



PUBLIC COMMENTS RESPONSE SUMMARY

Project Name: Eastern Corridor Segments II and III:
HAM-32-6.82 Eight Mile Green T

Project ID (PID): 110991

Meeting Date: 2/7/2021 - 3/15/2021

End of Comment Period: 3/15/2021

Public Meeting Attendees: 2,063

Comments Received at Public Meeting: 46

Court Reporter Statements: N/A

Comments Submitted via: PublicInput website, email to
ODOT

Major Concerns:

- Speed Limit
- Detours
- Safety
- Property Impacts
- Expense of Project

Public Officials in Attendance:

- Jennifer Kaminer, Village of Fairfax Administrator
- Elizabeth Stoehr, Linwood Community Council

Media in Attendance:

- N/A

- Project Website: <https://publicinput.com/N4648>
- Phone: (513) 933-6596
- Email: Charles.Rowe@dot.ohio.gov
- Social Media: Eastern Corridor website at [Eastern Corridor Program of Transportation Improvements](#)

Opposed to Project: 5

Supportive of Project: 18

Uncommitted: N/A

Conditional: N/A

Tracking Number	Nature of Comment	Date Received	Name, Address, Phone, Email	Comment	Response	Date Responded	File Location
01	No Comment	2/10/21	Jennifer Kaminer, Village of Fairfax Administrator, 5903 Hawthorne Ave, jkaminer@fairfaxoh.org	No Comment	N/A	3/11/21	
02	Safety Concern - Speed	2/19/21	Randall Sprague, 1039 Schuster Lane, sprague.randy@gmail.com	Currently, people traveling westbound on 32 often choose the left lane to try to pass slower traffic in the right lane. Because it is a steep downhill, speeds are way above the speed limit (55). Often they (somewhat dangerously) merge into the right lane before reaching 8 mile. My big concern is that the traffic stopped at the light to turn left on 8 mile will be rammed at high speeds by people rushing to get ahead. This is much like the intersection westbound on 32 at 275 where the original design had the traffic on 32 stopping next to the continually flowing traffic heading to northbound on 275. It took several deaths to get rid of the stop light on 32.	Thank you for your comments. The design consultant provided the following comments: It is not anticipated that the traffic signal will drastically increase the number of vehicles waiting to turn left at Eight Mile Road. Vehicles backup at this location today within the existing configuration. There were no serious injury or fatality rear end crashes at this intersection when the traffic analysis was performed. ODOT is currently conducting a speed study to determine if a speed limit reduction is appropriate through this section.	3/18/21	
03	Supportive of Project	2/9/21	Megan Fullen, 2263 Pointe Place, mlfullen@hotmail.com	I am VERY excited about this project and the design. I've recently had a conversation with my husband about how dangerous this intersection is, and how I	Thank you for your comment	3/11/21	

				would prefer he take a longer way home to avoid it. Additionally, our household will have a new driver this year and we have already discussed not allowing our child to travel through this intersection without a great deal more driving experience because of the high danger involved. THANK YOU!			
04	Supportive of Project	2/23/21	Kevin Shaw	I think this looks much better than the Newtown widening proposal. This turn is dangerous - visibility is poor and with the up- and down-hills, if your car's acceleration isn't great, it can be challenging turning either right or left from 8 mile.	Thank you for your comment	3/11/21	
05	Supportive of Project	2/7/21	Chris Burton, chrisburton33@gmail.com	I would like to see the proposed merge lane from eight mile to 32 made longer than proposed as people really fly down the hill and if it's not long enough, I envision vehicles stopping to wait until they feel safe to merge. The overall design looks good.; Seems reasonable. I'm glad this project is progressing to improve safety for this dangerous intersection.	Thank you for your comment. The design consultant responded as follows: The proposed merge length has been designed to meet current ODOT standards.	3/18/21	
06	Supportive of Project	2/9/21	Paul Jaeger, paul.jaeger@sbcglobal.net	I have a background in transportation engineering (25 years as an engineer at 3 Ohio MPOs) and believe that this alternative will be the best and most cost	Thank you for your comment.	3/11/21	

