Neutral, 7% Dislike, 3% Strongly Oppose [see Public Feedback Ratings Summary, next page]. Many written comments received (7 of 9) also expressed support for this concept.
  - There may be a gap that needs to be addressed between the end of this proposed concept and sidewalks/shared-use paths being discussed for the ANCOR/SR 32 Hill Focus Area.

Concept drawings are presented on the following pages.

- Burger Farms is planning to expand its business and services offered. As part of this expansion, it may move its entrance from SR 32 to a new location off of Little Dry Run. This potential change should be considered when deciding where to place the proposed sidewalk.
- The Village of Newtown is considering updating its Master Plan. This will be discussed at a meeting to be held on the evening of Dec. 6 [same day as this Advisory Committee meeting]. A shared-use path that loops around the Village of Newtown may be considered in an updated plan. ODOT noted that the Implementation Plan will be a tool that the Village can use as part of its planning process.
- This concept could potentially be split into separate pieces; the shared-use portion could potentially be added to the work to be completed as part of concept I-5a (B2). The sidewalk portion can be added to concept 32-9 (C3).

NEXT STEPS/RECOMMENDATION

- Consider separating project elements and moving the shared-use path portion into concept I-5a (B2) and the sidewall portion into concept 32-9 (C3).
- Include in the Implementation Plan as a high priority with those projects.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$1.9M to \$2.9M	0	\$250K to \$500K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, ESA Issues	Improves	Neutral	Improves



