

ATTACHMENT F

Virtual Public Open House Summary Report



**Virtual Public Open House
Summary Report**

HAM-LMST Ext to Ranchvale

December 13, 2021

Prepared for:

Ohio Department of Transportation,
District 8
505 South State Route 741
Lebanon, OH 45036

Prepared by:

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VIRTUAL PUBLIC OPEN HOUSE SUMMARY REPORT

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Executive Summary

The proposed HAM-LMST Ext to Ranchvale project, PIDs 113602/115291, is a part of the Eastern Corridor Program, a series of integrated multi-modal transportation projects designed to make travel easier and safer between Greater Cincinnati's urban core and the communities in eastern Hamilton County and western Clermont County. This project was developed to address gaps in bicycle and pedestrian connectivity between the Little Miami Scenic Trail (LMST) extension projects and nearby neighborhoods in order to make biking and walking in the area easier and safer. The project includes two components: the Ranchvale Connection, a shared-use path along the south side of SR 125 between Elstun Road and Ranchvale Drive, which is sponsored by the City of Cincinnati; and the Elstun Connection, a shared-use path from the Little Miami Scenic Trail (LMST) extension project to Elstun Road and to the bus stops along SR 125, which is sponsored by Anderson Township. A feasibility study for this project was initiated by the Ohio Department of Transportation (ODOT) in 2020 to develop various alternatives. As part of the feasibility study, ODOT conducted a virtual public open house to solicit feedback from the community regarding the alternatives and the project as a whole.

The virtual public open house was available from September 12, 2021 through October 26, 2021. The open house was designed to be a self-guided review of the project. This report summarizes the materials provided on the open house and the comments received from the public during the comment period. Based on the comments received, the majority of the public who visited the open house support both the Ranchvale and Elstun Connections. Respondents prefer Alternative B for the Elstun Connection and support the implementation of the Ranchvale Connection, which does not have any other Build Alternatives.



1.0 INTRODUCTION

The proposed HAM-LMST Ext to Ranchvale project, PIDs 113602/115291, is a part of the Eastern Corridor Program, a series of integrated multi-modal transportation projects designed to make travel easier and safer between Greater Cincinnati's urban core and the communities in eastern Hamilton County and western Clermont County. The transportation needs of Eastern Corridor Segments II and III, which include six focus areas from the Red Bank Corridor to the I-275/SR 32 interchange (see **Figure 1**), were documented in the *Transportation Needs Analysis* dated July 31, 2017. The Ohio Department of Transportation (ODOT) worked with the communities to develop potential solutions and recommendations for the connectivity and safety problems outlined in the *Transportation Needs Analysis*, which were then documented in the 2019 *Conceptual Alternatives Implementation Plan*.

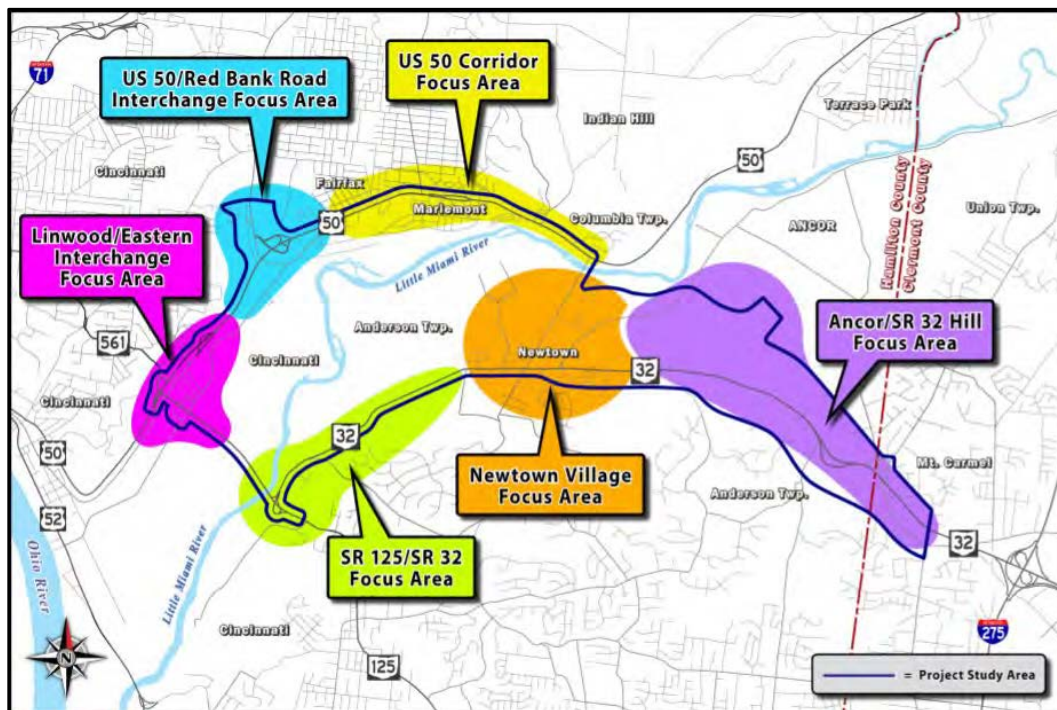


Figure 1. Focus areas within Eastern Corridor Segments II-III

In 2020, ODOT initiated a feasibility study for a bicycle/pedestrian improvement project along SR 125 at the SR 32 interchange; this project is referred to as the HAM-LMST Ext to Ranchvale project, PID 113602/115291. Located along Beechmont Avenue (SR 125) in Anderson Township, Hamilton County, Ohio, this project was introduced to address gaps in bicycle and pedestrian connectivity between the Little Miami Scenic Trail (LMST) extension projects and nearby neighborhoods in order to make biking and walking in the area easier and safer. Connectivity in the following areas were identified in previous studies:

- Between residential areas and the regional shared-use trail system;
- Along Beechmont Avenue (SR 125) from Elstun Road to Mt. Washington; and

- From apartments along Beechmont Avenue (SR 125) from Elstun Road to Mt. Washington.

The proposed HAM-LMST Ext to Ranchvale project is comprised of two components: the Elstun Connection and the Ranchvale Connection. Due to the project extending between two jurisdictions, this project was split into two components for funding purposes: the Elstun Connection, PID 113602, is being sponsored by Anderson Township while the Ranchvale Connection, PID 115291, is being sponsored by the City of Cincinnati.

ODOT organized a virtual Public Open House to solicit further review and comment from the community. This report documents the feedback received as part of that process.

2.0 VIRTUAL OPEN HOUSE OVERVIEW

Due to the COVID-19 pandemic, the HAM-LMST Ext to Ranchvale Public Open House was conducted virtually through the Public Input platform. The virtual open house took place over a period of six (6) weeks from September 12, 2021 through October 26, 2021. As the format was virtual, participants were able to access the self-guided review at any time during the above dates that was convenient for them. Anyone that required interpretation or translation services in order to fully understand the online materials and participate in the open house were given multiple ways to contact ODOT for that assistance.

The purpose of the virtual open house was to provide residents, workers, and anyone else with an interest in the area with information about the alternatives for the proposed multi-use trail segments. Participants were encouraged to provide feedback and ask questions via a public comment thread, a downloadable comment sheet, email, and phone. ODOT will use the feedback from the public to make final recommendations for project design.

2.1 OPEN HOUSE EXHIBITS

The virtual open house was hosted on a project-specific Public Input page which was divided into seven (7) sections:

Welcome Message: The welcome message outlined the purpose of the virtual open house, provided instruction on how to navigate the self-guided review, and shared contact information if special assistance, including interpretation services, was needed.

Introduction: The introduction elaborates on the purpose of holding a virtual open house for this project. Several questions are asked to participants to better understand who is taking part in the virtual open house and how they were notified.

Eastern Corridor: This section explains the background of the Eastern Corridor Program.

Purpose: This section outlines the purpose and need of this project and describes the two components of the project.

Elstun Connection: The three Build Alternatives for the Elstun Connection, PID 113602, are described in word and through a graphic (see **Figure 2**). Approximate costs, maintenance of traffic (MOT), environmental and ROW impacts, and potential safety considerations are all described. Participants are asked for their Elstun Connection Alternative preference as well as any other feedback.

Ranchvale Connection: The singular Build Alternative for the Ranchvale Connection, PID 115291, is described in word and through a graphic (see **Figure 3**). Approximate costs, MOT, environmental and ROW impacts, and potential safety considerations are all described. Participants are asked for their feedback regarding the Ranchvale Connection Build Alternative.

Comments: Participants are thanked for feedback and are given the opportunity to make any other comments.

The virtual Open House site pages are included in **Appendix A** along with several handouts available for the public to print from the “Documents” section of the site. These included: the project fact sheet, the ODOT National Environmental Policy Act (NEPA) Assignment Brochure, When ODOT Needs Your Property Brochure, and a comment form.

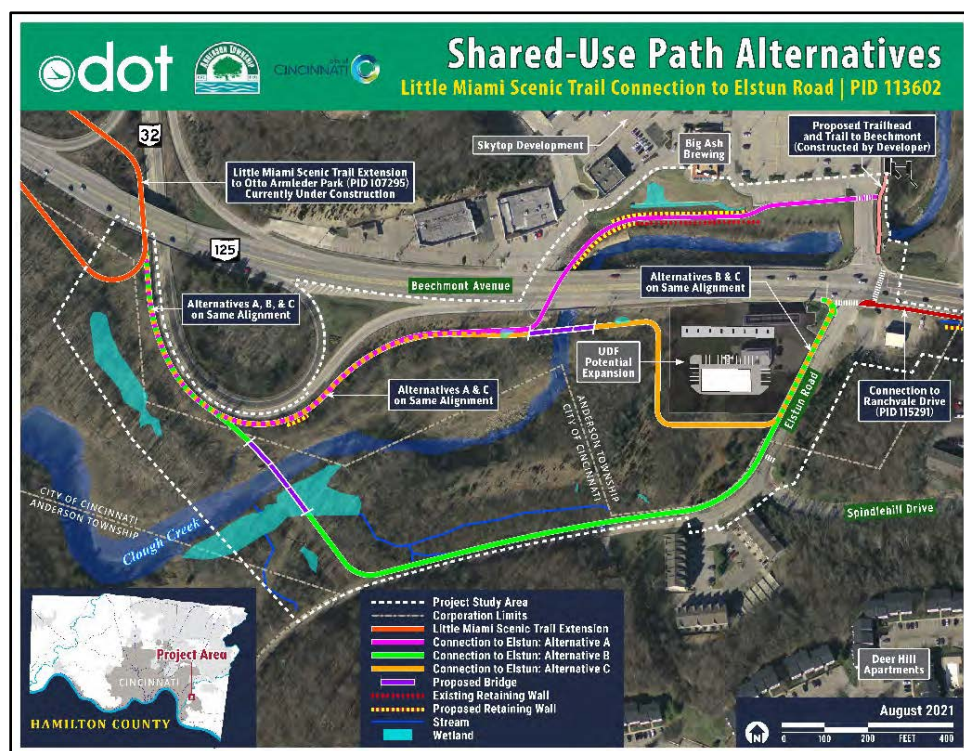


Figure 2. Elstun Connection (PID 113602) Build Alternatives

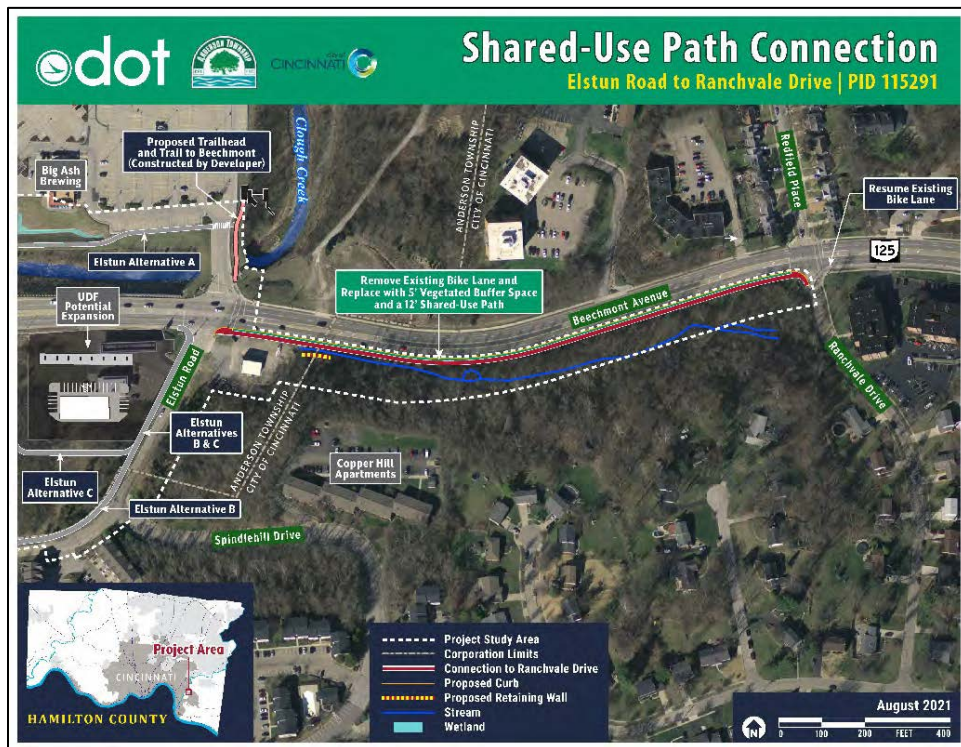


Figure 3. Ranchvale Connection (PID 115291) Build Alternative

2.2 PARTICIPATION

By the time the six-week long virtual open house closed on October 26, 2021, a total of 139 comments and poll question responses were received through the Public Input website as indicated in the Public Input Summary Report provided in **Appendix B**.

3.0 PUBLIC COMMENTS SUMMARY

Open House participants were invited to share comments with ODOT and the project team by answering poll questions embedded in the various open house tabs. Visitors were also invited to share questions and comments via mail, email and phone call to ODOT Environmental Engineer Paul Maricocchi. The Public Input Report, which includes a breakdown of the respondents' answers to questions included in the open house, as well as demographic data for the meeting participants, can be found in **Appendix B**. In addition, a detailed Public Comment Summary is included in **Appendix B**, which includes each comment received and provides ODOT's response to these comments. The following is a summary of the feedback received.

3.1 ELSTUN CONNECTION

Based on poll question 13 provided in the Public Input Open House, out of 189 respondents, 129 (68%) prefer Alternative B for the Elstun Connection. Of the remaining respondents, 28 (15%) prefer Alternative

C, 13 (7%) prefer Alternative A and 19 (10%) had no preference between the alternatives. (See the Public Input Results provided in **Appendix B**)

A total of 56 comments were received regarding the Elstun Connection section of this project. These comments are included in the Public Comment Summary provided in **Appendix B**. Of these comments, 34 (61%) expressed support for the Elstun Connection while the remaining 22 (39%) did not express explicit support or opposition of the project, instead they included questions and concerns regarding lighting of the proposed shared-use path, crossing safety, parking for trail users, and connections to other trails (i.e., 5 Mile Trail and the Little Miami Scenic Trail). Of the 23 comments which indicated a preference for one of the alternatives, 20 (86%) supported Alternative B and one (5%) supported Alternative A. The remaining two comments (9%) expressed opposition to Alternative A.

Respondents provided the following reasons for supporting Alternative B:

- Least interference with SR 32 (noise reduction and increased safety)Most cost-effective
- Provides direct connection from Elstun Road to trail
- Most scenic and aesthetically pleasing

3.2 RANCHVALE CONNECTION

Based on poll question 15 included in the Public Input Open House, out of 154 respondents, 102 (66%) are interested in replacing the existing on-street bike lane along eastbound SR 125/Beechmont Avenue with a dedicated shared-use path that would extend between Elstun Road and Ranchvale Drive. Of the remaining respondents, 26 (17%) are somewhat interested in this connection, 11 (7%) are not interested, and 11(7%) expressed no preference. (See the Public Input Results provided in **Appendix B**)

Based on the comments received during the Public Input Open House, which are provided in **Appendix B**, a total of 32 comments concern the Ranchvale Connection (PID115291) section of this project. Approximately 13 comments (41%) expressed support for the Ranchvale Connection while the remaining 19 (59%) did not express explicit support or opposition of the project. Instead, these comments addressed concerns regarding lighting of the proposed shared-use path, pedestrian safety along SR 32, and plans to vegetate the buffer zone. Most of the concerns regarding the Build Alternative for this section are related to pedestrian safety, as the adjacent stretch of SR 125 experiences high vehicle speeds due to the slope of the existing roadway. Several individuals commented that there should be efforts to increase safety of pedestrians using the proposed shared-use path, including wide and robust buffers.

3.3 ADDITIONAL COMMENTS

An additional 22 comments were received during the Public Input Open House which concerned the project overall. Approximately 13 comments (59%) expressed overall support for this project while 2 (9%) expressed opposition towards this project. Those who expressed support of this project showed excitement in the growth of bike and pedestrian-friendly trails and paths in Cincinnati. In addition, approximately 6 comments (27%) expressed appreciation for the virtual format of this Open House.

4.0 NOTIFICATION

Notifications publicizing the Virtual Public Open House were distributed through multiple communication channels, including:

- Newspaper advertisements
- Email notifications (Eblasts)
- Letters to adjacent property owners
- Website postings and social media
- Traditional media outreach

Copies of all notification materials are included in **Appendix C**.

Newspaper Advertisements

A quarter page advertisement was placed in the *Cincinnati Enquirer* on Sunday, September 12, 2021, and the east and northeast zones of the local *Community Press* newspapers on Wednesday, September 15, 2021. The *Enquirer* ad ran on a Sunday, which is the highest circulation day for the daily newspaper. The *Community Press* papers are weekly papers, published on Wednesdays. The ad was the same for both papers. The ads were also included on CIN Local.com.

Email Notifications (Eblasts)

Two announcements about the virtual open houses were distributed to more than 1,400 Eastern Corridor stakeholders. Eastern Corridor stakeholders include regional and local community and business leaders, Eastern Corridor community and interest group representatives, resource agencies, representatives of environmental justice organizations, individuals who have attended Eastern Corridor public meetings, past Eastern Corridor survey participants and individuals who have signed up to receive Eastern Corridor Program updates. The Eblasts were sent out on the following dates:

- September 13, 2021 (initial announcement)
- October 21, 2021 (reminder notice)

In addition, an eblast will be sent out in late 2021 informing the Eastern Corridor stakeholders that the Feasibility Study for the project is available on the Eastern Corridor website for public review.

Letters to Adjacent Property Owners

Twenty (20) letters were sent out to property owners along the project corridor. This letter provided basic information about the project including the purpose and need, preliminary environmental impacts, and dates and times of the virtual public open house. This letter also included the information for who to contact should the property owner have any questions about the project or open house or if special accommodation is needed to facilitate participation in public involvement. A comment form was sent with each letter.

Website Postings and Social Media

Announcements were made on the Eastern Corridor website prior to the opening window of the virtual open house. In addition, Anderson Township provided a open house notification on its website. A calendar of social media postings was developed and shared with ODOT for posting on Facebook and Twitter feeds. ODOT chose content to post from among the suggestions provided in the calendar. ODOT's posts were shared through the Eastern Corridor Facebook and Twitter feeds. A table containing the suggested posts is provided in **Appendix C**.

Traditional Media Outreach

ODOT issued a press release on September 13, 2021 which included dates for the virtual open house, a brief project history, the purpose of the project, and included statements made by Tom Arnold regarding the history and purpose of the project, as well as proposed elements of the project. The press release also included contact information for any comments or questions or for those requiring special assistance to participate in the open house.

APPENDIX A

Exhibits and Materials

Public Input Website
Project Fact Sheet
Project Comment Sheet
When ODOT Needs Your Property
Brochure
ODOT NEPA Assignment
Brochure



HAM-LMST Ext to Ranchvale – Elstun and Ranchvale Connections
PID 113602/115291
Public Input Website

Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Shared-Use Path Connections

Virtual Public Open House – Little Miami Scenic Trail Connections to Elstun Road & Ranchvale Drive

Translate

Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Thank you for visiting. Our Virtual Open House is now closed, however, the information shared is still available for reference.

The Ohio Department of Transportation (ODOT) put the Open House together to share information about the following proposed shared-use path connections:

- A new shared-use path from the [Little Miami Scenic Trail \(LMST\) bridge project](#) in Anderson Township (now under construction at the east end of the Beechmont Levee and SR 32/SR 125 interchange) to Elstun Road in the City of Cincinnati's Mt. Washington neighborhood.
- A shared-use path along Beechmont Avenue (SR 125) between Elstun Road and Ranchvale Drive.

This site is a self-guided tour through a series of tabs that highlight the proposed improvements. The questions included on each page are now closed for response. We received great feedback that will be used by the project team in the selection of a Preferred Alternative to be advanced for construction.

Begin by reviewing the **OVERVIEW** discussion in the section below. To advance between pages, click on the green **CONTINUE** button located at the bottom of each page. You can also move between pages by clicking the blue tabs at the top of the discussion section. If you would like to see larger versions of any of the graphics, click on the image and a larger version will pop up on the screen. Additional project-related materials, including a downloadable project fact sheet, are posted under the **DOCUMENTS** section on the right hand side below.

If you need any interpretation or translation services or other reasonable accommodations to review this materials, please contact Kathleen Fuller, ODOT Public Information Officer, at (513) 932-3030 or Kathleen.Fuller@dot.ohio.gov.

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 December 14, 2020 and executed by FHWA and ODOT. For more information, please visit ODOT's NEPA Assignment Portal by clicking [here](#).


Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

INTRODUCTIONEASTERN CORRIDORPURPOSEELSTUN CONNECTIONRANCHVALE

WHY ARE WE HOLDING A VIRTUAL OPEN HOUSE?

The purpose of this virtual Open House is to share information and get your input about several proposed shared-use path connections between the [Little Miami Scenic Trail \(LMST\) bridge project](#) and Ranchvale Drive. A shared-use path is a path specifically designed for pedestrians and bicyclists and is physically separated from vehicular traffic (see an example in the picture below). Information contained in this Open House includes a description of project alternatives being considered, potential impacts of the proposed paths, next steps and funding needs. In addition, we would like to answer any questions you might have.

Due to the COVID-19 outbreak, the CDC has recommended using social distancing to help prevent the spread of the virus. Public involvement meetings are very difficult to perform while practicing social distancing. ODOT is, therefore, conducting this public involvement opportunity online where social distancing is not an issue and we can safely engage with the public about proposed transportation improvements.



Project Contact

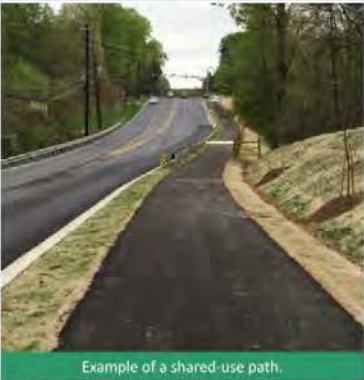
If you have any questions, please contact:

Paul Maricocchi, E.I.T.
Environmental Engineer
ODOT District 8
505 South State Route 741
Lebanon, OH 45036
513.933.6586
Paul.Maricocchi@dot.ohio.gov

Documents

- Comment Form (downloadable).pdf
- Elstun to Ranchvale Alternatives.jpg
- Feasibility Study DRAFT.pdf
- LMST to Elstun Alternatives.jpg
- NEPA Assignment Brochure.pdf
- Project Fact Sheet.pdf

Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291



Example of a shared-use path.

Your Input is Needed

Public input is important and will be used to guide decision-making. We've included a number of questions for you throughout the following pages. Please take a few moments to answer each one so we can learn more about you and better understand your preferences. The first questions are below.

Internet Access Difficulties

A printout of exhibits and a comment form will be mailed to anyone who has difficulty accessing the Virtual Open House. Please submit requests to Paul Maricocchi, Environmental Engineer for ODOT District 8, using one of the contact methods listed

- Feasibility Study DRAFT.pdf
- LMST to Elstun Alternatives.jpg
- NEPA Assignment Brochure.pdf
- Project Fact Sheet.pdf
- When ODOT Needs Your Property.pdf

HAM-LMST Ext to Ranchvale – Elstun and Ranchvale Connections
PID 113602/115291
Public Input Website

Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Internet Access Difficulties

A printout of exhibits and a comment form will be mailed to anyone who has difficulty accessing the Virtual Open House. Please submit requests to Paul Maricocchi, Environmental Engineer for ODOT District 8, using one of the contact methods listed below. Please also reference the HAM-LMST to Ranchvale PID 113602/115291 Virtual Open House in your request.

Mail:	505 South State Route 741, Lebanon, OH 45036
Telephone:	(800) 831-2142
E-mail:	Paul.Maricocchi@dot.ohio.gov

Question 1

What zip code do you live in?

This question is closed to responses.

Question 2

How did you hear about this virtual Open House?

Newspaper ad

Newspaper article

Mailed letter

TV or radio

Church

Word-of-mouth

ODOT website

Eastern Corridor website

Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Question 2

How did you hear about this virtual Open House?

Newspaper ad

Newspaper article

Mailed letter

TV or radio

Church

Word-of-mouth

ODOT website

Eastern Corridor website

Social media

Other

Email

Closed to responses

Question 3

Select the age range you represent.

29 years or younger

30 - 49 years old

50 - 69 years old

70 years old or above

Closed to responses

Click **CONTINUE** to learn more about the background of this project.

Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

INTRODUCTION

EASTERN CORRIDOR

PURPOSE


ELSTUN CONNECTION

RANCHVALE

The bicycle and pedestrian improvements currently being planned for Anderson Township and the City of Cincinnati's neighborhood of Mt. Washington are part of the **Eastern Corridor Program**. The Eastern Corridor Program is a series of transportation improvement projects being implemented across the eastern half of the Greater Cincinnati region to:

- Ease vehicular congestion
- Improve mobility and access for motorists, bicyclists, and pedestrians
- Support economic development

Anderson Township and Mt. Washington are located in Segments II and III of the Eastern Corridor, which extends between the Red Bank Corridor (Segment I) and the I-275/SR 32 Interchange in the Eastgate area of Clermont County (Segment IV). Segments II and III includes US 50/Wooster Pike, SR 125 (Beechmont Avenue), and SR 32. This area is highlighted in green in the map below.



Project Contact

If you have any questions, please contact:
Paul Maricocchi, E.I.T.
Environmental Engineer
ODOT District 8
505 South State Route 741
Lebanon, OH 45036
513.933.6586
Paul.Maricocchi@dot.ohio.gov

Documents

Comment Form (downloadable).pdf

Elstun to Ranchvale Alternatives.jpg

Feasibility Study DRAFT.pdf

LMST to Elstun Alternatives.jpg

NEPA Assignment Brochure.pdf

Project Fact Sheet.pdf

When ODOT Needs Your Property.pdf

HAM-LMST Ext to Ranchvale – Elstun and Ranchvale Connections
PID 113602/115291
Public Input Website


Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

DEVELOPMENT OF PROPOSED TRANSPORTATION IMPROVEMENTS

Within Segments II and III, ODOT worked in close coordination with local community representatives, planners, and interest groups to evaluate and prioritize transportation needs, and to develop and evaluate possible solutions that:

- Focus on improving the transportation network
- Balance transportation needs with community values and available resources

After receiving input from the community following a 2018 public meeting, ODOT released a [Conceptual Alternatives Implementation Plan](#) in 2019 that identified and prioritized 68 recommended transportation improvement projects for the Segments II and III study area.