				effective solution to the congestion/safety problems at this intersection.			
07	Opposed to project, Expensive; does not address other transportation modes	2/10/21	Jonathan Hay, 322 Tusculum Avenue, jonathandhay@gmail.com	<p>I generally don't think ODOT listens to anyone. They believe they are experts and they do not care what residence think. The only thing they are good at is creating highways and using large amounts of tax budget to create environments just fit for cars and not people and leaving communities with huge debt obligations. It's obvious they they don't live in is area.</p> <p>I think this is a fine solution if we want an auto only environment with not even limited accomidations for other modes of transportation. It will leave us with even larger tax bills and future repair obligations.</p>	Thank you for your comments.	3/11/21	
08	Supportive of Project	2/10/21	Dennis Connair, 2748 Bentley Ct., dpconnair@gmail.com	I think the alternative is appropriate given the project constraints. I am sure that unsignalized alternatives are prohibitively expensive.	Thank you for your comment.	3/11/21	
09	Supportive of Project	2/10/21	Lauren Hicks, 5059 Village Drive, lahicks16@gmail.com	I think a light is necessary for safety and I like the continuous T option.	Thank you for your comment.	3/11/21	
10	Supportive of Project	2/10/21	Randy Mcgaha, 1758 Bainum Rd, ragnarbloodaxe@gmail.com	I have always been wary of this intersection, especially when turning to or from Eight Mile Rd. In those times I usually opt for an alternative,	Thank you for your comments.	3/11/21	

				<p>especially at rush hour. Even when staying westbound on 32 I am nervous as there are often people suddenly merging from the left lane even though it clearly is marked for turning onto Eight Mile Rd. only. I am grateful the intersection is being redone. I feel it is a reasonable alternative to the present intersection.</p>			
11	Supportive of Project; suggested different lane configuration	2/10/21	Justin T Fry, justin.t.fry@gmail.com	<p>I am a huge fan of adding another turn lane on 8 Mile. That would be great! The only change I would make to this would be to keep the continuous right turn off of 8 Mile onto East-bound 32, and keep the right lane going Eastbound on 32 to a right-turn only lane onto 8 Mile. Placing flexible lane markings on the right turn lane onto 32 could mitigate accidents with people going straight through the right lane to continue on 32. Either that, or put in a light, as it is sometimes impossible to turn left onto West-bound 32 from 8 Mile.</p>	<p>Thank you for your comment and suggestions. The design consultant responded as follows:</p> <p>The project will install a traffic signal at this intersection to regulate movements and improve traffic flow. The eastbound SR 32 lane configuration you suggested was modeled as a part of the project. We found that, with the traffic signal, the intersection operates more efficiently with the lane configuration as presented.</p>	3/18/21	
12	Supportive of Project	2/11/21	Kelly Graff, 6816 Center Street, Rear Cottage, Cincinnati, Ohio, kellyagraff@yahoo.com	<p>From what I learned via this virtual tour, project sounds AOK, although my knowledge surrounding entire project is very limited at this time.</p>	<p>Thank you for your comment</p>	3/11/21	
13	Question regarding project design	2/11/21	Jennie, JLPT830@gmail.com	<p>Are you proposing that all traffic traveling up the SR 32 hill in an eastbound</p>	<p>Thank you for your question. The design</p>	3/18/21	

				<p>direction will have to stop at the new traffic light at Eight Mile? I'm confused and would like clarification. Depending on your answer, I have additional thoughts and concerns. Thanks.</p>	<p>consultant provided the following response:</p> <p>Yes, eastbound traffic will have to stop at the traffic signal. The Green T intersection eliminates the need for westbound traffic ever having to stop at the traffic signal.</p>		
14	Supportive of Project	2/12/21	<p>Gregory & Martha Cunningham, 2369 Bauer Rd, marthac1955@hotmail.com</p>	<p>This is a needed project</p>	<p>Thank you for your comment.</p>	3/11/21	

15	Questions regarding potential for landslides on Dry Run as a result of project and property impacts on property at 3211 Eight Mile Road	2/13/21	Joseph Pollitt, 3211 Eight Mile Rd, jpollitt@iacserv.com	Comments provided on PublicInput: How will this impact the landslides on dryrun, that have been increasing for the past few years? This seems that it will make things better for traffic but at the expense of the home owners.	Thank you for your comment. The design consultant responded as follows: It is not anticipated that this project will have a detrimental impact on existing landslides outside the project area.	2/23/21	
----	---	---------	--	---	--	---------	--

				<p>Comments provided by email: My name is Joseph Pollitt I'm the owner of 3211 Eight mile rd. I bought this house in September 2018 so I have had very limited information on this project. I highly concerned that this will drastically damage my property value and livability of my home. I would like to know a few things. I would like more details of what and how this will change my homestead? (how much land will be taken or that I can't use etc.) I would like detailed pictures and drawings. How do you plan on keep the back side of mine and my neighbor's property from continuing to being destroy by the watershed outlet? The watershed is already washing out to near my garage and driveway. Will this new change help this or ultimately degrade until I lose my garage and tree line along this?</p>	<p>Charles Rowe, ODOT Project Manager, provided the following response by email dated February 23, 2021:</p> <p>Based on the engineering plans completed to date, I have provided the following responses to your questions: 1. Impacts to your property at 3211 Eight Mile Road: In an effort to improve the vertical curves and grade at the intersection of SR 32 & Eight Mile Road, Eight Mile Road is being raised leading up the intersection. In front of your property, Eight Mile Road is being raised between 6' and 8'. The additional embankment needed to support the road will be constructed with a 2:1 slope to meet the existing ground as quickly as possible, however, the toe of the embankment will move closer to your residence. The final details of this embankment have not been finalized, but it's possible that a small segmental block wall might be used to mitigate the proposed elevation difference. The increased roadway elevation will also impact your driveway. The maximum slope on the proposed driveway will match the maximum existing slope which is 15.6%. Holding this maximum grade requires</p>		
--	--	--	--	---	--	--	--

