ENTRAN

FOR

CLERMONT COUNTY TRANSPORATION IMPROVEMENT DISTRICT

CATEGORICAL EXCLUSION – LEVEL 2

CLE-CR3-Aicholtz Connector
Clermont County, Ohio

PID 82553

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July 2011

Moving Ohio into a Prosperous New World

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CATEGORICAL EXCLUSION DOCUMENT

Level 2

PROJECT INFORMATION

County, Route, Section: CLE-CR3-Aicholtz Connector		**PID:** 82553	**SJN:** 487815
Project Sponsor: Clermont County Transportation Improvement District			**ODOT District:** 8
Local Name of the Facility: Old SR 74, Rust Lane, Aicholtz Road (also known as County Road 3)			
Program: LPA/Local Let		**Project Length:** 1.3 Miles	
Termini: West Terminus: Forest Trail East Terminus: Eastgate Boulevard			
Funding Source(s): ✓ Federal	☐ State	✓ Local	☐ Private
Estimate: Engineering $ $520,000	Right-of-Way $ $3,650,000	Construction $ $5,850,000	
Sale/Award Date: 2012 (Phase 1 construction)		**STIP/TIP Date:** April 14, 2011	

PROJECT DESCRIPTION

Is an Interchange Modification Study / Interchange Justification (IMS/IJS) required? ☐ **Yes*** ✓ **No**

If yes, when did FHWA grant a conditional approval for this project? Date: N/A

**If yes, for CE 2 or CE 3 projects, a copy of the approved document must be submitted to FHWA with a request for final approval of the IMS/IJS.*

Project Location and Description

The Aicholtz Connector involves the re-establishment of a roadway connection between Mount Carmel-Tobasco Road and Eastgate Boulevard in Union Township, Clermont County, Ohio (see Attachment A1, Page 38) as an improvement to the local area network and federal-aid transportation network in the area of Clermont County referred to as "Eastgate". The project primarily follows existing Old SR 74/Rust Lane/Aicholtz Road with a reconnection of Aicholtz Road under I-275 (see Attachments A8 and A13, Pages 112 and 134). Total project length is about 1.3 miles.

The purpose of the Aicholtz Connector project is to improve connectivity and access in Eastgate and help reduce congestion on SR 32 (see Purpose and Need discussion on Pages 5 to 8). When I-275 was originally constructed in the early 1970's, Aicholtz Road was closed at the I-275 right-of-way limits. Since that time, extensive commercial and residential development in the vicinity of the I-275/SR 32 interchange has resulted in congestion on SR 32 and traffic flow/access problems in Eastgate. Improving and reconnecting Aicholtz Road under I-275 between Mount Carmel-Tobasco Road and Eastgate Boulevard will re-establish a vital link in the federal-aid transportation network in Eastgate that improves access and mobility for local businesses and residences.

Consistency With Adopted Transportation Plans (Short-Term and Long-Term Investment Strategy)

The Aicholtz Connector is listed in ODOT's 2012-2015 Transportation Improvement Program (STIP) for Federal-Aid Urban and Rural Projects (July 2011), OKI's 2012-2015 Transportation Improvement Program (TIP) adopted April 14, 2011, and Clermont County TID's Regional Transportation Improvement Program (RTIP) (July 2011) as a Transportation System Management (TSM) project for the I-275/SR 32 interchange area (see Attachments A4 and A5, Pages 41 to 47). Overall, Clermont County's RTIP projects in the I-275/SR 32 interchange area (shown in Attachment A3, Page 40 and in Attachment A5, Page 46) are being developed to improve safety, provide access management and congestion reduction benefits on SR 32, serve as a local network alternative during construction of ODOT's planned I-275/SR 32 interchange improvement project (CLE-275-10.15; see Attachment A3, Page 40), and provide important TSM actions in Eastgate in support of the Eastern Corridor Multimodal Project. The specific focus of the Aicholtz Connector is to reconnect Aicholtz Road under I-275 in conjunction with construction of new bridges on I-275 over Aicholtz Road (bridge construction by ODOT as part of the CLE-275-10.15 project) and to provide associated geometric and safety improvements on Old SR 74, Rust Lane, and Aicholtz Road to support the Aicholtz Road reconnection and anticipated 2030 design year traffic volumes.

PROJECT DESCRIPTION

As part of the long-term multimodal strategy for the area, the reconnection of Aicholtz Road under I-275 is being planned to accommodate future Wasson rail transit and pedestrian components of the Eastern Corridor (see Attachment A2, Page 39). Separate environmental and engineering studies are being developed for the Eastern Corridor, and no right-of-way is being acquired as part of the Aicholtz Connector project for the rail transit and pedestrian components. However, alternatives for the Aicholtz Connector have been coordinated and developed so as not to preclude planning-level concepts associated with these future rail transit and pedestrian facilities. Construction of the Aicholtz Connector is also being coordinated with other highway improvements in the Eastgate area being conducted as part of the Eastern Corridor project relative to capacity improvements on SR 32 and the planned elimination of various at grade intersections. This strategy of "phasing" transportation investments along Aicholtz Road is consistent with decisions outlined in the 2006 Eastern Corridor Tier 1 ROD. Specifically, the Tier 1 ROD established a program-level implementation strategy for the Eastern Corridor, where the intent is for various components of the transportation program to be constructed incrementally over time until all parts of the multimodal plan are in place. This strategy involves a comprehensive short-term and long-term development framework for public and private investment, where major new capacity improvements in highway and transit (including Eastern Corridor SR 32 capacity/access improvements and new Wasson rail transit) will be coordinated with, and benefited by, a variety of local network improvements in the Eastern Corridor area (including the Aicholtz Connector and other Eastgate area network improvements being developed by Clermont County; see Attachments A3 and A5, Pages 40 and 46). Construction phasing for the Aicholtz Connector is further described on Page 3.

Description of the Proposed Action

Preliminary plan, profile and typical section sheets illustrating the proposed Aicholtz Connector project (Preferred Alternative) are presented in Attachments B1, B2, B3, and B4 (Pages 137 to 191). The project study area, Preferred Alternative alignment, and preliminary construction limits are also presented on an aerial photo-based exhibit in Attachment A13 (Page 134).

Rust Lane and Aicholtz Road in the project area are currently two-lane facilities with 9-foot wide driving lanes, minimal paved shoulders, and open drainage systems. Existing Old SR 74 to Mount Carmel-Tobasco Road consists of two 12-foot wide driving lanes. Proposed Aicholtz Connector improvements are described below. It is anticipated that these improvements will be constructed in phases in coordination with construction of the ODOT I-275/SR 32 interchange project (CLE-275-10.15) and other improvements in the Eastgate area being conducted as part of the Eastern Corridor, with needed improvements to support the reconnection of Aicholtz Road under I-275 (see Page 3 for further description of construction phasing).

- Rust Lane and Aicholtz Road will be widened from 9-foot to 12-foot wide driving lanes with 4-foot wide paved shoulders and the installation of curb and gutter. The widening will tie into existing Old SR 74 at Forest Trail on the west side of I-275 and extend to Eastgate Boulevard on the east of I-275. Intersection turn lanes will be constructed on Aicholtz Road as needed.
- In conjunction with ODOT's CLE-275-10.15 project, Aicholtz Road will be reconnected under I-275. Bridge construction on I-275 over the Aicholtz Road reconnection point will be conducted by ODOT as part of CLE-275-10.15. These bridges will be constructed to accommodate future rail transit and pedestrian facilities being planned as part of the Eastern Corridor.
- Proposed Aicholtz Connector improvements will primarily follow the existing Old SR 74/Rust Lane/Aicholtz Road alignment to maximize use of existing right-of-way; however minor realignment is required at several locations (primarily on the west side of I-275) to accommodate needed geometric improvements.
- Existing driveway access points on Old SR 74, Rust Lane, and Aicholtz Road will be maintained, with minor modifications for compatibility with the improved facility.
- Access to Forest Trail and Omni Drive will be maintained (except for a temporary detour for Forest Trail during construction; see Pages 11 and 12); however the existing nearby access to SR 32 from Old SR 74 will be removed as part of the ODOT CLE-275-10.15 project.
- An existing culvert conveying a Hall Run tributary under the Aicholtz Connector will be replaced by a 10' x 6' x 60' box culvert.

As described on Pages 12 and 13, the existing right-of-way limits along Old SR 74, Rust Lane, and Aicholtz Road in the project area vary from approximately 50 feet to 120 feet in width (but have not been fully determined in all areas along the project corridor). Preliminary right-of-way estimates conducted by ENTRAN (based on current construction limits) indicate that approximately 1.38 acres of new, permanent right-of-way are expected to be required from 44 residential parcels and approximately 1.20 acres of new, permanent right-of-way are expected to be required from 20 commercial parcels. Temporary right-of-way needs have not yet been determined, but it is expected that some of the permanent right-of-way listed above will become temporary right-of-way parcels during detailed design. The project (Preferred Alternative) is currently expected to relocate two (2) residences and no (0) commercial buildings.

PROJECT DESCRIPTION

Design Parameters and Schedule

Existing Old SR 74, Rust Lane, and Aicholtz Road in the Aicholtz Connector study area are classified as Urban Collectors. The posted speed limit along Rust Lane and Aicholtz Road is 25 mph, and the posted speed on Old SR 74 is 35 mph. The design and posted speed for the Aicholtz Connector is 35 mph and the design year (2030) ADT is 14,830 (see Attachment A6, Page 51). Under the current project schedule, the Categorical Exclusion document for the Aicholtz Connector is anticipated to be approved by the end of 2011 and detailed design will be completed in 2011 and 2012. Right-of-way acquisition and construction for the project will be phased (see below), with construction of Phase 1 of the Aicholtz Connector anticipated to begin in fiscal year 2012.

Project Funding and Construction Phasing

Funding for the Aicholtz Connector is anticipated to be a combination of local and federal funding. The current estimated construction cost is $5.85 million. Construction of the Aicholtz Connector is anticipated to be completed in phases in coordination with construction of the ODOT I-275/SR 32 interchange project (CLE-275-10.15) and other improvements in the Eastgate area being conducted as part of the Eastern Corridor project. This strategy of phasing transportation investments is consistent with decisions outlined in the 2006 Eastern Corridor Tier 1 ROD (see Consistency with Adopted Transportation Plans, Pages 1 and 2). A preliminary phasing/funding scenario is described below:

- Phase 1 – Local Safety Improvements: This first phase of construction of the Aicholtz Connector will involve initial improvements on Aicholtz Road and Rust Lane such that once the I-275 bridges over Aicholtz Road are constructed by ODOT, necessary improvements on the Aicholtz Connector will be in place for the reconnection to be made and the facility to be opened to traffic, providing a local network alternative for the remainder of ODOT's I-275/SR 32 interchange construction project. Phase 1, to be completed with 100% local funds, will consist of improvements to meet minimum desired Clermont County design standards (11-foot lanes with 1-foot shoulders and open drainage). Key work will include a Hall Run Tributary culvert replacement, an estimated 6-foot widening and re-striping on existing Aicholtz Road and Rust Lane, and associated drainage improvements. Minor right-of-way acquisition may be required for these improvements.

  Phase 1 Construction Cost: $250,000
  Phase 1 Anticipated Funding Source: 100% Local
  Phase 1 Anticipated Schedule: 2012

- Phase 2 – Improvement of the Rust Lane/Aicholtz Road Intersection and Aicholtz Reconnection under I-275: The second phase of construction will involve a reconfiguration of the Rust Lane/Aicholtz Road intersection (with associated right-of-way acquisition), followed by the reconnection of Aicholtz Road under I-275 after the I-275 bridges are completed by ODOT for CLE-275-10.15. Construction will involve full build-out of this intersection and reconnection under I-275 as developed for the preferred alternative (see preliminary plan, profile and typical section sheets presented in Attachments B1, B2, B3, and B4 on Pages 137 to 191).

  Phase 2 Construction Cost: $1.3M
  Phase 2 Anticipated Funding Source: TCSP and Local Match
  Phase 2 Anticipated Schedule: 2015 (upon ODOT construction of I-275 bridges)

- Phase 3 – Aicholtz Connector Build-Out: The final phase of construction involves the full build-out of the remaining components of the Aicholtz Connector (from the initial Phase 1 improvements) to ODOT/FHWA design standards for a federal aid facility. The timing of Phase 3 will be coordinated with other Eastgate area improvements being conducted for the Eastern Corridor such that the full build-out of the Aicholtz Connector is completed prior to capacity improvements on SR 32 and the planned elimination of various at grade intersections on SR 32 east of I-275 (see Attachment A3). Key work in Phase 3 of the Aicholtz Connector will include completion of widening to two 12-foot lanes, 4-foot paved shoulders, curb and gutter, turn lane, access point modifications, utility relocations, and other associated improvements as developed for the preferred alternative (see preliminary plan, profile and typical section sheets presented in Attachments B1, B2, B3, and B4 on Pages 137 to 191). This work may be performed in subphases depending on coordination with development needs in the area and funding availability.

PROJECT DESCRIPTION

Phase 3 Construction Cost:	$4.3 Million
Phase 3 Anticipated Funding Source:	TCSP/STP and Local Match
Phase 3 Anticipated Schedule:	2016

Future phasing of transportation investments along the Aicholtz Connector corridor will be coordinated with future Wasson rail transit and pedestrian facilities to be constructed as part of the Eastern Corridor project and other Eastgate area network improvements being developed by Clermont County, consistent with implementation strategy established in the Eastern Corridor Tier 1 ROD. No right-of-way is being acquired as part of the Aicholtz Connector project for the rail transit and pedestrian components. Construction of these long-term multimodal investments will involve a future minor modification to the ODOT I-275 bridges (being built for CLE-275-10.15), consisting of the removal of spill-through abutments and installation of a retaining wall to accommodate the proposed rail transit and pedestrian corridor.

Project Setting

Land Use

General land use features in and adjacent to the Aicholtz Connector study area are illustrated in Attachment A8 (Page 112), Attachment A14 (Pages 135 and 136), and Attachment G8 (Page 297), and in the photograph log presented in Attachment A9 (Pages 113 to 127). The current Union Township zoning map is presented in Attachment G2 (Page 284). The Eastgate area of Union Township is extensively developed and comprised of mixed land uses, including commercial, retail, industrial, and single and multi-family residential. Larger commercial facilities surrounding the Aicholtz Connector study area and I-275/SR 32 interchange include Eastgate Mall, Eastgate Pavilion, Eastgate Station, Jungle Jim's, and the Ivy Pointe Commerce Park. Smaller businesses occur as strip development along SR 32, Old SR 74, Mount Carmel-Tobasco Road, and Eastgate Boulevard including a variety of restaurants, gas stations, automotive repair/ service facilities, retail stores, hotels, and banks.

The Aicholtz Connector study area to the west of I-275 contains a mix of commercial properties and single-family residences. Commercial properties primarily occur in the vicinity of the Mount Carmel-Tobasco Road/Old SR 74 intersection, and single-family residences occur along existing Rust Lane and Aicholtz Road to its dead end at I-275. The Hall Run stream corridor provides a greenspace buffer between the interchange area and residential subdivisions located further south. To the east of I-275, the study area consists of commercial properties (including the developing Ivy Pointe Commerce Park) with a few single-family residences where existing Aicholtz Road terminates at I-275. No parks or other public facilities are located in study area, although the Union Township Civic Center is located on Aicholtz Road about 0.2-mile east of the study area.

Infrastructure

Existing infrastructure in and adjacent to the Aicholtz Connector study area is shown in Attachment A7 (Page 78) and Attachment A14 (Pages 135 and 136), and in the photograph log presented in Attachment A9 (Pages 113 to 127). The existing roadway network in the Eastgate area consists of a major east-west route (SR 32) and a major north-south interstate route (I-275). Old SR 74 serves as an alternative east-west route that serves the Eastgate area mainly to the north of SR 32. The existing intersection of Old SR 74 with SR 32 (located within the Aicholtz Connector study area) will be permanently closed as part of the CLE-275-10.15 project, and relocated about 2,000 feet west through construction of a superstreet intersection at Mount Carmel-Tobasco Road/Bells Lane. Currently, there is no east-west connection in the Eastgate area on the south side of SR 32. Clough Pike is currently the closest east-west facility on the south side of SR 32 and serves the Eastgate area though its connection to Ivy Pointe Boulevard, but this facility is located over a mile south of the SR 32 and Aicholtz Road corridors (see Attachment G8, Page 297). No rail transit, bike or pedestrian facilities occur in the Aicholtz Connector study area or in the immediate Eastgate area. A park-and-ride/bus hub facility is located at the Union Township Civic Center about 0.2-mile east of the Aicholtz Connector east terminus.

Utilities in the project area include gas lines owned by Duke Energy, telephone/fiber optic lines, electrical lines, cable TV lines, and water and sanitary sewer lines (see Attachment B3, Page 142). The Hall Run Sanitary Flow Facility is located north of SR 32 just east of Old SR 74 - just outside the project study area. Further discussion of utilities is presented on Page 13 of this Categorical Exclusion. Currently known utilities are shown on the plan and profile sheets in Attachment B4 (Pages 144 to 159).

PROJECT DESCRIPTION

Natural Environment

Environmental resources and features in and adjacent to the Aicholtz Connector study area are discussed/illustrated in Red Flag Summary in Attachment A7 (Pages 57 to 59 and 77) and Attachment A14 (Pages 135 and 136), and in the photograph log presented in Attachment A9 (Pages 113 to 127). Surface topography in the study area is gently rolling to hilly, with surface elevations ranging from approximately 825 feet along the USGS intermittent Hall Run stream channel to approximately 870 feet along Aicholtz Road at Eastgate Boulevard. Several other small tributaries to Hall Run and one small wetland also occur in the study area. There are no FEMA-designated 100-Year floodplains, sole-source aquifers, or source water protection areas located in the study area. The study area does lie within the range of the Federal Endangered Indiana bat (*Myotis sodalis*) and running buffalo clover (*Trifolium stoloniferum*), and the Federal Proposed Endangered species, rayed bean mussel (*Villosa fabalis*) and sheepnose mussel (*Plethobasus cyphyus*). Further discussion of the natural environment is presented on Pages 13 to 19 of this Categorical Exclusion.

Project History/Previous Studies

Most of the Aicholtz Connector study area was previously assessed for the Eastern Corridor Multimodal Projects Tier 1 study (as documented in the 2006 Tier 1 ROD) and for ODOT's I-275/SR 32 Interchange (CLE-275-10.15) project (as documented in the 2009 FHWA-approved Level 4 Categorical Exclusion). Previously-conducted environmental studies that cover all or portions of the Aicholtz Connector study area are listed below:

- Phase I History Architecture Investigation for I-275/SR 32 Interchange (Gray & Pape, 2004)
- Phase I Archaeological Investigation for I-275/SR 32 Interchange (Gray & Pape, 2004)
- Ecological Survey Report (Level 1) for I-275/SR32 Interchange (ENTRAN, 2004)
- Environmental Site Assessment Screening for I-275/SR 32 Interchange (H.C. Nutting, June 2004)
- Phase I Environmental Site Assessment for I-275/SR 32 Interchange (H.C. Nutting, October 2004)
- Environmental Site Assessment Screening Addendum for I-275/SR 32 Interchange (Old SR 74 Extension) (ENTRAN, 2007)
- Addendum to Phase I History/Arch. and Archaeology Investigations for the I-275/SR 32 Interchange (Gray & Pape, 2007)
- Phase I Environmental Site Assessment for I-275/SR 32 Interchange (Old SR 74 Extension) (ENTRAN, 2008)
- Phase II Environmental Site Assessment for I-275/SR 32 Interchange (Burgess and Niple, November 2008)
- Phase II Environmental Site Assessment, Former Line X Property, 4419 Aicholtz Road (ENTRAN, 2009)

Based on agreement between ODOT and the Clermont County TID at the Aicholtz Connector scoping meeting held August 11, 2009, ODOT and agency clearances previously obtained for resources within the Aicholtz Connector study area have been utilized for this Categorical Exclusion document and related submittals. All environmental resources and features the Aicholtz Connector study area that were documented in the previous studies have been checked for changes in condition and additional studies have been conducted as necessary and are documented in this Categorical Exclusion. All environmental resources and features located outside the previously-cleared corridors have been assessed as part of the Aicholtz Connector project and are documented in this Categorical Exclusion.