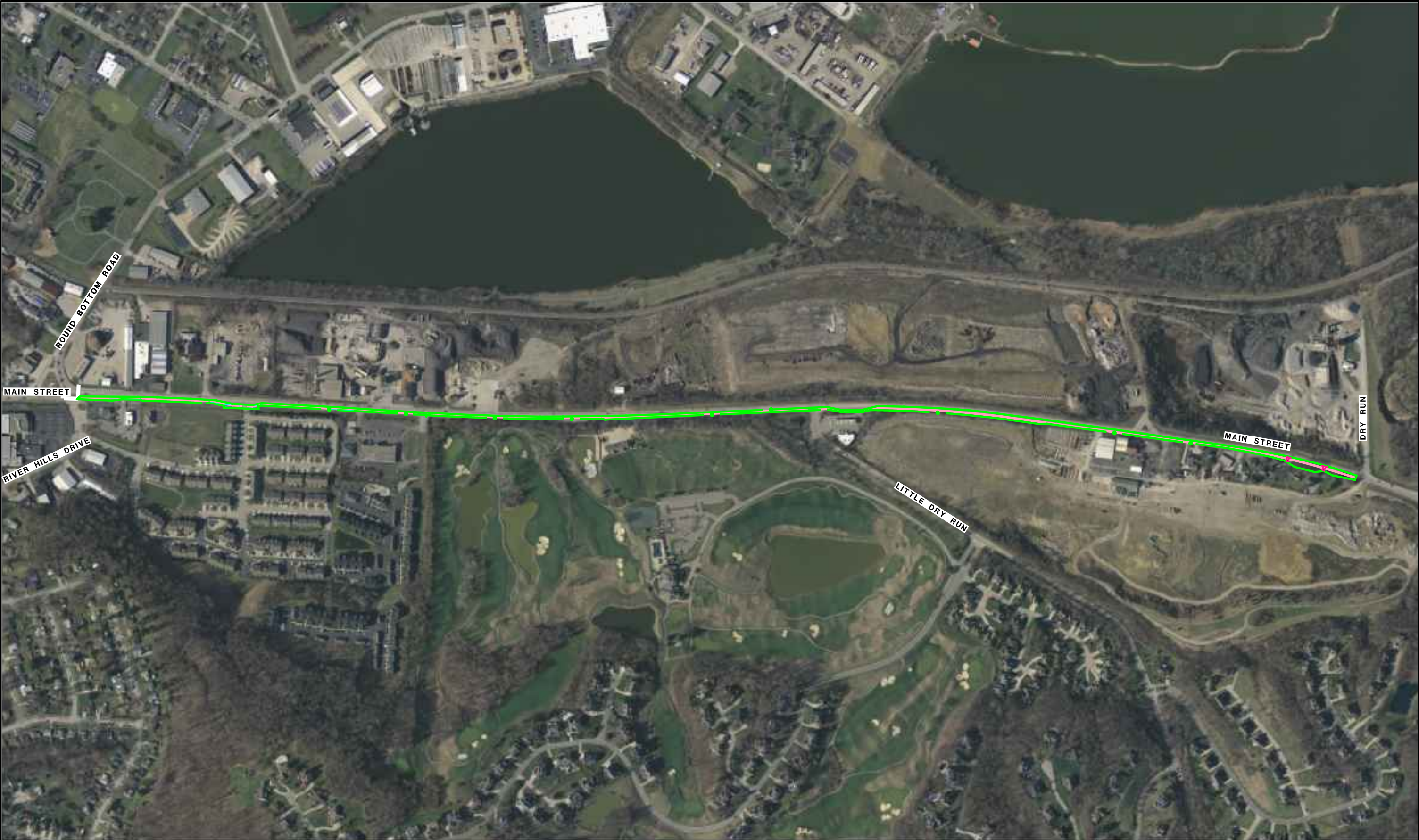





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (S.R. 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 32-7**

**SIDEWALK TO EAST CORPORATION LIMIT**





 <p>0 250 500 FEET 1000</p> <p>September 2018</p> 	 <p><b>Stantec</b></p>	<p><b>Concept Drawing</b> Eastern Corridor Projects Segment II-III (S.R. 32 Corridor) HAM-32F-0.00; PID 86462</p>	<p><b>Figure 32-7 (Overall View)</b> SIDEWALK TO EAST CORPORATION LIMIT</p>
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Drawing was presented at the October 24 & 25 Open House meetings.



**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

**PUBLIC FEEDBACK RATINGS SUMMARY**

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
3%	7%	23%	29%	38%

(percentages have been rounded)



Concept drawings are presented on the following pages. Concept also drawn with RB-3a (B8).

DESCRIPTION

- Add shared-use path on Round Bottom Road, east of Valley to Riverside Park.

NEEDS ADDRESSED

S6) Enhance bicycle connectivity on Round Bottom Rd.

5/16 MEETING DISCUSSION AND COMMENTS

- The path would be 10-feet wide along Round Bottom Road between Valley Avenue and ball fields at Riverside Park.
- There is no room for a shared-use path at the intersection of Main and Round Bottom Road due to the existing wall encircling the Hamilton County salt facility.
- This path would serve as a piece of the network to improve pedestrian and bicycle access to Lake Barber.
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- It may be better to place the shared-use path all on the west side of Round Bottom Road due to driveways and proximity to the Riverside Park. This would also eliminate the need for a mid-block crossing.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

- See notes for RB-3a (B8).

NEXT STEPS/RECOMMENDATION

- Shared-use path along Round Bottom Road from Valley Avenue to Riverside Park will be removed from concept RB-3a (B8) and advanced with medium priority as RB-1.

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		C2	R/W Impacts, Stream Impacts, Waterway Permit, Archaeology, Section 4(f) , ESA Issues	Improves	Neutral	Improves

PRIORITY: MEDIUM





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

**Figure RB-1**  
**SHARED USE PATH ON ROUND BOTTOM**  
**EAST OF VALLEY AVENUE**





 <p>0 175 350 700 FEET</p> <p>September 2018</p> 	 <p><b>Stantec</b></p>	<p><b>Concept Drawing</b> Eastern Corridor Projects Segment II-III (S.R. 32 Corridor) HAM-32F-0.00; PID 86462</p>	<p><b>Figures RB-1 and RB-3A</b> SHARED USE PATH ON ROUND BOTTOM EAST OF VALLEY AVENUE</p>
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Concept drawing are presented on the following pages.

DESCRIPTION

- Add shared-use path on Round Bottom Road, between SR 32 and Valley.

NEEDS ADDRESSED

S6) Enhance bicycle connectivity on Round Bottom Rd.

5/16 MEETING DISCUSSION AND COMMENTS

- There is an existing sidewalk that comes down River Hills Drive past the intersection of Round Bottom Road and Main Street on the west side.
- Space for a sidewalk at this location is limited by Flag Spring Cemetery.
- If a roundabout at the intersection of Round Bottom Road and Valley Avenue were to be constructed, it could impact the ability to build a sidewalk here because there is limited room on the east side of the roadway.
- There is no room for a shared-use path at the intersection of Main and Round Bottom Road due to the existing wall encircling the Hamilton County salt facility.
- This concept shows a connection through a private parcel to connect to the Lake Barber trail. It is unknown if the property owner would be receptive to the connection.
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Add a sidewalk along Round Bottom Road to Valley Avenue.
- ODOT looked at a shared-use path but there are a few constraints that limited opportunity, such as limited space along the front of the Hamilton County Engineer’s garage on the east side of the road and the Flag Spring Cemetery on the west side.
- Perhaps the Hamilton County Transportation Improvement District can assist with this project.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

*This concept was presented as B7 at the October Open House meetings.*

- The concept would be adjusted to extend just between the railroad and Valley. The section extending between SR 32 and the railroad would then be added to concept I-5a (B2).
- The Sierra Club stated that if it will take a longer period of time to further develop and implement the roadway portions of these projects, it hopes that shared-use paths would still be completed in the nearer-term.