					<p>that the driveway be replaced all the way from Eight Mile Road to the front of your garage. I have attached a preliminary sheet showing the new driveway details. This sheet also shows the embankment in front of your residence. Specific right of way impacts have not been finalized yet, however, it is estimated that 0.25 acres of permanent right of way will be required from your property. Approximately 0.1 acres of temporary impact will also be required, during construction only.</p> <p>2. Impacts on stormwater drainage at your property: This project requires that we either extend or completely replace the culvert on the south edge of your property. We recognize that there is a significant amount of water that flows through this pipe and that there are existing erosion issues today. Both the extension and the replacement option were looked at from a hydraulic perspective to determine which would have the greatest reduction in erosion potential. Through our engineering study we found that completely replacing the culvert should reduce the outlet velocity of the water compared to the extension option. Not only can we reduce the slope of the</p>		
--	--	--	--	--	---	--	--

					<p>pipe and the outlet stream bed, but we can also specify a rougher corrugated pipe to slow the water down. The existing water velocity is modeled at 15.85 fps, the proposed conduit models at 14.9 fps. Additionally we plan to construct 25 feet of rock channel protection at the outlet of this culvert. This rock channel protection will consist of rock between 1.5' and 2.5' diameter constructed 4' deep. This rock channel protection should slow the water down enough to help prevent further significant erosion to your property.</p>		
--	--	--	--	--	---	--	--

16	Opposed to Project	2/14/21	N/A	Don't put a light at 8 mile and st rt 32. It will not solve anything. Cancel the left turns altogether.	Thank you for your comment.	3/11/21	
17	Supportive of Project, Safety Concern - Momentum	2/14/21	N/A	Very much needed to reduce dangers and accidents at intersection. Wonder about stop light eastbound as hill is tough climb for trucks now and in winter, cars at a dead stop start will be negatively effected.	Thank you for your comments. The design consultant provided the following response: Eastbound trucks will have to stop at the traffic signal. The purpose of the project is to improve safety at the intersection, necessitating the signal. The Green T intersection eliminates the need for westbound traffic ever having to stop at the traffic signal.	3/11/21	
18	Noise Concern	2/15/21	wbennett_180@fuse.net	I have concerns about east bound truck traffic on SR 32 having to come to a stop at the bottom of the hill. There will be considerably more noise generated as they climb the hill from a dead start. It could also be a significant winter driving hazard as this section of SR 32 isn't always well maintained during inclement weather.	Thank you for your comments. The design consultant provided the following response: Eastbound trucks will have to stop at the traffic signal. The purpose of the project is to improve safety at the intersection, necessitating the signal. The Green T intersection eliminates the need for westbound traffic ever having to stop at the traffic signal.	3/11/21	
19	Opposed to Project	2/15/21		Traffic light and thru lane are all that is needed. The lane expansions are a ODOT spend to continue a vailed effort to get 4 lanes thru Newtown. It's deplorable.	Thank you for your comments.	3/11/21	

20	Supportive of Project, Suggestions - Speed reduction; signal at Hickory Creek and left turn lane at Hickory Creek	2/16/21	Tom Adams, 3320 Hickory Creek Drive, tadams@alumni.iwu.edu	<p>First, I am appreciative of efforts to create improvements in the area. Certainly any improvement in the safety of the interchange of Rt 32 and 8 mile are most welcome. (Any consideration to minimizing road noise while implementing these changes would also be helpful for nearby residents - particularly as truck engine noise climbing 32 eastbound and engine brake descending westbound are significant. I have two items I would like you to consider in connection with the project. First, during the construction, please consider a temporary signal at the intersection of Hickory Creek Dr and 32. As you are aware, there are numerous accidents at this location. With a combination of increased diverted traffic, unfamiliar patterns, and drivers perhaps making increased left turns due to the detoured access from Hickory Creek to/from typical drive destinations or origins in the Clough/Beechmont areas, I am concerned that there could be increased accidents at this location during the construction. Separately and permanently, please consider reducing the speed limit along Route 32. The limit in Newtown is 45 - yet increases to 55</p>	<p>Thank you for your comment. The design consultant provided the following response:</p> <p>Maintenance of traffic should have no impact on traffic flow at Hickory Creek Drive during construction.</p> <p>ODOT is currently conducting a speed study to determine if a speed limit reduction is appropriate through this section.</p> <p>As part of the Eastern Corridor Program, one of the concepts developed was to add a left-turn lane at the intersection of Hickory Creek Drive and SR 32. The turn lane addition may be constructed at a later time but is not part of this project</p>	3/11/21	
----	---	---------	--	--	--	---------	--