Multiple projects were recommended within Anderson Township and Mt. Washington to make walking and biking easier and safer. A Feasibility Study has been completed for the Elstun and Ranchvale connections and through this Open House, ODOT is sharing the results with local the Anderson Township and Mt. Washington communities for review and input. Feedback received will be used in determining which alternatives to advance for further development and construction.

Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

INTRODUCTIONEASTERN CORRIDORPURPOSEELSTUN CONNECTIONRANCHVALE

PURPOSE & NEED

The purpose of the proposed project is to the address gaps in bicycle and pedestrian connections along Beechmont Avenue (SR 125), between the Little Miami Scenic Trail (LMST) extension project and nearby neighborhoods, in order to make biking and walking in the area easier and safer.

The following transportation needs were identified during previous planning studies:

Connectivity Between Residential Areas and the Regional Shared-Use Trail System - It is estimated that 425 households are within ¼ mile of Beechmont Avenue (SR 125) and the surrounding neighborhoods. Currently, there are no shared-use path links from the residential areas to the LMST or other nearby trails (Lunken Airport Trail, the Otto Amleider Memorial Park Trail, and the Ohio River Trail).

Connectivity Along Beechmont Avenue (SR 125) from Elstun Road to Mt. Washington - There is no physically separated bicycle/pedestrian path on the south side of Beechmont Avenue (SR 125) going east between Elstun Road and Ranchvale Drive. Currently, there is a dedicated bike lane adjacent to traffic on eastbound on Beechmont Avenue (SR 125), while bicyclists traveling westbound share a lane with traffic. Currently, there is a sidewalk along the north side of Beechmont Avenue (SR 125) for pedestrians walking westbound. However, pedestrians walking on the south side of the road (eastbound) must walk along the road. Having a dedicated bike/pedestrian path which is separated from vehicular traffic would improve safety for bicyclists and pedestrians traveling up the Beechmont hill towards Mt. Washington.

Project Contact

If you have any questions, please contact:

Paul Maricocchi, E.I.T.
Environmental Engineer
ODOT District 8
505 South State Route 741
Lebanon, OH 45036
513.933.6586
Paul.Maricocchi@dot.ohio.gov

Documents

[Comment Form \(downloadable\).pdf](#)

[Elstun to Ranchvale Alternatives.jpg](#)

[Feasibility Study DRAFT.pdf](#)

[LMST to Elstun Alternatives.jpg](#)

[NEPA Assignment Brochure.pdf](#)

[Project Fact Sheet.pdf](#)

[When ODOT Needs Your Property.pdf](#)

Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

(SR 125) for pedestrians walking westbound. However, pedestrians walking on the south side of the road (eastbound) must walk along the road. Having a dedicated bike/pedestrian path which is separated from vehicular traffic would improve safety for bicyclists and pedestrians traveling up the Beechmont hill towards Mt. Washington.

Connectivity from Apartments along Beechmont Avenue (SR 125) from Elstun Road to Mt. Washington - There are no sidewalks along Elstun Road for residents of the nearby apartments to use when walking to the Metro bus stop at the intersection of Elstun and Beechmont (SR 125). A sidewalk or shared-use path is needed to improve connectivity to public transit.


PROJECT COMPONENTS

The area in which the proposed improvements are located extends between two separate jurisdictions, Anderson Township and the Mt. Washington neighborhood in the City of Cincinnati. As such, the project has been divided into two separate components for funding purposes. However, these components will be evaluated as one project in engineering and environmental studies following ODOT's Project Development Process. These components are, from west to east:

The Elstun Connection
A new shared-use path extension from the [LMST bridge project](#) (currently under construction) at the SR 32/SR 125 interchange to Elstun Road and to the bus stop along Beechmont Avenue. This connection is sponsored by Anderson Township.

[Project Fact Sheet.pdf](#)

[When ODOT Needs Your Property.pdf](#)



Shared-Use Path Alternatives
Little Miami Scenic Trail Extension to Elstun Road | PID 113602

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HAM-LMST Ext to Ranchvale – Elstun and Ranchvale Connections
PID 113602/115291
Public Input Website

The Elstun Connection

A new shared-use path extension from the [LMST bridge project](#) (currently under construction) at the SR 32/SR 125 interchange to Elstun Road and to the bus stop along Beechmont Avenue. This connection is sponsored by Anderson Township.

The Ranchvale Connection

A separated shared-use path along the south side of Beechmont Avenue (SR 125) between Elstun Road and Ranchvale Drive. This connection is sponsored by the City of Cincinnati.

Ohio DOT > Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

⚙

Please fill out the following information so we can keep you up to date about the project or answer any questions you might have.

Name

Name

Email

Email Address

Phone

###-###-####

Street Address

Address

Zip

41071

☒ Sign up to receive Eastern Corridor email updates

Submit

Question 5

What is your interest in the proposed improvements? *(Select all that apply)*

☐ I am an area resident

☐ I own or own a business/property in the area

HAM-LMST Ext to Ranchvale – Elstun and Ranchvale Connections
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Ohio DOT > Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Question 5

What is your interest in the proposed improvements? *(Select all that apply)*

I am an area resident

I am an area business owner or employee

I walk or bike through the area

Other

Closed to responses

Question 6

How often do you travel through the project area?

Daily

A few times a week

A couple times a month

Less than once a month

Other

Closed to responses

Question 7

How do you usually travel through the project area? *(Check all that apply)*

Ohio DOT > Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Automobile

Bicycle

Walk

Other

Closed to responses

Question 8

How often do you **bike** through the project area?

Daily

A few times per week

A few times per month

Less than once a month

Never

Other

Closed to responses

Question 9

How often do you **walk** through the project area?

Daily

A few times per week

A few times per month

Less than once a month

Never

Other

Closed to responses

Ohio DOT > Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Question 10

How often do you use the Little Miami Scenic Trail?

A couple times a month

Less than once a month

A few times a week

Other

Daily

34%

29%

21%

8%

2%

Closed to responses | 214 Responses

Question 11

If changes are made to improve access for bikes, would you bike more in this area?

Yes

No

Not sure

Closed to responses

Question 12

If changes are made to improve access for pedestrians, would you walk more in this area?

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HAM-LMST Ext to Ranchvale – Elstun and Ranchvale Connections
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Question 12

If changes are made to improve access for pedestrians, would you walk more in this area?

Yes

No

Not sure

Closed to responses

Click **CONTINUE** to learn more about the Elstun Connection.

Continue

Share this

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Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

INTRODUCTION

EASTERN CORRIDOR

PURPOSE

ELSTUN CONNECTION

RANCHVA

THE ELSTUN CONNECTION

Sponsored by Anderson Township, the Elstun Connection includes:

- A new shared-use path connection between the [Little Miami Scenic Trail \(LMST\) bridge project](#) at the SR 32/SR 125 interchange (shown in orange in the exhibit below) and Elstun Road
- A pedestrian connection along Elstun Road to better connect rental properties on Elstun with Metro bus stops on Beechmont Avenue (SR 125) (this connection is incorporated in Alternatives B and C only)

Three Elstun Connection alternatives were developed and evaluated in the Feasibility Study prepared for the project. These alternatives are discussed in more detail below.

Shared-Use Path Alternatives

Little Miami Scenic Trail Extension to Elstun Road | PID: 113602

Project Contact

If you have any questions, please contact:

Paul Maricocchi, E.I.T.
Environmental Engineer
ODOT District 8
505 South State Route 741
Lebanon, OH 45036
513.933.6586
Paul.Maricocchi@dot.ohio.gov

Documents

Comment Form (downloadable).pdf

Elstun to Ranchvale Alternatives.jpg

Feasibility Study DRAFT.pdf

LMST to Elstun Alternatives.jpg

NEPA Assignment Brochure.pdf

Project Fact Sheet.pdf

When ODOT Needs Your Property.pdf

Ohio DOT ▶ Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Alternative A

This alternative (shown in **pink** on the graphic) includes a new 12-foot wide shared-use path beginning at the LMST bridge project. The alignment follows the SR 32 ramps south and east towards SR 125. Alternative A then runs parallel to Beechmont Avenue (SR 125) to approximately 450 feet west of the UDF property where it crosses under the Beechmont (SR 125) bridge, then travels along the front of the Skytop property (note: this property is being redeveloped into more than 200 apartments and several retail outlots). Alternative A then crosses an undevelopable area of the property to connect with a proposed trailhead along Elstun Road to be constructed by the Skytop developer. Considerations of this alternative include the following:

- The width of the shared-use path is reduced from 12 to 10 feet from the SR 125 bridge to Elstun Road.
- Alternative A would require five retaining walls, totaling 650 feet. Fencing would be required along the path in the areas of retaining wall. The significant length of these walls and fences may be undesirable for bicyclists and could present a security issue by keeping path users from being seen or being able to leave the path quickly in the event of an emergency.
- Approximately 300 feet of path would be placed on a 5% slope. Though slopes of 5% are in compliance with the American Disabilities Act (ADA), they are undesirable because they are difficult for many path users and may lead to excess speeds on the descent which make some users uncomfortable. For comparison, a 5% grade is

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- Approximately 300 feet of path would be placed on a 5% slope. Though slopes of 5% are in compliance with the American Disabilities Act (ADA), they are undesirable because they are difficult for many path users and may lead to excess speeds on the descent which make some users uncomfortable. For comparison, a 5% grade is similar to the grade on the Five Mile Trail as you approach Clough Pike.
- The combination of steep grade and horizontal curves close to and under the SR 125 bridge limit sight distance so that speeds greater than 16 MPH are unsafe in this area.
- The shared-use path would cross Beechmont Avenue (SR 125) at the signalized intersection of Beechmont and Elstun Road and would also cross the driveway for the Skytop development.
- Alternative A does not provide a connection along Elstun Road between the rental properties and the Metro bus stops on Beechmont Avenue (SR 125).
- The construction of Alternative A would require the acquisition of approximately 0.7 acres of property from the Skytop Development for the path.
- The estimated construction cost of Alternative A is \$3,200,000

Alternative B

Shown in **green** on the graphic above, Alternative B includes construction of a 12-foot wide shared-use path beginning at the Little Miami Scenic Trail Beechmont bridge project. The alternative follows the SR 32/Beechmont Avenue ramps to SR 32 a short distance, then continues southeast until it reaches Elstun Road. From this point, the shared-use path continues along the west side of Elstun Road until it reaches Beechmont Avenue (SR 125). The shared-use path would be separated from Elstun Road by a five foot wide grass buffer. This alternative includes construction of a new bridge over Clough Creek (shown in purple on the graphic). Considerations of this alternative include:

- Alternative B provides a connection along Elstun Road between the rental

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- Alternative B provides a connection along Elstun Road between the rental properties and the Metro bus stops on Beechmont Avenue (SR 125)
- This alternative requires construction of a new bridge over Clough Creek.
- Approximately 150 feet of path would be placed on a 5% slope. Though slopes of 5% are in compliance with the American Disabilities Act (ADA), they are undesirable because they are difficult for many path users and may lead to excess speeds on the descent which make some users uncomfortable. For comparison, a 5% grade is similar to the grades on the Five Mile Trail as you approach Clough Pike.
- The construction of Alternative B would require the acquisition of approximately 0.5 acres of property from United Dairy Farmers for the path.
- The estimated construction cost of Alternative B is \$1,700,000

Alternative C

Shown in **orange** on the graphic, Alternative C includes construction of a 12-foot wide shared-use path beginning at the Little Miami Scenic Trail Beechmont bridge project. The alternative follows the SR 32 ramps southeast towards Beechmont Avenue (SR 125). Alternative C then runs parallel to Beechmont (SR 125), across a new bridge over Clough Creek (shown in purple on the graphic), up to the UDF property. The alternative then turns south then west and runs behind the UDF until it reaches Elstun Road. From this point, the shared-use path continues along the west side of Elstun Road until it reaches Beechmont Avenue (SR 125). Considerations of this alternative include:

- Alternative C provides a connection along Elstun Road between the rental properties and the Metro bus stop on Beechmont Avenue (SR 125).
- This alternative requires construction of a new bridge over Clough Creek.
- The design of the shared-use path requires two tight curves, which will require path users traveling at faster speeds to slow down to safely negotiate the curves.
- The shared-use path would cross Elstun Road at the signalized intersection of SR

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- The design of the shared-use path requires two tight curves, which will require path users traveling at faster speeds to slow down to safely negotiate the curves.
- The shared-use path would cross Elstun Road at the signalized intersection of SR Beechmont Avenue (SR 125) and Elstun Road.
- The construction of Alternative C would require the acquisition of approximately 1.3 acres of property from United Dairy Farmers for the path.
- The estimated construction cost of Alternative C is \$2,100,000

Comparison of Alternatives


Below is a comparison of the three shared-use path build alternatives with a No Build Alternative, in which no bike and pedestrian improvements would be made. Red text indicates higher level of impact or negative effect, yellow text indicates minor impact and/or comparative "middle ground", and green text indicates minimal impact or beneficial effect.

ELSTUN CONNECTION (PID 113602) Bike/Pedestrian Improvements Comparison Chart				
FEATURE/CONSIDERATION	NO BUILD	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
Improves pedestrian and bicycle connectivity along Beechmont (SR 125)	No	Yes	Yes	Yes
Length of New Path	N/A	2400 feet	2400 feet	2400 feet
Safety Concerns	Bicycles and pedestrians must use the roadway shoulder to go between the LMST and the Beechmont/Elstun Road intersection	• Path crosses Beechmont/Elstun Road with a signal • Path crosses Elstun Road with a signal • Path crosses Beechmont/Elstun Road with a signal • Path crosses Beechmont/Elstun Road with a signal	Path crosses Beechmont/Elstun Road with a signal	Path crosses Beechmont/Elstun Road with a signal

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Safety Concerns	Bicycles and pedestrians must use the roadway shoulder to go between the LMST and the Beechmont/Elstun Road intersection	Path crosses Elstun Road with a signal	Path crosses Beechmont/Elstun Road with a signal	Path crosses Beechmont/Elstun Road with a signal
Estimated Property Impacts	None	0.3 acres of new R/W from one owner	0.3 acres of new R/W from one owner	0.3 acres of new R/W from one owner
Width of Path	N/A	10 ft and 12 ft	12 ft	12 ft
Length of Grade at or Near 5%	N/A	Maximum grade of 5% for 300 feet	Maximum grade of 5% for 150 feet	None
Design Speed of Path**	N/A	16 MPH (due to insufficient sight distance along steep grades)	20 MPH	13 MPH (due to two tight curves)
Stream/Wetland Impacts	None	Minor impacts to two streams (totaling approximately 201 linear feet)	Minor impacts to five streams (totaling 272 linear feet)	Minor impacts to five streams (totaling 72 linear feet)
Impacts to 100-year Floodplain	None	2.5 acres of encroachment	2.4 acres of encroachment	0.7 acres of encroachment
Estimated Cost	N/A	\$3.2 Million	\$1.7 Million	\$2.1 Million
* R/W: Right-of-Way ** The design speed for a shared-use path is dependent on the number of users and trail topography.				
Project Cost Estimates The cost estimates provided in the table above include the construction cost of the shared-use path improvements. These costs do not include right-of-way acquisition costs.				

Ohio DOT ► Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291	
Maintenance of Traffic It is anticipated that single lane closures on Beechmont Avenue (SR 125) and/or Elstun Road would be required for the construction of all Elstun Connection alternatives.	
Environmental Impacts None of the Elstun Connection alternatives would have significant adverse environmental impacts. Each of the alternatives could receive environmental clearance under the National Environmental Policy Act (NEPA) through the completion of a Categorical Exclusion, which is the lowest level of environmental analysis. None of the Elstun Connection alternatives would require mitigation for stream or wetland impacts.	
Funding Anderson Township has committed to supply a portion of funding for this project using local dollars, but they are also seeking funding from federal and state resources. Anderson Township has already received \$750,000 in federal transportation funding for construction of this project.	
Next Steps for the Elstun Connection The public comments received from the virtual Open House will be reviewed and incorporated into the Feasibility Study being prepared for the Elstun Connection. A draft of this study is located in the DOCUMENTS section of this site. Based on the engineering and environmental information gathered, as well as the public comments received, one of the Elstun Connection alternatives will be selected to be further developed as the Preferred Alternative. ODOT's goal is to confirm a Preferred Alternative by Fall 2021. ODOT will then work with Anderson Township to complete project design, obtain the required environmental clearances, identify remaining funding, and construct the project. Following is the approximate schedule of key milestones:	

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TASK	STATUS
	Complete
	Ongoing through Oct. 26, 2021
	Fall 2021
	Fall/Winter 2021/2022
	February 2022
	Summer 2022
	Summer 2023
	Fall 2023
	Summer 2024 through Fall 2025
Question 13 Which alternative for the Elstun connection do you prefer most?	
	

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Ohio DOT

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Question 13

Which alternative for the Elstun connection do you prefer most?

Alternative B (green): A shared-use path from the SR 32/SR 125 interchange to a new bridge over Clough Creek, then along the west side of Elstun Road to SR 125/Beechmont Avenue.	68%
Alternative C (orange): A shared-use path from the SR 32/SR 125 interchange to a new bridge over Clough Creek, then turning south to connect with Elstun Road behind the UDF, then along the west side of Elstun to SR 125/Beechmont Avenue.	15%
No preference	10%
Alternative A (pink): A shared-use path from the SR 32/SR 125 interchange to the Skytop property where it would terminate at a proposed trailhead along Elstun Road.	7%

Closed to responses | 189 Responses

Ohio DOT

Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Question 14

Do you have any comments or questions about the Elstun Connection or its alternatives? If so, please share them below.

Closed for Comments

PVI - I worked on alternative analysis studies when at the City of Cincinnati. As part of analyzing alternatives for LMST Bridge, the City study (LMST at Beechmont) included this connection to Mt Washington Community and Anderson Twp. Public meetings were held at that time (19... See More

2 months ago

Reply 4 Agree

Having biked the parts of the LMST all the way from here to Dayton, Yellow Springs, and Columbus, and have encountered many folks along the way, I can tell you with confidence that people's favorite spots will always be the quiet ones. A and C may provide the same safety, but wait... See More

2 months ago

Reply 3 Agree

I think alternative B would be a more pleasant ride/walk. I'd like to see it continued up to the Ranchvale light.

2 months ago

Reply 3 Agree

I am very excited to one day be able to bike from anderson to anywhere the little miami trail and connecting trails can take me. Please continue the good work with these types of projects.

2 months ago

Reply 3 Agree

Show all comments

Ohio DOT

Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

INTRODUCTION

EASTERN CORRIDOR

PURPOSE

ELSTUN CONNECTION

RANCHVALE CONNECTION

THE RANCHVALE CONNECTION

Only one proposed alternative is being considered for the Ranchvale Connection, which is sponsored by the City of Cincinnati. This alternative includes:

- Replacement of the existing bike lane on the south (eastbound) side of Beechmont Avenue (SR 125) with a shared-use path between Elstun Road and Ranchvale Drive.
- Installation of a five-foot vegetated (grass) buffer between the roadway and the shared-use path through the length of the project.

Considerations for this alternative include:

- The slope of the shared-use path would exceed 5% which is allowed under the Americans with Disabilities Act (ADA) because this path is adjacent to a roadway [Beechmont Avenue (SR 125)] which also exceeds 5%.

The proposed alternative is shown in the graphic below:

Project Contact

If you have any questions, please contact:

Paul Maricocchi, E.I.T.

Environmental Engineer

ODOT District 8

505 South State Route 741

Lebanon, OH 45036

513.933.6586

Paul.Maricocchi@dot.ohio.gov

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When ODOT Needs Your Property.pdf

COMPARISON OF ALTERNATIVES

The Evaluation Matrix below provides a comparison of the Build Alternative of the Ranchvale Connection with the No Build Alternative, in which no pedestrian or bike improvements would be made. Red text indicates higher level of impact or negative effect, yellow text indicates minor impact and/or comparative "middle ground", and green text indicates minimal impact or beneficial effect.

RANCHVALE CONNECTION (PID 115291): Bike/Pedestrian Improvements Comparison Chart		
FEATURE/CONSIDERATION	NO BUILD	ALTERNATIVE A
Improves pedestrian and bicycle connectivity along Beechmont Avenue (SR 125)	No	Yes
Length of New Path	N/A	1,660 feet
Safety Concerns	Eastbound (uphill) bicyclists have an on-street bicycle lane and westbound bicyclists share the outside lane of Beechmont Avenue (SR 125). This results in bicyclists traveling next to or as part of vehicular traffic. Pedestrians must cross Beechmont at the signalized Elstun Road and Ranchvale Drive intersections to use the sidewalk on the north side of Beechmont or walk along the edge of the road on the south side to avoid crossing Beechmont.	No bicycle/pedestrian conflicts with vehicular traffic. The shared use path is separated from the roadway.

Ohio DOT > Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Safety Concerns	Eastbound (uphill) bicyclists have an on-street bicycle lane and westbound bicyclists share the outside lane of Beechmont Avenue (SR 125). This results in bicyclists traveling next to or as part of vehicular traffic. Pedestrians must cross Beechmont at the signalized Elstun Road and Ranchvale Drive intersections to use the sidewalk on the north side of Beechmont or walk along the edge of the road on the south side to avoid crossing Beechmont.	No bicycle/pedestrian conflicts with vehicular traffic. The shared use path is separated from the roadway.
Estimated Property Impacts	No impacts	Minor potential impacts to properties immediately adjacent to the path.
Width of Path	N/A	12 ft
Stream/Wetland Impacts	No impacts	Minor potential impacts to stream/wetlands crossing SR 125 (Beechmont Ave).
Impacts to 100-year Floodplain	No impacts	No impacts
Estimated Cost	N/A	\$580,000

Project Cost Estimates

The cost estimate provided in the table above includes the cost of the shared-use path improvements. This estimate does not include right-of-way acquisition costs.

Maintenance of Traffic

It is anticipated that single lane closures on Beechmont (SR 125) would be required for the Ranchvale Connection during construction.

Environmental Impacts

The Ranchvale Connection would not have significant adverse environmental impacts. The project could receive environmental clearance under the National Environmental

Ohio DOT > Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Environmental Impacts

The Ranchvale Connection would not have significant adverse environmental impacts. The project could receive environmental clearance under the National Environmental Policy Act (NEPA) through the completion of a Categorical Exclusion, which is the lowest level of environmental analysis.

Funding

Currently, no funding has been secured for construction. Consequentially, the construction timeframe has not been set for the project. It is anticipated that the project will be funded through a combination of federal, state, and local funds.

Next Steps for the Ranchvale Connection

Public comments received through this virtual Open House will be reviewed and incorporated into the Feasibility Study being prepared for the Ranchvale Connection. ODOT will then work with the City of Cincinnati to determine a plan to move forward with this project as construction dollars have not yet been committed. Following is the approximately schedule of key milestones:

TASK	STATUS
Environmental Field Studies	Complete
Virtual Open House & Public Comment Period	Ongoing through Oct. 26, 2021
Selection of a Preferred Alternative	Fall 2021

Question 15

HAM-LMST Ext to Ranchvale – Elstun and Ranchvale Connections
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Question 15

How interested would you be in replacing the existing on-street bike lane along eastbound SR 125/Beechmont Avenue with a dedicated shared-use path that would extend between Elstun Road and Ranchvale Drive?

Very interested

Somewhat interested

No preference

Not interested

66%

17%

10%

7%

Closed to responses | 154 Responses

Question 16

If you have any additional questions or comments regarding the proposed Ranchvale Connection, please share them here.

Closed for Comments

Will the 5-foot buffer include street trees? They would certainly help make the path more comfortable to use in all seasons, as well as create a passive traffic calming effect, reduce long-term storm runoff, and create a better buffer for users.

2 months ago

Reply 3 Agree

If this alternative is chosen, the extant bike lane needs to be turned into grass/vegetation. It MUST not be used to widen or add vehicle lanes on Beechmont.

7 months ago

Reply 4 Agree

The buffer between the street and dedicated shared use path should have physical barriers, trees preferably

Ohio DOT > Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

If this alternative is chosen, the extant bike lane needs to be turned into grass/vegetation. It MUST not be used to widen or add vehicle lanes on Beechmont.

2 months ago

Reply 4 Agree

The buffer between the street and dedicated shared use path should have physical barriers, trees preferably or some sort of post/guard rail. It's a high traffic area and these barriers would greatly improve the level of safety for the users of the proposed dedicated path.

7 months ago

Reply 3 Agree

Add trees to the buffer.

2 months ago

Reply 3 Agree

Show all comments

Click **CONTINUE** to learn more about staying connected with us and to share any additional questions and comments you may have.

Continue

Ohio DOT > Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

INTRO

PURPOSE

ELSTUN CONNECTION

RANCHVALE CONNECTION

COMMENTS

Thank you for participating in our Virtual Open House!

We appreciate the feedback you have provided. If you have any additional comments or questions regarding the proposed shared-use path connections, feel free to share them in the space provided below. In addition, we have provided a printable comment form in the DOCUMENTS section of this site which you can download, complete, and mail back to us.

Closed for Comments

Great work! The more connectivity, the better! Please continue to expand the trail system - this is to make Cincinnati great (and to make us competitive with other cities).

2 months ago

Reply 6 Agree

More multi-use trails are a great thing for Cincinnati!

2 months ago

Reply 5 Agree

Thanks for the well-organized information and the opportunity to provide directional input. Hope you can make this happen quickly.

2 months ago

Reply 4 Agree

This would be a good use of public funds.

2 months ago

Reply 3 Agree

Please continue to expand the multi-use trails throughout the greater Cincinnati metro area. Connecting Linken to the LMST will be such a great improvement. The Beechmont levee is so dangerous for bicyclists

Show all comments

Project Contact

If you have any questions, please contact:

Paul Maricocchi, E.I.T.

Environmental Engineer

ODOT District 8

505 South State Route 741

Lebanon, OH 45036

513.933.6586

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2 months ago

This would be a good use of public funds.

2 months ago

Reply 4 Agree

Please continue to expand the multi-use trails throughout the greater Cincinnati metro area. Connecting

by the LMST will further improve the area. The background shows the proposed

Show all comments

Responses to questions and comments received through this public input opportunity

will be included in a Public Input Summary Report that will be posted in the

DOCUMENTS section following the conclusion of the public comment period.