NEXT STEPS/RECOMMENDATION

- Include the section between SR 32 and the railroad in concept I-5a (B2) in the Implementation Plan and advance as a high priority.
- Add shared-use path between railroad and Valley as a medium priority.

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								
								\$160K to \$300K	0	\$70K to \$140K	C2	R/W Impacts, ESA Issues	Improves	Neutral	Improves

PRIORITY: SR 32 to RAILROAD, HIGH; RAILROAD TO VALLEY, MEDIUM





**Concept Drawing**




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

**Figure RB-2**

**SIDEWALK ON ROUND BOTTOM ROAD  
BETWEEN S.R. 32 AND VALLEY**





 <p>0 150 300 FEET 600</p> <p>September 2018</p> 	 <p><b>Stantec</b></p>	<p><b>Concept Drawing</b> Eastern Corridor Projects Segment II-III (S.R. 32 Corridor) HAM-32F-0.00; PID 86462</p>	<p><b>Figure RB-2</b> SIDEWALK ON ROUND BOTTOM ROAD BETWEEN S.R. 32 AND VALLEY</p>
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Drawing was presented at the October 24 & 25 Open House meetings.



**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

**PUBLIC FEEDBACK RATINGS SUMMARY**

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
4%	7%	21%	25%	42%

(percentages have been rounded)



Concept drawing is presented on the following page. Concept was separated for the 9/7 meeting and was later drawn as RB-3a (B8), RB-3c (B9) and RB-3d (B10).

DESCRIPTION

- Construct sidewalk or path to connect Lake Barber Park with the Little Miami Trail. Share the corridor with a connection to Riverside Park.

NEEDS ADDRESSED

S6) Enhance bicycle connectivity on Round Bottom Rd.

5/16 MEETING DISCUSSION AND COMMENTS

- This concept outlines several alternatives for connecting Riverside Park at Lake Barber with the Little Miami Trail:
  - Alternative 1 would improve the existing sidewalk on Valley Avenue to make it more bike friendly and connect to the shared-use path outlined in RB-1.
  - Alternative 2 uses an area near the drive at Horizon Community Church to cross Newtown Road and connect to the trail. [9/16 meeting note: this alternative would have been RB-3b but was eliminated at the 5/16 meeting].
    - This option could be difficult to implement as the area is currently intended as an expansion of parking for the church.
  - Alternatives 3 and 4 both start at Riverside Park; Alternative 3 crosses Newtown Road closer to Horizon Community Church; Alternative 4 crosses closer to the Little Miami River.
    - The lake is a spring fed lake. As such, the area between Alternatives 2 and 3 currently floods and is under water between two and three times each year.
    - These two alternatives don’t result in any direct connection to Lake Barber. There is currently no pedestrian access to the lake.
- These concepts all require further coordination with Horizon Community Church and Great Parks of Hamilton County.
- No additional comments were received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- For the 9/6 meeting, the alternatives identified under RB-3 were separated into three individual options:
  - RB-3a - Valley Road alignment (Alternative 1)
  - RB-3c - Dry Run alignment (Alternative 2)
  - RB-3d - Golf Course alignment (Alternative 3)All three options were discussed together. Primary discussion points included:

RB-3a

- Option RB-3a (Valley Avenue alignment) may be preferable because it connects with more residential areas, is more centrally located and it travels along existing roadways. The more shared-use paths can be connected to residential areas, the better.[This is a consideration in scoring the project for OKI funding.]
- There appears to sufficient space along existing roads to create the RB-3a path. No property acquisition appears to be needed.

RB-3c:

- Horizons Community Church indicated that RB-3c is not ideal because it goes through church property.

RB-3d:

- RB-3d could be a Hamilton County Parks project. The Sierra Club would likely be interested in RB-3d, but concerned with its impacts.

Comparing RB-3c and RB-3d:

- Both RB-3c and RB-3d would begin on the west side of Newtown Road and cross under the road using an existing structure.
- RB-3c seems to be preferable compared to RB-3d (costs less, less impact to park space).
  - RB-3d would require a higher level environmental assessment document (level D1 vs. C2).