				<p>just at the Newtown line. The distance from Little Dry Run to 8 mile is probably only 1.5 miles. Drivers accelerating down the hill, only to slow in 1.5 miles in Newtown or accelerating after leaving Newtown only to slow when climbing the hill saves only 30 or so seconds (if at speed limit) yet contributes to the already dangerous stretch of road with numerous multi-car accidents and deer strikes. Once the project is completed, I am concerned that a more continuous flow and potentially higher speeds will exacerbate this problem and make ingress/egress from Hickory Creek drive even more difficult. Left turn lanes at Hickory Creek would also likely help reduce safety issues - which again this worthwhile project may increase as an unintended consequence. Thank you.</p>			
21	Supportive of Project; Suggestion - Reduce Speed Limit	2/16/21	George Vredeveld, georgemvjr@gmail.com	<p>I welcome the modifications to 8 mile and SR 32; however, we live on Hickorycreek Drive, which is just west of the intersection off of SR 32, which is an equally dangerous intersection. Recently, Newtown decreased its speed limit from Little Dry Run to where Anderson Township begins to 45MPH from 55MPH. This has reduced noise and made the other</p>	<p>Thank you for your comment. The design consultant provided the following response:</p> <p>ODOT is currently conducting a speed study to determine if a speed limit reduction is appropriate through this section.</p>	3/11/21	

				<p>area businesses much easier to navigate ingress/egress. I would strong encourage this project to adopt a 45 mph requirement from the 8 mile intersection to the Newtown border. It is particularly dangerous exiting Hickorycreek when heading Westbound, as traffic coming down the SR 32 hill can hit speeds in excess of 70mph. In the absence of a turn lane into Hickorycreek or a flashing light, a reduced speed limit would greatly increase the safety of all drivers.</p> <p>As previously noted, extending the 45 mph speed limit from the Newtown border to the proposed changes @ Eight Mile would create a much safer driving experience for people who have residences directly off of SR 32, including Hickorycreek Drive. It is particularly dangerous when motorists travelling Westbound on SR 32 hit speeds far in excess of 55mph (coming down the hill). A reduced speed limit in this very short stretch of SR 32 will create a safer environment for ALL drivers.</p>			
22	Supportive of Project, Suggestion - Speed reduction; Having a “no engine-braking zone”	2/16/21	Steve Bogner, steve@bogners.com	I like the green-T concept and that it will improve traffic there. That intersection has long been a problem in this area. I'd also like to see the speed	Thank you for your comments. The design consultant provided the following response:	3/18/21	

	coming down the hill.			limit from Newtown through that intersection set to 45 MPH. Excessive speed is also an issue. Would also be good to have a 'no engine-braking' zone coming down the hill on Hwy 32. Some trucks are very loud and disruptive doing that.	ODOT is currently conducting a speed study to determine if a speed limit reduction is appropriate through this section.		
23	Concerned about noise from engine brakes and speed of trucks coming down hill.	2/16/21	Chris	<p>Overall, we are most concerned over the speed of vehicles; semis, dump trucks, and cars/trucks, who are traveling EB and WB on SR32. However, the majority of individuals speeding are coming down the hill on WB32. Additionally, you can usually expect an engine brake to accompany the speeding semis and dump trucks. The Evans Landscaping trucks are especially bad. In the summer of 2019, I was in contact with ODOT and Anderson Township which resulted in a downhill grade sign and a speed wagon being placed. Unfortunately, the average speeds recorded by the WB32 facing speed wagon were skewed due to slow traffic entering WB32 from 8 Mile Road. For reference, I spoke with Teri Scanlon at ODOT and Steve Sievers with Anderson Township. Thank you for your consideration and understanding. Most of us, including my wife and me, have kids. Pulling onto SR32 from our</p>	<p>Thank you for your comments. The design consultant provided the following response:</p> <p>The purpose of the project is to improve safety at the intersection, necessitating the signal. While eastbound trucks will have to stop at the traffic signal, the Green T intersection eliminates the need for westbound traffic ever having to stop at the traffic signal.</p>	3/18/21	

