

# **ATTACHMENT B**

Excerpts from *Conceptual Alternative  
Implementation Plan*

*Concept drawings are presented on the following pages.*

**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.

- 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.

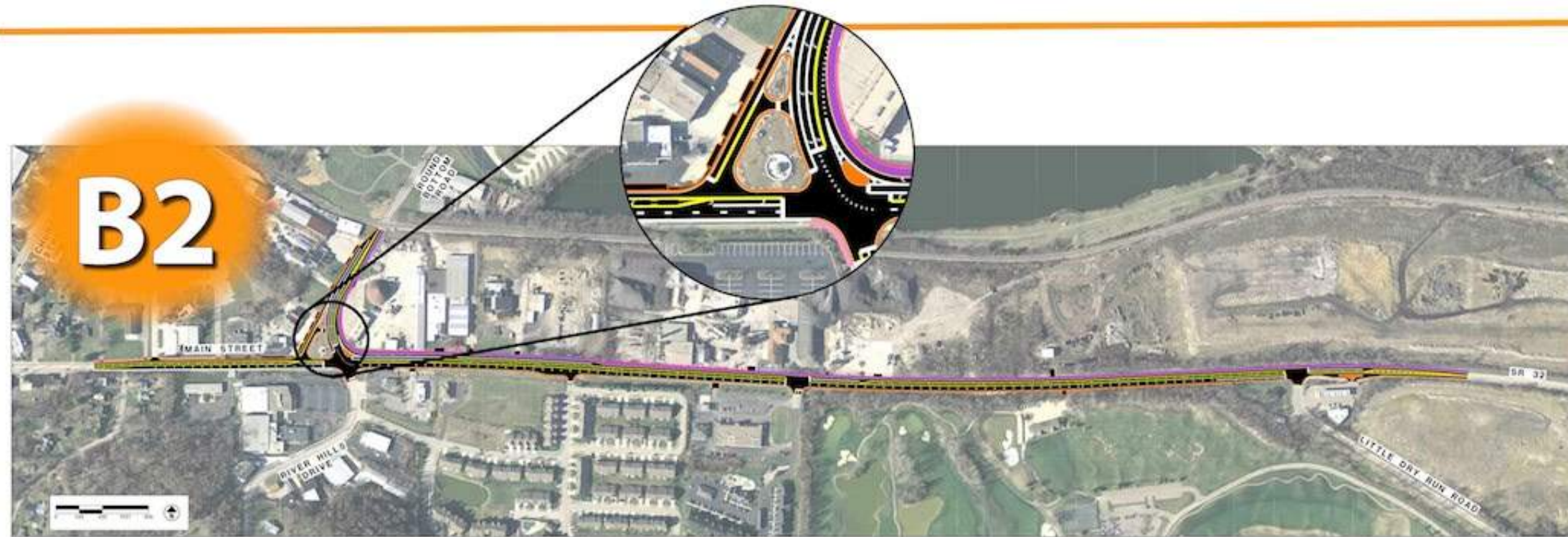
**NEXT STEPS/RECOMMENDATION**

- 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**

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



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

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

PID 86462

**PUBLIC FEEDBACK RATINGS SUMMARY**

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

*(percentages have been rounded)*

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**

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 drawings are presented with Concept I-4b.*

**DESCRIPTION**

- Lengthen storage lanes (turn lanes) along SR 32 westbound and Little Dry Run Road northbound.
- Improve sight distance problems by improving the horizontal curve along Little Dry Run just south of SR 32.

**NEEDS ADDRESSED**

- P1) Address capacity issues on SR 32 and Little Dry Run.
- P3) Address westbound AM peak-hour delays.
- P4) Address congestion issues due to slow moving trucks and turning vehicles.
- S1) Address deficient sight distance on Little Dry Run approach to SR 32.

**5/16 MEETING DISCUSSION AND COMMENTS**

- Concept may have impacts on creek running parallel to SR 32.
- No additional comments were received following the 5/16 meeting.