PURPOSE AND NEED FOR THE PROJECT

The purpose of the Clermont County TID's RTIP projects in the I-275/SR 32 interchange area - including the proposed action - is to improve safety, traffic flow and access to and from Eastgate area commercial and residential districts, provide a local road network alternative during construction of ODOT's CLE-275-10.15 project, and provide TSM improvements to the transportation network in the Eastgate area in support of the Eastern Corridor Multimodal project (see Attachments A3 and A5, Pages 40 and 46). The specific focus of the proposed action is to reconnect Aicholtz Road under I-275 in conjunction with construction of new bridges on I-275 over Aicholtz Road (bridge construction to be conducted by ODOT as part of the CLE-275-10.15 project) to re-establish a vital east-west link in the area transportation network, and to provide the necessary geometric and safety improvements on Old SR 74, Rust Lane, and Aicholtz Road to support the Aicholtz Road reconnection and anticipated design year traffic volumes. The proposed action will also support current and planned economic development in the Eastgate area, and will accommodate rail transit and pedestrian components of the Eastern Corridor (which will be developed in detail at a future time).

The Aicholtz Connector is listed in ODOT's 2012-2015 Transportation Improvement Program (STIP) for Federal-Aid Urban and Rural Projects (July 2011), OKI's 2012-2015 Transportation Improvement Program (TIP) adopted April 14, 2011 and in the

PURPOSE AND NEED FOR THE PROJECT

Clermont County TID Regional Transportation Improvement Program (RTIP) (July 2011) as a Transportation System Management (TSM) project for the I-275/SR 32 interchange area (see Attachments A4 and A5, Pages 41 to 47). The Aicholtz Connector and other RTIP projects in the Eastgate area are shown in Attachment A3 (Page 40) and Attachment A5 (Page 46).

The need for the proposed action centers on local connectivity/system linkage deficiencies in the I-275/SR 32 interchange and Eastgate area; specifically, the lack of a local east-west transportation corridor south of SR 32 that links commercial and residential areas on the east side of I-275 to commercial and residential areas on the west side of I-275. This lack of connectivity is increasing congestion and hampering access and travel efficiency throughout the Eastgate area – particularly on SR 32. Reconnecting Aicholtz Road between Mount Carmel-Tobasco Road and Eastgate Boulevard will re-establish this vital east-west link in the Eastgate area transportation network. The proposed action will also support current and planned economic development in the Eastgate area, and will accommodate rail transit and pedestrian components of the Eastern Corridor (which will be developed in detail at a future time). Further discussion of the specific needs for the proposed action is presented below.

Local Network Connectivity/System Linkage

One of the specific needs for the proposed action involves the lack of local road network connectivity in the Eastgate area. Before I-275 was constructed in the early 1970's, Aicholtz Road extended east-west along the south side of SR 32 through the Mount Carmel area and into rural Clermont County, connecting local north-south roads such as Mount-Carmel Tobasco Road and Glen Este-Withamsville Road (see historic aerial photographs in Attachment G10, Pages 301 to 309). North of SR 32, Mount Carmel-Tobasco Road and Glen Este-Withamsville Road were (and still are) linked from east to west by Old SR 74. The original network, therefore, provided a circular transportation route around the SR 32 corridor for local access to the suburban residential areas that were developing at the time. However, when I-275 was constructed, Aicholtz Road was closed at the I-275 right-of-way limits, thus breaking the circular transportation network around the SR 32 corridor. Soon after came construction of the Eastgate Mall, Eastgate Boulevard and extensive commercial and residential development throughout what is now known as "Eastgate". With the closure of Aicholtz Road at I-275, this rapidly developing area was left with no local east-west roadway link through the Eastgate area south of SR 32. Clough Pike is currently the closest east-west facility on the south side of SR 32 and serves the Eastgate area through its connection to Ivy Pointe Boulevard, but this facility is located over a mile south of SR 32/Aicholtz Road.

High traffic volumes in the Eastgate area are the result of commuter and freight movement on SR 32 through the area, as well as business/shopping and residential traffic on SR 32 and the adjacent local road network. The lack of a circular transportation network around the SR 32 corridor in the Eastgate area results in drivers taking indirect routes within the local network or forcing them onto SR 32, adding to congestion on SR 32 during peak travel times. Additionally, seven existing at-grade intersections on SR 32 between I-275 and Bach Buxton Road are planned for elimination of as part the Eastern Corridor project's access management and capacity improvements on SR 32 (see Attachment A3, Page 40). Without a circular transportation network in place to move local traffic around this improved SR 32 corridor, travel inefficiency in the Eastgate area is expected to continue.

Predicted traffic volume data for the 2030 Build and No Build scenarios (used as the base for development of the Aicholtz Connector Certified Traffic - see Attachment A6, Pages 51a and 51b) indicate that a reconnection of Aicholtz Road will result a 2 to 18 percent reduction in average daily traffic volumes on SR 32 through the I-275/Eastgate area. Additionally, this data indicates traffic reductions on other key routes in the local network, including Mount Carmel-Tobasco Road, Old SR 74 and Clough Pike:

Traffic Volume Changes in the Eastgate Area Following Construction of the Aicholtz Connector

Segment	2030 No Build ADT	2030 Build ADT	% Difference
SR 32, Mount Carmel-Tobasco Road to I-275	58,466	52,397	- 10%
SR 32 through I-275 interchange	50,766	41,881	-18%
SR 32, I-275 to Eastgate Boulevard	89,434	81,109	-9%
SR 32, Eastgate Boulevard to Glen Este-Withamsville	84,953	83,037	-2%
Eastgate Boulevard, Aicholtz Road to Eastgate South	19,863	16,901	-15%
Clough Pike over I-275	20,533	18,134	-12%
Old SR 74 over I-275	19,609	18,353	-6%
Mount Carmel-Tobasco Road, Old SR 74 to Clough Pike	14,296 to 18,568	11,728 to 16,525	-11% to -18%

PURPOSE AND NEED FOR THE PROJECT

Land Use / Economic Development

Another specific need for the proposed action involves support of economic development in the Eastgate area by providing an efficient local transportation network that serves existing and planned development in the Aicholtz corridor. The Eastgate area is a gateway to Union Township and a hub of economic activity for Clermont County. A commercial and market analyses conducted in 2007 for the Eastgate area (see Attachment G11, Pages 310 to 321) indicate: 1) $500 million of unmet retail demand, with an opportunity to absorb an additional 100,000 to 300,000 square feet of retail space, 2) demand for upscale retail development, 3) need for diverse residential development to meet an estimated 10 percent population growth over the next 10 years, and 4) employment growth of close to 5,000 workers over the next 10 years. Existing and planned development opportunities in the Aicholtz corridor area identified in the 2007 Eastgate commercial and market analyses include the following:

- Ivy Point Commerce Park – located in the southeast quadrant of the I-275/SR 32 interchange and with access from Aicholtz Road, this existing development includes 100,000 square feet of office building supporting 1,000 employees, with 1 million square feet of office space and 5,000 employees expected to come online over the next 10 years.

- Ivy Point Village – a destination retail/office/residential corridor conceived along the Aicholtz Road corridor, including the Union Township Civic Center and existing park-and-ride (future multi-modal transit station) at this facility.

- Mt Carmel Business Corridor – a revitalization plan (neighborhood center) is anticipated for this corridor along Old SR 74 (west of Mt. Carmel-Tobasco Road) with a direct connection to the Aicholtz Connector.

- Development and Re-Development Opportunities – includes future development opportunities associated with the Eastgate Mall and surrounding commercial area along SR 32 that would directly benefit from the re-establishment of a circular transportation route around I-275/SR 32.

Modal Relationships

The proposed action is also needed to support plans for future construction of rail transit and pedestrian access facilities in the Eastgate area. As described on Page 2, Wasson rail transit and pedestrian components of the Eastern Corridor will be constructed in the future as part of the phased strategy for implementation of the Eastern Corridor multimodal plan. Included as part of the planned Wasson rail transit corridor is a terminal transit station located at the existing park-and-ride/bus hub facility at the Union Township Civic Center or other appropriate location along the Aicholtz Connector corridor to serve existing and planned development in the vicinity. As part of the long-term multimodal strategy for the area, the reconnection of Aicholtz Road is being planned to accommodate the Wasson rail transit and pedestrian access facilities. Separate environmental and engineering studies are being conducted for the Eastern Corridor; however, the proposed action has been developed and coordinated so as not to preclude planning-level decisions associated with these future modes (see Pages 9 and 10, and Attachment A10, Pages 128 to 131) – consistent with the phased implementation identified in the Eastern Corridor Tier 1 ROD. No right-of-way is being acquired as part of the Aicholtz Connector project for the rail transit and pedestrian components.

Safety

In conjunction with the CLE-275-10.15 project, the proposed action is needed to improve motorist safety in the Eastgate area. As described in the Level 4 Categorical Exclusion for ODOT's I-275/SR 32 interchange project (see Attachment A6, Page 51c), crash rates on SR 32 in the Eastgate area exceed the statewide average, and a high number of crashes are also occurring at local road intersections with SR 32. Since the proposed action is expected to reduce traffic volumes on SR 32 and much of the local road network in the Eastgate area (see traffic volume table on Page 6), improvements to motorist safety are anticipated as a result of the reduced congestion on SR 32 and the Eastgate area local road network provided by the proposed action.

Purpose and Need Summary

The purpose of the proposed action is to provide a vital reconnection in the Eastgate area federal-aid transportation network in order to improve safety, traffic flow and access to commercial and residential districts, provide a local road network alternative

PURPOSE AND NEED FOR THE PROJECT

during construction of ODOT's CLE-275-10.15 project, and provide TSM improvements to the transportation network in the Eastgate area in support of the Eastern Corridor Multimodal project (HAM/CLE-32F-2.50). The need for the proposed action centers on transportation connectivity/system linkage deficiencies in the I-275/SR 32 interchange and Eastgate area; specifically, the lack of a local east-west transportation link south of SR 32 that connects commercial and residential areas on the east side of I-275 to commercial and residential areas on the west side of I-275. The proposed action will also support current and planned economic development in the Eastgate area, and will accommodate rail transit and pedestrian components of the Eastern Corridor (which will be developed in detail at a future time). Related to the purpose and need, three goals were identified by the study team and have been confirmed through the public involvement process (see Pages 31 to 34 of this Categorical Exclusion).

1. Improve access, travel efficiency, and safety in the Eastgate area by providing for local trips off mainline SR 32.

2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor.

3. Plan for future rail transit and pedestrian access (being developed separately as part of the Eastern Corridor).

The purpose and need for the proposed action is consistent with planned multimodal improvements associated with the Eastern Corridor (HAM/CLE-32F-2.50; PID 22970), ODOT's 2012-2015 Transportation Improvement Program (STIP), OKI's 2012-2015 Transportation Improvement Program (TIP), and the Clermont County TID's Regional Transportation Improvement Program (RTIP) (July 2011), and the addresses all three of the specific project goals as discussed above.

Two other goals (preserving/protecting greenspace and maximizing use of existing right-of-way) were developed during the study as part of the public involvement process and are further discussed in the Alternatives section (Pages 9 and 10) and the Public Involvement section (Pages 31 to 34) of this Categorical Exclusion.

Logical Termini

The west terminus of the proposed action is located on Old SR 74 between Mount Carmel-Tobasco Road and the Old SR 74/Forest Trail intersection on the west side of I-275 (see Attachment A13, Page 134). As described on Page 1, this involves a reconnection of Aicholtz Road and the needed geometric, lane width, and intersection improvements necessary on Old SR 74, Rust Lane, and Aicholtz Road to support the Aicholtz Road reconnection. At the west terminus, the Aicholtz Connector is expected to carry approximately 14,830 vehicles per day by 2030 (under Build conditions). This is an appropriate and logical terminus for the proposed action since: 1) geometric/lane width improvements to Old SR 74 have previously been made between Mount Carmel-Tobasco Road and Forest Trail, 2) the Old SR 74/SR 32 intersection will be closed as part of the CLE-275-10.15 project, and 3) the Mount Carmel-Tobasco Road/Old SR 74 intersection will be improved as part of the CLE-275-10.15 project.

The east terminus of the proposed action is located at the Aicholtz Road/Eastgate Boulevard/Ferguson Drive intersection on the east side of I-275 (see Attachment A13, Page 134). At this location, Eastgate Boulevard has been previously improved and is now a major five-lane north-south local road that will carry approximately 22,520 vehicles per day in 2030. Eastgate Boulevard provides access to the Eastgate Mall and SR 32 to the north. Ferguson Drive is a recently-constructed two-lane facility with modern round-about intersections and will carry approximately 13,700 vehicles per day. Ferguson Drive provides access to the Ivy Pointe Commerce Park and Clough Pike to the south. Existing Aicholtz Road to the east of Eastgate Boulevard (the east terminus of the proposed Aicholtz Connector) is a two-lane facility that will carry approximately 9,910 vehicles per day in 2030; this portion of Aicholtz Road (east of Eastgate Boulevard) has recently been widened at Eastgate Boulevard/Ferguson Drive to accommodate additional turn lanes. By 2030 (under Build conditions), the proposed Aicholtz Connector will carry approximately 7,710 vehicles per day east of I-275 (5,530 eastbound toward Eastgate Boulevard/Ferguson Drive and 2,180 westbound toward I-275). Of the 5,530 eastbound vehicles, approximately 76 percent will turn north or south onto Eastgate Boulevard/Ferguson Drive, while only 24 percent (about 1,300 vehicles) will continue east on two-lane Aicholtz Road. Based on these traffic volumes, and the previous improvements that have taken place at the Eastgate Boulevard/Ferguson Drive intersection, this location is an appropriate and logical terminus for the proposed action.

ALTERNATIVES

The Do Nothing Alternative is not feasible, prudent or practicable (Mark all that apply):

It would not correct existing capacity deficiencies;	✓
It would not correct existing safety hazards;	✓
It would not correct the existing roadway geometric deficiencies;	✓
It would not correct the existing deteriorated conditions and maintenance problems, or	✓
It would result in serious impacts to the motoring public and general welfare of the economy.	✓

No Build (Do Nothing) Alternative

Currently, Aicholtz Road is closed (dead end street) at the I-275 right-of-way limits and therefore there is no east-west local road connection south of SR 32 in the Eastgate area. This condition is contributing to congestion and is hindering traffic flow and access in the Eastgate area (see Purpose and Need discussion on Pages 5 to 8 of this Categorical Exclusion). The No Build Alternative consists of continued routine maintenance and upkeep of existing Old SR 74, Rust Lane, and Aicholtz Road without any of the proposed improvements discussed in the Project Description/Proposed Action on Pages 1 to 5. Consequently, the No Build Alternative does not reconnect Aicholtz Road under I-275, does not support or address any of the Purpose and Need elements or the corresponding project goals developed by the project team, and does not support the regional transportation improvements being advanced as part of the Eastern Corridor Multimodal project (HAM/CLE-32F-2.50). Therefore, the No Build alternative is not a feasible project alternative.

Study Area and Red Flag Analysis

As described on Page 8, three Aicholtz Connector goals were initially developed by the study team at the start of the project study. These goals directly address the key elements of the Aicholtz Connector Purpose and Need. Following evaluation of the Purpose and Need and identification of project goals, a preliminary Aicholtz Connector study area was established extending west to east from Mount Carmel-Tobasco Road to Eastgate Boulevard and north to south from SR 32 to south of Aicholtz Road/Hall Run (centered roughly on Old SR 74, Rust Lane, and Aicholtz Road; see Attachment A8, Pages 112). A Red Flag Analysis was conducted by ENTRAN in this study area in September/October 2009 (see Attachment A7, Pages 52 to 111) and the findings of the Red Flag Analysis along with the preliminary study area boundaries were presented at an open house public meeting on October 14, 2009. Further discussion of this public meeting is presented on Pages 31 and 32 and in Attachment H3 (Pages 350 to 439).

Preliminary Alternatives

Following the October 14, 2009 public meeting, a fourth project goal was established in response to public comments: *"protect the natural environment by preserving/enhancing greenspace and managing stormwater"* (see Page 32). Considering the four project goals, the results of the Red Flag analysis, and the October 14, 2009 public meeting comments, three conceptual Aicholtz Connector roadway alternatives were developed and identified as Alternatives 1, 2 and 3. On the west side of I-275, Alternative 1 was located along the existing SR 32 and the SR 32/I-275 interchange right-of-way, while Alternative 2 generally followed the existing Old SR 74/Rust Lane/Aicholtz Road alignment. Alternative 3 was located south of Old SR 74/Rust Lane/Aicholtz Road and Hall Run. East of I-275, all three alternatives generally followed the existing Aicholtz Road alignment (see Attachment A10, Pages 128 to 130). These three alternatives were presented to the public at an open house public meeting held on December 9, 2009. Further discussion of this public meeting is presented on Page 32 and in Attachment H4 (Pages 440 to 501).

At the December 9, 2009 public meeting, each of the three Aicholtz Connector roadway alternatives was presented in combination with planning-level multimodal (pedestrian and rail transit) alternative concepts in accordance with the long-term multimodal planning strategy for the area (see Page 2, Page 32, and Attachment H4, Pages 453 to 455). These multimodal alternative concepts (identified as option "a" and "b" for Aicholtz Connector roadway Alternatives 1, 2 and 3) were for planning purposes only, to ensure that the development of the Aicholtz Connector project and the reconnection of Aicholtz Road does not preclude the future development and construction of pedestrian and/or rail transit in the Aicholtz Connector corridor. A fourth roadway concept was also presented that involved an overpass of I-275 south of Aicholtz Road along with discussion of why such an alternative was not considered feasible (larger impact footprint, higher construction costs; see Attachment A10, Page 131 and Attachment H4, Page 456).

PURPOSE AND NEED FOR THE PROJECT

Refined Alternatives

Following the December 9, 2009 public meeting, a fifth project goal was established in response to public comments: *"maximize use of existing right-of-way"* (see Page 32). Considering the five project goals and public meeting comments, Aicholtz Connector roadway Alternative 2 was modified to more closely follow existing Old SR 74, Rust Lane, and Aicholtz Road and utilize more existing right-of-way (to reduce costs and impacts in consideration of the fifth project goal). Additionally, a preliminary project review by the Ohio Department of Transportation resulted in the addition of a fourth Aicholtz Connector roadway alternative. This alternative (identified as Alternative 4) was similar to the overpass concept presented at the December 9, 2009 public meeting, but involved an I-275 underpass instead of an overpass (i.e. construct I-275 bridges over Aicholtz Connector Alternative 4 at a location approximately 300 feet south of existing Aicholtz Road and Alternatives 1, 2 and 3). The purpose for developing and evaluating this alternative was to confirm the most appropriate location for the I-275 bridges over the Aicholtz Connector, since Alternatives 1, 2 and 3 each crossed under I-275 at one location – existing Aicholtz Road (see Attachment A11, Page 132). A preliminary impact matrix was then developed that evaluated Alternatives 1, 2, 3 and 4 for environmental impacts, construction/right-of-way costs, and fit with project goals. This impact matrix is presented in Attachment A12 (Page 133).