				<p>neighborhood is incredibly dangerous. Pulling into the neighborhood is no fun either as you're constantly concerned whether or not the car behind you will stop or not. Have a great afternoon and thanks again, Chris</p>			
24	Suggestion - Lower Speed Limit to 45 mph.	2/20/21	Jim Beach, jim.beach@outlook.com	<p>Suggestion would be to consider lowering the speed limit to 45mph from the intersection of 32 and 8 mile. Understand that people will have considerable speed coming down the hill on 32 but the merge will be less dangerous if the speeds are lowered plus egress to Hickorycreek would be more safe</p>	<p>Thank you for your comments. The design consultant provided the following response: ODOT is currently conducting a speed study to determine if a speed limit reduction is appropriate through this section.</p>	3/18/21	
25	Supportive of Project, Suggestion - require trucks to use far right lane; Concern - Detours	2/22/21	David Ficker, fickerdm@gmail.com	<p>Improvement to this intersection is definitely needed. I have concerns about eastbound trucks going up the hill at the new proposed traffic light. I would suggest that trucks be required to use the far right lane to minimize traffic slowing. Closing eight mile road will cause a significant headache for those who use that road daily. No real alternative routes are proposed during construction.</p>	<p>Thank you for your comments. The design consultant responded as follows: The current right turn only lane is being lengthened and converted to a thru-right lane as a part of the project to accommodate truck traffic. The proposed detour includes using Mt. Carmel Tobasco and Clough Pike. This detour route will be signed to direct all traffic to use these roads.</p>	3/18/21	
26	Concerns about the Maintenance of Traffic during construction and	2/22/21	Thomas Heffernan, 8618 Stoney Bridge Dr, theffern@gmail.com	<p>I am extremely concerned by the "Maintenance of Traffic" portion of this plan. Specifically closing</p>	<p>Thank you for your comment. The design consultant provided the following response:</p>	3/18/21	

	<p>cut-through traffic in the Ivy Trails neighborhood.</p>			<p>Eight Mile Road at the intersection for 3-6 months. Closing this intersection will absolutely create a need for alternative routes. The proposed Clough to Mt. Carmel Tobasco detour is much too inconvenient, and other options will clearly be sought out.</p> <p>I live in the Ivy Trails neighborhood. My neighborhood already sees SIGNIFICANT "pass through" traffic by drivers who do not live in the neighborhood. They frequently cut through from SR 32 to Eight Mile using Old SR 74/Dameron Ln./Ivy Trails/Stoney Bridge. Similarly, they cut through the opposite direction from Eight Mile to SR 32 coming up Stoney Bridge Dr. Not only does this increase traffic (I already would estimate 1 of 4 cars driving in our neighborhood is a "pass through"), but these drivers frequently speed, creating an unsafe situation for the many young children walking and riding in the neighborhood. They have also caused several accidents.</p> <p>This project MUST address the increase of "pass through" traffic in a real way. I would propose restricting access to the neighborhood at either/both the bridge at</p>	<p>The Mt. Carmel Tobasco and Clough Pike detour will be the designated detour route and will be signed to direct all traffic to use these roads.</p>		
--	--	--	--	---	---	--	--

				the beginning of Stoney Bridge Dr, on Dameron Ln just past the apartments there. I am not sure of any other realistic option, but there is no doubt this will have a significant negative impact to my neighborhood, home and to the safety of my children.			
27	Safety Concern - Speed	2/22/21	N/A	Speed is a major factor from westbound SR 32 coming down from the hill	Thank you for your comment.	3/18/21	
28	Suggestion - Signage improvement	2/24/21		Signage improvements needed. Effectively transitioning from freeway to more suburban location.	Thank you for your comment. The design consultant provided the following response: The signage at this intersection will be replaced and improved as a part of the project. ODOT also has a dedicated signing project to improve warning and regulatory signing on westbound SR 32 down the hill. This signing project will be constructed concurrently with the intersection improvements.	3/18/21	
33	Question regarding project design	2/20/21	Denise & Steve Taylor, 8493 Batavia Rd, dsmmk5@gmail.com	We would like more information on the above. We are confused as to where the truck lane that is referred to is going to be located. We live at 8493 Batavia Rd., and was wondering how this is going to affect us. Is there going to be a traffic light at the bottom of the hill at eight mile and what lanes does this affect?	Charles Rowe, ODOT Project Manager, responded as follows: Thank you for reaching out to me regarding the proposed SR 32 and Eight Mile Road Intersection Improvement Project. There will be a new traffic signal installed at the SR 32 and Eight Mile Road intersection. All legs of	2/23/21	