- When rating projects, Ohio-Kentucky-Indiana Regional Council of Governments (OKI), which rates regional projects for fundability, rates higher for safety, connectivity to trails/transportation centers and connectivity to activity centers.
- No additional comments were received following the 9/6 meeting.

NEXT STEPS/RECOMMENDATION

- Advance as RB-3a, RB-3c, and RB-3d for public review and consideration.

RECOMMENDATION: ADVANCE AS CONCEPTS RB-3a, RB-3c AND RB-3d





### Concept Drawing

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

### Figure RB-3

SHARED USE PATH CONNECTING  
LAKE BARBER WITH LITTLE MIAMI TRAIL  
AND RIVERSIDE PARK TO BASS ISLAND



Concept drawings are presented on the following pages; Concept is also drawn with RB-1.

DESCRIPTION

- Connect Riverside Park and Lake Barber with Little Miami Trail with shared-use path. Valley Road alignment.

NEEDS ADDRESSED

S6) Enhance bicycle connectivity on Round Bottom Rd.

9/6 MEETING DISCUSSION AND COMMENTS

- The RB-3a shared-use path would travel along the south side of Valley Avenue between Newtown Road and Round Bottom Road. The path would turn north at Round Bottom and travel on the east side of the road until just before Edwards Road, then cross over the west side of Round Bottom and connect into Riverside Park. RB-3a (B8) would also connect to Lake Barber.
- This concept would involve improvements to the existing sidewalk on Valley Avenue to make it more bike-friendly.
- This option (RB-3a, B8) may be preferable to RB-3c (B9) and RB-3d (B10) because it connects with more residential areas, is more centrally located and travels along existing roadways.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

This concept was presented as B8 at the October Open House meetings.

- Concepts RB-3a (B8), RB-3c (B9) and RB-3d (B10) are three alternatives to achieve the same goal: address pedestrian and bicycle connectivity from Riverside Park and Lake Barber to the Little Miami Trail. Two of the three concepts will ultimately be eliminated.
- All three options received similar support ratings [see the Public Feedback Ratings Summaries on the exhibit pages for concepts RB-3a (B8), RB-3c (B9), and RB-3d (B10)]. However, the percentage of respondents who Strongly Supported concepts RB-3c (B9) and RB-3d (B10) was slightly higher than RB-3a (B8).
  - The Village of Newtown Master Plan (which will soon be updated) can help further determine which option is better and/or more preferred by the local community.

Comments specific to RB-3a (B8):

- Concept RB-3a (B8) appears to be a little more competitive for funding because it would be located next to residential and commercial property. RB-3c (B9) and RB-3d (B10) would both travel through property owned by Horizon Community Church and Great Parks of Hamilton County, respectively.
- Concept RB-3a (B8) would require a lot of right-of-way acquisition.
- Concept RB-3a (B8) could potentially be broken down to different parts which could be attached to projects or considered as smaller projects (such as RB-1) to help facilitate implementation.
- It was noted that a width of 17 feet is needed for a shared-use path

located along side a road: 10 feet for the path, a five-foot separation between the path and the road, and a two-foot, graded shoulder between the edge of the road and the travel lane.

- RB-3a (B8) and RB-3d (B10) could potentially work together since RB-3a (B8) would travel along existing roads and touch more businesses, and RB-3d (B10) would be more recreational.

NEXT STEPS/RECOMMENDATION

- Separate this concept into individual segments to allow the Village of Newtown more flexibility to determine priorities. The path along Round Bottom from Valley Avenue to Riverside Park will go back to concept RB-1. The path along Valley Avenue will remain concept RB-3a (B8) and both will be included in the Implementation Plan as medium priorities.
- Village of Newtown to work with its constituents as part of its Master Plan Update to determine which segments of the two concepts [RB-3a (B8) or RB-3d (B10)] should be advanced for implementation.