Preferred Alternative

Alternatives 1, 2, 3 and 4 and the preliminary impact matrix were reviewed at a project team meeting held on January 14, 2011, and the project team identified Alternative 2 as the Preliminary Preferred Alternative for the Aicholtz Connector project, since it:

- has the fewest residential relocations
- has the lowest stream impact and no impact to the Hall Run mainstem
- utilizes the most existing right-of-way
- has the lowest construction cost (tied with Alternative 1)
- has the lowest new right-of-way cost
- addresses purpose and need elements and fits with all five project goals

An open house public meeting was held in February 2011 to present to the public Alternatives 1, 2, 3 and 4, the impact matrix, and the Preliminary Preferred Alternative (Alternative 2). Further discussion of this public meeting is presented on Page 33 and in Attachment H6 (Pages 515 to 573). A project team meeting was held on March 31, 2011 to review public meeting comments. At the conclusion of this meeting the project team confirmed Alternative 2 as the Preferred Alternative for the Aicholtz Connector project. The Preferred Alternative is presented in Attachment A13 (Page 134).

ROADWAY CHARACTER

Functional Classification: Urban Collector

Traffic Data

	Existing	Design/Proposed
Year	2000-2002 (Clermont County Engineer counts) 2008 (HNTB counts)	2010 Build/2030 Build (Certified) (based on 2008 HNTB counts)
ADT (vpd)	73 (west of I-275); 122 (east of I-275) 10,667 (at Mt. Carmel Tobasco); 3,021 (at Eastgate Blvd)	2010: 12,160 (at Mt. Carmel-Tobasco); 4,570 (at Eastgate Blvd) 2030: 14,830 (at Mt. Carmel-Tobasco); 7,710 (at Eastgate Blvd)
Number of Lanes	2	2
Type of Lanes	Through	Through (with intersection turn lanes as needed)
Pavement Width (ft)	20	24
Shoulder Width (ft)	<1 (paved)	4 (paved)
Median Width (ft)	None	None
Sidewalk Width (ft)	None	None

Trucks: 3 % **Designed Speed:** 35 mph **Legal Speed:** 35 mph **DHV:** 771

Setting: ✓ Urban ☐ Suburban ☐ Rural

Topography: ☐ Level ✓ Rolling ☐ Hilly

ROADWAY CHARACTER

Facility on New Location or Realignment	✓ Yes	No
Remarks:	The Aicholtz Connector project involves reconnecting Aicholtz Road under I-275 and performing widening and geometric improvements (minor realignments) that are necessary to support the reconnection.	
Substantial Change in Access Control	Yes	✓ No
Remarks:	Existing Rust Lane and Aicholtz Road are controlled access facilities with numerous residential and commercial access points (driveways). These access points will be maintained, and no change in access control is planned.	
Involvement with Existing Bridge(s)	✓ Yes	No

Structure File Number(s): NA **Sufficiency Rating:** NA

	Existing	Proposed
Bridge Type	NA	NA
Number of Spans	NA	NA
Weight Restrictions (ton)	NA	NA
Vertical Clearance (feet)	NA	NA
Curb to Curb Width (feet)	NA	NA
Shoulder Width (feet)	NA	NA
Under Clearance (feet)	NA	NA

Remarks: The Aicholtz Connector project (Preferred Alternative) will not involve any existing bridges. The project will require the replacement of an existing culvert on Aicholtz Road just west of I-275 that spans a tributary to Hall Run (see Photograph 28 in Attachment A9, Page 126). This culvert will be replaced by a 10' x 6' x 60' box culvert (see Attachment B4, Page 150). The proposed I-275 bridges over the Aicholtz Connector reconnection point will be constructed as part of the CLE-275-10.15 project.

MAINTENANCE OF TRAFFIC

	Yes	No
Is a temporary bridge proposed?		✓
Is a temporary roadway proposed?		✓
Will the project involve the use of a detour or require a ramp closure? (*If YES, then:*)	✓	
Provisions will be made for access by local traffic and so posted.	✓	
Provisions will be made for through-traffic dependent businesses.	NA	NA
Provisions will be made to accommodate any local special events or festivals.	✓	
Will the proposed MOT substantially change the environmental consequences of the action?		✓
Is there substantial controversy associated with the proposed method of MOT?		✓
Is there permanent alteration of the local traffic pattern?	✓	

Remarks: Some temporary disruption to traffic flow is expected during construction activities on Old SR 74, Rust Lane, Aicholtz Road, Forest Trail, and Omni Drive. Conceptual Maintenance of Traffic (MOT) notes included in the project design plans (see Attachment B3, Page 142) state that maintenance of traffic operations involving changes in traffic flow patterns or the use of flaggers shall not be performed during peak hours (between 6:30 am and 9:00 am and 3:00 pm and 6:30 pm) and a minimum of one lane of traffic in each direction shall be maintained in each direction during peak hours.

The proposed MOT sequence of construction for full build-out of the Preferred Alternative (see Attachment B3, Page 142) is summarized as follows: MOT Pre-Phase 1: Construct temporary pavement between Sta. 81+00 and Sta. 87+00 (right) Sta. 93+00 and Sta. 102+00 (left) Sta. 104+00 and 116+50 (right), Sta. 124+00 and Sta. 133+75 (right), and Sta. 133+75 to Sta. 143+46 (right) while maintaining traffic using right side existing and temporary pavement. Construct left and right sides between Sta. 116+00 and Sta. 123+00. MOT Phase 1: Construct the left side of the project (minus surface course) between Sta. 85+00 and 117+00 (left), Sta. 123+50 and 133+75 (left) and Sta. 133+75

MAINTENANCE OF TRAFFIC

and 143+46 (right) while maintaining traffic using right side existing and temporary pavement. Construct left and right sides between Sta. 116+00 and 123+00. Old Aicholtz Road (west of I-275) and Omni Drive (east of I-275) will be constructed using part width construction using standard construction drawing MT 97.10 flagger operation. MOT Phase 2: Construct right side of the project (minus surface course) between Sta. 85+00 and 117+00 (right), Sta. 123+50 and 133+75 (right) and Sta. 133+75 and 143+46 (left) while maintaining traffic using left or right sides of new pavement. Forest Trail (at the west project terminus) will be closed to traffic and a detour will be set up using Sonny Lane and Mount Carmel-Tobasco Road. MOT Phase 3: Construct surface course between Sta. 85+00 and 143+46 using standard construction drawing MT 97.11 flagger operation.

As noted above, Forest Trail will be temporarily closed to traffic during construction. Traffic will be temporarily detoured on Sonny Lane and Mount Carmel-Tobasco Road (see Attachment G8, Page 297). This 1.4-mile detour is expected to be short in duration (approximately 30 days or less). To ensure that the public is notified of this detour and all construction activities, the following plan note will be added to the final design plans: *"The Contractor will advise the Project Engineer a minimum of fourteen (14) days prior to the following: the start of construction activities, lane closures, and/or road closures. The Project Engineer will forward this information to the Clermont County Transportation Improvement District. The Clermont County Transportation Improvement District will, in turn, notify the public, the local emergency services, affected schools and businesses, and any other impacted local public agency of any of the above mentioned items, via media sources"* (see Environmental Commitments on Page 36).

Following construction of the project and the re-connection of Aicholtz Road under I-275, local traffic patterns are expected to be permanently altered, as local traffic currently using SR 32 and other local roads in the Eastgate area is expected to utilize the new Aicholtz Connector south of SR 32 (see Purpose and Need on Page 6). The effects of this alternation in traffic patterns is further discussed in the Secondary and Cumulative impacts section of this Categorical Exclusion (see Pages 26 to 29).

RIGHT-OF-WAY AND UTILITY INVOLVEMENT

Right-of-Way

Number of parcels to be affected for temporary ROW:	TBD	
Number of parcels to be affected for permanent ROW:	64	
Approximate area of temporary right-of-way needed:	TBD	acre
Approximate area of permanent right-of-way needed:	2.58	acre

Remarks:

The widening of Old SR 74, Rust Lane, and Aicholtz Road and the reconnection of Aicholtz Road under I-275 will primarily follow the existing Old SR 74/Rust Lane/Aicholtz Road alignment to maximize use of existing right-of-way; however minor realignments are required at several locations to accommodate needed geometric improvements. Existing access points (driveways and local roads) along Old SR 74, Rust Lane and Aicholtz Road will be maintained, though some modifications will be made to make the access points compatible with the new facility (see Attachment A13, Page 134 and Attachment B4, Pages 144 to 163).

The existing right-of-way along Old SR 74, Rust Lane, and Aicholtz Road in the project area varies from approximately 50 feet to 120 feet in width (existing right-of-way limits have not been fully determined in all areas along the project corridor). The preliminary construction limits for the project range from approximately 40 feet to 100 feet in width (with about a 60-foot average width) (see Attachment A13, Page 134 and Attachment B4, Pages 144 to 159). Preliminary right-of-way estimates conducted by ENTRAN (based on current construction limits) indicate that approximately 1.38 acres of new, permanent right-of-way are expected to be required from 44 residential parcels and approximately 1.20 acres of new, permanent right-of-way are expected to be required from 20 commercial parcels. Temporary right-of-way needs have not yet been determined, but it is expected that some of the permanent right-of-way listed above will become temporary right-of-way during detailed design. At this time, two (2) residential relocations are expected as a result of the project. No commercial relocations are expected.

RIGHT-OF-WAY AND UTILITY INVOLVEMENT

The acquisition of right-of-way and the relocation of residences will be conducted by the Clermont County TID in accordance with ODOT-Office of Real Estate procedures (*http://www.dot.state.oh.us/real/*), Titles II and III of the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970, the Surface Transportation and Uniform Relocation Assistance Act of 1987, and 49 CFR Part 24 (see Environmental Commitments on Page 36).

Utilities

	Yes	No
Has Utility Coordination been completed?		✓
Are large scale transmission facilities located within the project area?		✓
Are there any private utility easements within the project area?	✓	
If YES, will it be impacted by the project?	✓	

Remarks:

Utilities in the project area include electric, gas, water, sewer, telephone, and cable TV lines (see Attachment B4, Pages 144 to 159). No major transmission lines occur within the project construction limits. A list of all utility owners located within the project work limits is included in Attachment B3 (Page 142). It is expected that private utilities will need to be relocated, but no utility relocation areas have yet been identified.

Since utility relocations are anticipated, and the following note will be added to the final design plans: "*All utility relocations shall be coordinated between the Contractor and the utility owners in such a way as to avoid and/or minimize any inconvenience to potentially affected customers. All utility relocations not included in this contract shall be ongoing throughout the construction period. Upon the contract award, the coordination of all necessary relocations with the utilities shall become the responsibility of the Contractor*" (see also Environmental Commitments on Page 36).

ECOLOGICAL RESOURCES

Streams, Rivers, & Watercourses Present ✓ Yes ☐ No****

	Presence		Impacts	
	Yes	No*	Yes***	No**
Streams, Rivers & Watercourses			✓	
National Scenic River		✓		✓
State Wild, Scenic or Recreational River		✓		✓
Commercial		✓		✓
Non-Commercial		✓		✓

Ohio EPA Aquatic Life Use Designation (e.g. WWH) WWH (Hall Run)

Remarks:

Surface stream studies were conducted by ENTRAN in a portion of the Aicholtz Connector study area in May through July 2004 for the CLE-275-10.15 project. A Level 1 Ecological Survey Report (ESR) was then completed by ENTRAN, approved by ODOT, and coordinated with the resource agencies in October 2004. The Level 1 ESR was cleared by the resource agencies in November/December 2004 (see Attachment C1, Pages 192 to 204).

In September and October 2009, field and literature reviews for surface streams were updated by ENTRAN for the entire Aicholtz Connector study area. The literature review consisted of a review of aerial photo mapping (see Attachment A8, Page 112) as well as USGS mapping, Natural Resource Conservation Service (NRCS) soil mapping, National Wetlands Inventory (NWI) mapping (see Attachment C2, Pages 205 to 208), and Federal Emergency Management Agency (FEMA) flood plain mapping (see Attachment D2, Page 220). The photograph log from the field review is included in Attachment A9 (Pages 113 to 127).

In total, nine (9) surface streams with approximately 4,490 linear feet of stream channel were identified within the Aicholtz Connector study area (see Attachment A14, Pages 135 and 136). These nine surface streams are all located in the East Fork Little Miami River below Stonelick Creek to Little Miami River [Except Shayler Run] drainage (HUC 05090202130060; see Attachment C2, Page 209), and include Hall Run, seven unnamed tributaries to Hall Run, and

ECOLOGICAL RESOURCES

one unnamed Tributary to Salt Run. Hall Run (S2) is an Ohio EPA-designated Warmwater Habitat (WWH). None of the other streams have Ohio EPA use designations, but the following provisional use designations were assigned based on QHEI/HHEI field data collected in the project study area: WWH (a portion of Unnamed Hall Run Tributary S29), Class I Primary Headwater Habitat (PHWH) (Unnamed Hall Run Tributary S9), Class II PHWH (Unnamed Hall Run Tributary S11), Modified Class I PHWH (Unnamed Hall Run Tributaries S3, S4 and S5) and Modified Class II PHWH (a portion of Unnamed Hall Run Tributary S6, Unnamed Salt Run Tributary S7, Unnamed Hall Run Tributary S1).

In general, Class I-PHWH streams are of lower quality compared to Class II-PHWH and WWH streams. Class I-PHWH features are often dry, with little or no aquatic life present. Class I-PHWH streams generally require protection of watershed hydrologic functions that include mitigation of water energy, sediment retention in floodplain areas, and protection of downstream uses. Class II-PHWH streams generally present moderately diverse assemblages of vertebrate and benthic macroinvertebrates that are well adapted to a spectrum of warmwater flow hydrology, similar to that for WWH. Streams determined to be recovering from channel modifications were considered to be slightly lower quality and were classified as either Modified Class I-PHWH streams, or Modified Class II-PHWH streams.

One of the nine surface streams in the study area (Unnamed Hall Run Tributary - two crossing locations total) is expected to be impacted by the Preferred Alternative, as illustrated on Attachment A14 (Pages 135 and 136). The characteristics of this stream at the two crossing locations are further described in the table below, as is the Preferred Alternative impact activity and impact length at each crossing location:

Surface Streams Impacted by the Preferred Alternative

Stream Name Photo Log #	Drainage Area	Hydrology/Flow Characteristics	HHEI/QHEI* Score	Provisional Designation	Impact Activity	Impact Length
Unnamed Hall Run Tributary (S6) Photo Log #24	0.16 mi^2	Intermittent RPW* (Seasonal)	44 HHEI	Modified Class II PHWH	Extend culvert	94 feet
Unnamed Hall Run Tributary (S29) Photo Log #28	0.33 mi^2	Intermittent RPW (Seasonal)	52 QHEI	WWH	Replace culvert	106 feet
					TOTAL	**200 feet**

RPW = Relatively Permanent Water; HHEI = Headwater Habitat Evaluation Index; QHEI = Quantitative Habitat Evaluation Index

A Level 2 Ecological Survey Report (ESR) was prepared by ENTRAN and was submitted to Clermont County and ODOT in February 2011, and was coordinated with the resource agencies on May 31, 2011. Agency comments and clearances are included in Attachment C4 (Pages 218a to 218k).

Other Surface Waters Present ✓ **Yes** ☐ **No******

	Presence		Impacts	
	Yes	**No***	**Yes*****	**No****
Other Surface Waters				✓
Reservoirs		✓		
Lakes		✓		
Farm Ponds	✓			✓
Detention Basins	✓			✓
Storm Water Management Facilities		✓		
Jurisdictional Ditches		✓		

Remarks: Studies for other surface waters were conducted by ENTRAN in a small portion of the Aicholtz Connector study area in May through July 2004 for the CLE-275-10.15 project. A Level 1 Ecological Survey Report (ESR) was then completed by ENTRAN, approved by ODOT, and coordinated with the resource agencies in October 2004. The Level 1 ESR was cleared by the resource agencies in November/December 2004 (see Attachment C1, Pages 192 to 204).

ECOLOGICAL RESOURCES

In September and October 2009, field and literature reviews for other surface waters were updated by ENTRAN for the entire Aicholtz Connector study area. The literature review consisted of a review of aerial photo mapping (see Attachment A8, Page 112) as well as USGS mapping, Natural Resource Conservation Service (NRCS) soil mapping, National Wetlands Inventory (NWI) mapping (see Attachment C2, Pages 205 to 208), and Federal Emergency Management Agency (FEMA) flood plain mapping (see Attachment D2, Page 220). The photograph log from the field review is included in Attachment A9 (Pages 113 to 127).

There are no reservoirs, lakes, public stormwater management facilities, or jurisdictional ditches located in the Aicholtz connector study area. There is one pond located in the Aicholtz Connector study area (see Attachment A14, Page 135). The pond is 0.023 acre in size, is isolated and used for recreational purposes, and is not located in a hydric soil. There are also five small (private) basins in the study area (see Attachment A14, Pages 135 and 136) used for stormwater detention on individual commercial properties in accordance with Clermont County stormwater regulations. None of these ponds/basins will be impacted by the Aicholtz Connector Preferred Alternative, and no impacts to other surface waters are expected by this project.

A Level 2 Ecological Survey Report (ESR) was prepared by ENTRAN and was submitted to Clermont County and ODOT in February 2011, and was coordinated with the resource agencies on May 31, 2011. Agency comments and clearances are included in Attachment C4 (Pages 218a to 218k).

Wetlands Present ✓ **Yes** ☐ **No******

	Impacts	
	Yes***	**No****
Wetlands		✓

Total wetland area impacted: 0.0 acre(s)
(If a determination has not been made for non-isolated wetlands, fill in the total wetland area impacted above.)

Non-isolated Wetland			Isolated Wetland		
OEPA Wetland Category:	1		OEPA Wetland Category:	NA	
Size of Area Impacted:	0.0	acre(s)	Size of Area Impacted:	NA	acre(s)

	Documentation	
Wetlands	**Yes**	**No**
Wetland Determination	✓	
Wetland Delineation Report		✓
Individual Wetland Finding		✓
USACE Isolated Waters Determination		✓
Mitigation Plan		✓
Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):	**Yes**	**No**
Substantial adverse impacts to adjacent homes, business or other improved properties;	NA	NA
Substantial increased project costs;	NA	NA
Unique engineering, traffic, maintenance, or safety problems;	NA	NA
Substantial adverse social, economic, or environmental impacts, or	NA	NA
The project not meeting the identified needs.	NA	NA

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks section.

ECOLOGICAL RESOURCES

Remarks:

Studies for wetlands were conducted by ENTRAN in a small portion of the Aicholtz Connector study area in May through July 2004 for the CLE-275-10.15 project. A Level 1 Ecological Survey Report (ESR) was then completed by ENTRAN, approved by ODOT, and coordinated with the resource agencies in October 2004. The Level 1 ESR was cleared by the resource agencies in November/December 2004 (see Attachment C1, Pages 192 to 204).

In September and October 2009, field and literature reviews for wetlands were updated by ENTRAN for the entire Aicholtz Connector study area. The literature review consisted of a review of aerial photo mapping (see Attachment A8, Page 112) as well as USGS mapping, Natural Resource Conservation Service (NRCS) soil mapping, National Wetlands Inventory (NWI) mapping (see Attachment C2, Pages 205 to 208), and Federal Emergency Management Agency (FEMA) flood plain mapping (see Attachment D2, Page 220). The photograph log from the field review is included in Attachment A9 (Pages 113 to 127).

There is one emergent wetland located partially within the Aicholtz Connector study area (see Attachment A14, Page 136). The wetland (identified as Wetland A) is located in a shallow stormwater detention basin and is 0.031 acre in size, 0.017 acre of which is located in the study area. This Category 1 wetland has an Ohio Rapid Assessment Method (ORAM) score of 12 and is located adjacent to Unnamed Tributary #4 (Salt Run). No impact to Wetland A is expected by the Aicholtz Connector Preferred Alternative and no wetland impacts are expected by this project.

A Level 2 Ecological Survey Report (ESR) was prepared by ENTRAN and was submitted to Clermont County and ODOT in February 2011, and was coordinated with the resource agencies on May 31, 2011. Agency comments and clearances are included in Attachment C4 (Pages 218a to 218k).