				<p>The map on the website is very unclear and the map that was mailed to us is so small it is very unclear. Is the map on the mailed page on your website somewhere so we can enlarge this?</p>	<p>the intersection will be controlled by the new traffic signal except for the eastbound through lane. Motorists traveling down the SR 32 hill towards Newtown will never have to stop at the new traffic signal. The "truck lane" refers to the conversion of the existing westbound SR 32 right turn only lane to a through and right turn lane. This repurposed lane is also being lengthened by 175' as a part of the project. This lane will allow trucks moving more slowly up the hill to separate out of the traffic, allowing smaller vehicles to pass . There will be no long-term changes to SR 32 directly in front of the 8493 Batavia Road property as a result of this project. However, during a portion of construction estimated to last approximately 3-6 months, eastbound SR 32 will be closed and access to your property will be maintained by way of the existing cut through between eastbound and westbound SR 32. I've attached the full size map for more information regarding the proposed lane configuration being installed with the project. Don't hesitate to reach out if you have further questions or concerns.</p>	
--	--	--	--	---	---	--

34	Supportive of Project, Safety Concern- Will Line of Sight be adequate from Eight Mile?	2/10/21	Rebecca A. Pace	<p>Public Comment Form Submission:</p> <p>I'm concerned about sightlines from Eight Mile and a traffic light for people coming up hill from Eight Mile. Will there be a level spot at the light? Trucks doing down hill-- west bound on 32--can build up a lot of speed. Good plan overall.</p>	<p>Thank you for your comments. The design consultants provided the following response:</p> <p>Since SR 32 is on a steep grade at this location, it is not feasible to create a perfectly level spot, however, the vertical profile of Eight Mile Road is being improved to provide a flatter area as vehicles approach the intersection. A signal ahead warning sign will also be installed.</p>	3/18/21	
35	Supportive of Project, Suggestion - Add signage to warn motorists to prepare to stop at light/sign	2/10/21	Chuck Winkelman, cewink.cw@gmail.com	<p>Howdy. The eight mile plan looks good. My concern is the trucks approaching the light on 32. Many will have and be building momentum to go up the hill and run the light. Maybe a "prepare to stop when flashing" light/sign might help avoid running the light.</p>	<p>Thank you for your comment. The design consultant provided the following response:</p> <p>Signal ahead warning signs will be installed. However, ODOT has been actively removing PTSWF signs since the 2010s in response to crash trends that exhibit an increase in high-speed serious injury/fatality crashes including red light running and angle crashes. Data shows that these types of crashes have decreased where proper removal procedures have been followed.</p>	3/18/21	
36	Questions regarding impacts to property at 3173 Eight Mile Rd.	2/16/21	Derek Coleman, 3173 Eight Mile Rd, derekcoleman637@gmail.com	<p>Telephone call with Charles Rowe, ODOT Project Manager, on 2/16/21 to discuss Mr. Coleman's driveway</p>	<p>Charles Rowe, ODOT Project Manager, spoke with Mr. Coleman regarding his driveway concerns. He told him that Stage 2 Plans show Mr.</p>	2/26/21	

				<p>Mr. Coleman followed up in an email to Charles Rowe on 2/16/2021 with the following: Thanks for taking the time to speak with me this morning. After speaking with my wife we just have a few follow up questions below when you get a chance.</p> <p>1) Will any of our property other than the driveway be affected? (3173 8 Mile Rd)</p> <p>2) What material will the new driveway be made from (concrete/asphalt)?</p> <p>3) Will we have a place to park during the driveway reconstruction? How long will it take?</p>	<p>Coleman's driveway being completely reconstructed.</p> <p>Charles Rowe provided the following responses:</p> <p>1) Will any of our property other than the driveway be affected? (3173 8 Mile Rd) Eight Mile Road will be raised around 2-3 feet in front of your residence. This will require the replacement of your driveway as noted, but it will also require the regrading of a portion of the front yard close to the road to meet this new elevation. We anticipate that the construction of the project will require the purchase of an additional approximately 15 feet of right of way from your parcel within this sloped area. The current slopes are planned to be 4:1. This means that for every four 4 feet horizontally the ground will raise 1 foot vertically. More information about right of way impacts will be forthcoming once the design has been finalized.</p> <p>2) What material will the new driveway be made from (concrete/asphalt)? The driveway will be replaced with asphalt.</p> <p>3) Will we have a place to park during the driveway reconstruction? How long will it take?</p>		
--	--	--	--	--	---	--	--