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		C2	R/W Impacts, Stream Impacts, Waterway Permit, Archaeology, Section 4(f), ESA Issues	Improves	Improves	Improves

PRIORITY: MEDIUM

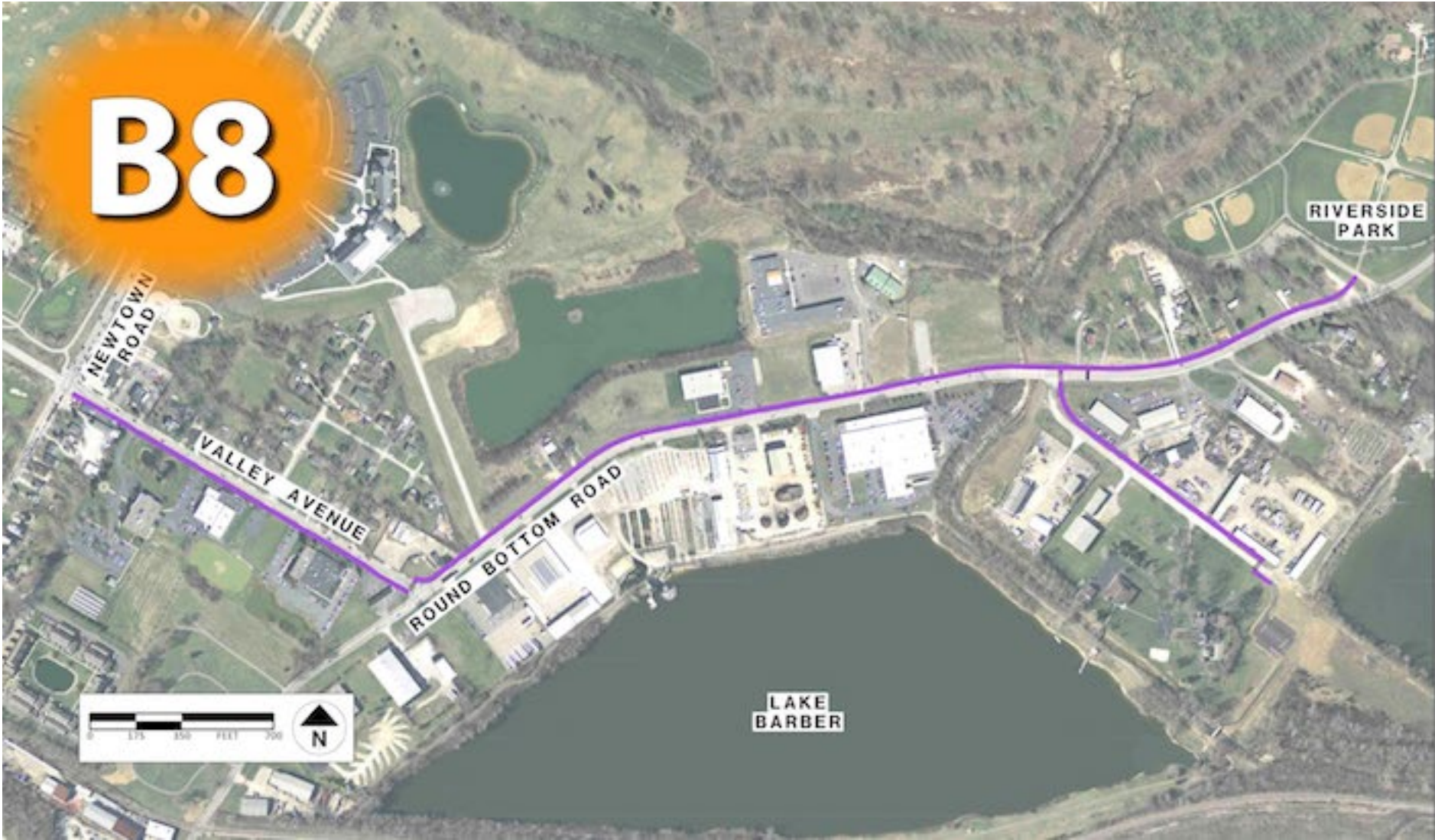




 <p>0 175 350 700 FEET</p> <p>September 2018</p> 	 <p><b>Stantec</b></p>	<p><b>Concept Drawing</b> Eastern Corridor Projects Segment II-III (S.R. 32 Corridor) HAM-32F-0.00; PID 86462</p>	<p><b>Figures RB-1 and RB-3A</b> SHARED USE PATH ON ROUND BOTTOM EAST OF VALLEY AVENUE</p>
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Drawing was presented at the October 24 & 25 Open House meetings.



**Shared-Use Path Along  
Round Bottom and Valley**

- \$910,000 to \$1.4M construction cost
- New R/W needed from 4 parcels; no buildings impacted
- Connects residential areas to parks
- Separated path along existing road alignments

**PUBLIC FEEDBACK RATINGS SUMMARY**

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	7%	23%	32%	32%

(percentages have been rounded)



Concept drawings are presented on the following pages.