Submit Survey

NEPA Assignment Brochure.pdf

Project Fact Sheet.pdf

When ODOT Needs Your Property.pdf

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Little Miami Scenic River Trail Ext. to Ranchvale Drive *HAM-LMST Ext. to Ranchvale (PID 113602/115291)*

Project Description

The Ohio Department of Transportation is currently completing a Feasibility Study of pedestrian and bicycle improvements along SR 125 and Elstun Road to make travel for pedestrians and bicyclists easier and safer and to provide connections to the Little Miami Scenic Trail (LMST) and other regional bike trails. The proposed bicycle and pedestrian improvements include:

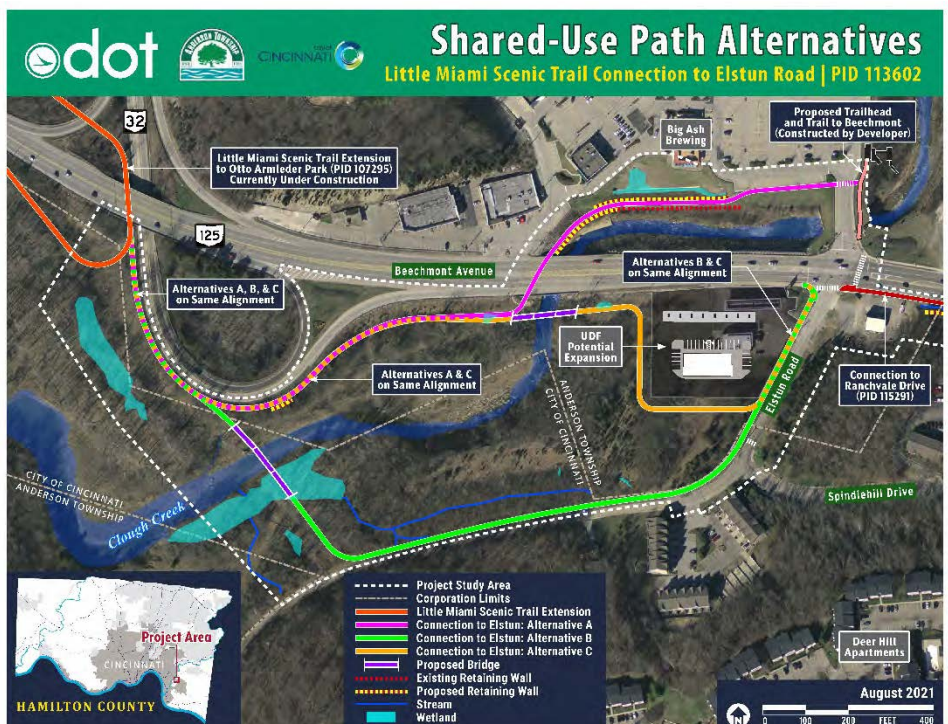
Elstun Connection - A shared-use path from the Little Miami Scenic Trail (LMST) extension project to Elstun Road and to the bus stops along SR 125. This connection is being sponsored by Anderson Township.

Ranchvale Connection - A shared-use path along the south side of SR 125 between Elstun Road and Ranchvale Drive. This connection is being sponsored by the City of Cincinnati.

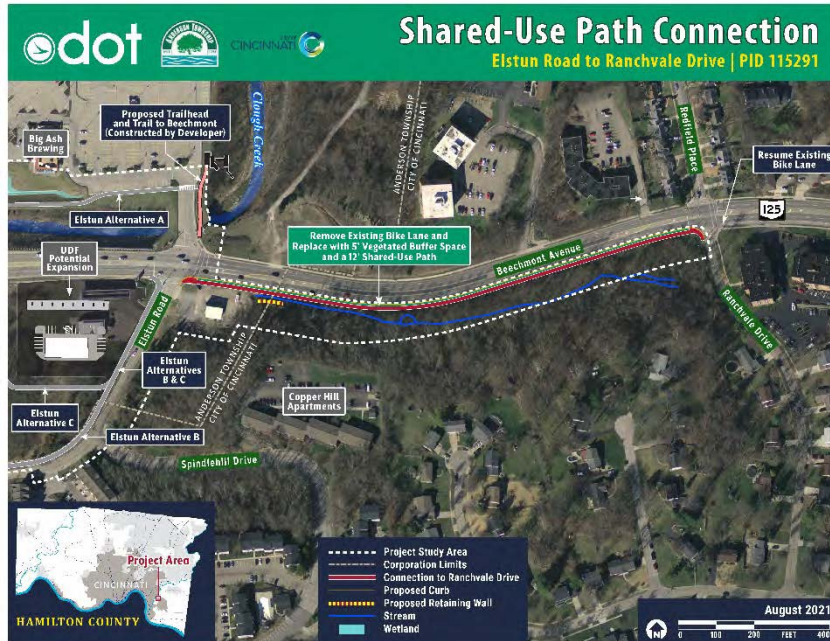
Elstun Connection Alternatives

Concepts being considered:

- **Alternative A (pink):** A shared-use path from the LMST extension project, across the Skytop property to a proposed trailhead along Elstun Road.
- **Alternative B (green):** A shared-use path from the LMST extension project to Elstun Road where it continues along the west side of Elstun to SR 125. This alternative includes a new bridge over Clough Creek.
- **Alternative C (orange):** A shared-use path from the LMST extension project across the UDF property to the south of the retail store and fueling station to Elstun Road. The path continues along the west side of Elstun to SR 125. This alternative also includes a new bridge over Clough Creek.



PROJECT FACT SHEET



Project Comments

Comments about this project are welcomed and encouraged. Please submit comments via phone, email, or mail to:

Paul Maricocchi, E.I.T.
Environmental Engineer
Paul.Maricocchi@dot.ohio.gov
513-933-6586

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

Comments on the proposed alternatives should be submitted by **October 26, 2021** to be documented in the Public Input Summary Report.

ODOT will respond to all comments received. Please reference HAM-LMST Ext. to Ranchvale (PID 113602/115291) in emails and letters.

Ranchvale Connection

One alternative is being considered for the Ranchvale Connection. This alternative includes:

- Replacement of the existing bike lane on eastbound (going uphill) SR 125 with a shared-use path between Elstun Road and Ranchvale Drive;
- Installation of a five-foot vegetated (grass) buffer between the roadway and shared-use path through the length of the project for safety.

Schedule/Funding

Elstun Connection: A preferred alternative will be selected by Fall 2021. ODOT will then work with Anderson Township to complete project design, obtain environmental clearances, identify additional funding, and construct the project. Project construction is estimated to occur in the Summer 2024 through Fall 2025. This project is estimated to cost between \$1.7 million and \$3.2 million, depending on which alternative is selected. Anderson Township has already received \$750,000 in federal transportation funding for project construction.

Ranchvale Connection: The City of Cincinnati will seek funding for the project, then proceed with project design. This project is estimated to cost \$580,000. There has been no funding secured for this project at this time.

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 12/14/2020, and executed by FHWA and ODOT.

see more at publicinput.com/odot113602



Name: _____

Mailing address (or nearest cross streets): _____

Email address: _____ Phone: _____

Contact information is not required but will ensure you receive a response.

Do you live in Anderson Township?:

☐ Yes ☐ No

Do you live in the Mt. Washington community of the City of Cincinnati?:

☐ Yes ☐ No

How did you hear about this meeting? (Select all that apply)

☐ Newspaper ☐ Mailed letter ☐ TV or radio ☐ Church ☐ Word-of-mouth

☐ ODOT website ☐ Social media ☐ Email ☐ Other: _____

What is your interest in the proposed project? (Select all that apply)

☐ I am an area resident ☐ I am an area business owner or employee ☐ I walk/bike in the area

☐ Other: _____

How often do you travel in the project area?

☐ Daily ☐ A few times per week ☐ Once a month ☐ Other: _____

How do you usually travel through the project area? (Select all that apply)

☐ Automobile ☐ Bicycle ☐ Walk ☐ Other: _____

How often do you bike through the area?

☐ Daily ☐ A few times per week ☐ Once a month ☐ Other: _____

How often do you walk through the area?

☐ Daily ☐ A few times per week ☐ Once a month ☐ Other: _____

How often do you use the Little Miami Scenic Trail?

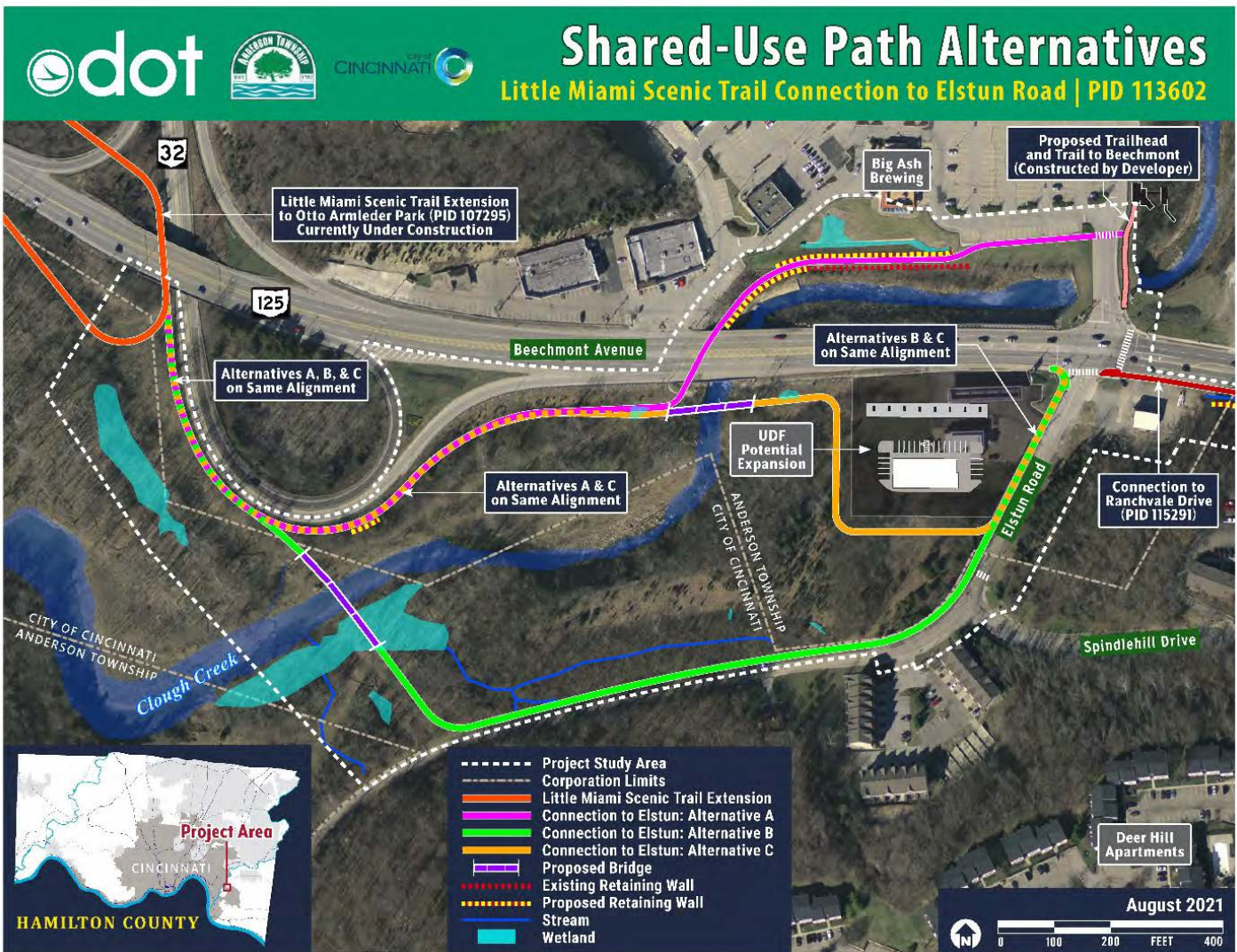
☐ Daily ☐ A few times per week ☐ Once a month ☐ Other: _____

If changes were made to improve pedestrian infrastructure, would you walk more?

☐ Yes ☐ No

If changes were made to improve biking infrastructure, would you bike more?

☐ Yes ☐ No



- Which alternative for bicycle and pedestrian improvements between the SR 32/SR 125 Interchange and Elstun Road do you prefer the most?
- ☐ Alternative A (pink): A shared-use path from the SR 32/SR 125 ramps to the Skytop property where it would terminate at a proposed trailhead along Elstun Road.
 - ☐ Alternative B (green): A shared-use path from the SR 32/SR 125 ramps to a new bridge over Clough Creek, then along the west side of Elstun Road to SR 125.
 - ☐ Alternative C (orange): A shared-use path from the SR 32/SR 125 ramps to a new bridge over Clough Creek, south of the UDF retail store and pumping station to Elstun Road, then along the west side of Elstun to SR 125.
 - ☐ No Preference



Shared-Use Path Connection

Elstun Road to Ranchvale Drive | PID 115291



Would you be interested in having the existing bike lane on eastbound (going uphill) SR 125 replaced with a shared-use path between Elstun Road and Ranchvale Drive?

☐ Yes ☐ No ☐ No preference

Project Updates

☐ Please sign me up to receive periodic email updates (be sure to provide your email address)

Please use this space to share any additional comments or questions about the Elstun or Ranchvale Connections.

Additional comments may be attached to this document using a separate piece of paper.

COMMENTS DUE BY
October 26, 2021

Comments may be submitted:

- Verbally or in writing after the public meeting
- By email at Paul.Maricocchi@dot.ohio.gov
- By telephone at 1-153-933-6586
- Online at www.publicinput.com/ODOT113602
- By mail at the address on the back of this page

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PLACE
POSTAGE
HERE

Ohio Department of Transportation District 8
ATTN: Paul Maricocchi
505 South SR 741
Lebanon, OH 45036-9518

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When ODOT Needs Your Property



Foreword

The State of Ohio is engaged in a continuous program of improving its transportation systems. Often this improvement process involves the purchase of land so that the State's highways and other public modes of transportation can continue to safely accommodate the ever changing demands placed upon these transportation systems.

If you own property near an existing or proposed highway or other transportation improvement, you may be interested in the working procedures of the Ohio Department of Transportation (ODOT) and how you, as a citizen, may be affected by the highway project.

This brochure explains why your property may be needed, explains the protections you have as a property owner, provides answers to some frequently asked questions, and provides contact information for the ODOT District Offices.

This brochure implements the notice requirement in 49 CFR 24.102(b) which is: *"Notice to owner. As soon as feasible, the Agency shall notify the owner in writing of the Agency's interest in acquiring the real property and the basic protections provided to the owner by law and this part."* It may be used by ODOT staff or its agents and consultants. It may also be used by Local Public Agencies (LPAs), their staff, agents, or consultants when Highway Trust Funds are used in the transportation project.

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The Need to Continually Improve the State's Transportation Infrastructure

Did you know that sixty percent of the population in the United States and Canada can be reached in a single day's drive from Ohio . . . that Ohio has more than 114,800 miles of roads and streets . . . that Ohio is 35th in the nation in geographical size but 7th in total population . . . that Ohio has the 2nd largest bridge inventory in the nation, the 4th largest interstate system and, according to a 2011 study by the Federal Highway Administration (FHWA), the 4th busiest interstate system in the nation with almost 32 billion interstate miles travelled that year? Now that you do know, you can understand how such extensive use demands new and better transportation systems as well as continuous maintenance and improvement of existing ones.

Ohio's transportation system is a major engine for the State's economy and serves as a catalyst for future expansion and job creation. Trillions of dollars of goods and services are dependent on Ohio's transportation infrastructure of highways, bridges, waterways, and airports. In 2010 Ohio's economy was ranked 27th in the world. A good transportation system is essential for keeping and creating jobs that stimulate the economy.

The Ohio Department of Transportation (also referred to as ODOT or Department) works to improve safety, enhance travel, and advance economic development for its citizens. ODOT wisely invests in its core services of snow and ice removal, annual construction program, and highway maintenance operations.

The State of Ohio participates with the Federal government and local communities in a comprehensive transportation program to assure progress in creating a modern transportation system that is essential for the continued growth, quality of life, and prosperity of Ohio and its people.

Steps in the Creation of a Transportation Project

Below are the steps ODOT follows to build a major transportation project. For minor projects, fewer steps are necessary, but in all cases there are many state and federal regulations that must be followed before ODOT is authorized to proceed with the acquisition of property.

1. Need established.
2. Traffic studied, surveys begin, alignments considered, aerial mapping undertaken.
3. Conferences, public hearings, citizen input, environmental impacts studied.
4. Alignment location approved.
5. Design approved, detailed highway plans prepared, rights of way needed for project identified.
6. Land title data prepared.
7. Property values analyzed, compensation established.
8. Offer made to owner.
9. Settlement/agreements secured, payment made to owner, property conveyed to State of Ohio or, if necessary, property is appropriated.
10. Occupants displaced from project receive relocation assistance.

11. Plan for utilities determined.
12. Right of way cleared, certification of right of way is issued.
13. Authorized to advertise for construction, bids submitted, contract awarded.
14. Construction of transportation project.
15. Construction project completed and transportation facility opened to the public.

Your Basic Protections

When the location and the design of a transportation project are approved, detailed plans are developed which determine the amount of land to be acquired for the construction and maintenance of the new project. Detailed plans are called Construction and Right of Way Plans, and these plans illustrate the additional real estate needed for the project.

Once the detailed plans are developed, title searches are conducted to confirm ownership of the properties required for the project. You may be identified as the owner of a parcel needed for the new project. The project may require only a portion of your property, or it may require your entire property. After knowing with certainty the amount of property that is needed, ODOT will estimate compensation, will initiate negotiations, and will make an offer to you.

It is the Department's hope that through discussion and mutual agreement, a satisfactory settlement can be reached regarding the value of land to be acquired. Federal and State laws are in place to assure your rights are protected during this acquisition process. Your basic rights are as follows:

(1) You have the right to have your property valued by a competent appraiser, and if an appraisal is to be prepared for your property,

you have the right to accompany the appraiser on the inspection of your property.

To assure this right, ODOT will have a valuation made of your property that will estimate compensation. The person preparing the estimate of compensation and the person reviewing the estimate of compensation are prequalified by ODOT and are experienced with the property valuation process. See “The Estimate of Compensation” section of this brochure for more information.

(2) Anyone involved in estimating compensation for your property or reviewing the estimate of compensation will not have any interest, direct or indirect, in the real property.

(3) No person will attempt to unduly influence or coerce the person valuing your property or the person who reviews the estimate of compensation.

(4) You have the right to be provided a written offer for the full amount of compensation for your property as determined by the Department based upon the valuation.

To assure this right, ODOT will provide you a “Notice of Intent to Acquire and Good Faith Offer.” This offer is known as the NIAGFO, and it will further explain your rights under Ohio law. While making the offer to you, ODOT will also provide you with a copy of the valuation report.

(5) You have the right to negotiate with ODOT and, if an agreement cannot be reached, you have the right to have compensation determined by a court of law. This process is known as appropriation. See “Your Appropriation Rights” section of this brochure for more information.

(6) You have the right to be paid the full amount of the estimate of compensation before being required to surrender possession of your property.

(7) If the acquisition of your property leaves you with a small remaining tract of land having low value and doubtful utility, the Department may determine this residue as uneconomic and may offer to purchase this residue at its market value. You have the right to retain or sell the residue property to the Department.

(8) Any occupants of buildings to be acquired will be informed of their rights and benefits under the Relocation Assistance Program. See the “Relocation Assistance Program” section of this brochure for more information.

(9) All owners must be informed of their rights under the law, and these rights must be fully protected by the Department.

(10) State and Federal laws prohibit discrimination on the grounds of race, color, religion, sex, national origin, age (40 years and over), or disability. If you have any concerns that your rights under these provisions might

have been violated, please contact the:

Division of Chief Legal Counsel
& Equal Opportunity
Ohio Department of Transportation
1980 W. Broad Street, Mail Stop: 1500
P.O. Box 899
Columbus, OH 43223-0899
or
Telephone: (614) 466-3664

The Estimate of Compensation

Based on the Construction and Right of Way Plans, ODOT will determine the complexity of the valuation problem caused by the acquisition, the scope of work needed for the valuation assignment, and the valuation format necessary for the acquisition. ODOT will then estimate compensation based on the valuation of your property. There is no cost to you for this valuation.

Compensation may consist of:

The Part Taken
Damages, If Any, To The Part Not Taken
Temporary Easements, If Any

The estimate of compensation is dependent on many things including the complexity of the acquisition. Some acquisitions are simplistic and may not damage the remaining (the residue)

property. Damage in this situation is loss in value to the residue property caused by the acquisition. On the other hand, some acquisitions may be complex and result in damage to the residue property.

At a minimum, compensation will consist of an amount for the part taken. The estimate of compensation for the part taken is determined by the fair market value of the property taken. Fair market value is the amount of money which could be obtained on the market at a voluntary sale of the property. This valuation considers the market value of the whole property, ignoring all influence of the project and, based upon this valuation, an allocation of value is made to the part taken.

To estimate fair market value, ODOT will utilize an appraiser who is familiar with value of real estate in your particular location or neighborhood and who is experienced in appraising your type of property. The appraiser will consider various appraisal techniques, one of which consists of comparing your property to other similar properties which have recently sold in your area. The price paid and conditions of each sale used for comparison are carefully investigated to estimate the fair market value of your property. A review appraiser assures the fair market value estimate includes all pertinent facts, is sound, and is realistic.

The compensation process consists of a valuation of your property, a review of the

valuation report, and the reviewer's recommendation that the valuation report should be the basis of compensation offered to you. Compensation will be offered to you after an official from ODOT establishes the "fair market value estimate" known as FMVE.

If an appraisal of your property is to be prepared, you will be afforded the opportunity to accompany the appraiser during the appraiser's inspection of your property. Though hired by ODOT, these appraisers are required to provide an independent professional evaluation of your property's value. It is to your benefit to show the appraiser around your property and inform him/her about all features that you think may affect its value. For example, show the appraiser all buildings inside and out, all improvements that you have made to the property, utilities, underground facilities, and all other items which may affect compensation.

A well-supported estimate of fair market value is the best assurance of a satisfactory settlement. The Department and you, the property owner, have a very real interest in assuring that compensation based on fair market value is obtained.

Settlement

As in all real estate transactions, communicating and exchanging views are essential in reaching an agreement.

The Department's representative in these discussions is the agent. The agent understands the procedures of the Department, the regulations governing the acquisition, the Construction and Right of Way Plans, and the timing of the construction schedule. With this knowledge, the agent will be most helpful to you. As you may be unfamiliar with the process required to sell your property to the State of Ohio, the agent's primary duty is to advise you in every way possible regarding this acquisition process.

The agent will explain the transportation project in detail and particularly its impact upon your property. The agent will answer or obtain answers to your questions. The agent will make you an offer in writing the first time he or she discusses the offer, property value, estimate of compensation, or money with you.

To successfully complete this important assignment, the agent may request information from you relating to mortgages, liens, assessments, taxes, and tenants. The agent may also request contact information for lenders, tenants, lien holders, etc.

When an agreement is reached, the agent will have the necessary documents prepared to assist you as necessary and will take the required steps to obtain payment of the agreed purchase price. The agent will also help you obtain the release of mortgage, if needed, and other releases that may be required as part of the acquisition.

If an agreement cannot be reached, the agent will explain your rights and the process of appropriation-having your case decided by a jury. See “Your Appropriation Rights” section of this brochure for more information.

The agent’s duty is to minimize any confusion and inconvenience which could result from the acquisition of your property. It is the Department’s sincere hope that when this matter is concluded, you will be able to say that you were treated fairly, respectfully, and that you were fully informed of your rights and ODOT’s needs to acquire your property.

The Relocation Assistance Program

If you are required to move because the property you occupy is purchased by the State of Ohio for construction of a highway or other transportation improvement, you may be entitled to benefits under the Relocation Assistance Program which is designed to aid occupants who are displaced.

Relocation benefits may be available to owner occupants and tenant occupants of residences, businesses, farms, and not-for-profit organizations. Relocation benefits can include relocation housing payments, rental assistance payments, move cost reimbursements, reestablishment expenses, and advisory services.

No one will be required to move for at least 90 days after a written offer has been made for the purchase of the property they occupy. Furthermore, displaced occupants will be given specific notice, if necessary, at least 30 days in advance of the exact date that they will be required to move.

If you are required to move, a relocation agent will contact you to explain the Relocation Assistance Program and to answer questions. The agent's purpose is to advise you of the requirements for each type of payment to which you may be entitled.

The benefits and payments are explained more completely in the Relocation Assistance Program's brochures "Relocation Assistance, Non-Residential Brochure" and "Residential Relocation Assistance Program Brochure." These brochures are available at ODOT's District Offices or from your relocation agent.

Your Appropriation Rights

The Ohio Constitution permits the State to acquire your property for a transportation project provided that you are paid just compensation. There is no requirement that you reach a settlement with the Department of Transportation for the sale of your property. To fully protect your rights, the laws of Ohio provide that just compensation (the fair market value of your property) may be determined by a local jury, if you so choose.

In the event that you and the Department do not reach an agreement regarding the value of your property, the Director of Transportation will request that the Attorney General's Office initiate such action as is necessary to acquire the property by appropriation. An action will then be filed in the Court of Common Pleas or the Probate Court of the county in which the property is located. At the same time, the Director shall deposit with the Clerk of Courts the amount of money which the Department has determined to be just compensation for the property taken and damages to the remainder of the property, if any. This figure is based upon the approved fair market value estimate prepared for the Department.

Once the money has been deposited, you may apply to the court for the full amount, subject of course to the interests which others may have (i.e., obligations for taxes, mortgage,

assessments, liens, etc.). The fact that you withdraw the money from the Court does not prejudice your rights to have a jury determine the value of the property. The only “restriction” is that once the sum is made available to you, interest will not accrue, even if left on deposit with the Court.

If you decide to accept the amount placed on deposit as full compensation, you will be required to petition the Court for withdrawal of the deposit. If you wish to contest the valuation of your property, you must file an answer to the Department’s Petition for Appropriation. It is important that a timely answer be filed with the Court. The court will then set a date for the appropriation trial where a jury will hear testimony from you and the Department in the proceeding. Negotiations may continue at all times. If agreement is reached prior to trial, a formal settlement may be reached with Court approval.

It is important to note when the Director has placed an amount on deposit with the Court, the Department may enter upon and use your land. However, it may not use or demolish your structures until either a jury has had an opportunity to view them or until a “structure appraisal” is filed with the Court. The “structure appraisal” process causes detailed pictures to be taken of the exterior and interior of all structures affected by the highway improvement. Three appraisers: one of your choice, one appointed by the Court, and one

selected by the Department will visit and inspect the structure(s) and arrive at an opinion of value for each structure affected. The independent opinions of value will then be filed with the Court. The “structure appraisal” process allows the Director to secure physical possession of the structures as early as 60 days after service of summons for the appropriation case.