					<p>The contractor will be required to provide access to your property at all times during construction and you will have a place to park. The specific details regarding the access and duration of construction will be determined during construction. You will be provided with these details as they are determined.</p>		
				<p>How is a price determined for the purchase of my land? I have a fence and three trees that I recently planted within 15 feet of the road. Will these be replaced or will I be reimbursed for these?</p>	<p>Charles Rowe, ODOT Project Manager, responded the following by email dated March 1, 2021: The costs of all impacts are determined by a licensed appraiser and are paid out at fair market value.</p>		
37	Suggests making left turn from 8-mile illegal	2/10/21	Michael van Riper, 7589 Delas Cove, (513) 607-9962 michaelvanriper@outlook.com	<p>Provided by email:</p> <p>First, I believe the most cost-effective solution to decrease traffic accidents and increase efficiency would be to no longer permit left turns from 8-mile onto SR32. I would be interested to see the results of a study on how that impacted the area. Second, if improvements beyond making left-turns being made illegal from 8-mile to SR32 were decided upon, I do think that the proposed changes involving traffic flow and adding lanes would be helpful.</p>	<p>Thank you for your comments. The design consultant provided the following responses:</p> <p>As part of the Eastern Corridor greater program of projects, several other concepts were evaluated to address the safety issues at this intersection, including options to separate left turns at this intersection. The proposed project was determined to be the preferred design due to safety, cost-effectiveness, property and environmental impacts considerations.</p>	3/18/21	

				<p>However, I question the helpfulness of a stop-light primarily due to the fact that SR32 has a lot of semi-truck traffic. I think Semi-trucks will have issues stopping on the down-hill slope of SR32 and have difficulty getting moving from having to stop going up-hill on the slope. Please consider making left turns illegal from 8-mile onto SR32. I believe many of the benefits you are going for would be accomplished by that simple and cost-effective change. But also, I think the proposed traffic pattern would be more than sufficient at improving flow without the added cost of a traffic light (that will obstruct the flow especially when it comes to Semi-trucks).</p>	<p>The purpose of the project is to improve safety at the intersection, necessitating the signal. While eastbound trucks will have to stop at the signal, the Green T intersection eliminates the need for westbound traffic ever having to stop at the traffic signal.</p> <p>The capacity analysis at the intersection demonstrated failing operations for the northbound left turn movement during both the AM and PM peak hours. A signal warrant analysis demonstrated that the intersection met both the 8-hour and 4-hour volume warrants for signalization.</p>		
38	Supportive of Project, Suggestion - Planting native trees/shrubs.	3/3/21	Jackie Lauzau, Jlauzau@gmail.com	<p>I think it will make the intersection much safer. My biggest concern is for the bat population. Maybe there is a way to encourage people to build or purchase and install bat houses. Or there could be a tree planting plan for once construction is completed. Also, can trees be logged and sold to help offset costs? Some brush and logs that are not usable could be left for animal and insect homes. Or they could be chipped on-site and used as a healthier and low</p>	<p>Thank you for your comments. The design consultant provided the following responses:</p> <p>ODOT takes care in following all required environmental laws to protect wildlife and threatened and endangered species, including bat species. Based on the ecological studies conducted for this project, the US Fish and Wildlife Service (USFWS) determined that the project “may effect but is not likely to adversely</p>		

				<p>cost mulch for newly installed plantings. I also would like to see native trees and shrubs and perennials considered for planting instead of foreign species. It could have a tremendously beneficial impact on the environment. I am happy to see the environment is being considered in this project. Thank you.</p>	<p>affect” federally-listed bat species (Indiana Bat and Northern long-eared bat). The project will require the removal of approximately 1.38 acre of suitable wooded bat habitat. However, the project requires that there be no removal of tree/suitable wooded habitat between October 1 and March 31 to avoid impacts to summer roosting bats.</p>		
39	<p>Suggestion - Signs/Lights to warn motorists to slow down; lower speed limit</p>	3/4/21	<p>Amy Molley, AMYLBRYANT@GMAIL.COM</p>	<p>Signage or a flashing light is needed at the entrance to Hickorycreek subdivision. Motorist traveling 32 west bound fly down the hill and don't realize residents are turning Left into the subdivision. During the day I can judge if I have to floor the gas and not take the turn if someone is not stopping. At night, you can not judge if they are going to stop as you are trying to make the Left hand turn. Motorist think this is a straight stretch to fly on and not expecting people to make left-hand turns. I have had to miss my turn because of people not stopping. It's dangerous. Any signage, flashing sign, turning lane or slowing down the speed limit would be appreciated and of great help. There have been some bad accidents here from what I hear and</p>	<p>Thank you for your comments. The design consultant provided the following responses:</p> <p>As part of the Eastern Corridor Program, one of the concepts developed was to add a left-turn lane at the intersection of Hickory Creek Drive and SR 32. The turn lane addition may be constructed at a later time but is not part of this project.</p>		