Terrestrial Habitat Present	✓ **Yes**	**No****
Removal of Trees/Vegetation	✓ **Yes**	**No**
Unique or High Quality	**Yes**	✓ **No**

Remarks:

Studies for terrestrial habitats were conducted by ENTRAN in a small portion of the Aicholtz Connector study area in May through July 2004 for the CLE-275-10.15 project. A Level 1 Ecological Survey Report (ESR) was then completed by ENTRAN, approved by ODOT, and coordinated with the resource agencies in October 2004. The Level 1 ESR was cleared by the resource agencies in November/December 2004 (see Attachment C1, Pages 192 to 204).

In September and October 2009, field and literature reviews for terrestrial habitats were updated by ENTRAN for the entire Aicholtz Connector study area. The literature review consisted of a review of aerial photo mapping (see Attachment A8, Page 112) as well as USGS mapping, Natural Resource Conservation Service (NRCS) soil mapping, National Wetlands Inventory (NWI) mapping, and ecoregion/physiographic region mapping (see Attachment C2, Pages 205 to 208 and Pages 212 to 214). The photograph log from the field review is included in Attachment A9 (Pages 113 to 127).

The ecological field survey identified six vegetative communities in the Aicholtz Connector study area, including Developed-High Intensity (commercial areas), Developed-Open Space (low density residential/maintained grassy yards/parks), Upland Forest, Floodplain Forest, Cultivated Cropland, and Scrub-Shrub. Developed-High Intensity and Developed-Open Space habitats comprise 76 percent of the 107-acre study area, while Upland and Floodplain Forest habitats comprise 20 percent of the study area. No unique or high quality habitats were observed in the study area. The Aicholtz Connector Preferred Alternative will impact approximately 9.9 acres of terrestrial habitat, including 4.0 acres of Developed-High Intensity habitat, 4.9 acres of Developed-Open Space habitat, 0.9 acre of Upland Forest habitat, and 0.1 acre of Floodplain Forest habitat.

A Level 2 Ecological Survey Report (ESR) was prepared by ENTRAN and was submitted to Clermont County and ODOT in February 2011, and was coordinated with the resource agencies on May 31, 2011. Agency comments and clearances are included in Attachment C4 (Pages 218a to 218k).

ECOLOGICAL RESOURCES

Threatened or Endangered Species (Listed or Designated) ✓ **Yes** ☐ **No******

	Presence		Impacts	
	Yes	**No******	**Yes*****	**No**
Threatened or Endangered Species				
Within the known range of any federal species?	✓			✓
Federal species found in the project area?		✓		✓
State species found in the project area?		✓		
Is the project in accordance with the Letter of Agreement on Endangered Species Coordination?	**Yes** ✓	**No**		

Remarks:

Studies for threatened and endangered species were conducted by ENTRAN in a small portion of the Aicholtz Connector study area in May through July 2004 for the CLE-275-10.15 project. A Level 1 Ecological Survey Report (ESR) was then completed by ENTRAN, approved by ODOT, and coordinated with the resource agencies in October 2004. The Level 1 ESR was cleared by the resource agencies in November/December 2004 (see Attachment C1, Pages 192 to 204).

In September and October 2009, field and literature reviews for threatened and endangered species/habitats were updated by ENTRAN for the entire Aicholtz Connector study area. The literature review consisted of a review of aerial photo mapping (see Attachment A8, Page 112) as well as USGS mapping, an ODNR information request response, and an ODOT map of federally-listed species in Ohio (see Attachment C2, Pages 205, 210 and 211). The photograph log from the field review is included in Attachment A9 (Pages 113 to 127). The Aicholtz Connector study area occurs in the range of the federal endangered Indiana bat (*Myotis sodalis*), running buffalo clover (*Trifolium stoloniferum*), fanshell mussel (*Cyprogenia stegaria*), and pink mucket pearly mussel (*Lampsilis abrupta*), and the federal proposed as endangered rayed bean mussel (*Villosa fabalis*), sheepnose mussel (*Plethobasus cyphyus*), and snuffbox mussel *(Epioblasma triquetra)* (see Attachment C2, Page 210). An ODNR Natural Heritage Database check was conducted on September 28, 2009, and found that no rare or endangered species were are known to occur in the project area and no state-listed species are known to occur within one mile of the project. There were also no records for Indiana bat capture locations within a five mile radius or hibernacula within a ten mile radius of the study area (see Attachment C2, Page 211). Results of the field survey for threatened or endangered species/habitat and the project findings regarding threatened and endangered species are summarized below.

Indiana bat - TG-ECO-01-07 from ODOT-OES states that the project is located within the *Indiana Bat West Management Unit*, and guidance received by ENTRAN from ODOT-OES on February 4, 2010 states that the project occurs wholly within a specific urbanized area and no additional study or information concerning the Indiana bat was required for this project (see Attachment C3, Pages 215 to 217).

Fanshell, Pink Mucket, Rayed Bean, Sheepnose, and Snuffbox Mussels - Field reviews conducted by ENTRAN determined that none of the streams in study area, including the two streams impacted by the Aicholtz Connector Preferred Alternative (see Page 14) possess suitable habitat for these mussels. As a result, this project will not impact any of these mussel species or any potential mussel habitat.

Running Buffalo Clover - Running buffalo habitat includes rich woods with mesic soils, native spring wildflowers; often growing with black walnut, elm, or buckeye trees; lawns of old houses or cemeteries with native spring wildflowers; filtered sunlight; and moderate infrequent disturbances. Field reviews conducted by ENTRAN determined that no such habitat occurs in the study area and as a result, the project is not expected to impact running buffalo clover or running buffalo clover habitat.

Bald Eagle - Bald eagle, protected under the Bald and Golden Eagle Protection Act, is a species of concern in Clermont County. The closest known bald eagle nest is located approximately 12 miles southeast of the Aicholtz Connector project area (phone conversation with ODNR Crane Creek Wildlife Area; July 14, 2011).

A Level 2 Ecological Survey Report (ESR) was prepared by ENTRAN and was submitted to Clermont County and ODOT in February 2011, and was coordinated with the resource agencies on May 31, 2011. Agency comments and clearances are included in Attachment C4 (Pages 218a to 218k).

ECOLOGICAL RESOURCES

Agency Coordination

✓ Yes ☐ No

Agency Coordination ***	Coordination Yes	Coordination No*	Coordination Date	Approval Yes***	Approval No**	Approval Date
National Park Service (NPS) National Scenic River		✓	NA	NA	NA	NA
Ohio Environmental Protection Agency (OEPA)		✓	NA	NA	NA	NA
Ohio Department of Natural Resources (ODNR)	✓		5/31/11	✓		7/25/11
ODNR State Scenic River		✓	NA	NA	NA	NA
United States Army Corp of Engineers (USACE)		✓	NA	NA	NA	NA
United States Fish and Wildlife Service (USFWS)	✓		5/31/11	✓		7/20/11

Remarks:

An early agency information request was sent to the Ohio Department of Natural Resources (ODNR) Division of Natural Area and Preserves Natural Heritage Database Program in September 2009 concerning the existence of any federal or state-listed species in the project area. The ODNR response (dated September 28, 2009) is presented in Attachment C2 (Page 211) and is summarized in the Threatened and Endangered Species section on Page 17.

Ecological studies were conducted by ENTRAN in a small portion of the Aicholtz Connector study area in May-July 2004 for the adjacent CLE-275-10.15 project. A Level 1 Ecological Survey Report (ESR) was then completed by ENTRAN, approved by ODOT, and coordinated with the resource agencies in October 2004. The Level 1 ESR was cleared by the resource agencies in November/December 2004 (see Attachment C1, Pages 192 to 204).

A Level 2 Ecological Survey Report (ESR) was prepared by ENTRAN for the entire Aicholtz Connector study area and was submitted to Clermont County and ODOT in February 2011, and was coordinated with the resource agencies on May 31, 2011. Agency comments and clearances are included in Attachment C4 (Pages 218a to 218k).

** If the resource is not present, the remainder of this section is not completed. State how and who made this determination.*
*** If the resource is present but no impacts are anticipated, the reason why is described under Remarks.*
**** Any impacts, mitigation, and agency coordination are described under Remarks and coordination letters are attached.*
***** If "no", discuss in the Remarks detail how this determination was made.*

OTHER RESOURCES PRESENT

Drinking Water Resources

☐ Yes ✓ No*

Drinking Water Resources	Presence Yes	Presence No*	Impacts Yes	Impacts No
Sole Source Aquifer		✓		
Source Water Protection Area(s)		✓		
Public Water System(s)		✓		
Groundwater Source		✓		
Surface Water Source		✓		
Residential Well(s)	✓			✓

Remarks:

Field and literature reviews for drinking water resources in the Aicholtz Connector study area were completed by ENTRAN in September/October 2009 and February 2010 (respectively). Literature reviews consisted of a review of an OEPA Drinking Water Resources map (see Attachment D1, Page 219). The photograph log from the field review is included in Attachment A9 (Pages 113 to 127).

These reviews determined that no sole source aquifers, drinking water source protection areas, public water system wells, or public water system intakes occur in the project area, and as such no impacts to these features are expected as a result of this project. There is one water well record in the Aicholtz Connector study area (see Attachment A7, Pages 107 and 109). This well location is east of I-275 and north of Aicholtz Road. At this time, no water wells are expected to be abandoned as a result of this project.

OTHER RESOURCES PRESENT

Flood Plains

☐ Yes ☑ No

	Presence Yes	Presence No*	Impacts Yes	Impacts No
Flood Plains				
Longitudinal Encroachment		✓		
Transverse Encroachment		✓		
Is the project located in a regulated floodplain?		✓		
Will the proposed project result in an encroachment in the designated floodway?		✓		
Will the proposed project result in an increase in the 100-year base flood elevation discharge?		✓		

	Yes	No
Does the project conform to the local flood plain standard?	✓	

Remarks: According to the FEMA Flood Insurance Rate Mapping (FIRM) of the project area, the project does not lie within a 100-year flood plain. Community Panel Number 39025C0225G, which covers the Aicholtz Connector study area, is not available through FEMA because no special flood hazard areas have been identified (see Attachment D2, Page 220). Therefore, no coordination is necessary with the local flood plain administrator and no flood plain permit is needed for the proposed project.

Farmland

☑ Yes ☐ No

	Presence Yes	Presence No*	Impacts Yes	Impacts No
Farmland				
Active Agricultural Lands	✓			✓
Agricultural District		✓		

	Yes	No
Project in compliance with ORC 929.05(a)	✓	
FPPA Project Screening Sheet	✓	
Farmland Conversion Impact Rating Sheet		✓

Remarks: Field and literature reviews for farmland in the Aicholtz Connector study area were completed by ENTRAN in September and October 2009. The literature reviews consisted of a review of aerial photo mapping (see Attachment A8, Page 112), and USGS mapping and NRCS soil mapping (see Attachment C2, Pages 205 to 207). The photograph log from the field review is included in Attachment A9 (Pages 113 to 127). These reviews determined that there is no active farmland in the project area. There is one tract of land partially located in the study area that has recently been farmed (row crop), but this tract is planned for commercial development (as part of the Ivy Pointe Commerce Park). Additionally, the project was determined to fall under the criteria for the Farmland Protection Policy Act (FPPA) as the project area is "Developed, with 30 structures per 40 acres" and mainly "Urban" (tint overprint) on USGS mapping.

It is hereby determined that completion of the Farmland Conversion Impact Rating (FCIR) form (USDA Form AD-1006) is not required because the project will not affect farmland as defined in 7 CFR Part 658, as amended, or because the project falls within the criteria in the 1984 Memorandum of Understanding between ODOT, FHWA and USDA/SCS. A FPPA screening sheet was completed and signed by the ODOT District 8 District Environmental Coordinator on May 9, 2011 (see Attachment D3, Page 221).

** If the resource is not present, the remaining boxes for this subject will not be completed. State how and who made this determination.*

CULTURAL RESOURCES

Results of Research

NRHP Eligible and/or Listed Resources Present	Yes	No
Prehistoric Archaeology		✓
Historic Archaeology		✓
History/Architecture		✓
Buildings/Sites/Objects		✓
Districts		✓
Bridges		✓

Project Effect

No Potential to Cause Effects	NA
No Historic Properties Affected	✓
No Adverse Effect	NA

Remarks:

Phase I cultural resources studies were conducted by Gray and Pape in a portion of the Aicholtz Connector study area in 2004 and 2007 for the adjacent CLE-275-10.15 project. ODOT reviewed these Phase I reports and determined that a finding of "*No Historic Properties Affected*" was the appropriate for the project. The Ohio State Historic Preservation Office (SHPO) concurred with ODOT's findings of "*No Historic Properties Affected*" on November 23, 2004 (historic/architecture), December 16, 2004 (archaeology) and May 8, 2007 (addendum report) (see Attachments E1, Pages 222 to 232).

In March 2010, Gray and Pape completed a Phase I history/architecture survey covering the entire Aicholtz Connector study area and identified two historic properties in the Area of Potential Effect (4476 and 4495 Aicholtz Road; both located east of Eastgate Boulevard and outside of the study area). In June 2010, the SHPO concluded that no properties in Area of Potential Effect were eligible for inclusion on the National Register of Historic Places. Thus, in accordance with *Stipulation 4(B) of the Programmatic Agreement Among The Federal Highway Administration, The Advisory Council on Historic Preservation, The Ohio Historical Society, State Historic Preservation Office, and The State of Ohio, Department of Transportation Regarding the Implementation of the Federal-Aid Highway Program in Ohio (Agreement No. 12642)* executed July 17, 2006, and in compliance with 36 CFR Section 800.4 (d) (I), ODOT concluded that the area of potential effect (APE) does not contain any history/architecture properties eligible for inclusion on the National Register of Historic Places (NRHP) and no further history/architecture investigations are warranted (see Attachment E2, Pages 233 to 240).

In March 2011, Gray and Pape completed a Phase I archaeology survey of the Aicholtz Connector Preferred Alternative impact corridor (construction limits) and several adjacent parcels that may be utilized for stormwater management. The study found that the APE was generally disturbed and no archaeological resources were encountered. The study recommended no further cultural resources work for the project. In accordance with *Stipulation 4(B) of the Programmatic Agreement Among The Federal Highway Administration, The Advisory Council on Historic Preservation, The Ohio Historical Society, State Historic Preservation Office, and The State of Ohio, Department of Transportation Regarding the Implementation of the Federal-Aid Highway Program in Ohio (Agreement No. 12642)* executed July 17, 2006, and in compliance with 36 CFR Section 800.4 (d) (I), on May 11, 2011 ODOT concluded that "no historic properties affected" is the appropriate finding for the project since no archaeological resources occur in the APE and since no significant history/architectural resources occur in the APE. Thus, the Section 106 review process is complete for the project pending completion of the 15-day review period for SHPO (see Attachment E3, Pages 241a to 241c). No comments were received from the SHPO.

SECTION 4(f)/6(f) RESOURCES

Parks & Other Recreational Land

☐ Applies ✓ Does Not Apply

	Presence		Impacts	
	Yes	No*	Yes***	No**
Publicly Owned Park		✓		
Publicly Owned Recreation Area		✓		
National Wild & Scenic River		✓		
Other:		✓		

Natural, Wildlife, & Waterfowl Refuges

☐ Applies ✓ Does Not Apply

	Presence		Impacts	
	Yes	No*	Yes***	No**
Federal		✓		
National Wildlife Refuge		✓		
National Natural Landmark		✓		
State		✓		
State Wildlife Area		✓		
State Natural Preserve		✓		

Cultural Resource Areas

☐ Applies ✓ Does Not Apply

	Presence		Impacts	
	Yes	No****	Yes***	No**
Sites eligible and/or listed for the NRHP		✓		

Documentation	Yes	No	FHWA/OES Approval Dates
Section 4(f) Determination of No-Use		✓	NA
De Minimis Section 4(f) Evaluation		✓	NA
Programmatic Section 4(f) Evaluation		✓	NA
Individual Section 4(f) Evaluation		✓	NA
Section 6(f) Involvement		✓	NA

Remarks: Field and literature reviews for Section 4(f)/6(f) parks and other recreational lands in the Aicholtz Connector study area were completed by ENTRAN in September/October 2009 and April 2011 (respectively). The literature reviews consisted of a review of aerial photo mapping (see Attachment A8, Pages 112) and property research. The photograph log from the field review is included in Attachment A9 (Pages 113 to 127). These reviews determined that there are no publicly-owned parks, recreational lands, or wildlife refuges in the project area (see Attachment G8, Pages 297). There are also no NRHP-listed or eligible cultural resources sites located in the project area (see Page 20). As a result, no Section 4(f) resources will be impacted and Section 4(f) does not apply to the Aicholtz Connector project.

No Section 6(f) properties are located in the project area, based on field reviews and review of the U.S. Department of Interior's county listings of Land and Water Conservation Fund (LWCF) grant properties (see Attachment E4, Page 242). As a result, no Section 6(f) resources will be impacted and Section 6(f) does not apply to the Aicholtz Connector project.

** If the resource is not present, the remaining boxes for this subject will not be completed. State how and who made this determination.*
*** If the resource is present but no impacts are anticipated, the reason why is described under Remarks.*
**** Any impacts, mitigation and agency coordination are described under Remarks and coordination letters are attached.*
***** If "No", discuss in the remarks section details about how this determination was made.*

AIR QUALITY & NOISE

	Yes	No
Will the project move the travel lanes closer to sensitive areas?	✓	

Air Quality

Conformity Status of Project	Yes	No
Is the project in an air quality non-attainment or maintenances area?	✓	
Criteria pollutant in non-attainment or maintenance: PM 2.5 ✓ PM 10 ☐ Ozone ✓ CO ☐		
Is the project on the STIP?	✓	
Is the project in the most recent MPO air quality conforming TIP?	✓	
If NO, is the project exempt from air quality conformity?	NA	NA
Is a project level PM 2.5 conformity determination required for this project?	✓	
If YES, has FHWA issued a conformity determination?	✓	

Project-Level Analysis and Impacts	Yes	No
Has the project scope changed substantially since the conformity analysis?		✓
If YES, will this change require a reevaluation of the MPO TIP conformity?	NA	NA
Is a PM 2.5 analysis required for this project?		✓
Is an air toxics (MSAT) analysis required for this project?	✓	
Type of Analysis: Qualitative ✓ Quantitative ☐		

Remarks:

The Aicholtz Connector is listed in OKI's 2012-2015 Transportation Improvement Program (TIP) adopted April 14, 2011 and in Ohio's 2012-2015 Statewide Transportation Improvement Program (STIP) (see Attachment A4, Pages 41 and 42). According to the TIP, Clermont County is in non-attainment for PM2.5 and a maintenance area for ozone, and the Aicholtz Connector is listed as "Analyzed" for Air Quality Conformity. OKI has determined that the 2012-2015 TIP is consistent with the goals of the State Implementation Plan (SIP) and the conformity requirements under the 8-hour ozone standard and the annual PM2.5 standard. 2010 certified ("Opening Day" Build) traffic on the Aicholtz Connector is 12,160 vpd at the west project terminus (just east of Mount Carmel-Tobasco Road) and is 4,570 vpd at the east project terminus (at Eastgate Boulevard). The 2030 certified (Build) traffic is 14,830 vpd at the west project terminus and is 7,710 vpd at the east project terminus (see Attachment A6, Pages 48 to 51).