DESCRIPTION

- Connect Riverside Park and Lake Barber with Little Miami Trail with bike path. Dry Run alignment.

NEEDS ADDRESSED

S6) Enhance bicycle connectivity on Round Bottom Rd.

9/6 MEETING DISCUSSION AND COMMENTS

- This concept would extend from the Bass Island Trailhead, travel under Newtown Road using an existing structure, travel along the tree-line (northern border of Horizon Community Church property) and end at Riverside Park. A short trail spur would connect RB-3c to Lake Barber.
- RB-3c seems to be preferable compared to RB-3d (costs less, less impact to park space).
  - RB-3d would require a higher level environmental assessment document (level D1 vs. C2).
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

This concept was presented as B9 at the October Open House meetings.

- Concepts RB-3a (B8), RB-3c (B9) and RB-3d (B10) are three alternatives to achieve the same goal: address pedestrian and bicycle connectivity from Riverside Park and Lake Barber to the Little Miami Trail. Two of the three concepts will ultimately be eliminated.
- All three options received similar support ratings [see the Public Feedback Ratings Summaries on the exhibit pages for concepts RB-3 (B8), RB-3c (B9), and RB-3d (B10)]. However, the percentage of respondents who Strongly Supported concepts RB-3c (B9) and RB-3d (B10) was slightly higher than RB-3a (B8).
  - The Village of Newtown Master Plan (which will soon be updated) can help further determine which option is better and/or preferred by the local community.

Comments specific to concept RB-3c (B9)

- It was noted that Horizon Community Church would be opposed to concept RB-3c (B9) because it would travel across church property. Therefore, the committee agreed to eliminate concept RB-3c (B9) from further consideration.

NEXT STEPS/RECOMMENDATION

- Remove concept from 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								
								\$1M to \$1.5M	0	\$105K to \$210K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, Archaeology, Section 4(f), ESA Issues	Improves	Improves	Improves

RECOMMENDATION: NO FURTHER STUDY





0 150 300 600  
FEET  
September 2018



**Stantec**

**Concept Drawing**

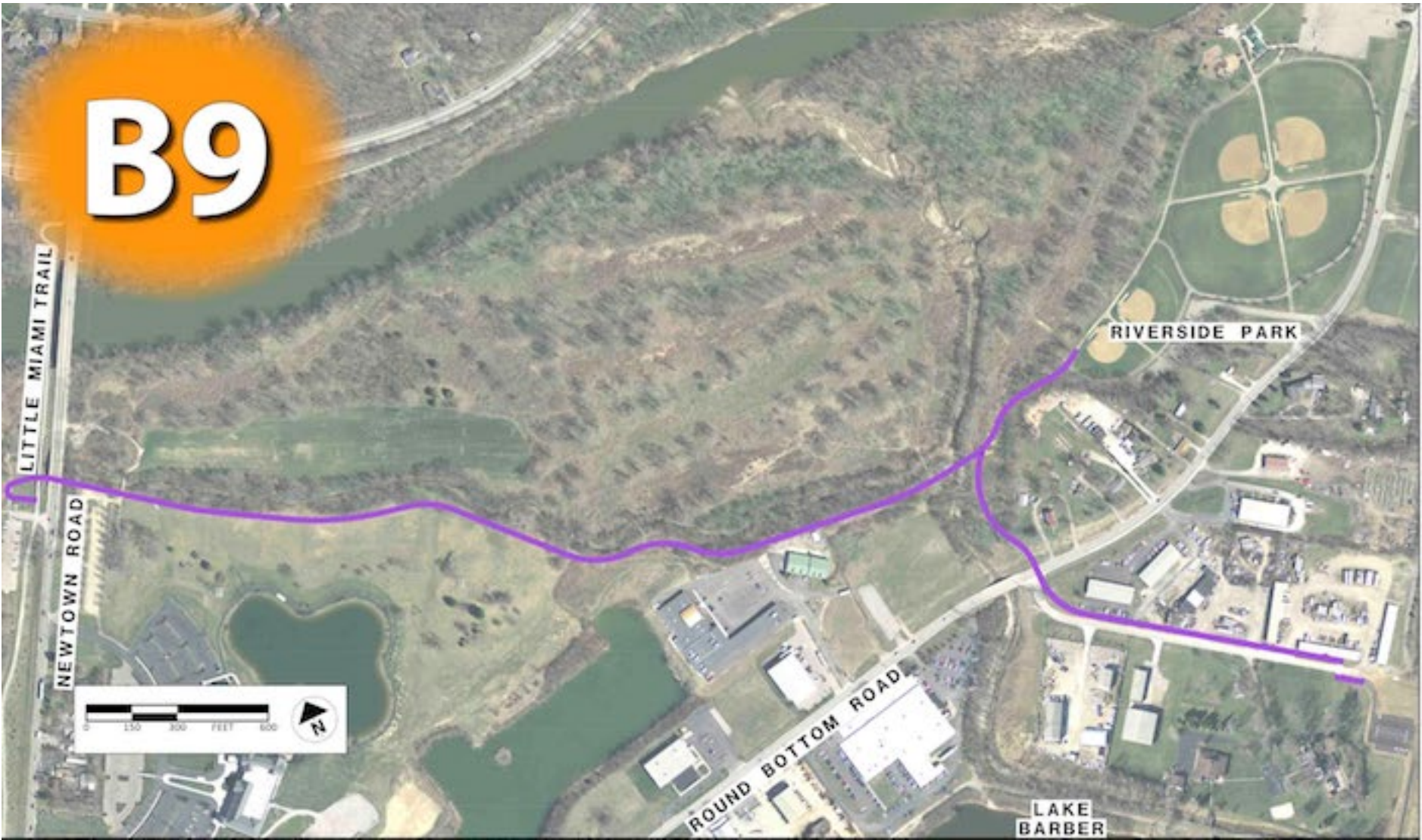
Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figures RB-3C**