Retention of Improvements

Property owners with buildings or other improvements that will be acquired by the project may retain these improvements with concurrence from the Department. These details must be discussed and agreed upon with the Department at the time the terms of settlement are being discussed. The salvage value of the buildings or improvements you desire to retain will be deducted from your FMVE.

Frequently Asked Questions

Why Are Public Meetings Held?

A public meeting gives you and local officials the opportunity to have an open discussion regarding the need for the proposed improvement and the merits of the route location and design. An official transcript is made of these comments, and the Director of Transportation and his staff will review the proceedings in order to make a proper determination.

May A Survey Or Soil Testing Crew Enter My Property Without My Permission?

Yes, the law of Ohio permits survey or soil testing crews authorized by the Director of Transportation to enter upon any lands within

the State. However, as a matter of law, the survey or soil testing crews are required to provide notice to you before entering your land. The law also provides that compensation be paid for damages or injury to the premises caused by these crews.

Can The Crews Tell Me About The Project?

The crews are obtaining information which the engineers will use as a basis for locating and designing the proposed project. They are not able to give you information that has any final or official status. As soon as definite information is available, you will be officially notified and contacted by a representative of the Department.

When Will I Know How A Project Affects My Property?

General information is discussed at the public meetings but not the specific details. When the acquisition process begins, the agent will discuss the plans and show you exactly how the transportation project will affect your property.

May I Keep My Buildings and Move Them?

If the Department agrees to your request to retain buildings acquired for the project, you may be allowed to remove the buildings from the project area. This process requires you to agree with specific arrangements with the

Department. It will be your responsibility to remove, at your own expense, any buildings or other improvements when retention is allowed. The salvage value of the buildings you retain will be deducted from your FMVE. See the “Retention of Improvements” section of this brochure for more information.

How Much Will I Be Paid For My Property?

After the fair market value estimate for your property has been established, an agent of the Department will discuss with you the fair market value of the property.

When an agreement is reached between you and the Department, a warrant (check) for the agreed price will be processed, and you will be paid at closing. The closing can be in person or by mail. In addition, the services which you would normally pay for in a private sale such as title reports, abstracts, recording of instruments, or transfer fees are taken care of by the Department without cost to you.

How Can I Find Out What Is Happening?

Contact the District Office of the Department of Transportation as indicated on the map included in this brochure. Department staff will be able to provide the information that you need.

ODOT District Offices

District 1

1885 N. McCullough St.
Lima, OH 45801
(419) 222-9055

District 2

317 East Poe Rd.
Bowling Green, OH 43402
(419) 353-8131

District 3

906 Clark Avenue
Ashland, OH 44805
(419) 281-0513
(800) 276-4188

District 4

2088 South Arlington Rd.
Akron, OH 44306
(330) 786-3100

District 5

9600 Jacksontown Rd.
Jacksontown, OH 43030
(740) 323-4400

District 6

400 East Williams St.
Delaware, OH 43015
(740) 833-8000
(800) 373-7714

District 7

1001 St. Mary's Ave.
Sidney, OH 45365
(937) 492-1141
(888) 200-9919

District 8

505 South State Route 741
Lebanon, OH 45036
(513) 932-3030
(800) 831-2142

District 9

650 Eastern Ave.
P.O. Box 467
Chillicothe, OH 45601
(740) 773-2691
(888) 819-8501

District 10

338 Muskingum Drive
P.O. Box 658
Marietta, OH 45750
(740) 568-3900
(800) 845-0226

District 11

2201 Reiser Avenue
New Philadelphia, OH 44663
(330) 339-6633

District 12

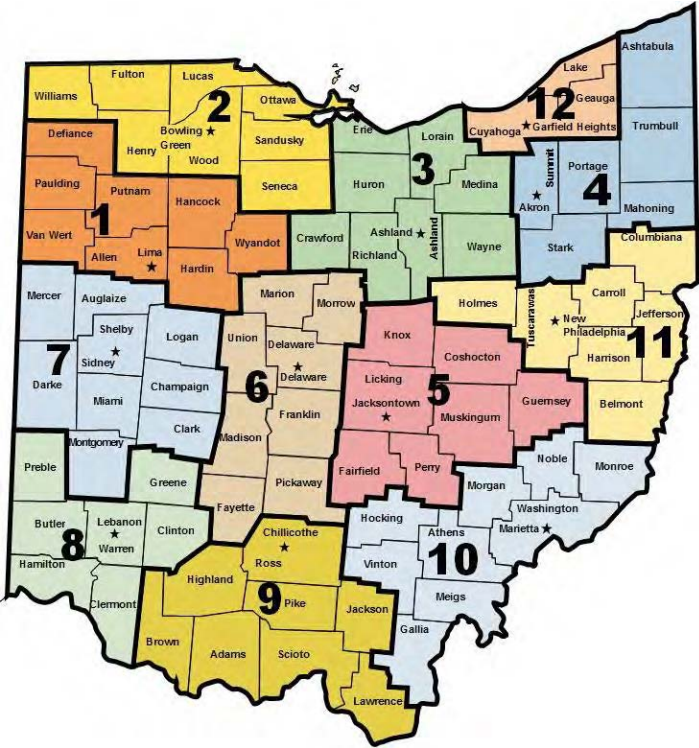
5500 Transportation Blvd.
Garfield Heights, OH 44125
(216) 581-2100
(800) 732-4896

Central Office Real Estate

Mail Stop: 4120
1980 W. Broad Street
Columbus, OH 43223
(614) 466-7490

* Toll free numbers are for Ohio only

Map of ODOT District Offices





OHIO DEPARTMENT OF
TRANSPORTATION

The Ohio Department of Transportation (ODOT) has assumed the Federal Highway Administration's responsibilities under the National Environmental Policy Act (NEPA).

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 June 6, 2018, and executed by FHWA and ODOT.

If you have questions or concerns, please contact:

Jacque Annarino

NEPA Assignment Coordinator
Ohio Department of Transportation
Office of Environmental Services
1980 W Broad St, Mail Stop 4170
Columbus, OH 43223
614-466-1484
OES@dot.ohio.gov

Or visit the NEPA Assignment webpage at:

<http://www.dot.state.oh.us/NEPA-Assignment/>

NEPA Assignment and ODOT

What you need to know about
ODOT's Assumption of the
Federal Highway
Administration's responsibilities
under the National
Environmental Policy Act





What is NEPA Assignment?

Under NEPA Assignment, ODOT is responsible for all environmental decisions, regulations, and laws that require review, reevaluation, consultation, or other actions related to the approval of highway projects in Ohio.

Since ODOT was granted this responsibility by the Federal Highway Administration (FHWA), ODOT now acts as a federal agency from an environmental standpoint.

Environmental review will take less time to complete since documents will no longer be sent to FHWA for review and approval.

Under the NEPA Assignment program, ODOT has assumed all of FHWA's responsibilities for environmental review, interagency consultation, and other environmental related actions in Ohio.

ODOT is now the contact for all environmental transportation issues in Ohio.

Who will make sure ODOT is in compliance?

FHWA will perform audits twice a year for the first two years, and once a year the following two years (or as defined by FHWA) to ensure ODOT is complying with NEPA laws/regulations and the Memorandum of Understanding.

Benefits of NEPA Assignment

- Less taxpayer money will be spent per project due to a faster environmental review process
- Projects can begin construction sooner, meaning the public can benefit from transportation improvements sooner
- Lower inflation costs due to earlier construction dates
- Environmental coordination can be completed in less time without compromising compliance with federal and state laws
- The money saved annually can be rolled back into the transportation program in Ohio for more improvements

APPENDIX B

Public Input Results

Public Input Report
Public Comments Summary



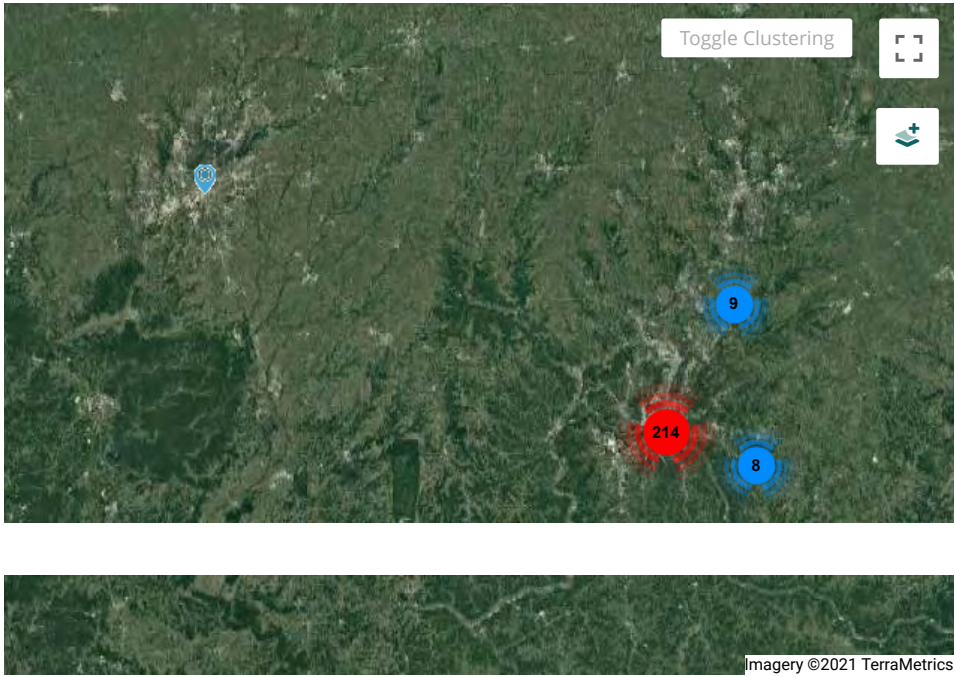
Little Miami Scenic Trail Extension to Ranchvale - PIDs 113602/115291

Project Engagement

VIEWS
2,511
RESPONSES
3,010
SUBSCRIBERS
163

PARTICIPANTS
362
COMMENTS
139

Question 1 What zip code do you live in?



Question 2

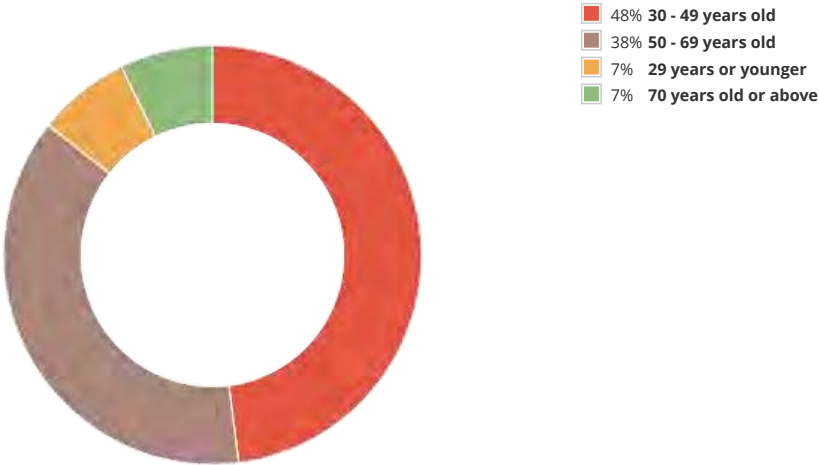
How did you hear about this virtual Open House?

63%	Social media	216 ✓
23%	Email	78 ✓
8%	Word-of-mouth	26 ✓
3%	TV or radio	12 ✓
3%	Other	11 ✓
3%	Newspaper article	9 ✓
2%	Newspaper ad	7 ✓
1%	Mailed letter	5 ✓
1%	ODOT website	2 ✓
1%	Eastern Corridor website	2 ✓
0%	Church	0 ✓

345 Respondents

Question 3

Select the age range you represent.



348 respondents

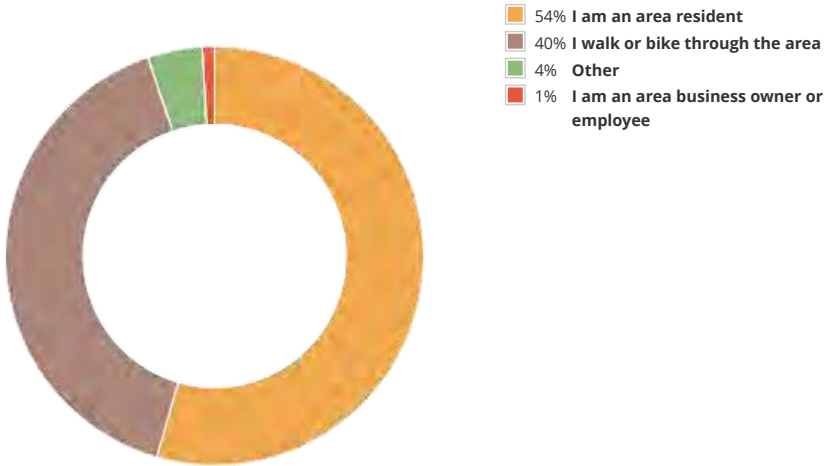
Question 4

Please fill out the following information so we can keep you up to date about the project or answer any questions you might have.

No data to display...

Question 5

What is your interest in the proposed improvements? *(Select all that apply)*



213 respondents

Question 6

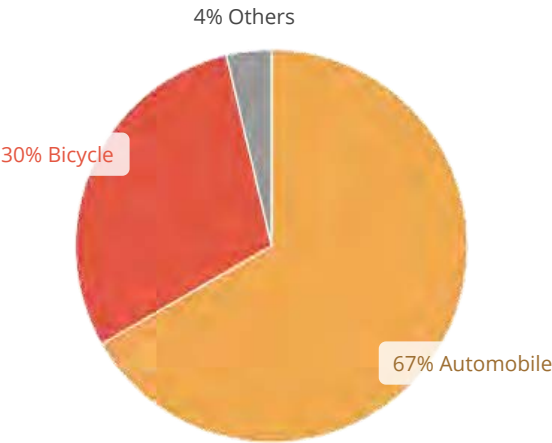
How often do you travel through the project area?

33%	Daily	71 ✓
27%	A few times a week	59 ✓
27%	A couple times a month	58 ✓
12%	Less than once a month	26 ✓
1%	Other	2 ✓

215 Respondents

Question 7

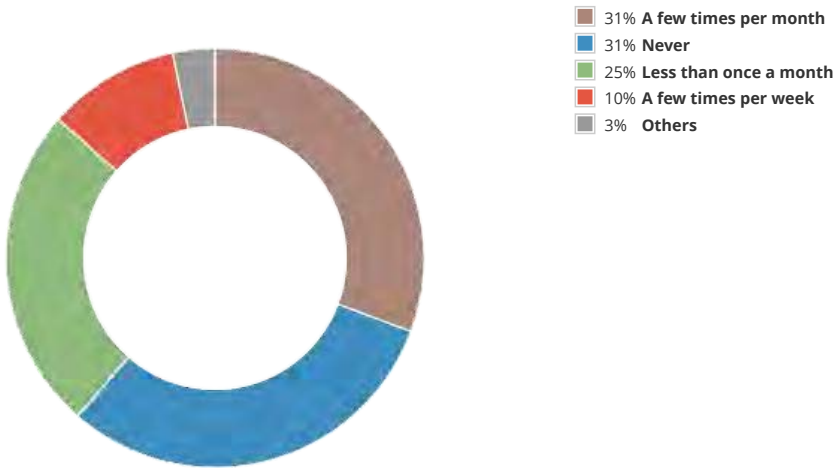
How do you usually travel through the project area? *(Check all that apply)*



216 respondents

Question 8

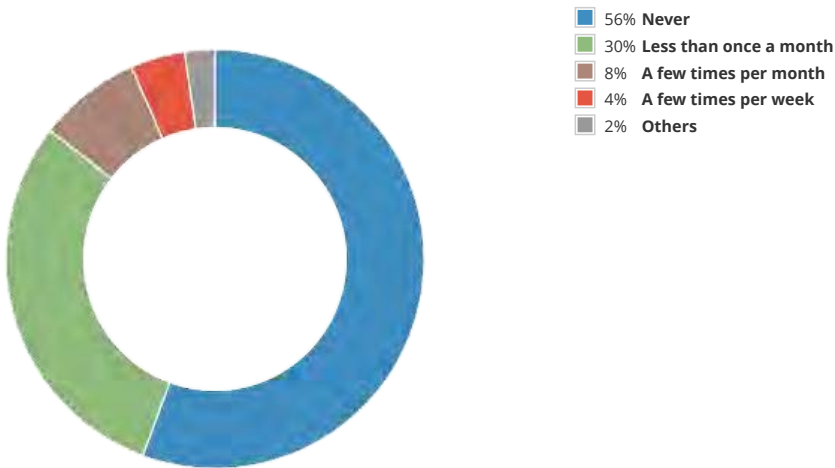
How often do you **bike** through the project area?



215 respondents

Question 9

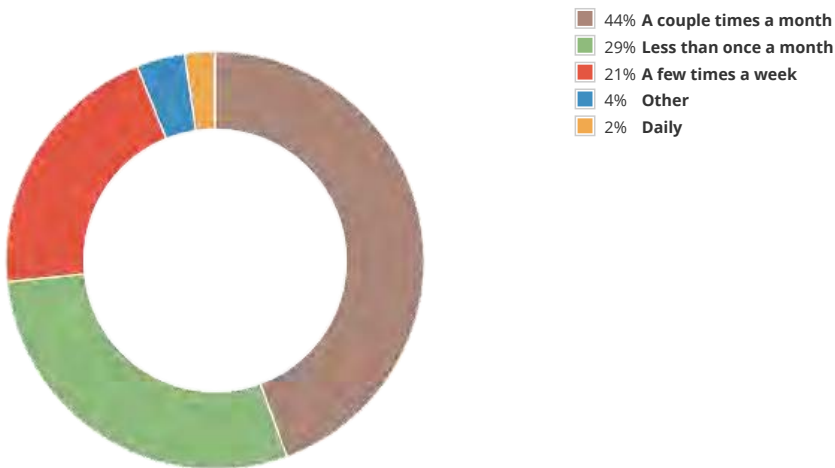
How often do you **walk** through the project area?



214 respondents

Question 10

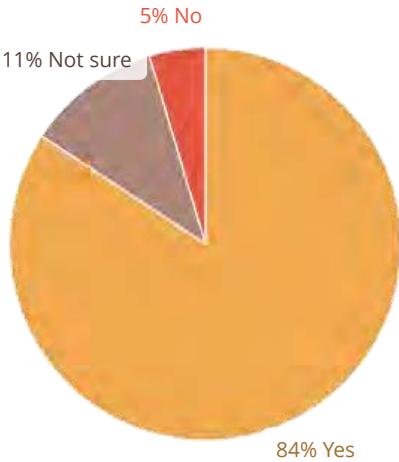
How often do you use the Little Miami Scenic Trail?



214 respondents

Question 11

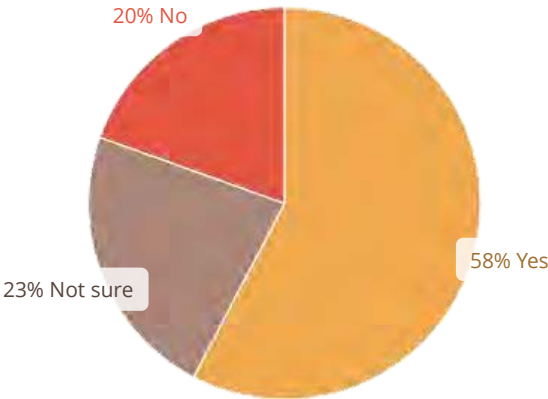
If changes are made to improve access for bikes, would you bike more in this area?



216 respondents

Question 12

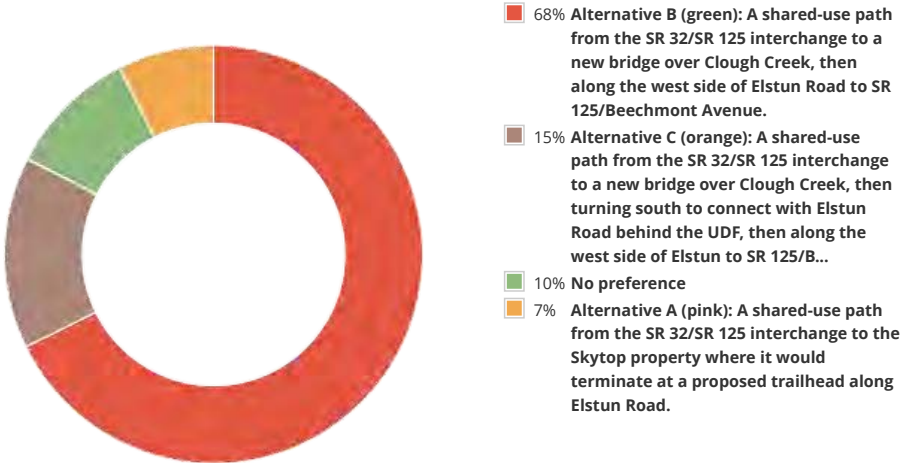
If changes are made to improve access for pedestrians, would you walk more in this area?



215 respondents

Question 13

Which alternative for the Elstun connection do you prefer most?



189 respondents

Question 14

Do you have any comments or questions about the Elstun Connection or its alternatives?
If so, please share them below.

FYI - I worked on alternative analysis studies when at the City of Cincinnati. As part of analyzing alternatives for LMST Bridge, the City study (LMST at Beechmont) included this connection to Mt Washington Community and Anderson Twp. Public meetings were held at that time (1999 era) - City DOTE should have records of those studies and public meetings. Cincinnati City Council approved an alignment that included the green option (but did not consider the other options at that time).
- A future trail connection south along the east bank of LMR was considered in the OKI studies of the Ohio River Trail between Magrath Preserve and Elstun Road/LMST. This connection will soon be available via new Beechmont Bridge, the Lunken levee and Kellogg Bridge. All of this connection is near the 100 year flood elevation. A more direct trail Magrath to Elstun Rd would have lots of scenic value but it would be most costly to provide a flood proof alignment.
- The west end of these alignments is shown with an angled intersection which seems to imply that most trail users would be heading north towards Newtown. This intersection should be a wye intersection that also accommodates trail users heading west to Cincinnati.
- The description of the alignment under Beechmont Ave is more likely to be closed to flooding.
- The alignment along the south side of Beechmont Ave and behind UDF is less enjoyable due to traffic noise and fumes.
- Trail users who drive motor vehicles to the LMST are filling the lot north of the intersection. Under all options, provide trail parking for these trail users so that nearby businesses are not impacted by uninvited trail users. Directional signing to trailhead parking (ala Ohio River Trail) is especially important given the tortuous trail alignment over and under Beechmont.
- Under the "no build" option, you must mention that the negative safety impact of trail users walking and biking through the Beechmont/SR32 interchange without separation from motor vehicles.

2 months ago

[4 Agree](#)

Having biked the parts of the LMBT all the way from here to Dayton, Yellow Springs, and Columbus, and have encountered many folks along the way, i can tell you with confidence that people's favorite spots will always be the quiet ones. A and C may provide the same safety, but walking along a highway is not a relaxing experience. Despite the extra cost, i think option B will offer the best use of the trail.

2 months ago

[3 Agree](#)

I think alternative B would be a more pleasant ride/walk.
I'd like to see it continued up to the Ranchvale light

2 months ago

[3 Agree](#)

I am very excited to one day be able to bike from anderson to anywhere the little miami trail and connecting trails can take me. Please continue the good work with these types of projects.

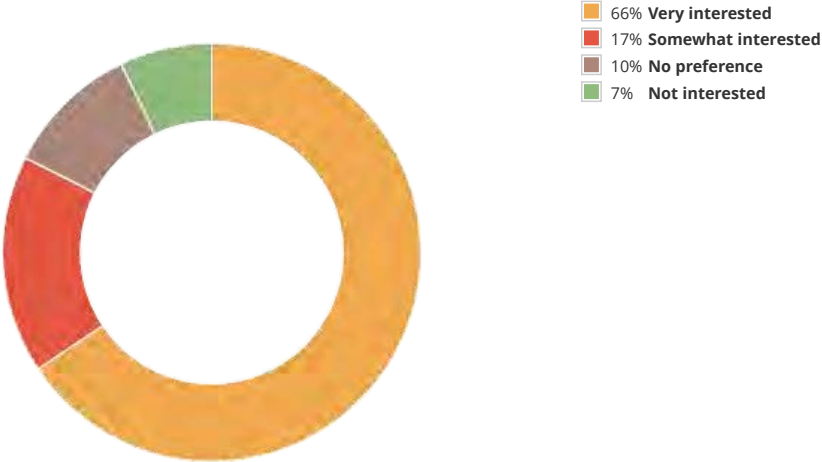
2 months ago

[3 Agree](#)

Show all comments

Question 15

How interested would you be in replacing the existing on-street bike lane along eastbound SR 125/Beechmont Avenue with a dedicated shared-use path that would extend between Elstun Road and Ranchvale Drive?



154 respondents

Question 16

If you have any additional questions or comments regarding the proposed Ranchvale Connection, please share them here.

Will the 5-foot buffer include street trees? They would certainly help make the path more comfortable to use in all seasons, as well as create a passive traffic calming effect, reduce long-term storm runoff, and create a better buffer for users.

2 months ago

9 Agree

If this alternative is chosen, the extant bike lane needs to be turned into grass/vegetation. It MUST not be used to widen or add vehicle lanes on Beechmont.

2 months ago

4 Agree

The buffer between the street and dedicated shared use path should have physical barriers, trees preferably or some sort of post/guard rail. It's a high traffic area and these barriers would greatly improve the level of safety for the users of the proposed dedicated path.

2 months ago

3 Agree

Add trees to the buffer.

2 months ago

3 Agree

Show all comments

Thank you for participating in our Virtual Open House!

We appreciate the feedback you have provided. If you have any additional comments or questions regarding the proposed shared-use path connections, feel free to share them in the space provided below. In addition, we have provided a printable comment form in the DOCUMENTS section of this site which you can download, complete, and mail back to us.

Great work! The more connectivity, the better! Please continue to expand the trail system - this is to make Cincinnati great (and to make us competitive with other cities).

one month ago

[👍 6 Agree](#)

More multi-use trails are a great thing for Cincinnati!

2 months ago

[👍 5 Agree](#)

Thanks for the well-organized information and the opportunity to provide directional input. Hope you can make this happen quickly.

one month ago

[👍 4 Agree](#)

This would be a good use of public funds.

one month ago

[👍 3 Agree](#)

Please continue to expand the multi-use trails throughout the greater Cincinnati metro area. Connecting Lunken to the LMST will be such a great improvement. The Beechmont levee is so

Show all comments

QUESTION:

Which alternative for bicycle and pedestrian improvements do you prefer most?

No data to display...

How often do you **walk** through the project area?

No data to display...

No data to display...

Loading more report objects...