PM2.5: A PM2.5 Hotspot Analysis is required if a non-exempt project is located in a PM2.5 nonattainment or maintenance area and the project's design year Average Daily Traffic (ADT) > 125,000 and the design year diesel truck volume > 10,000. If a project is in a PM2.5 nonattainment or maintenance area but a PM2.5 Hotspot Analysis is not required based on ADT and diesel truck volume, then the project is either exempt from air quality conformity for PM2.5 per 40CFR93.126 or the project will require a conformity determination approval letter from FHWA prior to NEPA approval. The Aicholtz Connector project is located in a PM2.5 non-attainment area, but the design year (2030) ADT is less than 125,000 vpd and diesel truck traffic is less than 10,000 vpd (see Attachment A6, Pages 48 to 51). Therefore, no PM2.5 hot-spot analysis is required for this project. On May 13, 2011, ODOT conducted PM2.5 coordination with USEPA and OEPA (see Attachment F1, Pages 243 to 245) and both agencies concluded that the Aicholtz Connector is not a project of air quality concern and no hotspot analysis is required (see Attachment F1, Pages 246 to 249). On July 7, 2011, FHWA issued a PM2.5 conformity determination for the project (see Attachment F1, Page 250).

MSAT (Mobile Source Air Toxics): The Aicholtz Connector project does not add capacity (no additional through-lanes to be constructed), does not involve a new interchange or expansion to an intermodal center, or a new road on new alignment. However, with the re-connection under I-275, there is a meaningful change in traffic volumes from existing conditions and the 2010 Build traffic volumes (due to the new Aicholtz Road connection under I-275) and a number of sensitive receptors (residences) are located in the Aicholtz Connector study area immediately adjacent to the Preferred Alternative. Therefore a qualitative MSAT analysis is required.

However, a quantitative MSAT analysis was completed by ENTRAN in September 2007 for the CLE-275-10.15 project in accordance with ODOT, FHWA, and USEPA guidelines for that project. This MSAT analysis included a number of local road projects in the I-275/SR 32 interchange area, including the Aicholtz Connector project. The study included: 1) a quantitative MSAT effects analysis, 2) prototype MSAT language for compliance with 40 CFR 1502.22, including

AIR QUALITY & NOISE

the health effects of MSAT's (Appendix C of FHWA's February 2006 *Interim Guidance on Air Toxic Analysis in NEPA Documents),* 3) background information for FHWA's MSAT policy (Appendix D of FHWA's February 2006 *Interim Guidance on Air Toxic Analysis in NEPA Documents),* and 4) a discussion of MSAT mitigation strategies (Appendix E of FHWA's February 2006 *Interim Guidance on Air Toxic Analysis in NEPA Documents)*. A copy of the CLE-275-10.15 Quantitative MSAT Analysis report is included in Attachment F2 (Pages 251 to 266).

In summary, both the "opening day" (2010) and design year (2030) Build scenarios showed a reduction in MSAT emissions over the base year (2000) levels. The total contribution from the five toxins known to be affected by vehicle speed was combined and particulate matter under 2.5 microns (PM2.5) was reported separately. The results for the 2030 No Build scenario show a 2.709-ton decrease in PM2.5-related MSAT contributions from the base year (2000) scenario, while results for the 2030 Build scenario show a 2.710-ton decrease in PM2.5-related MSAT's from base year contributions. The difference in PM2.5-related MSAT contributions between the 2030 No Build and Build scenarios is 0.001 tons. Given the decrease in overall contribution between the base year (2000) scenario and the design year (2030) Build scenario, and the slight decrease in MSAT contribution of the design year (2030) Build alternative compared to the design year (2030) No Build alternative, the analysis concluded that the construction of the CLE-275-10.15 project (including the Aicholtz Connector project) will result in an overall improvement in MSAT effects. Ohio EPA concurred with the findings of this analysis on March 4, 2008 (see Attachment F2, Pages 267 and 268). USEPA offered no comments.

CO (Carbon Monoxide): The Aicholtz Connector project will not result in an increase of more than 10,000 vehicles per day within 10 years of the project completion date and does not involve a new road on new right-of-way that will have an ADT increase of more than 20,000 vehicles within 10 years of construction. Therefore, this project is exempt from project-level conformity analysis for carbon monoxide per the ODOT/OEPA Air Quality Agreement.

Ozone: The Aicholtz Connector project is listed in the current TIP/STIP; therefore, ozone has been addressed and no additional analysis or documentation is required.

Noise

Conformity Status of Project	Yes	No
Is a noise analysis required in accordance with FHWA regulations and ODOT's statewide noise abatement policy?	✓	
If YES, is a design year noise impact predicted?	✓	
If YES, have all noise attenuation measures been considered, consistent with the policy?	✓	
If NO, explain why not:		
Is noise attenuation found to be reasonable and feasible?		✓

Remarks:

Noise-sensitive receptors (residences) are located adjacent to the Aicholtz Connector Preferred Alternative and the project was reviewed for noise impacts by ENTRAN in March 2011 in accordance with Standard Procedure Number 417-001(SP) effective February 8, 2010. Existing sound levels were measured at select residential receptors in the project area. These sound level measurements serve as a baseline for evaluating the noise modeling results and to calibrate the noise model. Field measurements were performed on October 13 and October 21, 2009, during afternoon peak traffic (3:00 p.m. to 6:00 p.m.). The noise modeling* was performed using the FHWA TNM 2.5 program, which predicts sound levels at selected receptors based on many factors, including (but not limited to): distance between and elevations of receptors and roadways, roadway pavement type, traffic volumes and speed, vehicle mix, topographical site data, and atmospheric considerations. Existing and Design Year (2030) sound levels were predicted for a total of 40 noise-sensitive receptors.

The analysis concluded that under Design Year (2030) Build conditions for the Aicholtz Connector Preferred Alternative, sound levels at 16 receptors are predicted to approach or exceed the applicable NAC of 67 dBA Leq(h). Furthermore, sound levels at six (6) receptors are predicted to experience a "substantial" increase of 10 dBA or greater over the existing sound level. Two (2) receptors are predicted to experience *both* types of noise impacts (see Attachment F3, Pages 274 to 276 and Page 281). ODOT Noise Policy stipulates that a cost reasonableness evaluation be performed for structural noise abatement at areas of noise-sensitive land use that are predicted to experience sound level impacts under project Build conditions as identified by the FHWA TNM 2.5 program, as long as structural noise abatement is feasible to construct. However, project design plans include provision of access to/from the

AIR QUALITY & NOISE

Aicholtz Connector for the residential and commercial properties located along the Preferred Alternative alignment. Therefore, any effective (continuous) structural noise abatement designed for the residential properties with predicted project-related sound level impacts would not be feasible to construct because a continuous barrier would eliminate these access points. Structural noise abatement designs which are not continuous (i.e., designs which include numerous breaks or gaps in effort to preserve the planned access points) would not be effective in providing the required sound level reduction for receptors with predicted impacts.

Due to these considerations, it is determined that structural noise abatement is not feasible to construct for the receptors predicted to experience sound level impacts under project Design Year (2030) Build conditions. The analysis also concluded that no other noise abatement options considered for the mitigation of predicted Design Year (2030) Build-condition sound level impacts (traffic management, alternation of alignments, acquisition of property for buffers) are practical for implementation, and no public use/institutional/non-profit properties which could warrant acoustic insulation are located in the project area. A Noise Impact Analysis report documenting this study was completed by ENTRAN in March 2011, and in an IOC dated May 9, 2011, ODOT concurred with its findings (see Attachment F3, Page 282).

* **Note:** The Noise Impact Analysis for CLE-275-10.15 recommended a noise abatement barrier (Noise Barrier "C") for construction along eastbound SR 32 and the I-275/SR 32 interchange ramp from eastbound SR 32 to southbound I-275 (adjacent to the Aicholtz Connector study area; see Attachment H5, Page 502). However, the Noise Impact Analysis noted that the feasibility/cost reasonableness of this barrier was dependent on the location of the Aicholtz Connector Preferred Alternative. Following identification of the Aicholtz Connector Preferred Alternative in March 2011, Noise Barrier C was re-evaluated. The re-evaluation concluded that due to Design Year (2030) traffic volumes on the Aicholtz Connector Preferred Alternative and its position immediately adjacent to residences along existing Rust Lane/Aicholtz Road, Noise Barrier C would be unable to effectively mitigate sound-level impacts for five residential receptors located adjacent to the proposed Aicholtz Connector and unable to provide a sound-level benefit for the number of receptors required to meet ODOT's cost-reasonableness criteria for structural noise abatement ($35,000 per benefitted receptor). As a result, ODOT determined that Noise Barrier C would not be constructed and would not be included in noise modeling conducted for the Aicholtz Connector Noise Impact Analysis.

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Regional, Community, & Neighborhood Factors	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	✓	
Will the proposed action result in substantial impacts to community cohesion?		✓
Will the proposed action result in substantial impacts to the local tax base or property values?		✓
Will the proposed action result in reasonably foreseeable secondary or cumulative impacts?	✓	
Are there any Title VI communities in the project area? (*Explain in Remarks.*)	✓	

Remarks:

Field and literature reviews for community impacts in the Aicholtz Connector study area were completed by ENTRAN in September/October 2009 and May 2011 (respectively). This included identification of existing community resources through field surveys (see Photograph Log in Attachment A9, Pages 113 to 127) and property research, and review of secondary sources, including aerial photos (see Attachment A8, Page 112), the CLE-275-10.15 Level 4 Categorical Exclusion, land use and zoning maps (see Attachments G1 and G2, Pages 283 and 284), Title VI data and maps (see Attachments G4 through G6, Pages 286 to 291), environmental justice data and maps (see Attachment G7, Pages 292 to 296), and public input (see Pages 31 to 34, and Attachments H1 through H6, Pages 337 to 573). A Community Impact Assessment Checklist for the Aicholtz Connector project is presented in Attachment G9 (Pages 298 to 300).

Development Patterns and Tax Base

The Aicholtz Connector study area contains, and is surrounded by, extensive residential and commercial development, including the Ivy Point Commerce Park (see Attachment G8, Pages 297). The purpose of the Aicholtz Connector project is to improve traffic flow and access in highly-developed Eastgate area. Though little developable real estate currently exists in the Aicholtz Connector study area, some commercial redevelopment and/or expansion opportunities do exist in the immediate Eastgate area, particularly within the adjacent Ivy Pointe Commerce Park. As a result, the reconnection of the Aicholtz Connector under I-275 and associated improvements is expected to have a positive effect on development activity and tax base in the Eastgate area, as business owners and developers recognize better access and easier and safer travel conditions for consumers - which can lead to increased sales and

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revenue. Further discussion of the effects of the Aicholtz Road project with regard to broader-scale community impacts and development patterns (throughout the Eastgate area) is presented on Pages 26 to 29 (Secondary and Cumulative Impacts discussion).

Community Cohesion

From a community and neighborhood perspective, the project vicinity (i.e. the Eastgate area) can be best characterized as primarily a commercial locale, with high-volume, congested roads that: 1) physically isolate large sections of the Eastgate area from one another, 2) create both physical and psychological barriers that hinder development of community resources, and 3) do not encourage or support neighborhood or community structure or cohesion. This general lack of community cohesion in the Eastgate area was recognized in recent market analysis studies completed for the Eastgate area (see Attachment G11, Pages 310 to 336). Consequently, from the broader, "Eastgate area" perspective, the proposed Aicholtz Connector project is expected to help reduce congestion and improve traffic flow and accessibility, which is expected help enhance the commercial attributes and services available to the public in the Eastgate area, and may serve to support the future development/re-development of communities/neighborhoods the Eastgate area (see Secondary and Cumulative Impacts discussion on Pages 26 to 29 for additional discussion on future development/re-development potential in the Eastgate area).

The Aicholtz Connector study area is primarily comprised of a mix of residential and commercial properties. No community resources such as parks, churches, schools, community centers, libraries, emergency service centers, and health care facilities exist in study area. There are also no sidewalks, bicycle paths, or crosswalks in the study area, leaving automobile travel as the primary option for mobility within and through the study area to the surrounding Eastgate commercial areas. No sidewalks or bike paths are proposed as part of this Aicholtz Connector project, though as part of the long-term multimodal strategy for the Eastgate area, the reconnection of Aicholtz Road under I-275 is being planned so as not to preclude future Wasson rail transit and pedestrian components of the Eastern Corridor (see Page 2). Within the Aicholtz Connector study area, there is one residential area (in the southwest quadrant of the I-275/SR 32 interchange along existing Old SR 74, Rust Lane, and Aicholtz Road) that currently has a neighborhood/community structure (see Attachment G8, Page 297). In this area, there is a cluster of approximately 30 closely-spaced residences that were primarily built before I-275 was constructed. When Aicholtz Road was closed for construction of I-275, Rust Lane, Aicholtz Road, and a portion of Old SR 74 in this area remained a narrow two-lane local road with no through traffic and low daily traffic volumes, which helped create a suburban-like residential pocket in an otherwise busy, urban setting. The Aicholtz Connector, as described on Page 10 and illustrated in Attachment A6 (Pages 48 to 51), will re-establish the pre-I-275 roadway connection, and, in doing so, is expected to increase traffic volumes on Old SR 74, Rust Lane and Aicholtz Road compared to existing conditions. The Aicholtz Connector will still be two-lane facility that closely follows the existing alignment with only two relocations (of the approximately 30 residences in the area) and access driveways will be maintained, so there will be minimal direct impacts to this residential area. The re-connection will benefit this residential area by providing better connectivity to the Eastgate area. However, a localized disruptive effect on this residential area is anticipated due to the projected increase in traffic volumes and resultant traffic noise (see Pages 23 and 24). Additional future impacts to this residential area could take place in the form of re-development from a residential use to commercial or mixed residential/commercial uses, as improved access and increases in through-traffic volumes make the area more attractive to commercial developers (see Secondary and Cumulative Impact discussion on Pages 29 to 29).

Title VI Communities

The project is not expected to have any disproportionate impacts on Title VI communities, including elderly populations, disabled populations, populations that do not speak English (or speak English less than well), and zero-car households. As shown on Attachment G3 (Page 285), the percentages of people in project area census block groups that do not speak English or speak English less than well (approximately 0.7 percent) is generally in line with, or slightly higher than averages for Clermont County (0.4 percent). As shown on the maps in Attachments G4 and G5 (Pages 286 to 289), the number of elderly and disabled persons in the project area are generally equal to or slightly above the OKI regional averages of 11.7 percent and 16.3 percent (see Attachment G7, Page 296a). As shown on the maps in Attachment G6 (Pages 290 and 291), the number of zero car households in the project area is generally lower than the OKI regional average of 9.8 percent (see Attachment G7, Page 296a). No disproportionate impacts to Title VI populations are expected since these percentages are generally in-line with county averages, the majority of the

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Preferred Alternative follows the existing Old SR 74/Rust Lane/Aicholtz Road alignment to maximize use of existing right-of-way, and residential property impacts are expected to be minor overall (narrow, strip right-of-way takes, two residential relocations, no commercial relocations). Furthermore, a conceptual Maintenance of Traffic (MOT) plan has been developed for the project, and will be implemented to ensure that the access and travel needs of these individuals are preserved during project construction (see Pages 11 and 12 for MOT discussion). Once construction of the project is complete, Title VI communities in the project area will experience improved travel efficiency and access in the Eastgate area. Though the project will not initially provide new or enhanced transit service or pedestrian facilities to the project area, the project is being planned so as not to preclude future rail transit and pedestrian facilities in the project area being developed as part of the Eastern Corridor (see Page 2). No right-of-way is being acquired as part of the Aicholtz Connector project for the rail transit and pedestrian components.

Community Impacts During Construction

Regarding potential short-term, access-related impacts or restrictions during construction of the Aicholtz Connector, a conceptual Maintenance of Traffic (MOT) plan has been developed, and will be designed and implemented to ensure appropriate access to the area, no interruption of emergency services, and minimal local traffic delays (see Pages 11 and 12 for further MOT discussion). Some temporary disruption to traffic flow is expected during construction activities on Old SR 74, Rust Lane, Aicholtz Road, Forest Trail, and Omni Drive. Conceptual MOT notes included in the project design plans (see Attachment B3, Page 142) state that maintenance of traffic operations involving changes in traffic flow patterns or the use of flaggers shall not be performed during peak hours (between 6:30 am and 9:00 am and 3:00 pm and 6:30 pm) and a minimum of one lane of traffic in each direction shall be maintained in each direction during peak hours.

At some point during construction, Forest Trail will be temporarily closed to traffic at Old SR 74. Traffic will be detoured on Sonny Lane and Mount Carmel-Tobasco Road (see Attachment G8, Page 297). This 1.4-mile detour is expected to be short in duration (approximately 30 days or less). To ensure that the public is notified of this detour and all construction activities, the following plan note will be added to the final design plans: *"The Contractor will advise the Project Engineer a minimum of fourteen (14) days prior to the following: the start of construction activities, lane closures, and/or road closures. The Project Engineer will forward this information to the Clermont County Transportation Improvement District. The Clermont County Transportation Improvement District will, in turn, notify the public, the local emergency services, affected schools and businesses, and any other impacted local public agency of any of the above mentioned items, via media sources"* (see Environmental Commitments on Page 36)

Secondary and Cumulative Impacts

As described on Pages 1 and 2, the Aicholtz Connector project involves the reconnection of Aicholtz Road under I-275 in conjunction with construction of new bridges on I-275 over Aicholtz Road (as part of the CLE-275-10.15 project), as well as the needed geometric, lane width, and intersection improvements necessary on Old SR 74, Rust Lane, and Aicholtz Road to support the Aicholtz Road reconnection under I-275.

Early agricultural activity and rural development in the Aicholtz Connector project area, followed by intensive suburban and commercial development and construction and expansion of the local, regional, and interstate road network (including the I-275 and SR 32 corridors, and Eastgate Boulevard) have essentially eliminated or greatly disturbed the natural and semi-natural land uses and developable lands that originally existed in the project vicinity (see Attachment G10, Pages 301 to 309). The Aicholtz Connector study area, as well as almost all of the surrounding Eastgate area, are now extensively developed and comprised of mixed land uses, including commercial/retail and single-family residential.

The entire Eastgate area (including the Aicholtz Connector study area) was included in a Land Use Vision Plan for Cincinnati's "Eastern Corridor". This land use plan was developed through an extensive public involvement program and established a coordinated future land use vision for a large portion of eastern Hamilton County and western Clermont County. The future land use plan, as shown graphically in Attachment G1 (Page 283), was adopted by local Eastern Corridor jurisdictions, including Union Township. The current (2009) Union Township zoning map (see Attachment G2, Page 284) is consistent with the Land Use Vision Plan, and in the Aicholtz Connector study area, shows a core mixed use area surrounded by extensive amounts of residential, commercial, and planned development areas (such as the Ivy Point Commerce Park).

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The Aicholtz Connector project is not expected to result in major changes to the overall characteristics/layout of the Eastgate area road network and land uses. However, an undertaking such as this, as part of a broader regional transportation improvement plan (see Attachments A3 and A5, Pages 40, 46 and 47), is expected to improve travel efficiency, and access throughout the Eastgate area. Such transportation improvements, in combination with current and anticipated future development in the Eastgate area, are expected play an integral role in shaping future development and re-development patterns within the framework of Union Township zoning regulations and future land use plans. As such, individual improvements such as the Aicholtz Connector project are expected to play a role in supporting and possibly improving property values and tax base.

This conclusion is supported by information presented in a March 2007 *Eastgate Area Market Analysis*, which was completed by Economics Research Associates (ERA), and a December 2007 *Marketplace Housing and Commercial Assessment*, which was completed by Property Advisors, LLC. These studies (see Attachment G11, Pages 310 to 336), concluded that the Eastgate area is a prime candidate for development and re-development, supported by proposed transportation improvements, employment growth, a strong consumer base, and healthy housing activity. The following is a summary of key findings presented in the two studies with regard to future Eastgate area development patterns, tax base, traffic patterns, and accessibility issues.

Retail Demand and Opportunities

The 2007 ERA study stated that Eastgate area shopping centers comprise approximately 42 percent of Clermont County's total retail space. However, the study stated that as of 2006, these facilities had vacancy rates ranging from 5 percent (Eastgate Square) to 12 percent (Eastgate Mall) (see Attachment G11, Pages 327 and 328), and some retail concentrations in the Eastgate area appear sub-optimal. Furthermore, the 2007 Property Advisors study concluded that there is currently more than $500 million of unmet regional retail demand that could be captured by the Eastgate area, and that the Eastgate area could absorb the 100,000 to 300,000 square feet of retail space needed to address that unmet demand (see Attachment G11, Page 319).