**9/5 MEETING DISCUSSION AND COMMENTS**

- Adjusting the curve provides better sight distance as drivers approach the signal at Little Dry Run and SR 32.
- No additional comments were received following the 9/5 meeting.

**12/10 MEETING DISCUSSION AND COMMENTS**

- The Advisory Committee noted that feedback from the public was supportive with only 6% of respondents strongly opposing (3%) or disliking (3%) this option (see Public Feedback Ratings Summary, next page).
- Further discussion is noted under concept I-4c (C1).

**NEXT STEPS/RECOMMENDATION**

- Include project in Implementation Plan as a high priority, advancing with either I-51 (B2) or 32-9 (C3).

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$1.6M to \$2.4M (includes I-4b)	0	\$80K to \$160K (includes I-4b)	C2	R/W, Potential T&E, ESA Issues	Neutral	Neutral	Neutral

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



### SR 32 and Little Dry Run Intersection Improvements

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

### PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
3%	3%	35%	26%	32%

*(percentages have been rounded)*

Concept drawing is presented on the following page.

**DESCRIPTION**

- Add center turn lane from Little Dry Run to Newtown’s east corp. limit.

**NEEDS ADDRESSED**

- P1) Address capacity issues on SR 32 and Little Dry Run.
- P3) Address westbound AM peak-hour delays.
- P4) Address congestion issues due to slow moving trucks and turning vehicles.

**5/16 MEETING DISCUSSION AND COMMENTS**

- Concept was not discussed at the meeting.
- No additional comments were received following the 5/16 meeting.

**9/5 MEETING DISCUSSION AND COMMENTS**

- Village of Newtown has been investigating this concept with Brandstetter Carroll.
- Center turn lane would be beneficial to business and residents east of Little Dry Run.
- Brandstetter Carroll to share work to date with Stantec/ODOT.
- No additional comments were received following the 9/5 meeting.

**12/10 MEETING DISCUSSION AND COMMENTS**

*This concept was presented as C3 at the October Open House meetings.*

- The committee noted that this project was received favorably by the public; 35% Strongly Support, 27% Like. (see Public Feedback Ratings Summary, next page).
- There may also be benefit to building this project in conjunction with the proposed ANCOR connector which would provide a new link between SR 32 and Broadwell [see concepts A-1 (C10) and A-2 (C11)].
- ODOT noted that the left-turn lane created by this project would complement the ANCOR connector project.
- This option could logically be bundled with concept I-5a (B2), which addresses the intersection of SR 32 and Round Bottom Road and includes an additional eastbound lane that ends as a right turn at Little Dry Run. Other modifications could be considered from 4a (C1) or I-4b (C1) as funding allows.
- It was noted that the Village of Newtown is to receive funding to complete a storm water replacement project but it may be waiting to see what will happen with this project before proceeding.
  - If the storm water project is subject to a funding time limit, it may be possible to coordinate the completion of that project with this one. The Village would prefer not to “move dirt” twice.
  - The storm water project will benefit Burger Farm’s plans for developing its 80 acres, and Burger is ready to proceed with their plans.
  - Access to the Burger development would remain through the main entrance of SR 32. There also is a potential second entrance point on Little Dry Run that will allow access to the future wedding event center, sports complex parking lot and other development components such as condos.
- Mr. Burger noted that there would likely be little interest in a shared-use path along the west side of Little Dry Run leading to SR 32 because the area will be developed for ‘agri-tourism’ and ‘agri-tainment’ and will need to include a parking lot for 700-800 cars.

**NEXT STEPS/RECOMMENDATIONS**

- Include project in the Implementation Plan as a high priority.
- Considering including a sidewalk or shared-use path with the project as outlined in concept 32-7 (B6).
- Possible HSIP funding.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
0.3								\$1.0M to \$1.5M					Neutral	Neutral	Improves

**PRIORITY: HIGH**



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



### SR 32 Widening for Center Turn Lane

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

### PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
2%	11%	26%	27%	35%

*(percentages have been rounded)*