PUBLIC COMMENTS COMPILATION & ODOT RESPONSES

All comments and questions received during the public comment period (September 12, 2021 through October 26, 2021) are documented in the following charts. The comments were submitted directly through PublicInput.com, by phone, or by email to ODOT. ODOT responses are provided for each comment received. Comments are separated by project focus and correlate to questions included in Open House materials. Comments in grey text were provided by respondents in response to comments made by other participants.

Elstun Connection

No.	Themes	Sentiment	Date Received	Comment	Response
EC1	<ul style="list-style-type: none">Concerns about lighting	Unstated	9/13/2021	Will there be pededtrian scaled lighting improvements along Elstun/ Beechmont?	Thank you for your comment. It has been recorded. Pedestrian lighting is not being considered on the Elstun Connection since none of the connecting trails (Lunken Trail, Otto Armleder Trail or the Little Miami Scenic Trail) have pedestrian lighting.
EC2	<ul style="list-style-type: none">Past studiesConcerns about parking	Unstated	9/14/2021	<p>FYI - I worked on alternative analysis studies when at the City of Cincinnati. As part of analyzing alternatives for LMST Bridge, the City study (LMST at Beechmont) included this connection to Mt Washington Community and Andersion Twp. Public meetings were held at that time (1999 era) - City DOTE should have records of those studies and public meetings. Cincinnati City Council approved an alignment that included the green option (but did not consider the other options at that time).</p> <p>- A future trail connection south along the east bank of LMR was considered in the OKI studies of the Ohio River Trail between Magrish Preserve and Elstun Road/LMST. This connection will soon be available via new Beechmont Bridge, the Lunken levee and Kellogg Bridge. All of this connection is near the 100 year flood elevation. A more direct trail Magrish to Elstun Rd would have lots of scenic value but it would be most costly to provide a flood proof alignment.</p> <p>- The west end of these alignments is shown with an angled intersection which seems to imply that most trail users would be heading north towards Newtown. This intersection should be a wye intersection that also accommodates trail users heading west to Cincinnati.</p> <p>- The description of the alignment under Beechmont Ave is more likely to be closed to flooding.</p> <p>- The alignment along the south side of Beechmont Ave and behind UDF is less enjoyable due to traffic noise and fumes.</p> <p>- Trail users who drive motor vehicles to the LMST are filling the lot north of the intersection. Under all options, provide trail parking for these trail users so that nearby businesses are not impacted by uninvited trail users. Directional signing to trailhead parking (ala Ohio River Trail) is especially important given the tortuous trail alignment over and under Beechmont.</p> <p>- Under the "no build" option, you must mention that the negative safety impact of trail users walking and biking through the Beechmont/SR32 interchange without separation from motor vehicles.</p>	Thank you for your comment. It has been recorded.
EC ₃	<ul style="list-style-type: none">Concerns about lighting	Unstated	9/14/2021	Will there be pedestrian scaled lighting improvements along Beechmont and Elstun?	Thank you for your comment. It has been recorded. Pedestrian lighting is not be considered on the Elstun Connection since none of the connecting trails (Lunken Trail, Otto Armleder Trail or the Little Miami Scenic Trail) have pedestrian lighting.
EC ₄	<ul style="list-style-type: none">Oppose Alternative A	Unstated	9/14/2021	Alternative A should be avoided completely. I monitored water quality in Clough Creek in the portion directly in front of Sky top for a couple of years. Every time it rains Clough creek gets hammered by stormwater runoff. The current concrete and gabion basket armoring are failing. A trail through this section not only being the most expensive option would also require expensive maintenance into the future. Water always wins.	Thank you for your comment. It has been recorded.
EC ₅	<ul style="list-style-type: none">Approve of project	Supportive	9/14/2021	I believe all the community would benefit from this project, please complete it as soon as possible.	Thank you for your comment. It has been recorded.

No.	Themes	Sentiment	Date Received	Comment	Response
EC ₆	<ul style="list-style-type: none"> Concerns about crossings 	Unstated	9/15/2021	I assume improvements to the light cycle at Elstun and Beechmont will also be included in this project. Pedestrians need to be given more time to cross the roads.	Thank you for your comment. It has been recorded. During detailed design of the project the Elstun Rd/Beechmont Ave intersection will be evaluated and improved as necessary to accommodate the new trail connections. Signal timing, including pedestrian clearance times, will be studied.
EC ₇	<ul style="list-style-type: none"> Prefer Alternative B 	Supportive	9/15/2021	Alternative B seems like the best option—it's cost-effective while also providing a direct connection from the Elstun Road area to the trail without requiring the construction of additional sidewalk or bicycle facilities along Elstun.	Thank you for your comment. It has been recorded.
EC ₈	<ul style="list-style-type: none"> Oppose Alternative A 	Unstated	9/15/2021	<p>I'm concerned of conflict with autos in option A, especially across Beechmont. It also seems circuitous, encouraging users to just use the street in front of UDF instead.</p> <p>I am also concerned that users will cut across the UDF parking lot, increasing the potential for conflicts.</p>	Thank you for your comments. They have been recorded.
EC ₉		Unstated	9/17/2021	I agree! Moving the vehicular entrance for UDF onto Elston would create the most direct shared use path.	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT EC ₈ . ODOT RESPONDED TO THE ORIGINAL STATEMENT IN EC ₈ .
EC ₁₀	<ul style="list-style-type: none"> Approve of project 	Supportive	9/16/2021	I am very excited to one day be able to bike from anderson to anywhere the little miami trail and connecting trails can take me. Please continue the good work with these types of projects.	Thank you for your comment. It has been recorded.
EC ₁₁	<ul style="list-style-type: none"> 	Unstated	9/16/2021	Want to be able to walk across the levee to eventually connect w wasson way	Thank you for your comment. It has been recorded.
EC ₁₂	<ul style="list-style-type: none"> Prefer Alternative B 	Supportive	9/16/2021	<p>I think alternative B would be a more pleasant ride/walk.</p> <p>I'd like to see it continued up to the Ranchvale light</p>	Thank you for your comment. It has been recorded.
EC ₁₃	<ul style="list-style-type: none"> Prefer Alternative B 	Supportive	9/16/2021	Alternative B is the best, and most cost effective option. Let's make this happen! Thank you!	Thank you for your comment. It has been recorded.

No.	Themes	Sentiment	Date Received	Comment	Response
EC ₁₄	<ul style="list-style-type: none"> Prefer Alternative B 	Supportive	9/17/2021	Having biked the parts of the LMBT all the way from here to Dayton, Yellow Springs, and Columbus, and have encountered many folks along the way, i can tell you with confidence that people's favorite spots will always be the quiet ones. A and C may provide the same safety, but walking along a highway is not a relaxing experience. Despite the extra cost, i think option B will offer the best use of the trail.	Thank you for your comment. It has been recorded.
EC ₁₅	<ul style="list-style-type: none"> Prefer Alternative C 	Supportive	9/17/2021	I love the new infrastructure. However, why is it not designed to be direct? Each option meanders or creates unnecessary conflicts with motorists. Alternative C would make the most sense if it were a direct connection to Ranchville drive. To do this, eliminate the curb cuts from Beechmont into UDF parking lot. Vehicular entrance would then be diverted to Elstun Road.	Thank you for your comment. It has been recorded. In addition to the safety concerns of trail users crossing the existing vehicular access points, very high utility relocation and right-of-way costs would result from a direct route in front of UDF making this route not feasible.
EC ₁₆	<ul style="list-style-type: none"> Prefer Alternative B Changes to design 	Unstated	9/17/2021	For Option B, would it be possible to reduce the length of the 5% grade by additional excavation at the higher levels? It may be possible to reduce the safety risk by reducing the slope overall or placing a flatter plateau in between steep sections. For Option B, it may also be possible to add some switchbacks to enable cyclists to control their speed.	Thank you for your comment. It has been recorded. The elevation of the shared-use path is constrained by the 100-year floodplain elevation of Clough Creek. During detailed design, the team will look at options to refine elevations and reduce the trail slope to the greatest extent possible.
EC ₁₇	<ul style="list-style-type: none"> Approves of project 	Supportive	9/17/2021	Anything would be better than the scramble to cross all the traffic lanes by bike now!	Thank you for your comment. It has been recorded.
EC ₁₈		Unstated	9/18/2021	Or you can use these things on bikes called brakes to control your speed	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT EC ₁₆ . ODOT RESPONDED TO THE ORIGINAL STATEMENT IN EC ₁₆ .
EC ₁₉	<ul style="list-style-type: none"> Approves of project 	Supportive	9/17/2021	This work is important.	Thank you for your comment. It has been recorded.
EC ₂₀	<ul style="list-style-type: none"> Approves of project 	Supportive	9/18/2021	Sooner the better! These projects take so long compared to road construction and cost way less.	Thank you for your comment. It has been recorded.
EC ₂₁	<ul style="list-style-type: none"> Approves of project Prefer Alternative B 	Supportive	9/21/2021	This is great stuff! Very important work for our community. The more connectivity, the better. I think Option B looks like the pleasantest.	Thank you for your comment. It has been recorded.

No.	Themes	Sentiment	Date Received	Comment	Response
EC ₂₂	<ul style="list-style-type: none">Concern about LMST connection	Unstated	9/23/2021	As the bridge extension joins SR32 E., is this a tunnel or a flyover? I haven't seen any digging for a tunnel and was curious as to the future connection to the LM Trail.	Thank you for your comment. It has been recorded. The Little Miami Scenic Trail Beechmont Bridge Connection Project will extend the Little Miami Scenic Trail from its current terminus, south of Speedway, to Otto Armleder Park. The trail will extend under the westbound ramp to SR 32 with a concrete box culvert. The trail will extend under SR 32 by excavating between the western pier and the abutment of the SR 125 bridge.
EC ₂₃	<ul style="list-style-type: none">Comment that survey tool was not working	Unstated	9/27/2021	Survey tool is faulty. Your 'check all that apply' question allows only one response. The 'orange' response shows yellow on the map	Thank you for your comment. It has been recorded.
EC ₂₄	<ul style="list-style-type: none">Prefers Alternative C	Supportive	9/28/2021	I think the orange allows for the shortest connection to the signal at Elstun/Beechmont for extensions east along Beechmont, north to Skytop, and even south to housing along Elstun. It is also the most visible to traffic for rider personal safety and could potentially create a nice site to rest/eat at the UDF.	Thank you for your comment. It has been recorded.
EC ₂₅	<ul style="list-style-type: none">Prefers Alternative B	Supportive	8/30/2021	B is the best option because it gets vulnerable pedestrians as far away from 125&32 as possible	Thank you for your comment. It has been recorded.
EC ₂₆	<ul style="list-style-type: none">Concern about road closures during construction	Unstated	10/01/2021	Please minimize disruption of traffic to the greatest extent possible. Total road closures for more than a few days is not acceptable given the expected length of this project.	Thank you for your comment. It has been recorded. Road closures are not anticipated with this project. Impacts to the traveling public will be minimized to the extent possible.
EC ₂₇	<ul style="list-style-type: none">Does not want this project funded with Federal funds	Unstated	10/06/2021	Regardless of which option is selected your should use ZERO federal (deficit) dollars on this nice-to-do project. Regardless of whether those dollars come through the state or not. This is not something we NEED. It is something we WANT. Don't put our kids and grandkids on the financial hook via paying for any debt incurred. I would like this issue addressed in any associated NEPA documentation.	Thank you for your comment. It has been recorded.
EC ₂₈	<ul style="list-style-type: none">N/A	Unstated	10/08/2021	The thing about federal dollars is that they will be spent regardless. I'd prefer that our communities take advantage of them instead of New York and California taking all of them.	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT EC ₁₆ . ODOT RESPONDED TO THE ORIGINAL STATEMENT IN EC ₁₆ .
No.	Themes	Sentiment	Date Received	Comment	Response
EC ₂₉	<ul style="list-style-type: none">Suggests alternative alignment	Unstated	10/062021	Would love to see a path made from the south end of Ranchvale Dr where it dead ends, connecting to the paved trail in stanbury park trail. This would essentially connect Mt. Washington/Anderson Twp to the LMT and would be much safer (and more beautiful) than using Beechmount.	Thank you for your comment. It has been recorded.

No.	Themes	Sentiment	Date Received	Comment	Response
EC ₃₀	<ul style="list-style-type: none">Suggests connecting 5M trail to LMST	Supportive	10/06/2021	This project is a good idea. However, I think more effort should be put into connecting the 5 Mile trail to Newtown and untimely to the Little Miami Scenic Trail. Since the 5 Mile Trail is basically in the heart of Anderson Township, it would have a greater impact on far more residents. Currently, many cyclists have to drive to various trailheads in the Newtown area. If the 5 Mile Trail were to be connected to the Little Miami Trail, many residents could ride from their neighborhoods directly to the Little Miami Trail thus eliminating the need to load up bicycles and drive to a trailhead.	Thank you for your comment. Currently there is a proposed project to Connect Five Mile Trail to the Little Miami Trail which has under gone some initial study. Currently this project is unfunded.
EC ₃₁	<ul style="list-style-type: none">Approves project	Supportive	10/06/2021	Keep creeping up Beechmont and Clough! One of these days we'll be able to get from Anderson to the trail :)	Thank you for your comment. It has been recorded.
EC ₃₂	<ul style="list-style-type: none">Prefers Alternative B	Supportive	10/06/2021	I preferred 'B' even before reading all of the data simply because it looks to be the safest and most scenic and pleasant route. Add to that the lowest cost makes it a no-brainer in my opinion.	Thank you for your comment. It has been recorded.
EC ₃₃	<ul style="list-style-type: none">Prefers Alternative B	Supportive	10/06/2021	Option B seems to be the best as far as safety/cost. I'd love to see the bike lane on the hill going up Beechmont separated from traffic. I've had too many close calls with distracted/wandering cars.	Thank you for your comment. It has been recorded.
EC ₃₄	<ul style="list-style-type: none">Prefers Alternative B	Supportive	10/06/2021	I'd prefer going beneath beechmont to crossing it at a crosswalk, especially if biking with kids. But the higher cost, retaining wall installation/upkeep, and narrowing path of Alternative A would be definite drawbacks. Alternative A and B would likely both be nice segment possibilities practically and aesthetically. C is my least favorite option.	Thank you for your comments. They have been recorded.
EC ₃₅	<ul style="list-style-type: none">Prefers Alternative C	Supportive	10/06.2021	A path going through wooded areas does not consider the personal safety of the user. I like the higher visibility combined with less "parking lot travel" that choice C provides.	Thank you for your comment. It has been recorded.
EC ₃₆	<ul style="list-style-type: none">Prefers Alternatives B and C	Supportive	10/07/2021	B & C are much better than A	Thank you for your comment. It has been recorded.
EC ₃₇	<ul style="list-style-type: none">Prefers A or B	Supportive	10/08/2021	Keep it scenic - not through a parking lot.	Thank you for your comment. It has been recorded.

No.	Themes	Sentiment	Date Received	Comment	Response
EC ₃₈	<ul style="list-style-type: none"> Need to improve safety of Elstun/Beechmont intersection by Big Ash brewery 	Unstated	10/08/2021	Big Ash brewery will be a very popular spot from this trail regardless of design. The current intersection that people will use to cross the street to Big Ash brewery needs to be reworked to be much more safe. Some suggestions would include eliminating right turn on red lights, speed limit reductions, and cross walk bump outs that could also be utilized as a bus stop lane so that a bus could stop without interfering with road traffic.	Thank you for your comment. It has been recorded. During detailed design of the project, the Elstun Rd/Beechmont Ave intersection will be evaluated and improved, as necessary, to accommodate the new trail connections.
EC ₃₉	<ul style="list-style-type: none"> Supports project 	Supportive	10/08/2021	So looking forward to improved bike access!	Thank you for your comment. It has been recorded.
EC ₄₀	<ul style="list-style-type: none"> Prefers Alternative B; suggests crossing Elstun south of Beechmont Avenue 	Supportive	10/14/2021	I would prefer that the main trail alignment not go through a signalized intersection. Signalized intersections are stressful for bicyclists and pedestrians and detract from the peaceful environment sought by trail users. I would suggest Alternative B, but crossing Elstun Road somewhere south of Beechmont Avenue, probably near the UDF driveway. Since Elstun Road already widens for a left turn lane, maybe a refuge island could be included for the trail crossing. This would drastically reduce trail users' exposure to motor vehicles by having two 12-foot crossings instead of a 60-foot crossing, which is the existing crosswalk length at Beechmont Avenue.	Thank you for your comment. It has been recorded.
EC ₄₁	<ul style="list-style-type: none"> Prefers Alternative B 	Supportive	10/14/2021	I support alternative B first, and alternative C second. Connecting Mt. Washington, Anderson and residents\businesses in the area to the LMST with safer and greatly improved walking and bicycling routes is extremely important. Please continue studying and constructing projects such as this in Cincinnati, Hamilton County and the region.	Thank you for your comment. It has been recorded.
EC ₄₂	<ul style="list-style-type: none"> Prefers Alternative B 	Supportive	10/15/2021	Alt B is cheaper and more desirable pathway more removed from traffic.	Thank you for your comment. It has been recorded.
EC ₄₃	<ul style="list-style-type: none"> Prefers Alternative B; Would like to see lighting and traffic lights in area studied, in addition to new bus stop locations 	Supportive	10/16/2021	Path B provides the most economical benefit for the preexisting apartments and developments in the area and would require more city attention in resources and safety in the Mt Washington area. I would like a reinvestment and study in the lighting and traffic lights in this area during development in addition to new bus stop locations	Thank you for your comment. It has been recorded.
EC ₄₄	<ul style="list-style-type: none"> Prefers Alternative B but concerned about safety since users would not be visible to traffic on Beechmont Ave. 	Unstated	10/21/2021	While I prefer Alternative B, I do have safety concerns related to this option. Looking at the map, it appears as if the path would be isolated from the street to the extent that those using the trail would not be easily visible to people traveling along Beechmont Avenue. I am not sure I would feel comfortable using this section of the path if I were by myself.	Thank you for your comment. It has been recorded.
EC ₄₅	<ul style="list-style-type: none"> Prefers Alternative B 	Supportive	10/21/2021	like B	Thank you for your comment. It has been recorded.

No.	Themes	Sentiment	Date Received	Comment	Response
EC ₄₆	<ul style="list-style-type: none"> Concerned that the number of path users would not warrant the trail cost 	Unstated	10/21/2021	NUMBER OF PEOPLE THAT WOULD USE THE PATH TO WARRANT THE COST FOR THAT PURPOSE	Thank you for your comment. It has been recorded.
EC ₄₇	<ul style="list-style-type: none"> Parking for trail users 	Unstated	10/21/2021	Would there be additional parking along that section as lot on Rt 32 at old trail end is not sufficient?	Thank you for your comment. It has been recorded. Additional parking for the Little Miami Scenic Trail is not being considered with this project.
EC ₄₈	<ul style="list-style-type: none"> Supports project 	Supportive	10/21/2021	definite improvement for bus riders, pedestrians and cyclists along Beechmont. Also preference based on lower environmental impact.	Thank you for your comment. It has been recorded.
EC ₄₉	<ul style="list-style-type: none"> Unclear which alternative is preferred 	Supportive	10/21/2021	Definite improvement for bus-riders, pedestrians and cyclists. Preference based on simpler construction plan and reduced environmental impact on streams and wetlands.	Thank you for your comment. It has been recorded.
EC ₅₀	<ul style="list-style-type: none"> Continue trail to Ranchvale 	Supportive	10/21/2021	I'd like to see it continued up to Ranchvale also.	Thank you for your comment. It has been recorded.
EC ₅₁	<ul style="list-style-type: none"> Unclear which alternative is preferred; does not want a crossing of Beechmont 	Unstated	10/23/2021	The GREEN path seems to keep cars and trail users separated better than the others. The only option that does not require a Clough Creek bridge is the one that crosses Beechmont. Beechmont needs yet another traffic signal like another hole in the head. Traffic signal seems to put street users and path users in social/political conflict.	Thank you for your comment. It has been recorded.
EC ₅₂	<ul style="list-style-type: none"> Supports project 	Supportive	10/26/2021	Nope! Would love to consider additional bicycle access for this part of town that protects riders by taking them off a very dangerous road.	Thank you for your comment. It has been recorded.
EC ₅₃	<ul style="list-style-type: none"> Unclear which alternative is preferred; does not want Alt. B 	Unstated	10/26/2021	Avoiding B is wise since it avoids the higher incline grade and does not disturb the wetland areas. Additionally, slowing down pedestrian traffic via the two tight corners on the trail in this area may be wise	Thank you for your comment. It has been recorded.

No.	Themes	Sentiment	Date Received	Comment	Response
EC ₅₄	<ul style="list-style-type: none"> Prefers Alternative B 	Supportive	10/26/2021	In terms of connecting Mt Washington to the LMST, making the hill more approachable, and a more pleasant ride, e.g. distant from traffic, alternative B really looks preferable. I've biked the hill a lot, and although access to Skytop should also be considered, getting riders up the hill and connected to make this usable for commutes to downtown, B looks preferable (I live in Mt Wash and bike to job downtown and intend on using this connection for that).	Thank you for your comment. It has been recorded.
EC ₅₅	<ul style="list-style-type: none"> Great Parks of Hamilton County prefers Alternative B 	Supportive	10/26/2021	<p>Great Parks of Hamilton County prefers Alternative B for Elstun Connection. The following comments were provided:</p> <ul style="list-style-type: none"> Alt A <ul style="list-style-type: none"> Stronger potential for constructability, maintenance and flood issues. Lacks route legibility Safety concern with trail users potentially crossing Beechmont Ave twice to continue from LMST to Ranchvale Does provide opportunity for additional trailhead parking at Skytop, which would be good Alt B <ul style="list-style-type: none"> Potential for high-quality scenic route and high degree of traffic separation Concerns about perception of both safety and transportation efficiency by having users traveling down an isolated road Lower degree of route legibility will require high-quality signage Concerns about a potential higher level of natural resource impact <ul style="list-style-type: none"> Try to keep development within existing utility easement if possible to minimize impact to natural resources Bridges should be constructed so that Clough Creek can flow as freely as possible A wye (Y) intersection should be incorporated into the junction at the Little Miami Scenic Trail Alt C <ul style="list-style-type: none"> Concentration of development would seem to limit natural resource impact while the close alignment to the road provides the most direct, legible route Safety concerns with trail users cutting through the UDF parking lot and hard 90-degree turns 	Thank you for your comments. They have been recorded.
EC ₅₆	<ul style="list-style-type: none"> Nearby Property Owner Called ODOT to discuss project. Approves Project 	Supportive	10/22/2021	A nearby property owner called ODOT to discuss the project. They indicated that they preferred Alternative B. Caller suggested that the trail go behind the abandoned building at the corner of Beechmont and Elstun to avoid crossing Elstun so close to Beechmont.	An ODOT representative spoke to the caller and recorded their comments as they were not sure that their input was received through PublicInput.com. In addition to providing their comments on the Ranchvale Connection, the caller discussed safety concerns further east on SR 125 at Beechmont. The ODOT representative indicated that this section of SR 125 was under the jurisdiction of the City of Cincinnati and directed the caller to visit the City of Cincinnati's safety and transportation webpage to contact someone at the City about this concern.

Ranchvale Connections

RC ₁	<ul style="list-style-type: none"> Concerns about lighting Replant median 	Unstated	9/13/2021	Median needs to be re planted and enhanced. Pedestrian scale lighting improvements needed.	Thank you for your comment. They have been recorded.
RC ₂	<ul style="list-style-type: none"> Don't widen Beechmont 	Unstated	9/15/2021	If this alternative is chosen, the extant bike lane needs to be turned into grass/vegetation. It MUST not be used to widen or add vehicle lanes on Beechmont.	Thank you for your comment. It has been recorded.

RC ₃	<ul style="list-style-type: none"> Vegetation on buffer 	Unstated	9/15/2021	Will the 5-foot buffer include street trees? They would certainly help make the path more comfortable to use in all seasons, as well as create a passive traffic calming effect, reduce long-term storm runoff, and create a better buffer for users.	Thank you for your comment. It has been recorded. The current design does not include street trees. However, landscaping options may be considered by the City of Cincinnati when the project advances to final design.
RC ₄	<ul style="list-style-type: none"> Add lane on westbound side of Beechmont 	Unstated	9/16/2021	If the alternative is selected would it be possible to add a designated bike lane on the westbound side of Beechmont rather than the existing shared lane? That way cyclist do not have to ride down the hill with the car traffic.	Thank you for your comment. It has been recorded. Adding a shared-use path on the south side of SR 125 with a direct connection to the Little Miami Scenic Trail and the regional trail network should encourage the majority of bicyclists to use the dedicated facilities.
RC ₅	<ul style="list-style-type: none"> Vegetation on buffer 	Unstated	9/16/2021	Add trees to the buffer.	Thank you for your comment. It has been recorded. The current design does not include street trees. However, landscaping options may be considered by the City of Cincinnati when the project advances to final design.
RC ₆	<ul style="list-style-type: none"> Approve of project 	Supportive	9/16/2021	This would greatly increase safety for bikers and walkers as well as relieve some anxiety for vehicle drivers.	Thank you for your comment. It has been recorded.
RC ₇	<ul style="list-style-type: none"> Vegetation on buffer 	Unstated	9/16/2021	The buffer between the street and dedicated shared use path should have physical barriers, trees preferably or some sort of post/guard rail. It's a high traffic area and these barriers would greatly improve the level of safety for the users of the proposed dedicated path.	Thank you for your comment. It has been recorded. The current design does not include street trees. However, landscaping options may be considered by the City of Cincinnati when the project advances to final design.
RC ₈	<ul style="list-style-type: none"> 	Unstated	9/16/2021	Connect to wasson way	Thank you for your comment. It has been recorded.
RC ₉	<ul style="list-style-type: none"> Approve of project 	Supportive	9/16/2021	This section of Beechmont Ave is very steep, and dangerous for cyclists. It would be an important improvement, and will likely save lives to separate the bike path from the road.	Thank you for your comment. It has been recorded.
RC ₁₀	<ul style="list-style-type: none"> Concerns about buffer 	Unstated	9/16/2021	The buffer would need to be robust enough to keep riders and walker safe from vehicles	Thank you for your comment. It has been recorded.