Office Demand and Opportunities

The 2007 ERA study stated that Clermont County currently does not have the interstate-accessible office campuses that are in the best position to capture corporate or regional headquarters (see Attachment G11, Page 329). However, the new Ivy Pointe Commerce Park (located along I-275 and south of SR 32, just south of the Aicholtz Connector project area; see Attachment G8, Page 297) is an ideal location for such campuses, and in response to recent commercial development at that site and proposed transportation improvements (such as CLE-275-10.15 and the Aicholtz Connector) and more commercial development would be expected within the Ivy Pointe Commerce Park, and potentially on other developable lands adjacent to Ivy Pointe (see Attachment G8, Page 297). The 2007 Property Advisors study added that the Eastgate/Anderson Township area had approximately 1.9 million square feet of office space, which represents only about 2.5 percent of the total office space in the region (i.e., the greater Cincinnati area). The study also stated that the Eastgate/Anderson Township area had an office vacancy rate of 10.5 percent, which was below the regional average of 14.2 percent. The 2007 Property Advisors study concluded that the Eastgate area could support 70,000 to 80,000 square feet of new office space per year over the next five years (see Attachment G11, Page 319), an amount which could be fully absorbed by the currently-developing Ivy Pointe Commerce Park.

Housing Demand and Opportunities

The 2007 Property Advisors study stated that Union Township has recently experienced greater housing activity compared to other areas in Clermont County, and that the population of Union Township is expected to grow by 10 percent by 2012, part of which will be due to the expansion of the Ivy Pointe Commerce Park and an anticipated influx of young, professional workers. As a result, the study concluded that there will be demand for housing options (possibly in the Eastgate area) that are diverse in style and price, and there will be a specific demand for higher-priced attached homes (condos and apartments) (see Attachment G11, Pages 310 to 321).

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Opportunities for Future Destination/Lifestyle Development

The 2007 Property Advisors study also concluded that the Eastgate area was well-suited for the establishment of a "village" style development concept that could utilize its position as a destination shopping location, as well as the wealth of Clermont County's residents and communities (see Attachment G11, Pages 310 to 321). According to the study, there are opportunities in the southeast quadrant of the I-275/SR 32 interchange, adjacent to the Ivy Pointe Commerce Park to: 1) offer neighborhood retail options within walking distance of Ivy Pointe, 2) offer a mix of single-family condos and upscale apartments near Ivy Pointe, 3) incorporate neighborhood design strategies that include restaurants, neighborhood retail stores, small businesses, parks, and entertainment, and 4) allow people to walk, bike, and ride safely and create a community atmosphere.

Opportunities for Increased Revenue

According to the 2007 ERA study (see Attachment G11, Pages 324 and 330), the Eastgate area generates an estimated 25 percent of Clermont County's general fund revenues. Additionally, sales tax revenue makes up to 45 percent of Clermont County's general fund and the Eastgate area is the county's largest retail concentration. The study concluded that an infusion of daytime workers in the Eastgate area (in response to additional development at Ivy Pointe, for example) will result in increased retail/restaurant spending in the Eastgate area, less spending in competing markets, and would create opportunities for local business re-investment and re-orientation.

Effects of Transportation Improvements on Customers, Businesses and Development Patterns

The 2007 ERA study (see Attachment G11, Pages 322 to 336) stated that motorists (i.e. business customers) have two primary transportation concerns: traffic flow and safety, and that the attractiveness of the Eastgate area strongly depends on the ability to move traffic in and around the I-275/SR 32 interchange, the SR 32 corridor, and the immediate local road network - including the Aicholtz Road corridor. While local road network improvement projects (such as the Aicholtz Connector) can reduce congestion and improve access and safety, businesses often perceive such projects as having a negative impact, particularly when there is a reduction in the number of nearby access points (private driveways and at-grade intersections) or traffic patterns are altered. However, the study states that such projects actually have long-term commercial benefits because: 1) motorists ultimately tend to avoid congested and unsafe roadways, 2) motorists measure distance in terms of time, not miles, and 3) while access management may reduce or reconfigure access points, projects can be designed in a manner that increases drive-by traffic and visibility, but also provides access that is understood by motorists.

The 2007 ERA study also presented a list of benefits and costs of the CLE-275-10.15 project and accompanying local road network projects - including the Aicholtz Connector project - with regard to transportation and Eastgate area commerce. In summary, the long-term benefits of the proposed transportation project(s) include: 1) better travel times and safety, 2) better interstate access, 3) possible impetus for redevelopment of older shopping centers into new uses, 4) better access for employees and prospective businesses at the Ivy Pointe Commerce Park, 5) a larger customer base, and 6) reduced uncertainty and confusion regarding long-term transportation plans in the Eastgate area. Identified short-term costs associated with the proposed transportation project(s) include: 1) disruption of business and traffic during construction, 2) customers must re-learn access patterns, 3) the local expectation of easy access (i.e. numerous driveways/at-grade intersections) can be restricted, 4) businesses must change and adapt to new traffic and customer patterns (with some business relocations possible), and 5) customers may need to plan shopping trips in advance.

As discussed on Page 27, the 2007 Property Advisors market study concluded that the Eastgate/Anderson Township area could support 70,000 to 80,000 square feet of new office space per year over the next five years, and that the Ivy Pointe Commerce Park may be large enough to fully absorb that potential office space demand. However, if the Ivy Pointe site cannot meet future demand for Eastgate area office space, one or more of the following scenarios could take place: 1) greater utilization of existing vacant office space, 2) redevelopment of existing sub-optimal retail or other commercial space, or 3) construction of new commercial office space on undeveloped land. The 2007 Property Advisors market study also stated that the Eastgate area could absorb the 100,000 to 300,000 square feet of retail space necessary to address the existing $500 million of unmet regional retail demand. As with future office

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space demand, this demand for retail space could be alleviated through: 1) utilization of existing vacant retail space, 2) re-development of existing residential areas (such as the residential area located along Old SR 74/Rust Lane/Aicholtz Road; see Attachment G8, Page 297), sub-optimal retail or other commercial space in the Eastgate area, or 3) construction of new retail space on undeveloped land around the fringes of the Eastgate area (such as Ivy Pointe). With regard to re-development, the Eastgate area (adjacent to the CLE-275-10.15 and Aicholtz Connector project areas) has recently experienced a significant re-development effort, when the Bigg's Place shopping center was renovated and re-opened in 2011 as a new Jungle Jim's supermarket (see Attachment G8, Page 297).

Consequently, future development activities that utilize existing vacant commercial space, or redevelop existing residential or commercial areas into new (or different) retail, office, or residential space, would be expected to provide economic benefits and potentially some social/community benefits to the Eastgate area (see above), with minimal additional impact to the natural and semi-natural environment. If the future demand for new retail space, office space, or housing results in construction on the limited amount of remaining undeveloped land in the Eastgate area, the economic benefits and the potential social/community benefits would still be realized, but a small amount of undeveloped agricultural land and fragmented woodlands could be lost, along with some additional degradation of local water quality, air quality, noise and aesthetics, since these undeveloped lands would be replaced by paved driveways, parking lots, residential/commercial buildings, and new access roads.

With regard to cumulative impacts, the impacts of the Aicholtz Connector project in combination with the other currently planned transportation projects in the Eastgate area (see Attachments A3 and A5, Pages 40, 46 and 47) are not expected to be significant.

Public Facilities & Services	**Yes**	**No**
Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation or pedestrian and bicycle facilities?		✓

Remarks: According to the Southwest Ohio Regional Transit Authority (SORTA) (*http://www.go-metro.com/maps/broadbandmap.pdf*), one public bus route serves the Eastgate area. This public bus route (Route 82x) is an express route from downtown Cincinnati that uses I-275, the I-275/SR 32 interchange, SR 32, Eastgate Boulevard, and Aicholtz Road (east of Eastgate Boulevard) to reach a park-and-ride lot located at the Union Township Civic Center. The park-and-ride lot and the Union Township Civic Center are located at 4350 Aicholtz Road - outside of the Aicholtz connector study area, and will not be impacted. This park-and-ride lot, however, is a focal point for future rail trail transit planning for the Aicholtz corridor, as discussed on Page 7. There are also no pedestrian/bicycle facilities or sidewalks in the immediate project area, though planning for future pedestrian/bicycle access has also been part of the preliminary development of the Aicholtz Connector project (alternatives for the Aicholtz Connector have been coordinated and developed so as not to preclude planning-level concepts associated with future rail transit and pedestrian facilities associated with the Eastern Corridor project; see Page 2). No right-of-way is being acquired as part of the Aicholtz Connector project for the rail transit and pedestrian components.

The Aicholtz Connector project is located within the West Clermont Local School District and is served by the Union Township Police and Fire Departments. A Union Township fire station is located immediately west of the Old SR 74 bridge over I-275 (on the north side of SR 32 and outside of the Aicholtz Connector project area). Another Union Township fire station is located at the corner of Clough Pike and Glen Este-Withamsville Road, southeast of the Aicholtz Connector study area (see Attachment G8, Page 297). The Union Township Police Department is located at 4312 Glen Este-Withamsville Road, and is well outside of the Aicholtz Connector study area (see Attachment G8, Page 297).

As mentioned above, the Union Township Civic Center is also located at 4350 Aicholtz Road about 0.2-mile east of Eastgate Boulevard and the Aicholtz Connector's east project terminus (see Attachment G8, Page 297). This facility is home to the Union Township Trustees and Administrative offices, as well as the West Clermont School District Administrative offices, a U.S. Post Office, a branch of the Clermont Senior Services, six public meeting rooms, a gymnasium and amphitheater. In addition to the Civic Center, there are several other public/community facilities located in the general project vicinity: Mount Carmel Park, Christian Life Center, St. Veronica Elementary School, Summerside Methodist Church/Day Care Facility, Brantner Elementary School, Summerside Elementary School, and Eastgate Baptist Church. All are located well outside the Aicholtz Connector study area and none will be impacted by the project (see Attachment G8, Page 297).

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There are no hospitals, emergency health care providers, libraries, parks, or other public or community buildings or facilities are located in the immediate Aicholtz Connector project area (see Attachment G8, Page 297). Utilities in the project area include electric, gas, water, sewer, telephone, and cable lines. It is expected that private utilities will need to be relocated, but no utility relocation areas have been identified. See Pages 13 and 36 for further utility discussion and commitments.

Overall, the proposed project is expected to improve travel times and mobility through the Eastgate area by re-establishing an east-west local road connection under I-275 on the south side of SR 32 and helping to reduce congestion on SR 32. Regarding emergency services and access-related impacts or restrictions during construction of the project, a conceptual Maintenance of Traffic (MOT) plan has been developed for the project, and will be designed implemented to ensure appropriate access to the area, no interruption of emergency services, and minimal local traffic delays (see Pages 11 and 12 for further MOT discussion).

Environmental Justice (Presidential Executive Order 12898)	**Yes**	**No**
During Public Involvement activities, were Environmental Justice issues raised?		✓
Are any Environmental Justice populations located within the project area?		✓
Will the project result in any adversely high or disproportionate impacts to the population?		✓

Remarks: Field and literature reviews for Environmental Justice populations in the Aicholtz Connector study area were completed by ENTRAN in September/October 2009 and May 2011 (respectively). Literature reviews consisted of a review of environmental justice data and mapping (see Attachment G7, Pages 292 to 296). The photograph log from the field review is included in Attachment A9 (Pages 113 to 127) and a Community Impact Assessment Checklist was completed for the project area following the field and literature reviews (see Attachment G9, Pages 298 to 300).

An assessment of potential Environmental Justice communities/impacts using the USEPA's EJView website (*http://epamap 14.epa.gov/ejmap/entry.html*) was conducted by ENTRAN in May 2011. According the EJView data (see Attachment G7, Pages 294 to 296), 3.4 percent of the population in Clermont County is minority, compared to approximately 2.7 percent in the project study area, and the percentage of low-income persons in Clermont County is 7.1 percent, compared to approximately 5.2 percent in the project study area. The OKI regional averages are 9.4 percent (poverty) and 15.4 percent (minority) (see Attachment G7, Page 296a). The assessment concluded that the project area occurs in and adjacent to census blocks where environmental justice populations (minority and low income) are generally equal to or below the county averages. Additionally, no environmental justice issues were raised through the public involvement process and no field observations were made indicating the presence of environmental justice communities. Due to this, no adversely high or disproportionate impacts on low income or minority populations are anticipated for this project.

Displacement of People, Businesses or Farms	**Yes**	**No**
Will the proposed action displace people, businesses, or farms?	✓	

Number of displacements: Residences: **2** Businesses: **0** Farms: **0** Institutions: **0**

Remarks: Based on aerial photo and field reviews of the Aicholtz Connector study area (see Attachments A8, A9 and A14, Pages 112 to 127 and Pages 135 and 136), and review of preliminary project plans showing the Preferred Alternative alignment and construction limits (see Attachments B1 through B4, Pages 137 to 191), the Aicholtz Connector project is expected to displace two residences. The acquisition of right-of-way and the relocation of residents will be conducted by the Clermont County TID in accordance with ODOT-Office of Real Estate procedures (*http://www.dot.state.oh.us/real/*), Titles II and III of the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 (as amended), the Surface Transportation and Uniform Relocation Assistance Act of 1987, and 49 CFR Part 24 (see Environmental Commitments, Page 36).

PUBLIC INVOLVEMENT

Per ORC 5511.01 and 23 CFR 771.111 (h)(2)(i) and (ii), every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Discuss what public involvement activities (letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Were you inclusive of minority and low income people in your public involvement activities? **Yes*** ✓ **No** ☐

** If YES, explain how.*

Were project notification letters sent for the proposed project? **Yes** ✓ **No**** ☐

*** If NO, explain why not.*

If YES, what date were they sent? ***Date:*** Various - See Below

Was a Public Involvement Meeting held for the project? **Yes** ✓ **No** ☐

If YES, what date was the meeting held? ***Date:*** Various - See Below

**** If multiple meetings were held, state the 1st meeting date above and give the other meeting dates and explanations in the Remarks Section.*

Remarks:

Eastern Corridor Tier 1 Public Meetings (2003-2004)

Public Information Meetings for the Eastern Corridor Tier 1 EIS were held in 2003 and 2004 and included preliminary multimodal alternative concepts for the SR 32 corridor, the I-275/SR 32 interchange (CLE-275-10.15) and the local road network in the Eastgate area, including the Old SR 74/Aicholtz Road corridor. These public meetings built upon previous public involvement efforts conducted during Eastern Corridor Land Use Vision Planning work (see Attachment G1, Page 283). In May 2003, three public meetings were held presenting conceptual multimodal alternatives for six focus areas in the Eastern Corridor, including the Eastgate focus area. In January/February 2004, three additional public meetings were held presenting refined multimodal alternatives. Three highway alternatives for the Eastgate area were displayed, including conceptual plans for local road improvements, including improvements to Old SR 74, Rust Lane, and Aicholtz Road (see Attachment H1, Pages 337 to 341).

CLE-275-10.15 Public Meeting (2007)

On December 13, 2007, a Public Open House meeting was held to provide opportunity for interested persons to review and comment on the CLE-275-10.15 project. At this meeting, exhibits were shown illustrating the CLE-275-10.15 improvements, as well as other planned improvements to the adjacent local road network, including the Aicholtz Connector project (see Attachment H2, Page 342). The meeting was held in the Union Township Civic Center. Attendance at the public meeting was approximately 243 persons based on the sign-in list. A total of 32 written comments were submitted by the end of the December 27, 2007 comment period. A summary of all comments received is presented in Attachment H2, Pages 343 to 349). Several comments were made with regard to the Aicholtz Connector project (Comments 1, 2, 3, 16, 19, and 32; see Attachment H2, Pages 347 to 349).

Aicholtz Connector Public Meeting (October 2009)

A Public Open House meeting was held on October 15, 2009 to provide interested persons the opportunity to become informed about, and comment on the proposed Aicholtz Connector project. The meeting was held at the Union Township Civic Center from 5:30 to 7:30 PM. Announcement of the meeting consisted of notification letters mailed to all residents and land owners in the project study area, a news release to local media, and a posting on the Clermont County Transportation Improvement District (CCTID) website (see Attachment H3, Pages 350 to 354). Information at the meeting was presented in a handout (see Attachment H3, Pages 355 and 356) and at various exhibit stations, including: 1) Project Background (Eastern Corridor and I-275/SR 32 information boards), 2) Project Description and Goals, 3) Project Study Area (roll-out table top map), 4) Environmental Resources and Existing Infrastructure, and 5) Project Schedule (see Attachment H3, Pages 357 to 362). Photographs taken at the meeting are presented in Attachment H3 (Page 363).

A total of approximately 90 people attended the meeting (based on sign-in) and 27 written comments were received through the public comment period which ended on October 29, 2009. Overall, the public meeting comments

COMMUNITY IMPACTS

focused on: 1) features/issues in the project area (importance of Hall Run, Hall Run flooding, drainage issues), 2) project development/impact concerns (property impacts, alternative alignment south of Hall Run, Aicholtz Road overpass at I-275 instead of underpass, rail station at Ivy Pointe), and 3) various comments about other projects (mainly the adjacent CLE-275-10.15 interchange project). Copies of the sign-in sheets, comment sheets, and comment sheet summaries are presented in Attachment H3 (Pages 364 to 439).

In response to public comments for an alignment located south of Hall Run, a conceptual alternative (Alternative 3) was developed and presented at the December 2009 public meeting (see below). Additionally, in response to public comments regarding Hall Run, flooding, and drainage problems, a fourth project goal was added (*"protect the natural environment by preserving greenspace and managing stormwater"*). As discussed on Page 9, the four project goals adopted by the project team following the October 15, 2009 public meeting included the following, which were used as a basis for developing conceptual alternatives for the Aicholtz Connector project:

- Improve access and travel efficiency in the Eastgate area
- Consider future development opportunities
- Plan for future rail transit/pedestrian access/facilities
- Protect greenspace/stormwater management

Aicholtz Connector Public Meeting (December 2009)

A second Public Open House meeting for the Aicholtz Connector was held on December 9, 2009 to provide interested persons the opportunity to review and comment on conceptual alternatives and other project information developed after the October 15, 2009 public meeting. The meeting was held at the Union Township Civic Center from 5:00 to 7:00 PM. Announcement of the meeting consisted of notification letters mailed to residents and land owners in the project study area and previous meeting attendees, a news release to local media, and a posting on the Clermont County Transportation Improvement District (CCTID) website (see Attachment H4, Pages 440 to 444).

Information at the meeting was presented in a handout (see Attachment H4, Pages 445 and 446) and at various exhibit stations, including: 1) Project Background (Eastern Corridor and I-275/SR 32 information boards), 2) Updated Project Description and Goals, 3) October 2009 Public Meeting Summary and Disposition of Comments, 4) Preliminary Alternatives (Alternatives 1/1a, 2/2a and 3/3a); 5) Alternative Concepts Eliminated from Consideration (the Aicholtz Road Overpass of I-275 Concept), 6) Environmental Resources and Existing Infrastructure, 7) Green Infrastructure, and 8) Updated Project Schedule (see Attachment H4, Pages 447 to 458). Photographs taken at the meeting are presented in Attachment H4 (Page 459).

Approximately 92 people attended the meeting (based on sign-in) and 21 written comments were received through the public comment period which ended December 23, 2009. Overall, comments received from the second open house focused on: 1) support for or opposition to specific alternatives presented at the meeting - mainly with regard to residential property impacts, 2) impacts on personal property (such as relocation, property values and compensation), and 3) issues related to other transportation projects. Copies of the sign-in sheets, comment sheets, and comment sheet summaries are presented in Attachment H4 (Pages 460 to 501).