				now I know why. Thank you.			
40	Opposition to Project	2/14/21	N/A	Stop the expansion of roads that make it easier to develop rural land, increasing traffic and increasing greenhouse gasses.	Thank you for your comment.		
41	Concern - Cut thru traffic in Ivy Trails subdivision	3/1/21	Kathleen Ferrara, 4474 Ravenwood Ct, kferrara1@hotmail.com	Worried about the effect of cut thru traffic in our Ivy Trails subdivision.	Thank you for your comment. The design consultant provided the following response: The Mt. Carmel Tobasco and Clough Pike detour will be the designated detour route and will be signed to direct all traffic to use these roads.		
42	No Comment	3/15/21	Elizabeth Stoehr, Linwood Community Council	No Comment	N/A		
43	Opposed to Project; Project Expense	3/2/21	Jeb Bower	While some improvements could be made, adding a traffic light at SR 32 and 8-Mile is a completely unnecessary expense. The first thing I would question are the accident figures. I have lived here for more than ten years and I can only think of one accident that actually occurred at the intersection of 32 and 8-Mile. The vast majority of the accidents that I have seen happen on the hill at the curve as people are going eastbound on SR 32. While these accidents do not actually happen at the intersection, due to their close proximity, I wonder	Thank you for your comments. The design consultant provided the following responses: As part of the Transportation Needs Analysis conducted in 2017, crash data were analyzed for the three-year period from 2013 to 2015. During this period, there were a total of 14 crashes, of which the most common collision was an angle collision. Of the 14 total crashes, 11 (80%) of the crashes occurred as a result of vehicles turning onto or from Eight Mile Road. Causal factors for these turn-related		

				<p>whether they are labelled as happening at “SR 32 and 8-Mile.”</p> <p>There are already two different ways to get to westbound SR 32 from 8-Mile without the need for an additional traffic light. There is a street with signage already in place between the eastbound and westbound lanes of SR 32 approximately 2/10 of a mile east of the intersection with 8-Mile. For those that have lived here more than a few years, it is a common alternative, to turn right onto SR 32 and then turn left to get over to the westbound lanes and make a more traditional left turn onto westbound SR 32. The second option is to cut across Bridle Road to Little Dry Run and then proceed to SR 32 where there is already a traffic light and it is only a difference of 6/10 of a mile.</p> <p>If you were to ask people who actually live here, the biggest complaint would probably be the backup of traffic on 8-Mile when more than one or two cars are turning left onto SR 32. Since nearly all of the traffic is turning right onto SR 32, this can back traffic up quite rapidly. If people insist on turning left, the addition of more dedicated turn lanes would do a great</p>	<p>crashes are restricted sight distance, excessive speed, and inadequate traffic control.</p> <p>The traffic counts that we collected at the intersection of 32 and 8-Mile show that 120 vehicles make a northbound left (40%) and 170 vehicles make a northbound right (60%) during the AM peak hour. During the PM peak hour, 40 vehicles make a northbound left (15%) and 250 vehicles make a northbound right (85%). The capacity analysis at the intersection demonstrated failing operations for the northbound left turn movement during both the AM and PM peak hours. A signal warrant analysis demonstrated that the intersection met both the 8-hour and 4-hour volume warrants for signalization.</p> <p>This project will construct a larger median island on SR 32 to increase safety.</p>		
--	--	--	--	---	---	--	--

deal to eliminate the traffic backups.

Some changes were made fairly recently that made the right hand lane of eastbound traffic on SR 32 a right turn only lane and traffic from 8-Mile to eastbound SR 32 is a continuous right turn with caution. Aside from the occasional backups, this has done a great deal to improve the flow of traffic at this intersection. I propose that adding a more substantial median at the split of westbound 32 traffic and adding a feature that more clearly directs traffic to 8-Mile in the right turn only lane would improve the left turn from 8-Mile for those who do not want to use one of the other means that are currently available without the need for an additional traffic light.

If a traffic count was performed in this area, I am quite certain that the vast majority of the traffic from 8-Mile is traveling to eastbound SR 32. Moving forward with a project this extensive when there are already other viable alternatives available is an inordinate expense whose major impact will be to impede traffic that is already moving smoothly and efficiently.

44	Project Impacts on Property at 8261 Batavia/Rt. 32	3/1/21	Courtney Helgeson	<p>You met with my husband and I back in December of 2018 about plans we had to do a bridge at our property on 8261 Batavia/Rt. 32. It is the obvious broken bridge across from the church.</p> <p>We were wondering if you had some time to meet with us to discuss the Green T improvements in relationship to our property. If so, we can either meet via phone or in person, whichever you feel most comfortable.</p>	<p>Charles Rowe, ODOT Project Manager, responded by email dated March 1, 2021 as follows:</p> <p>We can have a phone call if you would like. See the screen shot below of the construction plans. All of our work will be to the east of the church's driveway. So there will be no changes to your property or to where your existing bridge intersects SR 32.</p> <p>Let me know if you would like to have a phone call or if this clears everything up for you.</p>	3/1/2021	
----	--	--------	-------------------	---	--	----------	--