RC ₁₁	<ul style="list-style-type: none"> Approve of project 	Supportive	9/17/2021	Keep up the great work. As a cyclist who was recently hit by an auto, I appreciate anything you can do to make cycling safer.	Thank you for your comment. It has been recorded.
RC ₁₂	<ul style="list-style-type: none"> Concerns about crossing 	Unstated	9/17/2021	How will left hand turns be designed so that cyclists and pedestrians can cross safely?	Thank you for your comment. It has been recorded. During detailed design of the project, the Elstun Rd/Beechmont Ave intersection will be evaluated and improved as necessary to accommodate the new trail connections.
RC ₁₃	<ul style="list-style-type: none"> Concerns about connection 	Unstated	9/17/21	Why did you not consider an option where the west end of this path starts directly across Elstun Rd from where Option B ties into Elstun Rd?	Thank you for your comment. It has been recorded. The topography on the east side of Elstun Rd is very steep. A trail option through this area is not considered to be feasible due to the costs involved in engineering an option on steep terrain.
RC ₁₄	<ul style="list-style-type: none"> Approve of project Don't widen Beechmont Vegetation on buffer 	Supportive	9/17/2021	This seems like a good option but please do not widen Beechmont with this 'new' space. Traffic is already too fast. More trees would also be helpful.	Thank you for your comment. It has been recorded.
RC ₁₅	<ul style="list-style-type: none"> Approve of project 	Supportive	9/21/2021	This looks really great!!	Thank you for your comment. It has been recorded.
RC ₁₆	<ul style="list-style-type: none"> Don't widen Beechmont Concerns about visibility 	Unstated	9/22/2021	Please use the 5 foot bicycle lane now on the pavement for the buffer zone, rather than widening Beechmont Ave further. In addition, taking 12-17 feet from the front of the prospective business located at 5315 Beechmont Ave (SE corner of Beechmont and Elstun) would substantially reduce the already limited available parking. Any greenery planted in the 5 foot buffer should be low growing shrubbery, and not trees, in this location to avoid blocking the business's visibility. Better yet, just leave the bike lanes as they are, as they will be when you get to Ranchvale anyway, and just add a sidewalk from Elstun to Ranchvale.	Thank you for your comments. They have been recorded.
RC ₁₇	<ul style="list-style-type: none"> Concerns about speeding 	Unstated	9/23/2021	What will be done to ultimately then control the rampant speeding up Beechmont hill and the ignoring of the 35mph speed limit by ALL enforcement units and almost every driver using Beechmont once the road is then widened due to bikes having their own lane?	Thank you for your comment. It has been recorded.
RC ₁₈	<ul style="list-style-type: none"> Concerns about connection 	Unstated	9/24/2021	Provision should be made for cyclists riding downhill at near traffic speeds who will want to divert to this connector to access the LMT. As the Oasis line is developed and the Ohio River Trail extends to New Richmond, a more direct connection from Elstun to Magrish would be beneficial.	Thank you for your comment. It has been recorded.

RC ₁₉	<ul style="list-style-type: none"> Concerns about width of buffer 	Supportive	9/30/2021	I love this idea, biking up beechmont In the bike lane is not for the faint at heart. But I worry that 5' of grass is not enough buffer for many users. Considering the number of trees that have been hit by drivers in the medians recently. Could that width be increased? If not then something more substantial than grass be planted?	Thank you for your comment. It has been recorded. A separation of 5' from the curb is considered an acceptable separation from a roadway according to AASHTO's <i>Guide for the Development of Bicycle Facilities</i> , the industry standard for the design of bicycle facilities. Increasing the buffer width would increase the project's cost and environmental impacts. Landscaping elements such as small trees could be considered, however, such landscaping does not technically provide any safety benefit.
RC ₂₀	<ul style="list-style-type: none"> Supports project to improve safety 	Supportive	10/6/2021	The existing on-street lanes are very dangerous and rarely used.	Thank you for your comment. It has been recorded.
RC ₂₁	<ul style="list-style-type: none"> Supports project to improve safety 	Supportive	10/6/2021	Separating the bike/walk traffic from vehicular traffic at this location would be a huge safety benefit for everyone, for relatively low cost.	Thank you for your comment. It has been recorded.
RC ₂₂	<ul style="list-style-type: none"> Supports project to improve safety 	Supportive	10/6/2021	I've had several close calls with drivers wandering in to the bike lane there. This is definitely needed.	Thank you for your comment. It has been recorded.
RC ₂₃	<ul style="list-style-type: none"> Supports project to improve safety 	Supportive	10/6/2021	I'm not sure whether I'd personally find it useful this but as long as others are, it's great to get bikes onto paths and the trail network for safety vs on-road bike lanes, especially on that big hill.	Thank you for your comment. It has been recorded.
RC ₂₄	<ul style="list-style-type: none"> Wants trees or guard rail for buffer 	Unstated	10/7/2021	Please add trees or guard rail to buffer	Thank you for your comment. It has been recorded. The current design does not include street trees. However, landscaping options may be considered by the City of Cincinnati when the project advances to final design.
RC ₂₅	<ul style="list-style-type: none"> Wants trees in the buffer 	Unstated	10/8/2021	Trees should be included in the buffer. They are great for appearance and street calming.	Thank you for your comment. It has been recorded. The current design does not include street trees. However, landscaping options may be considered by the City of Cincinnati when the project advances to final design.
RC ₂₆	<ul style="list-style-type: none"> Wants trees/bushes in buffer 	Unstated	10/16/2021	I would like more than a grass lane - more evergreen bushes or trees to help maintain some beautification for both be bikes and vehicles.	Thank you for your comment. It has been recorded. The current design does not include street trees. However, landscaping options may be considered by the City of Cincinnati when the project advances to final design.

RC ₂₇	<ul style="list-style-type: none"> Wants trees/bushes in buffer 	Unstated	10/16/2021	Make it nice with trees and bushes and not just grass if your going to do it	Thank you for your comment. It has been recorded. The current design does not include street trees. However, landscaping options may be considered by the City of Cincinnati when the project advances to final design.
RC ₂₈	<ul style="list-style-type: none"> Project will increase safety for pedestrians 	Unstated	10/21/2021	Heading east toward Mt Washington, would riders/walkers have to use existing sidewalk past Ranchvale? Any plans to continue path all the way up the hill, or possibly link to Stanbury Park? I think that adding any dedicated lanes to Beechmont would greatly increase the safety for pedestrians.	Thank you for your comment. It has been recorded. The Elstun Connection is scheduled to be constructed in 2024-2025. The City of Cincinnati has not acquired construction funding for the Ranchvale Connection project; therefore, a construction schedule has not been developed for the project. When the Ranchvale Connection project is completed, pedestrians will be able to use the existing sidewalk or existing bike lane. The City has additional long range plans to expand pedestrian infrastructure along SR 125 as funding becomes available.
RC ₂₉	<ul style="list-style-type: none"> Wants trees added to buffer 	Unstated	10/21/2021	Trees added to the buffer.	Thank you for your comment. It has been recorded. The current design does not include street trees. However, landscaping options may be considered by the City of Cincinnati when the project advances to final design.
RC ₃₀	<ul style="list-style-type: none"> Approves Project 	Supportive	10/25/2021	This would be much safer and more easy to use!	Thank you for your comment. It has been recorded.
RC ₃₁	<ul style="list-style-type: none"> Project will increase safety for bikes 	Supportive	10/26/2021	I use the bike lane on beechmont but it is less than ideal from a safety standpoint.	Thank you for your comment. It has been recorded.
RC ₃₂	<ul style="list-style-type: none"> Approves Project 	Supportive	9/16/2021	We are very excited for these improvements and the impact they will have on our community. My family is looking forward to using the trails more with our children once it is safer and easier to access. The Ranchvale connector is especially important to us as it will make accessing the trail by bike for us and many other nearby residents much safer. As my children are older and more stable on bikes, I would love the opportunity to ride to the trails, but there is no way in the world I would allow them to ride on the hill on Beechmont with the current infrastructure. It simply is not safe.	Thank you for your comment. It has been recorded.

General Comments/Questions/Concerns

No.	Themes	Sentiment	Date Received	Comment	Response
G ₁	<ul style="list-style-type: none"> Approves of virtual Open House 	Unstated	9/14/21	Thank you for opportunity to provide feedback in this manor.	Thank you for your comment. It has been recorded.

No.	Themes	Sentiment	Date Received	Comment	Response
G ₂	<ul style="list-style-type: none"> Approves of virtual Open House 	Unstated	9/14/21	This was really easy and informative I truly appreciate the opportunity to participate in this manner. Great job!	Thank you for your comment. It has been recorded.
G ₃	<ul style="list-style-type: none"> Approves of virtual Open House 	Unstated	9/15/21	This was great. I could study the maps and proposals / evaluate all the pros and cons of each alternative at my own pace and then provide feedback. Thank you for a well organized and presented Open House.	Thank you for your comment. It has been recorded.
G ₄	<ul style="list-style-type: none"> Doesn't approve of project 	Unsupportive	9/16/21	I am amazed how officials backed down on the "real" Eastern Corridor project. Fairfax, Mariemont and Newtown shut you down. What a joke. Fairfax went from two lanes in both directions down to one lane. Fairfax, Mariemont and Newtown are not destination spots. The only people who frequent them are the residents. Build the bypass.	Thank you for your comment. It has been recorded.
G ₅	<ul style="list-style-type: none"> Doesn't approve of project 	Unstated	9/16/21	I was so disappointed that the original/rail option Eastern Corridor project was dropped.	Thank you for your comment. It has been recorded.
G ₆	<ul style="list-style-type: none"> Approves of virtual Open House Approves of project 	Supportive	9/16/21	I appreciate being able to share my voice and opinion on this project which will create value in our community. Thank you!	Thank you for your comment. It has been recorded.
G ₇	<ul style="list-style-type: none"> Approves of virtual Open House Approves of project Further bike path expansion 	Supportive	9/17/21	Very glad to see Cincinnati becoming a more bike-friendly town. Thanks for the opportunity to chime in.	Thank you for your comment. It has been recorded.
G ₈	<ul style="list-style-type: none"> Approves of project Further bike path expansion 	Supportive	9/17/21	More multi-use trails are a great thing for Cincinnati!	Thank you for your comment. It has been recorded.
G ₉	<ul style="list-style-type: none"> Further bike path expansion 	Unsupportive	9/17/21	I think the balance of bike infrastructure is completely unfair. Too much invested on the East Side and absolutely ZERO investment is being made to connect to my neighborhood College Hill to any trail system; No bike trail, no bike lane, no sharrows, nothing! Let me know YOUR OPINION....	Thank you for your comment. It has been recorded.

No.	Themes	Sentiment	Date Received	Comment	Response
G ₁₀	<ul style="list-style-type: none"> Approves of virtual Open House Approves of project 	Supportive	9/17/21	Thanks for the well-organized information and the opportunity to provide directional input. Hope you can make this happen quickly.	Thank you for your comment. It has been recorded.
G ₁₁	<ul style="list-style-type: none"> Approves of project 	Supportive	9/17/21	This would be a good use of public funds.	Thank you for your comment. It has been recorded.
G ₁₂	<ul style="list-style-type: none"> Approves of project Further bike path expansion 	Supportive	9/18/21	Please continue to expand the multi-use trails throughout the greater Cincinnati metro area. Connecting Lunken to the LMST will be such a great improvement. The Beechmont levee is so dangerous for bicyclists and pedestrians. Hopefully the Oasis trail to connect Downtown to Lunken will be developed soon.	Thank you for your comment. It has been recorded.
G ₁₃	<ul style="list-style-type: none"> Approves of project Further bike path expansion 	Supportive	9/21/21	Great work! The more connectivity, the better! Please continue to expand the trail system - this is to make Cincinnati great (and to make us competitive with other cities).	Thank you for your comment. It has been recorded.
G ₁₄	<ul style="list-style-type: none"> Improvements to existing path 	Unstated	9/24/21	I hope the City of Cincinnati will take this Lunken Trail connection as an opportunity to improve or eliminate the 45 plus degree drop off the floodwall to connect to the rear of the Lunken Playfields and Golf course. This glaring mistake had caused regular bike and skating accidents since it was first designed. How many more people must be injured before the dimwitted and pound foolish city park officials decide to fix it with a few loads of dirt and some asphalt or just remove it? The Lunken to LMT connection should bring a lot more bike traffic to this Lunken trail section. Older, narrower Lunken trail sections, some in mediocre condition, should also be repaired, repaved and widened, if possible.	Thank you for your comment. It has been recorded.
G ₁₅	<ul style="list-style-type: none"> Minimize road closures 	Unstated	10/1/2021	Please minimize disruption of traffic to the greatest extent possible. Total road closures for more than a few days is not acceptable given the expected length of this project.	Thank you for your comment. It has been recorded.
G ₁₆	<ul style="list-style-type: none"> Approves Project 	Supportive	10/6/2021	We love exploring the local bike trail network as a family. It has done a great deal to keep us healthy and I hope it keeps expanding. Buying a house near the trail network was a high wishlist item for us when purchasing a house. I wish we had found one closer! We like being able to bike or walk to restaurants and play in the parks on the trail. I do wish there were a shared use path we could take from Anderson town center all the way south to the riverfront, but that is of course outside the scope of this survey and would present a lot of challenges.	Thank you for your comment. It has been recorded.
G ₁₇	<ul style="list-style-type: none"> Approves 12' paths 	Supportive	10/7/2021	Thank you for making paths 12' or wider.	Thank you for your comment. It has been recorded.

No.	Themes	Sentiment	Date Received	Comment	Response
G ₁₈	<ul style="list-style-type: none"> Approves project 	Supportive	10/16/2021	Extremely excited to see this project move forward and bring more business to the 125 corridor	Thank you for your comment. It has been recorded.
G ₁₉	<ul style="list-style-type: none"> Approves project 	Supportive	10/21/2021	Very pleased to see your plans coming so close to where I live! Thank you!	Thank you for your comment. It has been recorded.
G ₂₀	<ul style="list-style-type: none"> Approves project 	Supportive	10/21/2021	I just came back from a 4800 mile driving trip work / vacation and saw what an impact that dedicated spaces for walking / running, etc. can have in other cities. We need to continue to work on these connections because that's what really turns it into a community benefit and not just a fitness trail.	Thank you for your comment. It has been recorded.
G ₂₁	<ul style="list-style-type: none"> Approves project 	Supportive	10/21/2021	<p>Representative of Cincinnati Off-Road Alliance provided the following comments:</p> <p>My name is Jason, and I'm with the Cincinnati Off-Road Alliance. We build and maintain over 110 miles of natural surface trails in the Cincinnati area. CORA has been working with community partners to create a natural surface (i.e., dirt, sand, and gravel)connective trail corridor in the Little Miami area. This concept would connect to the paved trails in the area of the Beechmont Levee and provide connectivity options to the neighboring communities. So far, we have the support of, and are partnering with, the following institutions: Cincinnati Parks Great Parks of Hamilton County Anderson Park District Anderson Township The Hillside Trust Cardinal Land Conservancy TriState Trails Attached is a google drive link to our concept. It would be great to discuss how we can make connections to your study area. Perhaps this can even be placed into the comment records if appropriate.</p>	Thank you for your comments. They have been recorded.
G ₂₂	<ul style="list-style-type: none"> Question regarding connection to SR 125 	Unstated	10/21/2021	My question, and possible concern, is how Rt 32 will be reconnected to 125 west. The old access used to be a tense nightmare. People would zoom around the corner and you'd be in their blind spot. There were accidents and a lot of tense times. I loved the temporary light and the narrowing of 32 into one lane, then merging again during construction. I'm hoping it won't just go back to the way it was.	Thank you for your comment. It has been recorded.

APPENDIX C

Notification Materials

Newspaper Advertisement

Eblasts

Open House Flyer

Property Owner Notification Letter

Notification Letter Mailing List

Social Media Calendar

Press Release



Eastern Corridor Segments II and III Bicycle/Pedestrian Improvements Anderson Township/City of Cincinnati

VIRTUAL OPEN HOUSE

September 12, 2021 - October 26, 2021

To participate, go to:

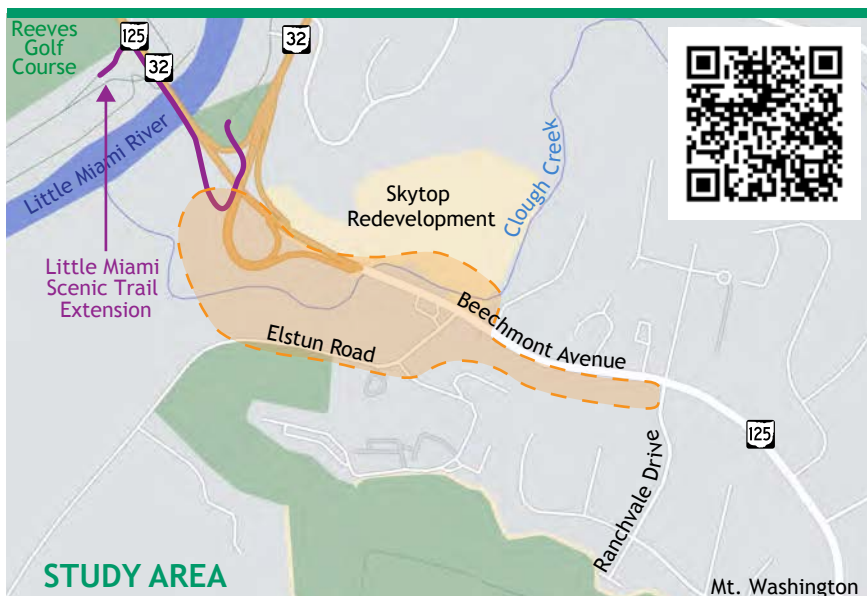
www.EasternCorridor.org

(PID 113602/115291) The Ohio Department of Transportation (ODOT), in conjunction with Anderson Township and the City of Cincinnati, is developing plans to make it easier and safer for bicyclists and pedestrians to connect to the regional shared-use trail system and nearby neighborhoods on the east side of the SR 32/SR 125 interchange.

ODOT invites you to learn more and weigh in on proposed connection alternatives by participating in our Virtual Open House at EasternCorridor.org. The open house is a self-guided review of information about the project and exhibits that highlight the alternatives being considered. Visit at your convenience between Sept. 12, 2021 and Oct. 26, 2021.

Public input is important. Feedback can be provided through Oct. 26 by answering questions included throughout the online materials. ODOT, in conjunction with Anderson Township and the City of Cincinnati, will use input received from the community to help determine which alternatives to advance for further development. Questions and comments can also be shared via mail, email, or phone by contacting:

Paul Maricocchi, E.I.T., Environmental Engineer
ODOT District 8 • 505 South State Route 741 • Lebanon, OH 45036
Paul.Maricocchi@dot.ohio.gov • (513) 933-6586



STUDY AREA

The study area extends from the SR 32/SR 125 interchange in Anderson Township to Ranchvale Drive in Mt. Washington in the City of Cincinnati, approximately 0.6 miles east of the interchange.



Individuals requiring interpretation or translation services or other reasonable accommodations to participate in the Open House, review materials, or provide comments are asked to contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

Durham, Paul

From: Eastern Corridor <easterncorridor@easterncorridor.org>
Sent: Monday, September 13, 2021 2:01 PM
To: Durham, Paul
Subject: Virtual Open House - Bicycle/Pedestrian Improvements in Beechmont Levee Area



Join us for a
VIRTUAL OPEN HOUSE
September 12, 2021 - October 26, 2021
to learn more about
**Bicycle & Pedestrian Improvements
in the Beechmont Levee Area**
(PIDs 113602/115291)

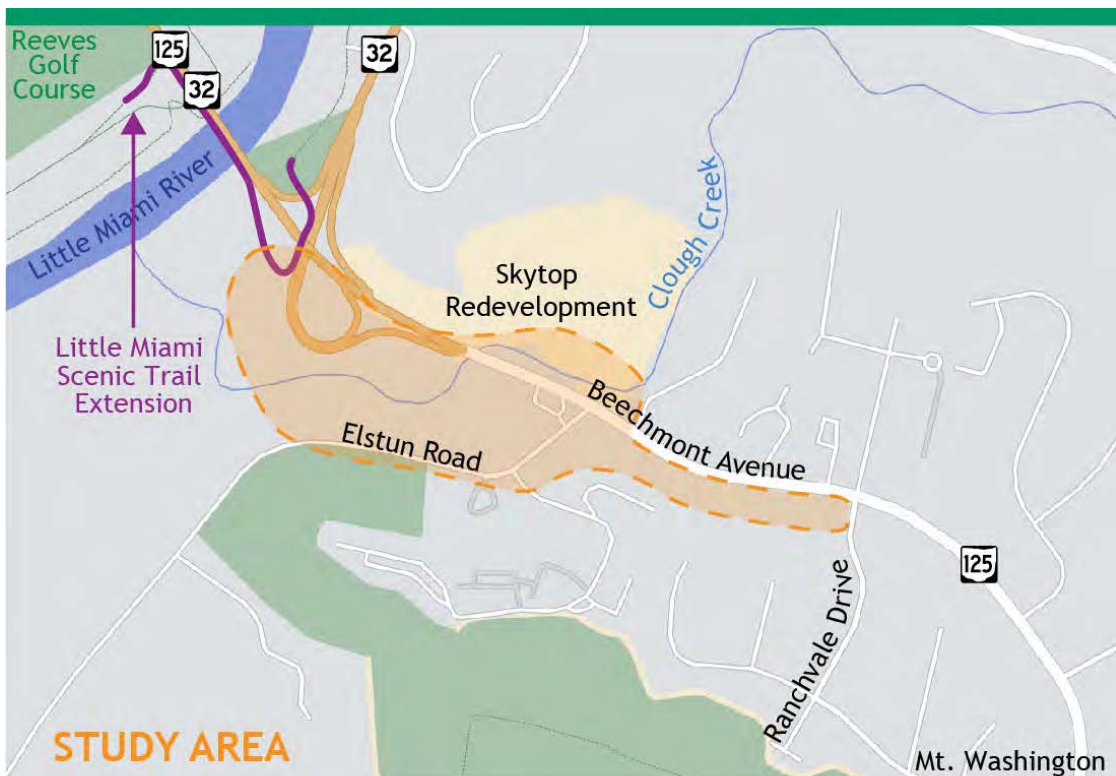
[Click here to visit the Open House](#)

ODOT is developing plans in coordination with Anderson Township and the City of Cincinnati to make it easier and safer for bicyclists and pedestrians to connect to the regional shared-use trail system and nearby neighborhoods on the east side of the Beechmont Levee (Beechmont Avenue/SR 125).

Several connection alternatives have been developed and your feedback is wanted. ODOT invites you to learn more and share your comments by participating in our [Virtual Open House](#), which can be accessed anytime between now and Oct. 26, 2021.

The proposed improvements are located in the area between the SR 32/SR 125 interchange at the east end of the Beechmont Levee [Beechmont Avenue (SR 125)] and Ranchvale Drive, which is approximately 0.6 miles east of the interchange. The connections will link bicyclists and pedestrians to the new [Little Miami Scenic Trail \(LMST\) bridge project](#), which is currently under construction and will provide access to the LMST, Lunken Airport Trail, Otto Armleder Memorial Park Trail, and Ohio River Trail. It will also provide bicyclists and pedestrians with a safe, dedicated path

for travel from the levee and nearby bus stops on Beechmont Avenue (SR 125) to residential areas in Anderson Township and Mt. Washington.



The study area extends from the SR 32/SR 125 interchange in Anderson Township to Ranchvale Drive in Mt. Washington in the City of Cincinnati, approximately 0.6 miles east of the interchange.

Proposed improvements will:

- Connect nearby residential areas with the Little Miami Scenic Trail and regional trail system;
- Provide a sidewalk or shared-use path along Elstun Road to safely connect residents with bus stops on Beechmont Avenue (SR 125);
- Provide a dedicated bike/pedestrian path on the south side of Beechmont Avenue (SR 125) between Elstun Road and Ranchvale Drive.

ABOUT THE OPEN HOUSE

ODOT is hosting this Open House online due to current public gathering restrictions. The event is organized as a self-guided tour through exhibits highlighting the proposed improvement

YOUR INPUT IS IMPORTANT

Feedback can be submitted by responding to questions placed throughout the material presented on the Open House site. Questions and comments can also be shared by email, mail, or phone by contacting:

Paul Maricocchi, E.I.T.
Environmental Engineer

alternatives. Visit at your convenience anytime between now and Oct. 26 by clicking on the link below.

Visit the Open House

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505 South State Route 741
Lebanon, OH 45036
Paul.Maricocchi@dot.ohio.gov
(513) 933-6586

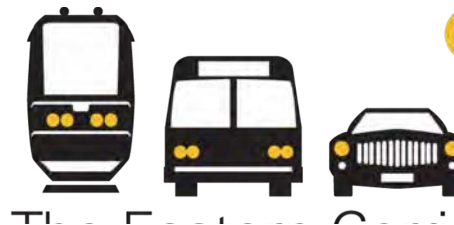
Comments should be submitted by
Oct. 26, 2021.

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AN EASTERN CORRIDOR PROJECT

The proposed improvements being presented at this Virtual Open House stem from the Eastern Corridor Program and recommendations outlined in the [2019](#)

[Conceptual Alternatives Implementation Plan for Eastern Corridor Segments II and III](#). The Eastern Corridor Program is a series of integrated transportation improvements designed to make travel easier and safer between Greater Cincinnati's urban core and the communities in eastern Hamilton County and western Clermont County. Eastern Corridor projects are also designed to support local goals for community enhancement, economic development, and sustainable regional growth.



For more information, visit EasternCorridor.org.