Following the December 9, 2009 public meeting, a fifth project goal was established in response to public comments regarding specific alternatives and residential property impacts (*"maximize use of existing right-of-way";* see Page 10). Considering the five project goals and public meeting comments, Aicholtz Connector roadway Alternative 2 was also modified to more closely follow existing Old SR 74, Rust Lane, and Aicholtz Road and utilize more existing right-of-way to reduce costs and residential property impacts in consideration of the fifth project goal. Additionally, a preliminary project review by the Ohio Department of Transportation resulted in the addition of a fourth Aicholtz Connector roadway alternative. This alternative (identified as Alternative 4) was similar in location to the Aicholtz Road overpass concept presented at the December 9, 2009 public meeting, but involved an I-275 underpass instead of an overpass (i.e. construct I-275 bridges over Aicholtz Connector Alternative 4 at a location approximately 300 feet south of existing Aicholtz Road and Alternatives 1, 2 and 3). The purpose for developing and evaluating this alternative was to confirm the most appropriate location for the I-275 bridges over the Aicholtz Connector, since Alternatives 1, 2 and 3 each crossed under I-275 at one location – existing Aicholtz Road.

COMMUNITY IMPACTS

CLE-275-10.15 Noise Barrier Public Meeting (April 2010)

Following completion of the CLE-275-10.15 Final Noise Analysis, a public involvement meeting was held on April 27, 2010 at the Union Township Civic Center to solicit public comments, opinions, and preferences of affected residents with regard to the recommended construction of three new noise abatement barriers and the reconstruction of one existing noise abatement barrier in the Eastgate area. As discussed on Page 24 of this CE document, one of these proposed noise barriers (Noise Barrier "C") was located along eastbound SR 32 and the I-275/SR 32 interchange ramp from eastbound SR 32 to southbound I-275 (adjacent to the Aicholtz Connector study area; see Attachment H5, Page 502). Residents located along Old SR 74, Rust Lane, and Aicholtz Road were invited to attend the meeting and provide comments on the potential construction of this barrier. At the public meeting, aerial photograph exhibits were displayed illustrating the CLE-275-10.15 noise impacts, location of Noise Barrier C, and Aicholtz Connector roadway alternatives that were under study at that time (see Attachment H5, Pages 502 and 503). Information was provided at the meeting stating that the construction of Noise Barrier C was dependent upon the ultimate location of the Aicholtz Connector Preferred Alternative. Three comments were received from residents located in the Aicholtz Connector study area in the vicinity of Noise Barrier C, and all were in favor of its construction (see Attachment H5, Pages 504 to 514). See Page 24 and Attachment F3 (Pages 269 to 282) of this CE for further discussion of the Noise Impact Analysis for the Aicholtz Connector, and the final ODOT decision regarding the construction of Noise Barrier C for the CLE-275-10.15 project.

Aicholtz Connector Public Meeting (February 2011)

The third (and final) Public Open House Meeting for the Aicholtz Connector project was held on February 16, 2011 to provide the public an opportunity to review and comment on the preliminary Preferred Alternative and other project information developed since the December 9, 2009 public meeting. The meeting was held at the Union Township Civic Center from 5:00 to 7:00 PM. Announcement of the meeting consisted of notification letters mailed to residents and land owners in the project study area and previous meeting attendees, a news release to local media, and a posting on the Clermont County Transportation Improvement District (CCTID) website (see Attachment H6, Pages 515 to 519).

Information was presented in a handout (see Attachment H6, Pages 520 and 521) at various exhibit stations, including: 1) Project Status, Previous Public Meeting Summaries, Eastern Corridor Plan, and Planned Improvements in the Eastgate Area, 2) Existing and Planned Infrastructure and Environmental Features, 3) Proposed Alternatives, Preliminary Preferred Alternative, and Preliminary Impact Matrix, 4) Green Infrastructure, and 5) Project Schedule (see Attachment H6, Pages 522 to 533). Photographs taken at the meeting are presented in Attachment H4 (Page 534).

Approximately 97 people attended the meeting based on sign-in. Fourteen (14) comment sheets were submitted at the meeting and an additional six (6) comments were received through the public comment period which ended March 2, 2011. Overall, comments received from the third open house focused on: 1) Preferred Alternative support, impact concerns, suggestions for alignment modifications, 2) concerns about a (false) rumor that Forest Trail was to be permanently closed at Old SR 74, and 3) various property and right-of-way acquisition-related questions/comments. Copies of the sign-in sheet, comment sheets, and comment sheet summaries are presented in Attachment H6 (Pages 535 to 573).

Public Notification Prior to Construction

To ensure that the public is notified of construction activities, the following plan note will be added to the final design plans (see Page 12 and Environmental Commitments, Page 36): *"The Contractor will advise the Project Engineer a minimum of fourteen (14) days prior to the following: the start of construction activities, lane closures, and or road closures. The Project Engineer will forward this information to the Clermont County TID. The Clermont County TID will, in turn, notify the public, the local emergency services, affected schools and businesses, and any other impacted local public agency of any of the above mentioned items, via media sources".*

COMMUNITY IMPACTS

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts? **Yes** [ ] **No** [✓]

Remarks: This project does not involve any substantial controversy concerning community and/or natural resource impacts, and no substantial controversy was brought up during the public involvement meetings held for this project (see discussion above and Attachments H3, H4 and H6, Pages 350 to 573).

HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation	Yes	No	Concurrence Date
Environmental Site Assessment Screening/Checklist	✓		Various (see below)
Phase I Environmental Site Assessment	✓		Various (see below)
Phase II Environmental Site Assessment		✓	Various (see below)
Design for Remediation		✓	NA

Remarks:

Previous CLE-275-10.15 ESA Studies Relevant to the Aicholtz Connector

Studies for hazardous materials were conducted in 2004 by H.C. Nutting for the CLE-275-10.15 project in a portion of the Aicholtz Connector study area. An Environmental Site Assessment (ESA) Screening and a Phase I ESA were conducted in June and October 2004, respectively, and were approved by ODOT-OES on July 28, 2004, and November 27, 2004, respectively (see Attachment I1, Pages 574 to 597). As a result of these studies, 13 properties were initially recommended to be advanced to Phase II ESA, three of which are located in the Aicholtz Connector study area:

- LineX (4414 Aicholtz Road)
- True Quality Collision (4425 Aicholtz Road)
- Midas Muffler (620 Rust Lane)

Due to minor design modifications to the CLE-275-10.15 Preferred Alternative, an ESA Screening Addendum was completed by ENTRAN in February 2007 and approved by ODOT-OES on March 21, 2007. In the March 21, 2007 IOC, ODOT-OES recommended that one additional site in the Aicholtz Connector study area be advanced for a Phase I ESA (see Attachment I2, Page 598):

- Mechanics Plus Auto Repair (539 Old SR 74)

Due to further changes in the CLE-275-10.15 Preferred Alternative, ODOT-OES issued an IOC on January 3, 2008 recommending eight sites be advanced for further Phase II ESA study if impacted by the CLE-275-10.15 project (see Attachment I3, Page 599). Only two of these eight sites are located in the Aicholtz Connector study area:

- Sunoco Gas Station (4514 Mount Carmel-Tobasco Road)
- Midas Muffler (620 Rust Lane)

In January 2008, ENTRAN completed a Phase I ESA on the Mechanics Plus Auto Repair property (539 Old SR 74) (see Attachment A14, Page 135) and concluded no further Phase II study was warranted. In an IOC dated February 12, 2008, ODOT concurred with this finding, but stated that if right-of-way is required from this site, then additional environmental site assessment may be necessary (see Attachment I3, Page 600).

In September 2008, a Phase II ESA was completed by Burgess and Niple for the eight sites recommended in ODOT's January 3, 2008 IOC (for the CLE-275-10.15 project), including the Midas Muffler property (620 Rust Lane) and the Sunoco Gas Station property (4514 Mount Carmel-Tobasco Road), both of which are located in the Aicholtz Connector study area (see Attachment A14, Page 135). ODOT reviewed the Phase II ESA report and no further study/action was recommended for the Midas Muffler property, but recommended a plan note for Petroleum Contaminated Soil (PCS) be developed for the Sunoco Gas Station and included in the final CLE-275-10.15 design plans (see Attachment I4, Page 601).

HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Aicholtz Connector ESA Studies

In February 2010, ENTRAN completed an ESA Screening for the entire Aicholtz Connector study area. This ESA Screening summarized all of the previous ESA studies conducted for the CLE-275-10.15 and Aicholtz Connector projects, and evaluated all other properties in the study area not previously studied/cleared. The ESA Screening recommended environmental site assessments for the following properties:

- Sunoco Gas Station (4514 Mount Carmel-Tobasco Road) – Phase II ESA Completed in 2008 (see above).
- Midas Muffler (550 Old SR 74) – Phase II ESA Completed in 2008 (see above).

- Kroger Grocery Store/Gas Station (550 Old SR 74) – Phase II ESA recommended (if impacted).
- Mechanics Plus Auto Body (539 Old SR 74) – Additional (Phase II) ESA recommended (if impacted).
- True Quality Collision (4425 Aicholtz Road) – Phase II ESA recommended (if impacted).

- CarStar Autobody Collision Repair Shop (580 Old SR 74) – Phase I ESA recommended.
- Shultz Property (4499 Aicholtz Road) – Phase I ESA recommended.

ODOT reviewed this ESA Screening and in an IOC dated April 6, 2010 concurred with its findings (see Attachment I6, Page 603).

In May 2011, ENTRAN completed a Phase I ESA on the CarStar Autobody Collision Repair Shop and the Shultz Property due to their location adjacent to the Aicholtz Connector Preferred Alternative. The Phase I study concluded that neither property was a hazardous materials concern, that contaminated soils are not expected to be encountered within the construction limits of the Aicholtz Connector Preferred Alternative, and no further Phase II study is warranted. ODOT reviewed this Phase I ESA and in an IOC dated June 3, 2011 concurred with its findings (see Attachment I7, Page 604). The IOC also stated that no Phase II ESA is required for the True Quality Collision (4425 Aicholtz Road) under the current (Preferred Alternative) impact scenario (see Attachment A14, Page 136).

Status of Recommended Phase II ESA's in Aicholtz Connector Study Area

Previous environmental site assessments conducted for the CLE-275-10.15 and Aicholtz Connector projects concluded that Phase II ESA's are warranted on the following properties should they be impacted by the Aicholtz Connector Preferred Alternative (see Attachment A14, Pages 135 and 136):

- Kroger Grocery Store/Gas Station (550 Old SR 74)
- Mechanics Plus Auto Body (539 Old SR 74)
- True Quality Collision (4425 Aicholtz Road) (Phase II ESA required if the current impact scenario changes during detailed design of the Preferred Alternative)

At the present time, the Aicholtz Connector Preferred Alternative (see Attachment A13, Page 134 and Attachment A14, Pages 135 and 136) is not expected to require any right-of-way from Kroger or Mechanics Plus and only strip right-of-way from True Quality Collision. If the impact status of any of these three properties should change due to design modifications to the Preferred Alternative, Phase II ESA's will be conducted and coordinated with Clermont County and ODOT (see Environmental Commitments on Page 37).

PERMITS

OES/Agency Permit Determination (PD) Required [ ] Not Required [✓] Complete? **Yes** [ ] **No** [ ]

Army Corp of Engineers (404/Section 10 Permit)	Required	Not Required	Approval Date	Expiration Date
Individual (IP)		✓	NA	NA
Regional General Permit (RGP)		✓	NA	NA
Nationwide (NWP) *No(s).* **14**	✓		NA	NA

PERMITS

Pre-Construction Notification (PCN)	✓		NA	NA
Ohio Environmental Protection Agency (OEPA)	**Required**	**Not Required**	**Approval Date**	**Expiration Date**
Level 1 Review – General Isolated Wetland Permit		✓	NA	NA
Level 2 Review – Individual Isolated Wetland Permit		✓	NA	NA
Level 3 Review – Individual Isolated Wetland Permit		✓	NA	NA
401 Water Quality Classification (WQC)		✓	NA	NA
NPDES Construction Storm Water Permit	✓			
Other Permits	**Required**	**Not Required**	**Approval Date**	**Expiration Date**
U.S. Coast Guard Section 9 Bridge Permit		✓	NA	NA
Wetland and/or Stream Mitigation	✓		NA	NA
Flood Plain Permit		✓	NA	NA

Remarks: The Preferred Alternative does not impact any flood plains or wetlands (see Pages 15, 16 and 19), but will impact approximately 200 feet of surface stream at two crossing locations (see Page 14 and Attachment A14, Pages 135 and 136). As a result, no flood plain permit will be required, but a U.S. Army Corps of Engineers (USACE) Nationwide Permit will be required. If the surface stream impacts below Ordinary High Water (OHW) total more than 0.10 acre, then a Pre-Construction Notification (PCN) and mitigation will be required. All necessary permit applications and mitigation plans will be completed during detailed design by the Clermont County TID once final stream impacts are determined. The project will also require a Stormwater Pollution Prevention Plan (SWPPP) and an NPDES Storm Water Permit. All regulations and conditions associated with the required NPDES permit shall require the Contractor's full compliance (see Environmental Commitments on Page 37).

ENVIRONMENTAL COMMITMENTS MADE AND RESOURCES TO BE AVOIDED

Maintenance of Traffic/Public Notifications

To ensure that the public is notified of construction activities, the following plan note will be added to the final design plans: *"The Contractor will advise the Project Engineer a minimum of fourteen (14) days prior to the following: the start of construction activities, lane closures, and or road closures. The Project Engineer will forward this information to the Clermont County TID. The Clermont County TID will, in turn, notify the public, the local emergency services, affected schools and businesses, and any other impacted local public agency of any of the above mentioned items, via media sources"* (see Pages 12, 26 and 33).

Utilities

Utility relocations are anticipated, and the following note will be added to the final design plans: "*All utility relocations shall be coordinated between the Contractor and the utility owners in such a way as to avoid and/or minimize any inconvenience to potentially affected customers. All utility relocations not included in this contract shall be ongoing throughout the construction period. Upon the contract award, the coordination of all necessary relocations with the utilities shall become the responsibility of the Contractor"* (see Page 13).

Community Impacts: Displacement of Residences

The acquisition of right-of-way and the relocation of residents will be conducted by the Clermont County TID in accordance with ODOT-Office of Real Estate procedures (*http://www.dot.state.oh.us/real/*), Titles II and III of the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 (as amended), the Surface Transportation and Uniform Relocation Assistance Act of 1987, and 49 CFR Part 24 (see Pages 13 and 30).

Hazardous Materials/ Phase II ESA's

Previous environmental site assessments conducted for the CLE-275-10.15 and Aicholtz Connector projects concluded that Phase II ESA's are warranted on the following properties should they be impacted by the Aicholtz Connector Preferred Alternative:

ENVIRONMENTAL COMMITMENTS MADE AND RESOURCES TO BE AVOIDED

- Kroger Grocery Store/Gas Station (550 Old SR 74)
- Mechanics Plus Auto Body (539 Old SR 74)
- True Quality Collision (4425 Aicholtz Road)

At the present time, the Aicholtz Connector Preferred Alternative is not expected to require any right-of-way from Kroger or Mechanics Plus and only strip right-of-way from True Quality Collision. If the impact status of any of these three properties should change due to design modifications to the Preferred Alternative, Phase II ESA's will be conducted and coordinated with Clermont County and ODOT (see Page 35).

Best Management Practices

The Contractor shall follow best management practices for sediment and erosion control during construction and post-construction in accordance with ODOT 2008 Construction and Material Specifications (CMS) Section 107.19 and Supplemental Specification 832. Plan notes and estimated quantities in accordance with Supplemental Specification 832 must be included in the plans to handle erosion control. In accordance with ODOT Supplemental Specification 832, the contractor shall be responsible for development of the Storm Water Pollution Prevention Plan (SWPPP). The plan notes, and the Contractor's Storm Water Pollution Prevention Plan (SWPPP), will further detail the project specific soil erosion prevention measures. In addition to the current CMS, Supplemental Specifications, plan notes, and the SWPPP stipulations, all of the regulations and conditions associated with the required Ohio EPA National Pollutant Discharge Elimination System (NPDES) permit shall require the Contractor's full compliance. An ODOT approved SWPPP and Ohio EPA approved NPDES permit will be required before any earth disturbing construction activities can take place.

CONCURRENCE

It is hereby determined that the subject project meets the criteria for CE in accordance with the *Programmatic Categorical Exclusion Agreement* between ODOT and FHWA. This action does not: induce significant impacts to planned growth or land use for the area; require relocation of significant numbers of people; have significant impact on any natural, cultural, recreation, historic, or other resource; involve significant air, noise, or water quality impacts; have significant impacts on travel patterns; or otherwise, either individually or cumulatively, have any significant impacts and do not require the preparation of an Environmental Assessment or an Environmental Impact Statement.

As supported by the information contained in this Categorical Exclusion Document, this project qualifies for a CE Level 2, Item Number(s) 3, in accordance with the *Programmatic Categorical Exclusion Agreement* between ODOT and FHWA dated September 13, 2010.