SHARED USE PATH CONNECTING  
LAKE BARBER WITH LITTLE MIAMI TRAIL  
AND RIVERSIDE PARK TO BASS ISLAND



Drawing was presented at the October 24 & 25 Open House meetings.



**Shared-Use Path Along  
Tree Line Connecting at  
Bass Island Access**

- \$1.0M to \$1.5M construction cost
- New R/W needed from 11 parcels; no buildings impacted

**PUBLIC FEEDBACK RATINGS SUMMARY**

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
3%	6%	21%	36%	34%

(percentages have been rounded)



Concept drawings are presented on the following pages.

DESCRIPTION

- Connect Riverside Park and Lake Barber with Little Miami Trail with bike path. Golf course alignment.

NEEDS ADDRESSED

S6) Enhance bicycle connectivity on Round Bottom Rd.

9/6 MEETING DISCUSSION AND COMMENTS

- This trail alternative would begin approximately 500 ft north of the Bass Island Trailhead, turn immediately south and travel under Newtown Road using an existing structure, cross through the former golf course (now owned by Great Parks of Hamilton County) and across a creek, and end at Riverside Park. A short trail spur beginning after the creek crossing would connect RB-3c to Lake Barber.
- RB-3c seems to be preferable compared to RB-3d (costs less, less impact to park space).
  - RB-3d would require a higher level environmental assessment document (level D1 vs. C2).
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

- *This concept was presented as B10 at the October Open House meetings.*
- Concepts RB-3a (B8), RB-3c (B9) and RB-3d (B10) are three alternatives to achieve the same goal: address pedestrian and bicycle connectivity from Riverside Park and Lake Barber to the Little Miami Trail. Two of the three concepts will ultimately be eliminated.
- All three options received similar support ratings [see the Public Feedback Ratings Summaries on the exhibit pages for concepts RB-3a (B8), RB-3c (B9), and RB-3d (B10)]. However, the percentage of respondents who Strongly Supported concepts RB-3c (B9) and RB-3d (B10) was slightly higher than RB-3a (B8).
  - The Village of Newtown Master Plan (which will soon be updated) can help further determine which option is better and/or more preferred by the local community.

Comments specific to concept RB-3d (B10):

- It may not be necessary to acquire property for concept RB-3d (B10) since the property is owned by Great Parks of Hamilton County.
- There is already a primitive path (old golf cart path) that can be adapted for concept RB-3d (B10) .
- Costs for concept RB-3d (B10) can potentially be reduced by constructing a gravel path rather than asphalt.
- Concept B10 would place the trail in a more isolated area which could be less desirable.
- RB-3a (B8) and RB-3d (B10) could potentially work together since RB-3a (B8) would travel along existing roads and touch more businesses, and RB-3d (B10) would be more recreational.