PIDs 113602/115291

ODOT - Eastern Corridor | 505 South State Route 741, Lebanon, OH 45036

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Sent by easterncorridor@easterncorridor.org powered by



Durham, Paul

From: Eastern Corridor <easterncorridor@easterncorridor.org>
Sent: Thursday, October 21, 2021 1:04 PM
To: Durham, Paul
Subject: Closing Soon - Bicycle/Pedestrian Improvements Virtual Open House



- CLOSING SOON -

VIRTUAL OPEN HOUSE
Bicycle & Pedestrian Improvements
in the Beechmont Levee Area
Closes Tuesday, October 26, 2021

[Click here to visit the Open House](#)

(PIDs 113602/115291)

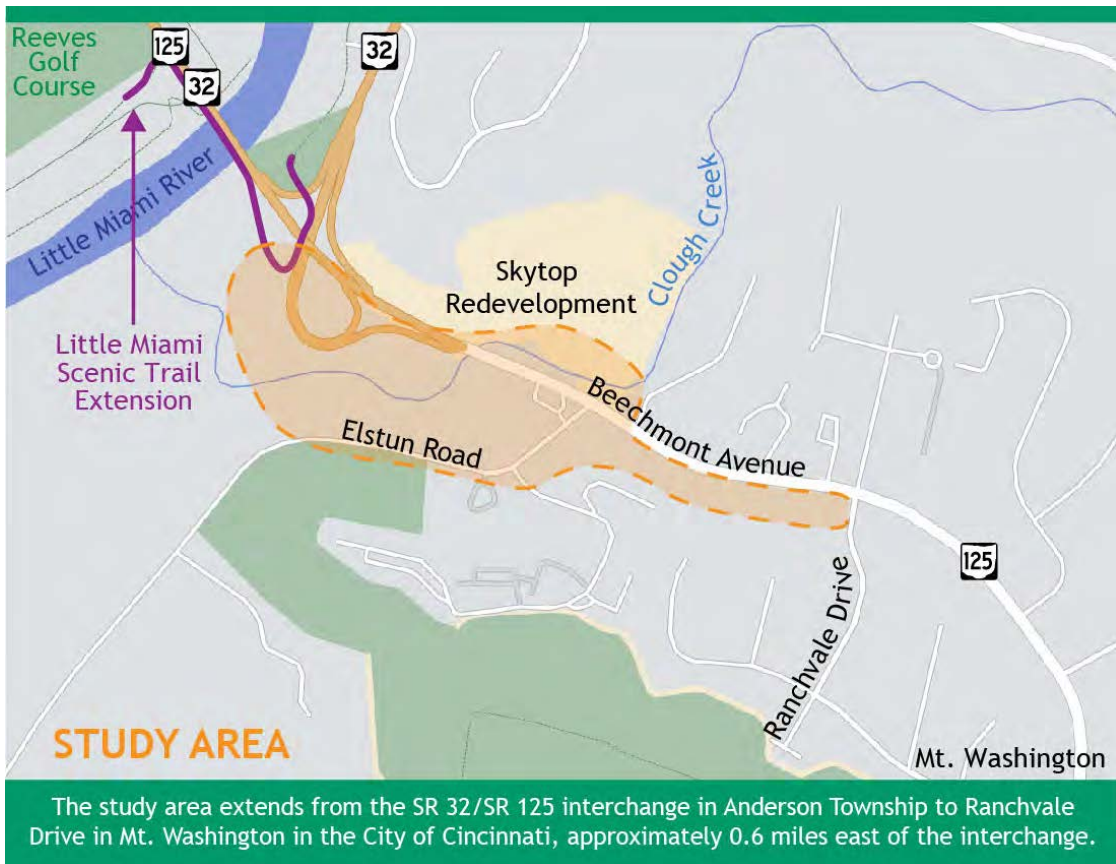
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PIDs 113602/115291

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Eastern Corridor Segments II and III Bicycle/Pedestrian Improvements Anderson Township/City of Cincinnati

VIRTUAL OPEN HOUSE

September 12, 2021 - October 26, 2021

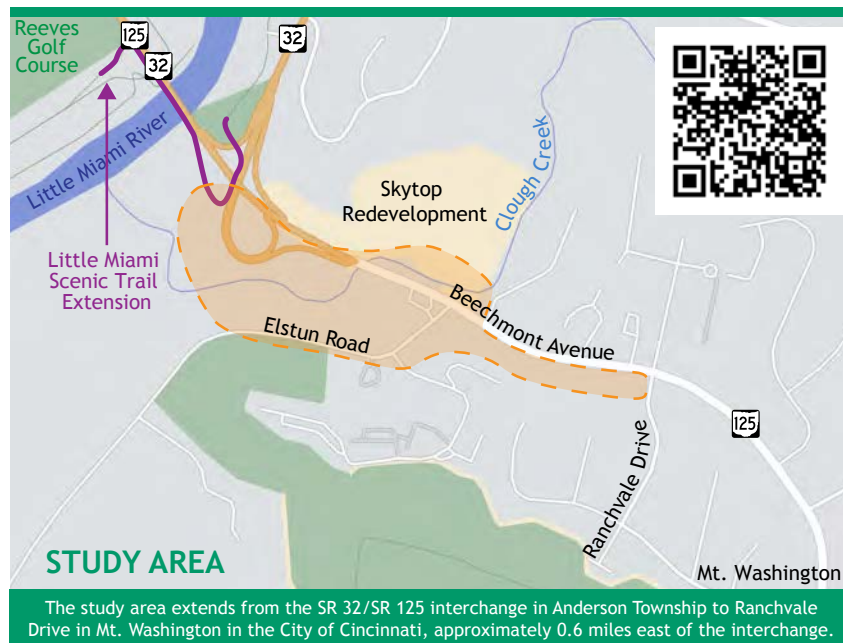
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September 9, 2021

RE: Virtual Open House for Little Miami Scenic River Trail Ext. to Ranchvale Drive Project
PID 113602/115291

Dear Neighbor,

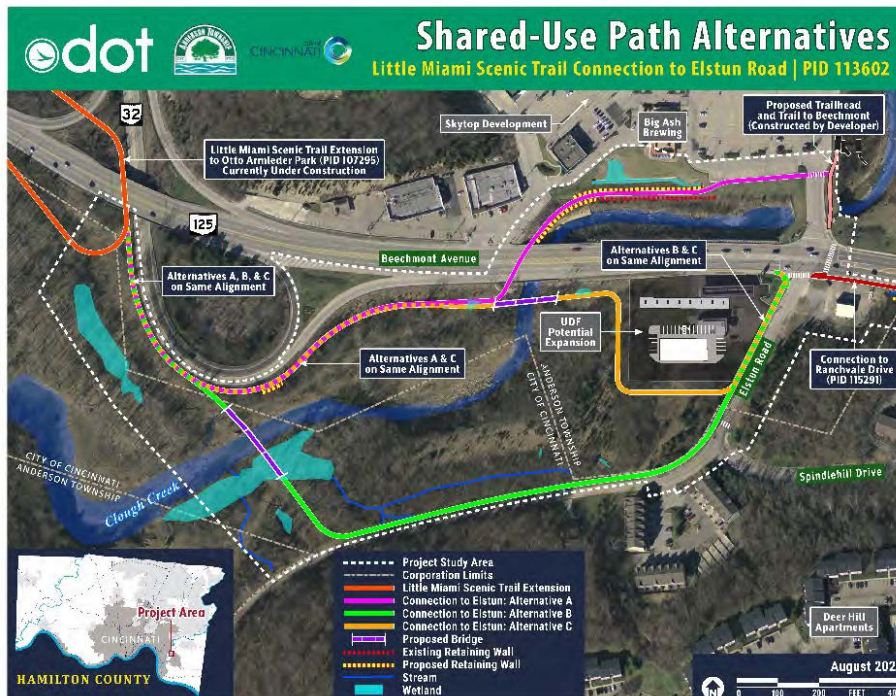
The Ohio Department of Transportation (ODOT) would like to invite you to participate in a virtual Open House to share proposed pedestrian and bicycle improvements along Beechmont Avenue (SR 125) and Elstun Road in Anderson Township to make travel for pedestrians and bicyclists easier and safer and to provide connections to the Little Miami Scenic Trail (LMST) and other regional bike trails. Information on environmental impacts and traffic impacts during construction will also be provided. The virtual Open House is accessible online at www.EasternCorridor.org and can be visited any time between September 12, 2021 and October 26, 2021. Due to the COVID-19 pandemic, ODOT is conducting this public involvement opportunity online in order to help prevent the spread of the virus.

The purpose of the proposed project is to address gaps in bicycle and pedestrian connections along Beechmont Avenue (SR 125), between the LMST bridge project (currently under construction) and nearby neighborhoods, in order to make biking and walking in the area easier and safer. The proposed project includes two contiguous project components which are being funded separately by Anderson Township and the City of Cincinnati. These components are described below.

The Elstun Connection (sponsored by Anderson Township): a new shared-use path from the LMST bridge project in Anderson Township (now under construction at the east end of the Beechmont Levee and SR 32/SR 125 interchange) to Elstun Road and to the bus stops along SR 125 in the City of Cincinnati's Mt. Washington neighborhood.

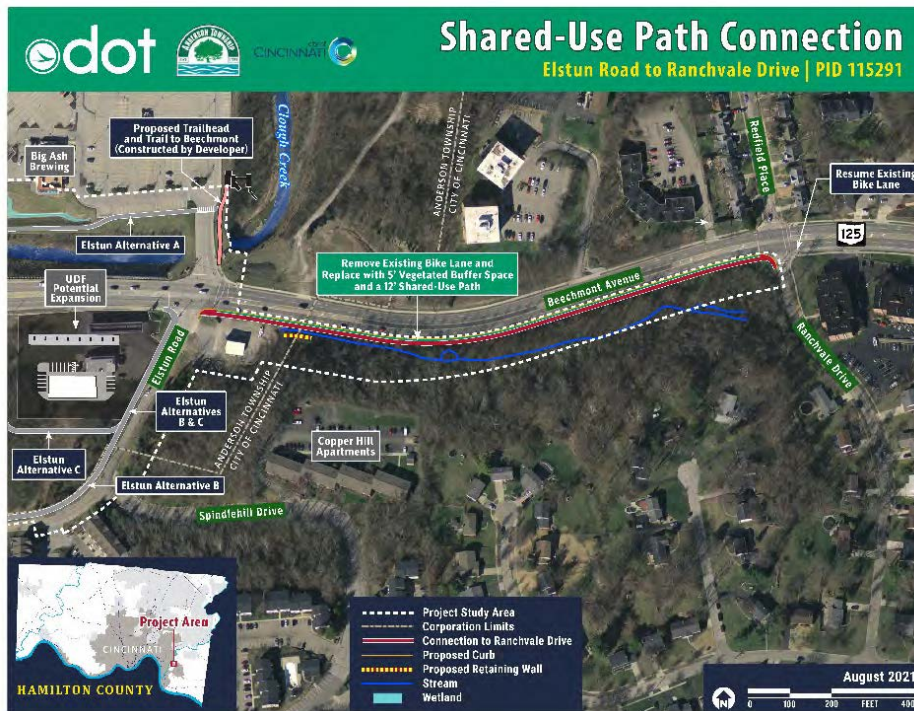
Three Elstun Connection alternatives were developed and evaluated. These alternatives, shown in the exhibit to the left, include the following features:

- A new shared-use path connection between the LMST bridge project at the SR 32/SR 125 interchange (shown in orange in the exhibit to the left) and Elstun Road;
- A pedestrian connection along Elstun Road to connect rental properties on Elstun with Metro bus stops on Beechmont Avenue (SR 125) (Alternatives B and C only)



The Elstun Connection alternatives are discussed in more detail on the Virtual Open House website at www.EasternCorridor.org.

The Ranchvale Connection (sponsored by the City of Cincinnati): a shared-use path along Beechmont Avenue (SR 125) between Elstun Road and Ranchvale Drive (Ranchvale Connection Project).



Only one proposed alternative is being considered for the Ranchvale Connection. This alternative includes:

- Replacement of the existing bike lane on the south (eastbound) side of Beechmont Avenue (SR 125) with a shared-use path between Elstun Road and Ranchvale Drive;
- Installation of a five-foot vegetated (grass) buffer between the roadway and the shared-use path through the length of the project

Both the Elstun and Ranchvale Connections will result in minor impacts to streams and wetlands and possible ecological impacts. In addition, the projects will result in impacts to private property and minor traffic impacts during construction.

ODOT is seeking public input regarding these proposed shared-use paths and their potential impacts. We hope that you can join us for the upcoming virtual Open House where you can view a presentation which explains the overall project and presents potential impacts. You are encouraged to complete a downloadable Comment Form to provide input on the project and ask questions. Comments can also be submitted by completing an online Comment Form included on the Open House website. All comments will be posted to the Project Website at www.EasternCorridor.org. Questions and comments can also be directed to Paul Maricocchi, E.I.T., Environmental Engineer, ODOT District 8, by email, mail, or phone:

Paul Maricocchi, E.I.T., Environmental Engineer, ODOT District 8 • 505 State Route 741 • Lebanon, OH 45036,
Paul.Maricocchi@dot.ohio.gov, (513) 933-6586

All materials presented during the virtual Open House are available online at www.EasternCorridor.org. If you do not have internet access and would like these materials mailed to you, please contact Paul Maricocchi at the address above. Included with this letter is a comment form that can be mailed back to ODOT, or you may leave comments on the project website mentioned above. We ask that comments be submitted by October 26, 2021.

Individuals who require interpretation services or reasonable accommodations to participate in this meeting should contact Kathleen Fuller at (513) 932-3030. Public participation is solicited without regard to race, color, sex, age, national origin, or disability.

Si desea que los materiales para esta reunión son traducidos a español, contacte a Kathleen Fuller tan pronto que sea posible a Kathleen.Fuller@dot.ohio.gov o por teléfono a (513) 932-3030.

We sincerely appreciate your involvement!

Respectfully,

A handwritten signature in dark ink, appearing to read "Paul Maricocchi", with a stylized flourish at the end.

Paul Maricocchi, E.I.T.
ODOT District 8 Environmental Engineer

EASTERN CORRIDOR – LMST TO RANCHVALE SOCIAL MEDIA CALENDAR
SEPTEMBER 13 – SEPTEMBER 23
 PIDs 113602/115291

Tags:


ANDERSON TOWNSHIP
 Facebook: @AndersonTownshipOhio
 Twitter: @AndersonTownshp

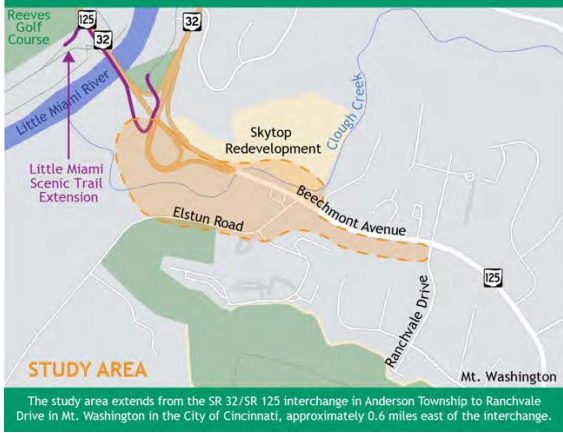

GREEN UMBRELLA
 Facebook: @GreenUmbrellaCIN
 Twitter: @GreenUmbrella

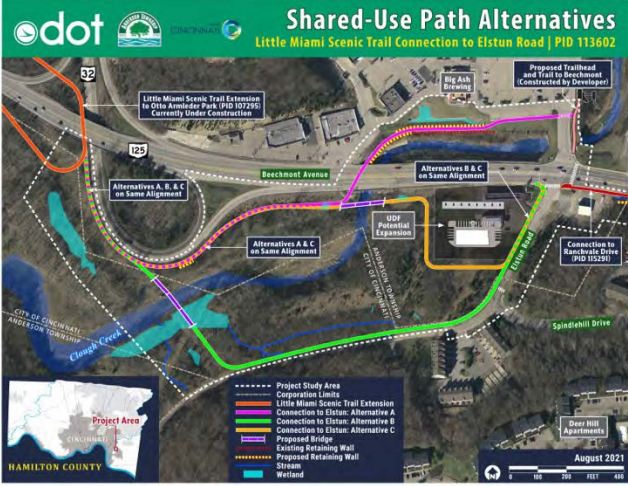
MT.WASHINGTON
 Facebook: @mtwashingtoncc
 Twitter: @MtWashingtonCC

TRISTATE TRAILS
 Facebook: @tristatetrails1
 Twitter: @TriStateTrails

CITY OF CINCINNATI
 Facebook: @CityOfCincy
 Twitter: @CityOfCincy

Date	Post Content
9/13	<p>For Facebook: We're hosting a Virtual Open House to tell you more about planned bike/pedestrian improvements in the Beechmont Levee area and to get your input. Stop by any time before Oct. 26. www.EasternCorridor.org @AndersonTownshipOhio @mtwashingtoncc @CityOfCincy @GreenUmbrellaCIN @TriStateTrails</p> <p>For Twitter: We're hosting a Virtual Open House to tell you more about planned bike/pedestrian improvements in the Beechmont Levee area and to get your input. Stop by any time before Oct. 26. www.EasternCorridor.org @AndersonTownshp @MtWashingtonCC @CityOfCincy</p> 
9/16	<p>For Facebook: We've developed some concepts to make it easier for bicyclists and pedestrians to travel between the regional shared-use trail system and nearby neighborhoods in the Beechmont Levee area. Stop by our Virtual Open House to learn more and tell us what you think! www.EasternCorridor.org @AndersonTownshipOhio @mtwashingtoncc @CityOfCincy</p>

Date	Post Content
	<p>For Twitter:</p> <p>We've developed some concepts to make it easier for bikes and walkers to travel between the regional shared-use trail network and nearby neighborhoods in the Beechmont Levee area. Visit our Virtual Open House for more info! www.EasternCorridor.org @GreenUmbrella @TriStateTrails</p> 
9/20	<p>For Facebook:</p> <p>We're starting to get great feedback from our Virtual Open House about proposed bike/pedestrian improvements between the Beechmont Levee and Mt. Washington. Make sure your voice is heard too! Stop by any time between now and Oct. 26. www.EasternCorridor.org @AndersonTownshipOhio @mtwashingtoncc @CityOfCincy @GreenUmbrellaCIN @TriStateTrails</p> <p>For Twitter:</p> <p>We're getting great feedback from our Virtual Open House about proposed bike/pedestrian improvements in the Beechmont Levee area. Make sure your voice is heard too! Stop by any time between now and 10/26. www.EasternCorridor.org @MtWashingtonCC @TriStateTrails @AndersonTownshp</p> 
9/23	<p>For Facebook:</p> <p>We're looking for your input on proposed new bike/ped connections to the Little Miami Scenic Trail in the Beechmont Levee area. Stop by our Virtual Open House to learn more and share your thoughts. www.EasternCorridor.org @AndersonTownshipOhio @mtwashingtoncc @CityOfCincy @GreenUmbrellaCIN @TriStateTrails</p>

Date	Post Content
	<p>For Twitter:</p> <p>We're looking for your input on proposed new bike/ped connections to the Little Miami Scenic Trail in the Beechmont Levee area. Stop by our Virtual Open House to learn more and share your thoughts. www.EasternCorridor.org @CityOfCincy @GreenUmbrella @AndersonTownshp</p> 

EASTERN CORRIDOR – LMST TO RANCHVALE SOCIAL MEDIA CALENDAR
OCTOBER 4 – OCTOBER 26
 PIDs 113602/115291

Tags:

ANDERSON TOWNSHIP

Facebook: @AndersonTownshipOhio

Twitter: @AndersonTownshp

GREEN UMBRELLA

Facebook: @GreenUmbrellaCIN

Twitter: @GreenUmbrella

MT. WASHINGTON

Facebook: @mtwashingtoncc

Twitter: @MtWashingtonCC

TRISTATE TRAILS


Facebook: @tristatetrails1

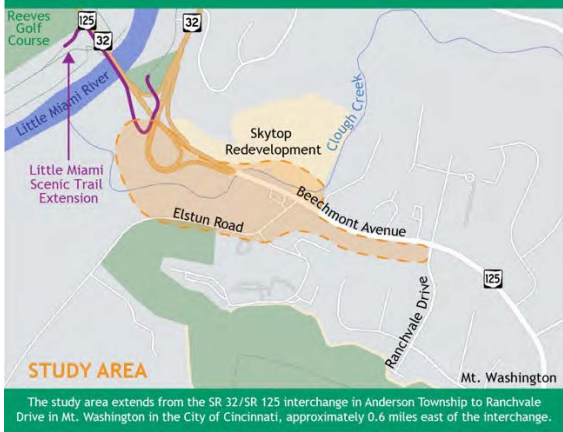

Twitter: @TriStateTrails

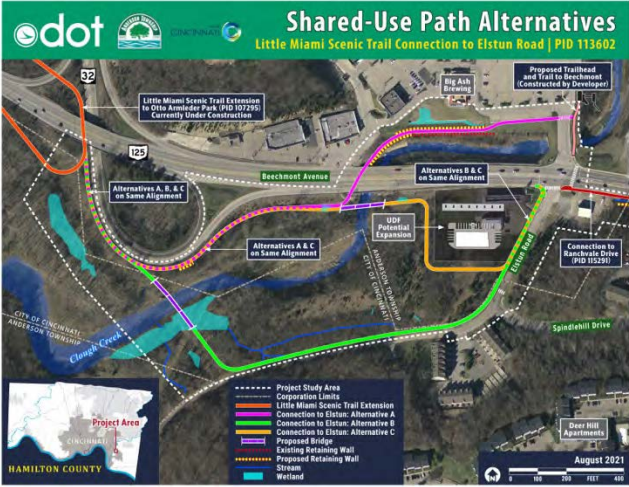

CITY OF CINCINNATI

Facebook: @CityOfCincy

Twitter: @CityOfCincy

Date	Post Content
Week of 10/4	<p>For Facebook: Nearly 200 people have already shared their thoughts regarding proposed bicyclist/pedestrian improvements in Cincinnati's east side Beechmont Levee area. Make sure your voice is heard too by participating in our Virtual Open House, open now through Oct. 26 at www.EasternCorridor.org. @AndersonTownshipOhio @mtwashingtoncc @CityOfCincy @GreenUmbrellaCIN @TriStateTrails</p> <p>For Twitter: Nearly 200 people have shared their thoughts regarding proposed bike/ped improvements in Cincinnati's east side Beechmont Levee area. You can too! Stop by our Virtual Open House before 10/26. www.EasternCorridor.org. @CityOfCincy @GreenUmbrella @AndersonTownshp</p> 
Week of 10/11	<p>For Facebook: We're excited to help expand Greater Cincinnati's shared-use path network. Currently, we're evaluating options that will connect a new extension of the Little Miami Scenic Trail with nearby neighborhoods. Learn more and let us know which option you like best by participating in our Virtual Open House at www.EasternCorridor.org. @AndersonTownshipOhio @mtwashingtoncc @CityOfCincy @GreenUmbrellaCIN @TriStateTrails</p>

Date	Post Content
	<p>For Twitter:</p> <p>Learn more about the options we're evaluating to connect the Little Miami Scenic Trail with nearby neighborhoods in the Anderson Township/Mt. Washington area. Visit our Virtual Open House at www.EasternCorridor.org. @MtWashingtonCC @GreenUmbrella @AndersonTownshp</p>  <p>The study area extends from the SR 32/SR 125 interchange in Anderson Township to Ranchvale Drive in Mt. Washington in the City of Cincinnati, approximately 0.6 miles east of the interchange.</p>
<p>Week of 10/18</p>	<p>For Facebook:</p> <p>We're working to make it easier and safer for bicyclists and pedestrians to travel between the new Little Miami Scenic Trail connection in Anderson Township and Cincinnati's Mt. Washington neighborhood. Visit our Virtual Open House to review the options under consideration at www.EasternCorridor.org. @AndersonTownshipOhio @mtwashingtoncc @CityOfCincy @GreenUmbrellaCIN @TriStateTrails</p> <p>For Twitter:</p> <p>We're working to make it easier & safer for bicyclists & pedestrians to go between the new Little Miami Scenic Trail connection in Anderson Township and Cincinnati's Mt. Washington neighborhood. Learn more at www.EasternCorridor.org @MtWashingtonCC @TriStateTrails @AndersonTownshp</p> 
<p>10/22</p>	<p>For Facebook:</p> <p>Our Virtual Open House exploring proposed new bike/pedestrian connections between the Little Miami Scenic Trail near the Beechmont Levee and nearby neighborhoods is closing soon. Be sure to stop by and weigh in on which options you like best by visiting www.EasternCorridor.org and clicking on the Virtual Open House button. @AndersonTownshipOhio @mtwashingtoncc @CityOfCincy @GreenUmbrellaCIN @TriStateTrails</p>

Date	Post Content
	<p>For Twitter:</p> <p>Closing soon: Our Virtual Open House exploring proposed new bike/ped connections between the Little Miami Scenic Trail near the Beechmont Levee and nearby neighborhoods. Stop by and weigh in at www.EasternCorridor.org. @CityOfCincy @GreenUmbrella @AndersonTownshp</p> 
10/26	<p>For Facebook:</p> <p>Today is the last day of our Virtual Open House about improvements for bicyclists and pedestrians between Ranchvale Drive in Cincinnati's Mt. Washington neighborhood and the Little Miami Scenic Trail – one of our region's most popular shared-use trails. Don't miss the opportunity to weigh in on the options being considered. www.EasternCorridor.org @AndersonTownshipOhio @mtwashingtoncc @CityOfCincy @GreenUmbrellaCIN @TriStateTrails</p> <p>For Twitter:</p> <p>Today's the last day to review proposed improvements for bikes/peds between Ranchvale Dr. and the Little Miami Scenic Trail. Visit EasternCorridor.org and click on our Virtual Open House button to weigh in. @CityOfCincy @TriStateTrails @AndersonTownshp @GreenUmbrella</p> 

ODOT PLANS SHARED-USE TRAIL CONNECTIONS IN BEECHMONT LEVEE AREA

Public is invited to a Virtual Public Open House to learn more and share feedback

CINCINNATI, OH (September 13, 2021) – As part of continued improvements stemming from the Eastern Corridor Program, the Ohio Department of Transportation (ODOT), in coordination with Anderson Township and the City of Cincinnati, is developing plans to make it easier and safer for bicyclists and pedestrians on the east side of the Beechmont Levee [Beechmont Avenue (SR 125)] to travel between the regional trail network and nearby neighborhoods. Several connection alternatives (ODOT PIDs 113602/115291) are being considered. ODOT invites the community to learn more and share their preferences by participating in a Virtual Open House, which can be accessed anytime between Sept. 12, 2021 and October 26, 2021 at www.EasternCorridor.org.

The proposed improvements are located in the area that extends from the SR 32/SR 125 interchange at the east end of the Beechmont Levee to Ranchvale Drive, which is approximately 0.6 miles east of the interchange. The connections will link bicyclists and pedestrians to the new [Little Miami Scenic Trail \(LMST\) bridge project](#), which is currently under construction and will provide access to the LMST, Lunken Airport Trail, Otto Armleder Memorial Park Trail, and Ohio River Trail. It will also provide bicyclists and pedestrians with a safe, dedicated path for travel from the levee and nearby bus stops on Beechmont Avenue (SR 125), to residential areas in Anderson Township and Mt. Washington.

“When we discussed transportation needs with local community representatives and the public, they told us that improving options for biking and walking in this area is a high priority,” said Tom Arnold, District Planning Engineer for ODOT District 8. “Great Parks, the City of Cincinnati, Anderson Township, and ODOT have since begun constructing the extension of the Little Miami Scenic Trail to establish a much-wanted link to the regional shared-use trail system. Our goal now is to provide a means for bicyclists and walkers to safely and easily access this new link and move through the surrounding area.”

Proposed project elements include:

- Connecting nearby residential areas with the Little Miami Scenic Trail and regional trail system;
- Providing a dedicated bike/pedestrian path on the south side of SR 125/Beechmont Avenue between Elstun Road and Ranchvale Drive
- Providing a sidewalk or shared-use path along Elstun Road to safely connect residents with bus stops on SR 125/Beechmont Avenue

Connection alternatives, as well as additional project information and background, are discussed in more detail on the Virtual Open House site. Interspersed throughout the discussion are multiple survey questions that give participants the opportunity to share their feedback and preferences.

“Public input is an important part of our planning process,” said Arnold. “We strongly encourage people to stop by the Virtual Open House and let us know their thoughts. We will use the feedback received to help decide which alternatives to advance to the next stage of development.”

Arnold noted that the connections being discussed were prepared in response to input received from community planners, local representatives, interest groups, and the broader public during the development of the [2019 Conceptual Alternatives Implementation Plan for Eastern Corridor Segments II and III](#).

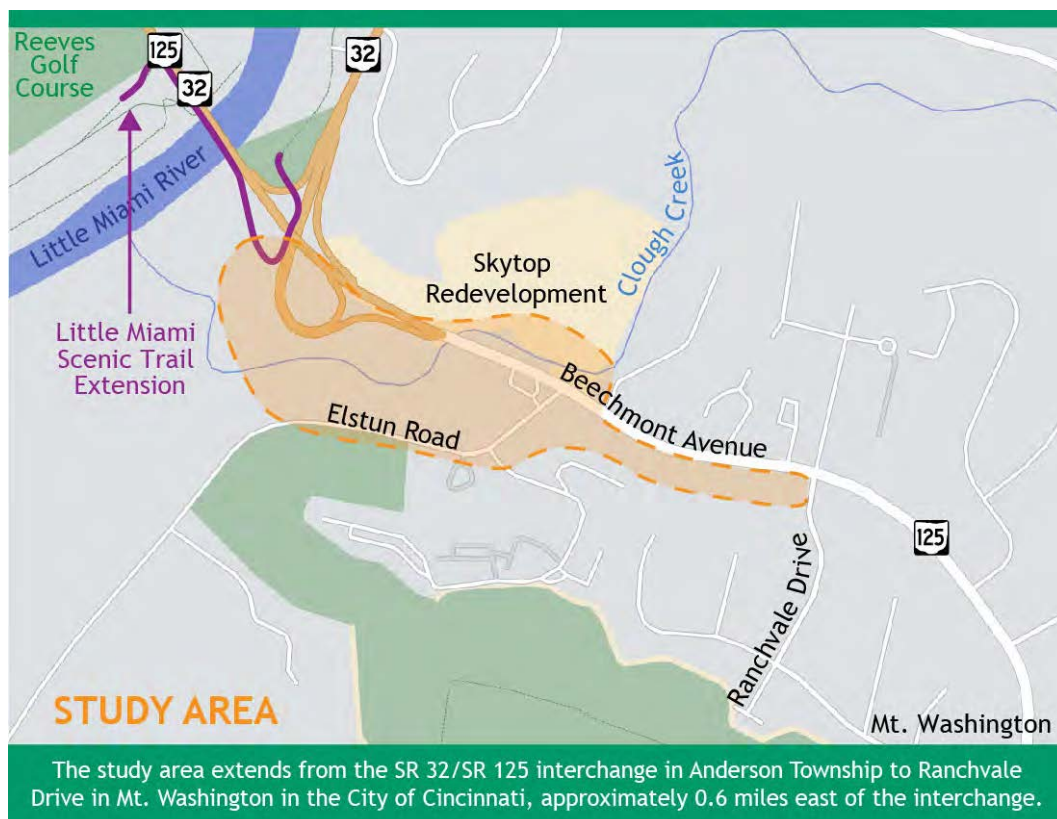
The Virtual Open House will be active for 45 days; visitors can participate at their convenience. Comments received by Oct. 26, 2021 will be included in a public comment assessment report. Beyond the website, questions and comments can also be directed to ODOT by email, mail, or phone:

Paul.Maricocchi, E.I.T., Environmental Engineer
ODOT District 8 • 505 South State Route 741 • Lebanon, OH 45036
Paul.Maricocchi@dot.ohio.gov
(513) 933-6586

Any individuals needing interpretation or translation services or other reasonable accommodations to participate in the open house, review project materials, or provide comment should contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

#

The Eastern Corridor Program is a series of integrated transportation projects designed to make travel easier and safer between Greater Cincinnati's urban core and the communities in eastern Hamilton County and western Clermont County. Eastern Corridor projects are also designed to support local goals for community enhancement, economic development, and sustainable regional growth. For more information, visit www.EasternCorridor.org.



ATTACHMENT G

Preliminary Cost Estimates

Estimate Elstun Alt 1

Estimated Cost:\$2,736,963.88

Contingency: 11.36%

Estimated Total: \$3,047,882.98

HAM-LMST Ext to Ranchvale Feasibility Study
Elstun Connection Alternative 1

Base Date: 02/01/21

Spec Year: 19

Unit System: E

Work Type: GEN CONST: INV LVS 2 OR MOR MAJ WRK TYPE

Highway Type:

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: HAMILTON

Latitude of Midpoint: 390620

Longitude of Midpoint: 842354

District: 08

Federal/State Project Number: 113602

Estimate Type: C1

Prepared by Stantec on 07/28/21

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Group 0010: Roadway

0005	201E11000 CLEARING AND GRUBBING	3.000	ACRE	\$2,000.00000	\$6,000.00
0006	203E10000 EXCAVATION	4,450.000	CY	\$12.00000	\$53,400.00
0007	203E20000 EMBANKMENT	6,100.000	CY	\$13.00000	\$79,300.00
0008	204E10000 SUBGRADE COMPACTION	3,290.000	SY	\$1.81738	\$5,979.18
0009	606E15050 GUARDRAIL, TYPE MGS	700.000	FT	\$17.89218	\$12,524.53
0010	607E98000 FENCE, MISC.: <i>Bikeway Railing</i>	650.000	FT	\$50.00000	\$32,500.00

Total for Group 0010:\$189,703.71

Group 0020: Erosion Control

0011	659E10000 SEEDING AND MULCHING	14,000.000	SY	\$5.25000	\$73,500.00
0012	832E15000 STORM WATER POLLUTION PREVENTION PLAN	1.000	LS	\$15,000.00000	\$15,000.00
0013	832E15002 STORM WATER POLLUTION PREVENTION INSPECTIONS	1.000	LS	\$10,000.00000	\$10,000.00
0014	832E15010 STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	1.000	LS	\$10,000.00000	\$10,000.00
0015	832E30000 EROSION CONTROL	40,000.000	EACH	\$1.00000	\$40,000.00

Total for Group 0020:\$148,500.00

Group 0040: Drainage

0016	601E37500 PAVED GUTTER, TYPE 1-2	160.000	FT	\$49.54079	\$7,926.53
0017	611E07900 18" CONDUIT, TYPE D	50.000	FT	\$56.77073	\$2,838.54
0018	611E10200 24" CONDUIT, TYPE A	50.000	FT	\$108.74712	\$5,437.36
0019	611E98150	1.000	EACH	\$3,159.34997	\$3,159.35

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

CATCH BASIN, NO. 3

0020	611E99574	1.000	EACH	\$3,000.00000	\$3,000.00
	MANHOLE, NO. 3				

Total for Group 0040:\$22,361.78

Group 0050: Pavement

0021	304E20000	460.000	CY	\$68.49303	\$31,506.79
	AGGREGATE BASE				
0022	407E10000	140.000	GAL	\$2.79717	\$391.60
	TACK COAT				
0023	823E10000	110.000	CY	\$225.00000	\$24,750.00
	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448)				
0024	823E15000	130.000	CY	\$225.00000	\$29,250.00
	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)				

Total for Group 0050:\$85,898.39

Group 0100: Other Utilities

0025	F-MC-UTIL	1.000	LS	\$60,000.00000	\$60,000.00
	MAJOR COST DRIVERS, UTILITIES				
	<i>Electric Transmission Line Relocation</i>				

Total for Group 0100:\$60,000.00

Group 0120: Traffic Control

0026	J-MC-TRAF	0.400	MILE	\$100,000.00000	\$40,000.00
	MAJOR COST DRIVERS, TRAFFIC CONTROL				
	<i>Ground Mounted Signs</i>				
0027	J-MC-TRAF	1.000	LS	\$10,000.00000	\$10,000.00
	MAJOR COST DRIVERS, TRAFFIC CONTROL				
	<i>Pavement Marking</i>				

Total for Group 0120:\$50,000.00

Group 0150: Retaining Walls

0028	M-MC-WALL	1.000	LS	\$166,500.00000	\$166,500.00
	MAJOR COST DRIVERS, RETAINING WALLS				
	<i>CIP Cantilever Retaining Wall, Sta 106+00 Rt</i>				
0029	M-MC-WALL	1.000	LS	\$405,000.00000	\$405,000.00
	MAJOR COST DRIVERS, RETAINING WALLS				
	<i>Soil Nail Wall, Sta 112+50 Lt.</i>				
0030	M-MC-WALL	1.000	LS	\$195,000.00000	\$195,000.00
	MAJOR COST DRIVERS, RETAINING WALLS				
	<i>Drilled Shaft Retaining Wall, Sta 113+90 Rt</i>				
0031	M-MC-WALL	1.000	LS	\$220,000.00000	\$220,000.00
	MAJOR COST DRIVERS, RETAINING WALLS				
	<i>CIP Cantilever Retaining Wall, Sta 115+00 Rt</i>				

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0032	M-MC-WALL	1.000	LS	\$430,000.00000	\$430,000.00
MAJOR COST DRIVERS, RETAINING WALLS					
<i>Drilled Shaft Retaining Wall, Sta 115+25 Lt</i>					
0033	M-MC-WALL	1.000	LS	\$50,000.00000	\$50,000.00
MAJOR COST DRIVERS, RETAINING WALLS					
<i>Bridge Pier Wall</i>					

Total for Group 0150:\$1,466,500.00

Group 0230: Incidentals

0034	614E11000	1.000	LS	\$20,000.00000	\$20,000.00
MAINTAINING TRAFFIC					
0035	623E10000	1.000	LS	\$13,000.00000	\$13,000.00
CONSTRUCTION LAYOUT STAKES AND SURVEYING					
<i>0.5% of construction cost</i>					
0036	624E10000	1.000	LS	\$100,000.00000	\$100,000.00
MOBILIZATION					
<i>per CMS 624.02-1</i>					

Total for Group 0230:\$133,000.00

Group 0240: Design Contingency

0037	V-MC-CNTG	1.000	LS	\$581,000.00000	\$581,000.00
MAJOR COST DRIVERS, CONTINGENCY COSTS					
<i>Design Contingency (30% Construction Cost)</i>					

Total for Group 0240:\$581,000.00

FY 2022-2026 Business Plan Inflation Calculator:

[Not sure if you have the latest calculator? Click here.](#)

Last Modified: 7/30/2021

Today's Date:
December 7, 2021

Please Enter Values in the Yellow Areas Only:

Estimation Start Date:

Less than or Equal to Today's Date
(mm/dd/yyyy)

9/1/2021

Start Date:

Enter Construction Mid-Point Date:

(cannot exceed 12/07/2046)
(mm/dd/yyyy)

2/1/2025

Construction Mid-Point Date:

Present-Day Estimated Cost:

\$2,736,963.88

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

41

Months

Inflation - Start to Mid-Point of Construction:

(compounded growth rate)

Inflated Dollar Amount:

Business Plan

11.4%

\$3,047,958.50

Estimator's Name:

County - Route - Section:

HAM-LMST Ext to Ranchvale

PID:

113602

Estimator's Notes:

Alternative 1

Estimate Elstun Alt 3

Estimated Cost:\$1,478,649.75

Contingency: 11.36%

Estimated Total: \$1,646,624.36

HAM-LMST Ext to Ranchvale Feasibility Study
Elstun Connection Alternative 3

Base Date: 02/01/21

Spec Year: 19

Unit System: E

Work Type: GEN CONST: INV LVS 2 OR MOR MAJ WRK TYPE

Highway Type:

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: HAMILTON

Latitude of Midpoint: 390620

Longitude of Midpoint: 842354

District: 08

Federal/State Project Number: 113602

Estimate Type: C1

Prepared by Stantec on 07/28/21

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Group 0010: Roadway

0005	201E11000 CLEARING AND GRUBBING	3.500	ACRE	\$2,000.00000	\$7,000.00
0006	203E10000 EXCAVATION	2,000.000	CY	\$12.00000	\$24,000.00
0007	203E20000 EMBANKMENT	18,500.000	CY	\$13.00000	\$240,500.00
0008	204E10000 SUBGRADE COMPACTION	3,820.000	SY	\$1.74094	\$6,650.39
0009	606E15050 GUARDRAIL, TYPE MGS	500.000	FT	\$18.20093	\$9,100.47
0010	607E98000 FENCE, MISC.: <i>Bikeway Railing</i>	150.000	FT	\$50.00000	\$7,500.00
0011	609E26000 CURB, TYPE 6	200.000	FT	\$32.09059	\$6,418.12
Total for Group 0010:					\$301,168.98

Group 0020: Erosion Control

0012	659E10000 SEEDING AND MULCHING	16,000.000	SY	\$5.25000	\$84,000.00
0013	832E15000 STORM WATER POLLUTION PREVENTION PLAN	1.000	LS	\$15,000.00000	\$15,000.00
0014	832E15002 STORM WATER POLLUTION PREVENTION INSPECTIONS	1.000	LS	\$10,000.00000	\$10,000.00
0015	832E15010 STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	1.000	LS	\$10,000.00000	\$10,000.00
0016	832E30000 EROSION CONTROL	40,000.000	EACH	\$1.00000	\$40,000.00
Total for Group 0020:					\$159,000.00

Group 0040: Drainage

0017	611E07900 18" CONDUIT, TYPE D	200.000	FT	\$56.77073	\$11,354.15
Total for Group 0040:					\$11,354.15

Group 0050: Pavement

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0018	304E20000	540.000	CY	\$66.94737	\$36,151.58
AGGREGATE BASE					
0019	407E10000	170.000	GAL	\$2.79435	\$475.04
TACK COAT					
0020	823E10000	130.000	CY	\$225.00000	\$29,250.00
ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448)					
0021	823E15000	150.000	CY	\$225.00000	\$33,750.00
ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)					

Total for Group 0050:\$99,626.62

Group 0100: Other Utilities

0022	F-MC-UTIL	1.000	LS	\$60,000.00000	\$60,000.00
MAJOR COST DRIVERS, UTILITIES					
<i>Electric Transmission Line Relocation</i>					

Total for Group 0100:\$60,000.00

Group 0120: Traffic Control

0023	J-MC-TRAF	0.400	MILE	\$100,000.00000	\$40,000.00
MAJOR COST DRIVERS, TRAFFIC CONTROL					
<i>Ground Mounted Signs</i>					
0024	J-MC-TRAF	1.000	LS	\$10,000.00000	\$10,000.00
MAJOR COST DRIVERS, TRAFFIC CONTROL					
<i>Pavement Marking</i>					

Total for Group 0120:\$50,000.00

Group 0200: Structures Over 20 Foot Span (Bridge Number of SFN)

0025	R-MC-STRC	1.000	LS	\$413,500.00000	\$413,500.00
MAJOR COST DRIVERS, STRUCTURES					
<i>Three Span Bridge over Clough Creek</i>					

Total for Group 0200:\$413,500.00

Group 0230: Incidentals

0026	614E11000	1.000	LS	\$20,000.00000	\$20,000.00
MAINTAINING TRAFFIC					
0027	623E10000	1.000	LS	\$6,000.00000	\$6,000.00
CONSTRUCTION LAYOUT STAKES AND SURVEYING					
<i>0.5% of construction cost</i>					
0028	624E10000	1.000	LS	\$40,000.00000	\$40,000.00
MOBILIZATION					
<i>per CMS 624.02-1</i>					

Total for Group 0230:\$66,000.00

Group 0240: Design Contingency

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0029	V-MC-CNTG	1.000	LS	\$318,000.00000	\$318,000.00
MAJOR COST DRIVERS, CONTINGENCY COSTS					
<i>Design Contingency (30% Construction Cost)</i>					
Total for Group 0240:					\$318,000.00

FY 2022-2026 Business Plan Inflation Calculator:

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Estimation Start Date:

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9/1/2021

Start Date:

Enter Construction Mid-Point Date:

(cannot exceed 12/07/2046)
(mm/dd/yyyy)

2/1/2025

Construction Mid-Point Date:

Present-Day Estimated Cost:

\$1,478,649.75

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

41

Months

Inflation - Start to Mid-Point of Construction:

(compounded growth rate)

Inflated Dollar Amount:

Business Plan

11.4%

\$1,646,665.16

Estimator's Name:

County - Route - Section:

HAM-LMST Ext to Ranchvale

PID:

113602

Estimator's Notes:

Alternative 3

Estimate Elstun Alt 4A

Estimated Cost:\$1,813,079.68

Contingency: 11.36%

Estimated Total: \$2,019,045.53

HAM-LMST Ext to Ranchvale Feasibility Study
Elstun Connection Alternative 4A

Base Date: 02/01/21

Spec Year: 19

Unit System: E

Work Type: GEN CONST: INV LVS 2 OR MOR MAJ WRK TYPE

Highway Type:

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: HAMILTON

Latitude of Midpoint: 390620

Longitude of Midpoint: 842354

District: 08

Federal/State Project Number: 113602

Estimate Type: C1

Prepared by Stantec on 07/28/21

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Group 0010: Roadway

0005	201E11000 CLEARING AND GRUBBING	4.000	ACRE	\$2,000.00000	\$8,000.00
0006	203E10000 EXCAVATION	10,000.000	CY	\$12.00000	\$120,000.00
0007	203E20000 EMBANKMENT	18,000.000	CY	\$13.00000	\$234,000.00
0008	204E10000 SUBGRADE COMPACTION	3,820.000	SY	\$1.74094	\$6,650.39
0009	606E15050 GUARDRAIL, TYPE MGS	700.000	FT	\$17.89218	\$12,524.53
0010	607E98000 FENCE, MISC.: <i>Bikeway Railing</i>	300.000	FT	\$50.00000	\$15,000.00
0011	609E26000 CURB, TYPE 6	200.000	FT	\$32.09059	\$6,418.12
Total for Group 0010:					\$402,593.04

Group 0020: Erosion Control

0012	659E10000 SEEDING AND MULCHING	20,000.000	SY	\$5.25000	\$105,000.00
0013	832E15000 STORM WATER POLLUTION PREVENTION PLAN	1.000	LS	\$15,000.00000	\$15,000.00
0014	832E15002 STORM WATER POLLUTION PREVENTION INSPECTIONS	1.000	LS	\$10,000.00000	\$10,000.00
0015	832E15010 STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	1.000	LS	\$10,000.00000	\$10,000.00
0016	832E30000 EROSION CONTROL	40,000.000	EACH	\$1.00000	\$40,000.00
Total for Group 0020:					\$180,000.00

Group 0040: Drainage

0017	611E07900 18" CONDUIT, TYPE D	50.000	FT	\$56.77073	\$2,838.54
0018	611E10200 24" CONDUIT, TYPE A	50.000	FT	\$108.25403	\$5,412.70
0019	601E37500	50.000	FT	\$44.90948	\$2,245.47

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

PAVED GUTTER, TYPE 1-2

0020	611E98150	1.000	EACH	\$3,159.34997	\$3,159.35
	CATCH BASIN, NO. 3				

0021	611E99574	1.000	EACH	\$3,703.96214	\$3,703.96
	MANHOLE, NO. 3				

Total for Group 0040:\$17,360.02

Group 0050: Pavement

0022	304E20000	540.000	CY	\$66.94737	\$36,151.58
	AGGREGATE BASE				

0023	407E10000	170.000	GAL	\$2.79435	\$475.04
	TACK COAT				

0024	823E10000	130.000	CY	\$225.00000	\$29,250.00
	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448)				

0025	823E15000	150.000	CY	\$225.00000	\$33,750.00
	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)				

Total for Group 0050:\$99,626.62

Group 0100: Other Utilities

0026	F-MC-UTIL	1.000	LS	\$60,000.00000	\$60,000.00
	MAJOR COST DRIVERS, UTILITIES				
	<i>Electric Transmission Line Relocation</i>				

Total for Group 0100:\$60,000.00

Group 0120: Traffic Control

0027	J-MC-TRAF	0.400	MILE	\$100,000.00000	\$40,000.00
	MAJOR COST DRIVERS, TRAFFIC CONTROL				

Ground Mounted Signs

0028	J-MC-TRAF	1.000	LS	\$10,000.00000	\$10,000.00
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MAJOR COST DRIVERS, TRAFFIC CONTROL
Pavement Marking

Total for Group 0120:\$50,000.00

Group 0150: Retaining Walls

0029	M-MC-WALL	1.000	LS	\$166,500.00000	\$166,500.00
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MAJOR COST DRIVERS, RETAINING WALLS
CIP Cantilever Retaining Wall, Sta 106+00 Rt

Total for Group 0150:\$166,500.00

Group 0200: Structures Over 20 Foot Span (Bridge Number of SFN)

0030	R-MC-STRC	1.000	LS	\$384,000.00000	\$384,000.00
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<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

MAJOR COST DRIVERS, STRUCTURES
Three Span Bridge over Clough Creek

Total for Group 0200:\$384,000.00

Group 0230: Incidentals

0031	614E11000	1.000	LS	\$20,000.00000	\$20,000.00
MAINTAINING TRAFFIC					
0032	623E10000	1.000	LS	\$7,000.00000	\$7,000.00
CONSTRUCTION LAYOUT STAKES AND SURVEYING					
<i>0.5% of construction cost</i>					
0033	624E10000	1.000	LS	\$40,000.00000	\$40,000.00
MOBILIZATION					
<i>per CMS 624.02-1</i>					

Total for Group 0230:\$67,000.00

Group 0240: Design Contingency

0034	V-MC-CNTG	1.000	LS	\$386,000.00000	\$386,000.00
MAJOR COST DRIVERS, CONTINGENCY COSTS					
<i>Design Contingency (30% Construction Cost)</i>					

Total for Group 0240:\$386,000.00

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9/1/2021

Start Date:

Enter Construction Mid-Point Date:

(cannot exceed 12/07/2046)
(mm/dd/yyyy)

2/1/2025

Construction Mid-Point Date:

Present-Day Estimated Cost:

\$1,813,079.68

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

41

Months

Inflation - Start to Mid-Point of Construction:

(compounded growth rate)

Inflated Dollar Amount:

Business Plan

11.4%

\$2,019,095.56

Estimator's Name:

County - Route - Section:

HAM-LMST Ext to Ranchvale

PID:

113602

Estimator's Notes:

Alternative 4A

Estimate Ranchvale Alt 2

Estimated Cost:\$495,898.04

Contingency: 11.36%

Estimated Total: \$552,232.06

HAM-LMST Ext to Ranchvale Feasibility Study
Ranchvale Connection Alternative 2

Base Date: 02/01/21

Spec Year: 19

Unit System: E

Work Type: GEN CONST: INVLVS 2 OR MOR MAJ WRK TYPE

Highway Type:

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: HAMILTON

Latitude of Midpoint: 390620

Longitude of Midpoint: 842354

District: 08

Federal/State Project Number: 115291

Estimate Type: C1

Prepared by Stantec on 07/28/21

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Group 0010: Roadway

0005	201E11000 CLEARING AND GRUBBING	1.000	ACRE	\$2,000.00000	\$2,000.00
0006	203E10000 EXCAVATION	200.000	CY	\$12.00000	\$2,400.00
0007	203E20000 EMBANKMENT	200.000	CY	\$13.00000	\$2,600.00
0008	204E10000 SUBGRADE COMPACTION	1,620.000	SY	\$2.22823	\$3,609.73
0011	609E26000 CURB, TYPE 6	1,420.000	FT	\$23.18744	\$32,926.16

Total for Group 0010:\$43,535.89

Group 0020: Erosion Control

0012	659E10000 SEEDING AND MULCHING	4,000.000	SY	\$5.25000	\$21,000.00
0013	832E15000 STORM WATER POLLUTION PREVENTION PLAN	1.000	LS	\$15,000.00000	\$15,000.00
0014	832E15002 STORM WATER POLLUTION PREVENTION INSPECTIONS	1.000	LS	\$10,000.00000	\$10,000.00
0015	832E15010 STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	1.000	LS	\$10,000.00000	\$10,000.00
0016	832E30000 EROSION CONTROL	20,000.000	EACH	\$1.00000	\$20,000.00

Total for Group 0020:\$76,000.00

Group 0040: Drainage

0030	611E05900 15" CONDUIT, TYPE B	150.000	FT	\$100.33718	\$15,050.58
0031	611E98150 CATCH BASIN, NO. 3	7.000	EACH	\$3,330.66385	\$23,314.65
0032	611E99574 MANHOLE, NO. 3	1.000	EACH	\$3,703.96214	\$3,703.96
0033	601E37500 PAVED GUTTER, TYPE 1-2	75.000	FT	\$44.90948	\$3,368.21

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Total for Group 0040:\$45,437.40

Group 0050: Pavement

0018	304E20000	270.000	CY	\$73.89007	\$19,950.32
AGGREGATE BASE					
0019	407E10000	80.000	GAL	\$2.80532	\$224.43
TACK COAT					
0020	823E10000	70.000	CY	\$225.00000	\$15,750.00
ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448)					
0021	823E15000	80.000	CY	\$225.00000	\$18,000.00
ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)					

Total for Group 0050:\$53,924.75

Group 0120: Traffic Control

0023	J-MC-TRAF	0.300	MILE	\$100,000.00000	\$30,000.00
MAJOR COST DRIVERS, TRAFFIC CONTROL <i>Ground Mounted Signs</i>					
0024	J-MC-TRAF	1.000	LS	\$10,000.00000	\$10,000.00
MAJOR COST DRIVERS, TRAFFIC CONTROL <i>Pavement Marking</i>					

Total for Group 0120:\$40,000.00

Group 0150: Retaining Walls

0035	M-MC-WALL	1.000	LS	\$85,000.00000	\$85,000.00
MAJOR COST DRIVERS, RETAINING WALLS <i>Drilled Shaft Retaining Wall</i>					

Total for Group 0150:\$85,000.00

Group 0230: Incidentals

0026	614E11000	1.000	LS	\$40,000.00000	\$40,000.00
MAINTAINING TRAFFIC					
0027	623E10000	1.000	LS	\$2,000.00000	\$2,000.00
CONSTRUCTION LAYOUT STAKES AND SURVEYING <i>0.5% of construction cost</i>					
0034	624E10000	1.000	LS	\$10,000.00000	\$10,000.00
MOBILIZATION <i>per CMS 624.02-1</i>					

Total for Group 0230:\$52,000.00

Group 0240: Design Contingency

0029	V-MC-CNTG	1.000	LS	\$100,000.00000	\$100,000.00
MAJOR COST DRIVERS, CONTINGENCY COSTS <i>Design Contingency (30% Construction Cost)</i>					

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Total for Group 0240:\$100,000.00

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9/1/2021

Start Date:

Enter Construction Mid-Point Date:

(cannot exceed 12/08/2046)
(mm/dd/yyyy)

2/1/2025

Construction Mid-Point Date:

Present-Day Estimated Cost:

\$495,898.04

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

41

Months

Inflation - Start to Mid-Point of Construction:

(compounded growth rate)

Inflated Dollar Amount:

Business Plan

11.4%

\$552,245.74

Estimator's Name:

County - Route - Section:

HAM-LMST Ext to Ranchvale

PID: 115291

Estimator's Notes: Alternative 2