NEXT STEPS/RECOMMENDATION

- Include concept in the Implementation Plan as a medium priority.
- Village of Newtown to work with its constituents as part of its Master Plan Update to determine which segments of the two concepts [RB-3a (B8) or RB-3d (B10)] should be advanced for implementation.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W 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								
								\$1.08M to \$1.61M	0	\$107K to \$214K	D1	Stream Impacts, Scenic River, Floodplain, Section 4(f)	Improves	Improves	Improves

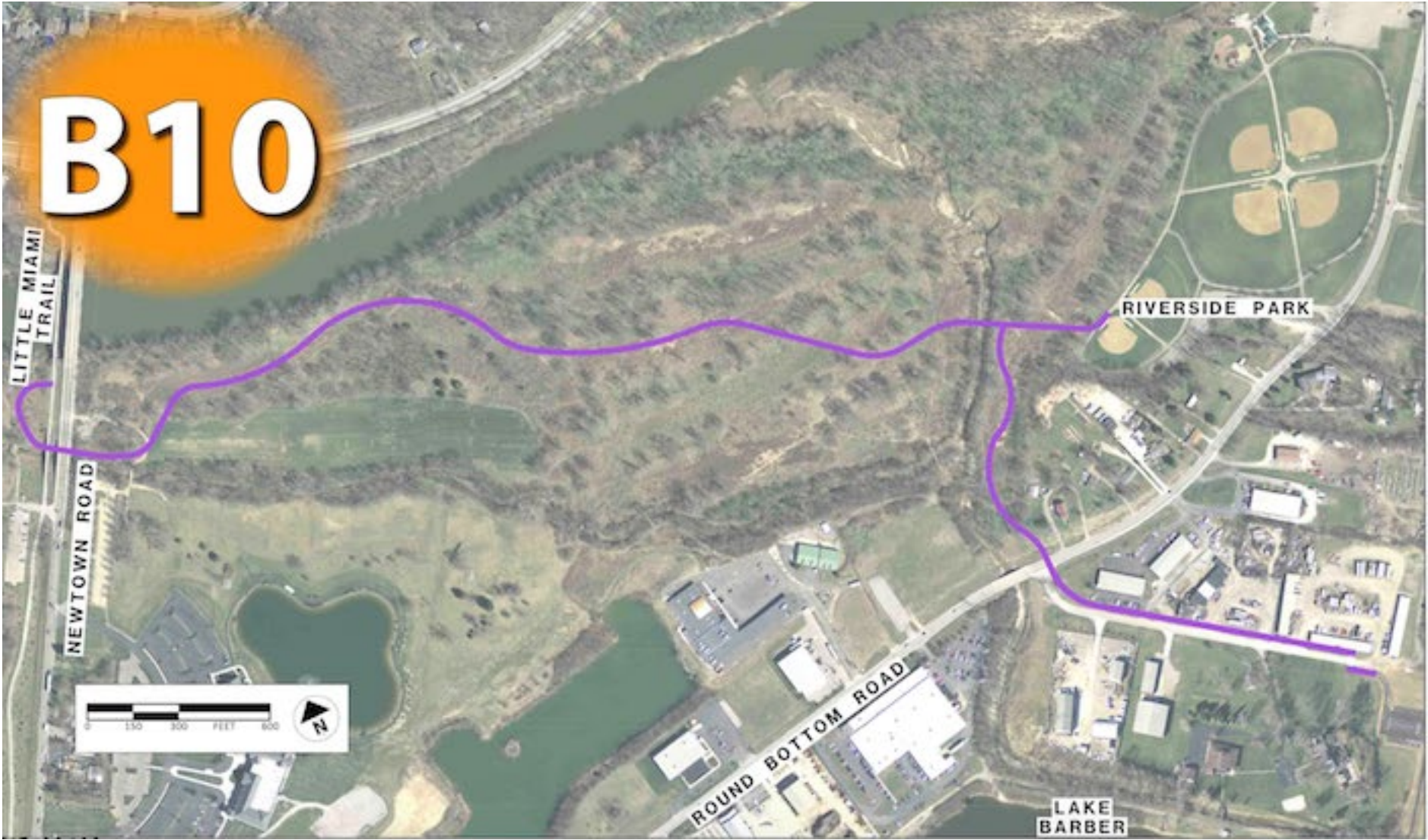
PRIORITY: MEDIUM







Drawing was presented at the October 24 & 25 Open House meetings.



**Shared-Use Path Along  
River Connecting at Bass  
Island Access**

- \$1.1M to \$1.6M construction cost
- New R/W needed from 11 parcels; no buildings impacted

**PUBLIC FEEDBACK RATINGS SUMMARY**

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
4%	4%	28%	21%	43%

(percentages have been rounded)





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

**Figure RB-1, 2 and 3**  
SHARED USE PATH/WALK OVERVIEW