Jesse Binau and Deborah Osborne (ENTRAN) NAME OF PREPARER AND ORGANIZATION	7/15/2011 DATE
Andrew J. Fluegeman DISTRICT ENVIRONMENTAL COORDINATOR	12/7/11 DATE
PLANNING AND ENGINEERING ADMINISTRATOR	12-8-11 DATE

ATTACHMENTS

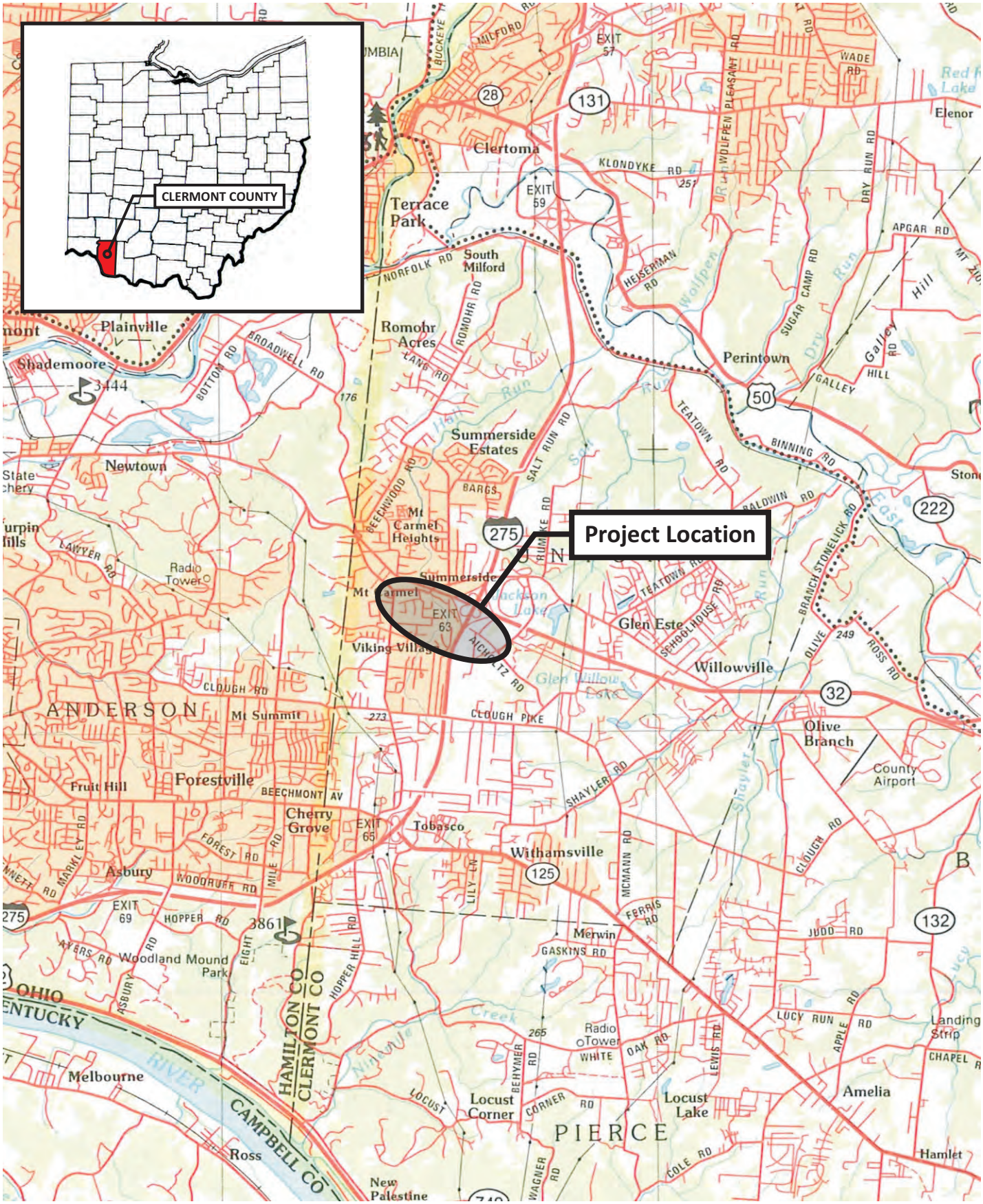
ATTACHMENT A

PROJECT INFORMATION

Attachment A1	Project Location Map
Attachment A2	Eastern Corridor Tier I Recommended Plan
Attachment A3	Eastgate Area Planned Improvements
Attachment A4	ODOT 2012-2015 STIP; OKI 2012-2015 TIP; OKI 2030 MTP
Attachment A5	CCTID 2011 RTIP
Attachment A6	ODOT Certified Traffic; CLE-275-10.15 Crash Data (from Level 4 CE)
Attachment A7	Red Flag Analysis
Attachment A8	Project Study Area and Photograph Log Index (Aerial Base)
Attachment A9	Study Area Photograph Log
Attachment A10	Preliminary Alternatives (December 2009 Public Meeting)
Attachment A11	Refined Alternatives (February 2011 Public Meeting)
Attachment A12	Impact Matrix (February 2011 Public Meeting)
Attachment A13	Preferred Alternative
Attachment A14	Environmental Composite Map

ATTACHMENT A1

Project Location Map



0 FEET 7,000

JULY 2011

NORTH

ENTRAN

Categorical Exclusion Level 2

CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

Attachment A1

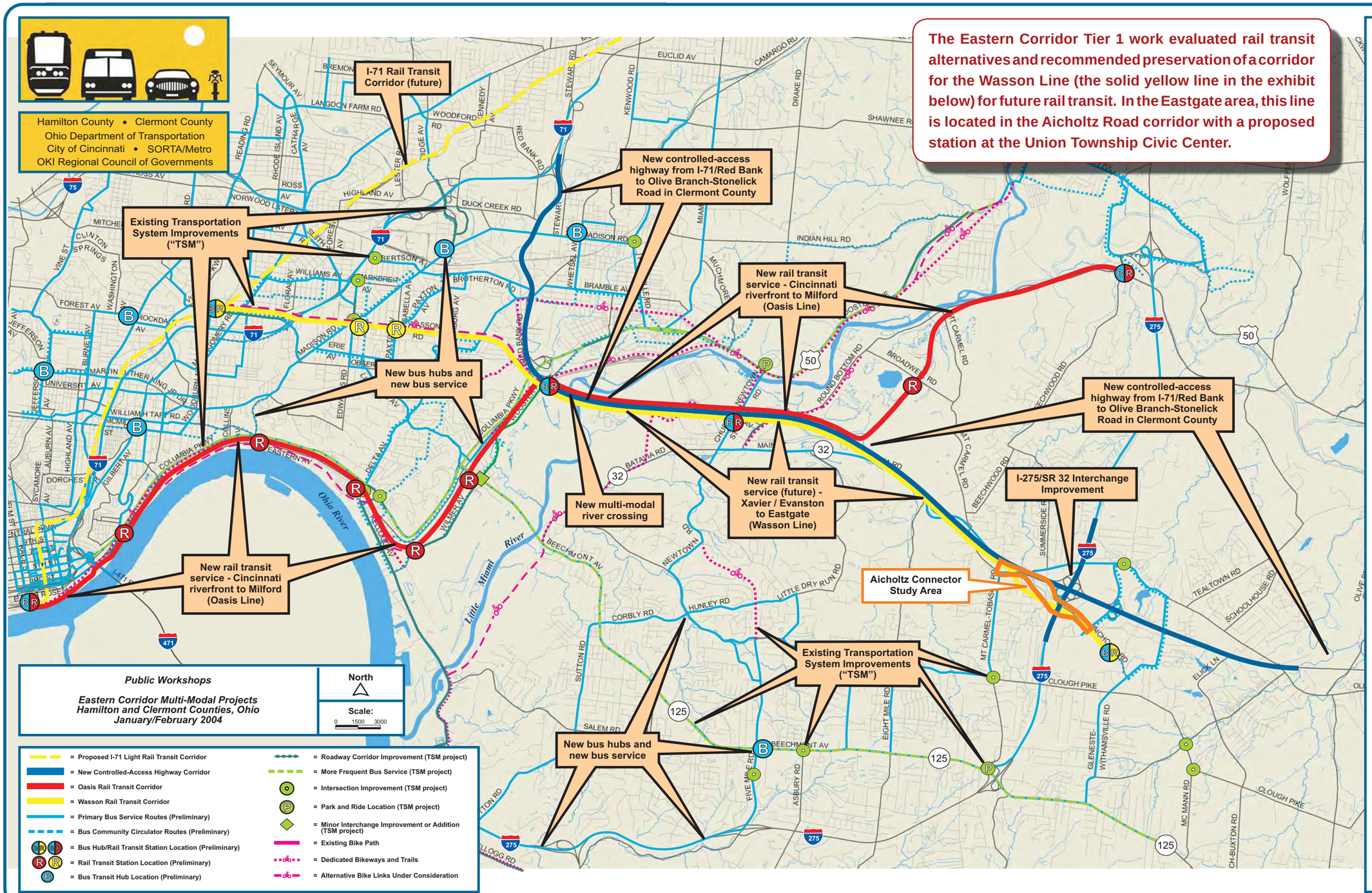
Project Location

ATTACHMENT A2

Eastern Corridor Tier I Recommended Plan

AICHOLTZ CONNECTOR

EASTERN CORRIDOR MULTI-MODAL PLAN



The Eastern Corridor Tier 1 work evaluated rail transit alternatives and recommended preservation of a corridor for the Wasson Line (the solid yellow line in the exhibit below) for future rail transit. In the Eastgate area, this line is located in the Aicholtz Road corridor with a proposed station at the Union Township Civic Center.

Eastern Corridor Multi-Modal Projects

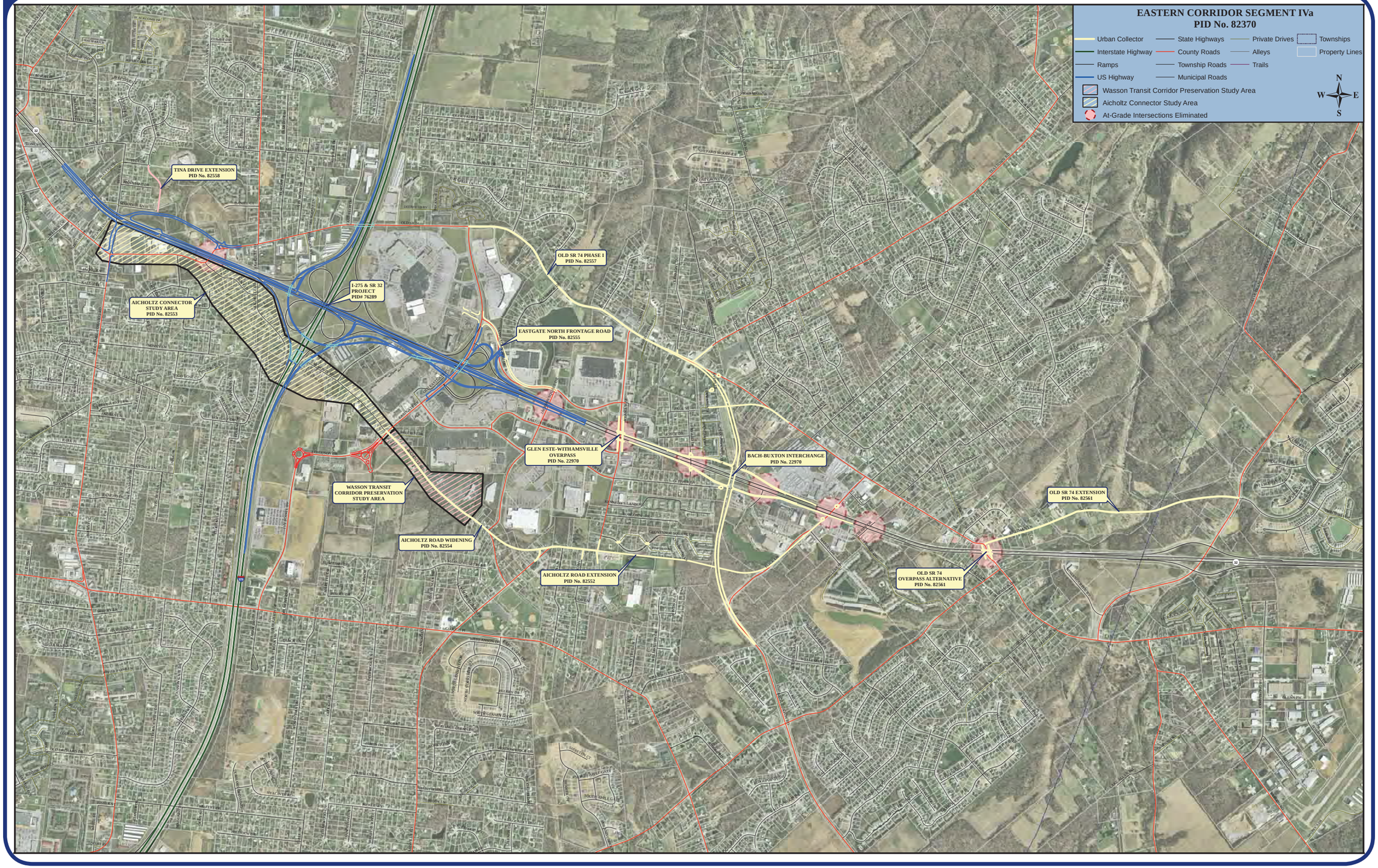
ATTACHMENT A3

Eastgate Area Planned Improvements

AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

PLANNED IMPROVEMENTS IN THE EASTGATE AREA



ATTACHMENT A4

ODOT 2012-2015 STIP
OKI 2012-2015 TIP
OKI 2030 MTP

Ohio Transportation Improvement Program
For SFY 2012 to 2015
Federal-Aid Urban and Rural Projects

Includes Project In Urban and Rural Areas

Report as of: 05/31/11
Query: STIP with MPO, TRAC committed, and LABR SACs(05d) New 9

FHWA/ FTA	Dist	PID	MPO	Cnty	Project Name (ie CRS)	Project Description/Termini/Work Type	Sponsoring Agency	Air Quality	Length (miles)	Phs	Sub Phase	Fiscal Yr	SAC	Fund Type (F,S,O)	Billing Code	Obligation Description	Estimate Amount	FTA - ALI - Qty ##
FHWA	8	84731	OKI	CLE	CLE CR 33 Clough Pike Widening	The project will add a center turn lane and four foot paved shoulders for a total pavement width of 44 feet. Type 6 curb storm sewers and will be constructed for drainage, also sidewalks will be planned (north side)	CLERMONT COUNTY ENGINEER		1.00	CO	CO Engr	2013	4HB7	Federal	LS30	HIGHWAY SAFETY IMP PROG	$270,000	
													LNTP	Local Match	LNTP	Non Traditional Local Match	$67,500	
															LNTP	Non Traditional Local Match	$254,000	
																	$6,504,500	
		82555	OKI	CLE	CLE CR 382 0.00 (Eastgate North)	Realignment of Eastgate North Frontage Road to accomodate relocation of the SR32 westbound exit/entrance ramps at the Eastgate Boulevard interchange with SR32. Project is approximately 2000 feet in length and will include curb and gutter storm drainange, Eastgate Boulevard to relocated SR 32/Eastgate Boulevard westbound exit/entrance ramps Preliminary Development	Clermont County Commissioners	CO Air Quality Exempt	1.00	CO	CO Contr	2012	4TA7	Federal	L230	URBANIZED AREAS	$1,820,000	
													LNTP	Local Match	LNTP	Non Traditional Local Match	$780,000	
											CO Engr	2012	LNTP	Local Match	LNTP	Non Traditional Local Match	$260,000	
																	$2,860,000	
		82582	OKI	CLE	CLE CR171(Old SR74) 5.00	Widening of Old SR74 from Olive Branch-Stonelick Road to Armstrong Boulevard, providing a 3 lane section with paved shoulders and curb and gutter drainage. Also included is access consolidation where feasible, sidewalk, and ITS applications. Modification Old SR-74: From Olive Branch-Stonelick Road to Armstrong Boulevard Widening	CLERMONT COUNTY ENGINEER		1.00	CO	CO Contr	2015	LNTP	Local Match	LNTP	Non Traditional Local Match	$725,000	
													4TA7	Federal	L23E	STP URBANIZED AREAS	$2,900,000	
											CO Engr	2015	LNTP	Local Match	LNTP	Non Traditional Local Match	$25,000	
													4TA7	Federal	L23E	STP URBANIZED AREAS	$100,000	
																	$3,750,000	
		82553	OKI	CLE	CLE CR3 Aicholtz Road Connector	This project will provide a new network connection from Mt. Carmel-Tabasco Road on Old State Route 74 approximately 7000 feet to Eastgate Boulevard. Project right-of-way width will address highway, rail transit, and pedestrian facilities consistent with Beginning 500 feet east of Mt. Carmel-Tobasco Road on Old SR 74 continuing east for approximaely 6500 feet to Eastgate Boulevard Preliminary Development	Clermont County Commissioners	CO Air Quality Nonexempt		RW	Acquis	2012	4R47	Federal	56C0	DIV A 2010 STP APPROP EARMARK	$899,846	
																	$899,846	

Clermont County

TIP ID	Facility	BMP	EMP	Length	Location	Fund Type	Phase	Pre 12	FY 12	FY 13	FY 14	FY 15	FUTR	Description	AQ conformity	Sponsor	Award/ Let Date
								Programmed costs									
82553	Aicholtz Road Connector (CR 3)				Mt. Carmel-Tobasco to Eastgate Blvd.									New network connection from Mt. Carmel Tobasco Road on Old SR 74, 7000' to Eastgate Blvd.	Analyzed	Clermont TID	UNSC
						TCSP	R	0	899,846	0	0	0	0				
												Total Cost:	$899,846				
82552	Aicholtz Road Extension			1.40	Glen Este-Withamsville Rd. to Bach-Buxton Rd.									New 5-lane roadway	Analyzed	Clermont TID	UNSC
						Local	P	0	0	0	0	0	0				
												Total Cost:	$0				
82554	Aicholtz Road Widening			1.50	Eastgate Blvd. to Glen Este-Withamsville									Widen to 5 lanes	Analyzed	Clermont TID	UNSC
						Local	P	0	0	0	0	0	0				
												Total Cost:	$0				
89519	CLE Guardrail Phase 3				Various county routes in Clermont County									Replace and install 14,000 feet of new guardrail (Amendment #33, 2-10-11)	Exempt	ODOT	4Q11
						SAF	C	300,000	0	0	0	0	0				
						State	C	15,000	0	0	0	0	0				
												Total Cost:	$315,000				
80467	East Fork Bikepath				Connection between Villages of Williamsburg and Batvia to Eastfork State Park									Hike/bike trail construction (TIP Amendment #13, 1-8-09)	Exempt	Williamsburg	4Q12
						Local	P	14,342	0	0	0	0	0				
						Earmark	P	57,371	0	0	0	0	0				
						Local	C	0	175,200	0	0	0	0				
						OKI-ENH	C	0	412,800	0	0	0	0				
												Total Cost:	$659,713				
82555	Eastgate North Road (CR 382)				Eastgate Blvd to Jackson Square (Resolution 2008-23, 6/12/08, Amend. #15, 4-9-09, Amend #25, 4-8-10)									Relocate Eastgate North with three lane section (Administrative Modification #9 on 6-10-08)	Exempt	Clermont TID	3Q12
						TCSP	P	245,000	0	0	0	0	0				
						Local	P	61,000	0	0	0	0	0				
						Local	R	371,355	0	0	0	0	0				
						Earmark	R	225,645	0	0	0	0	0				
						Local	C	0	1,040,000	0	0	0	0				
						OKI-STP	C	0	1,820,000	0	0	0	0				
												Total Cost:	$3,763,000				
82561	Heitman Lane Extension				Olive Branch-Stonelick to east terminus of Heitman Lane									Widen to three lanes	Analyzed	Clermont TID	UNSC
						Local	P	0	0	0	0	0	0				
												Total Cost:	$0				
83661	Stonelick Bridge				Stonelick Covered Bridge (TIP Amendment 2-14-08)									Rehabilitate covered bridge	Exempt	Clermont County	4Q12
						Local	P-E	8,000	0	0	0	0	0				
						Local	P-DD	16,000	0	0	0	0	0				
						Fed Disc	P-E	32,000	0	0	0	0	0				
						Fed Disc	P-DD	64,000	0	0	0	0	0				
						OKI-ENH	C	0	619,000	0	0	0	0				
						Fed Disc	C	0	264,000	0	0	0	0				
						Local	C	0	220,750	0	0	0	0				
												Total Cost:	$1,223,750				

Project ID	Plan ID	Facility	Location	Description	$ Cost (M) (YOE)
2030 Plan					
	212	Bobmeyer Road	Bobmeyer Road to Bypass SR 4	Extend Bobmeyer Road to Bypass SR 4 (airport)	3.5
	230	Cincinnati-Dayton Road	West Chester Road to I-75	Widen to three lanes	7.0
	266	Grand Boulevard	Grand Boulevard to Peck Boulevard	Four-lane extension of Grand Boulevard and railroad overpass	23.4
	240	Oxford State Road	Spurlino Way to SR 4	Reconstruction and widening	21.7
	202	S. Gilmore Road	Resor to Mack	Add southbound lane	2.3
	258	Washington Boulevard Extension	Extend Washington Boulevard in Hamilton, across Great Miami to US 127	New extension	19.4
	222	Wayne-Madison Road	SR 4 to SR 73	Add two lanes and railroad grade separator	29.3
	207	SR 4	Liberty Fairfield Intersection	Capacity improvements	5.9
	217	SR 4 Bypass	SR 4 to Symmes Road	Widen to four lanes	9.4
	218	SR 4 Bypass	Symmes to Hamilton Mason	Widen to four or six lanes	10.5
	233	SR 4 Bypass	Hamilton-Mason to SR 4 North	Widen to four lanes	16.0
	250	SR 747	Princeton Road to SR 4 (north junction)	Widen to five lanes	23.5
	220	US 27	SR 129 intersections	Improve both US 27/SR 129 intersections	4.7
	254	US 27	Millville area	Bypass west of Millville	31.4
	255	US 27	Ross to Millville	Widen to four lanes	23.4
	256	US 27	Millville to Stillwell Beckett	Widen to three lanes	9.4
Clermont County					
TIP Committed Funding					
82553	433	Aicholtz Road Connector	Mt. Carmel-Tobasco to Eastgate Boulevard	Widen existing Aicholtz/Rust Lane to three lanes	0.5

Project ID	Plan ID	Facility	Location	Description	$ Cost (M) (YOE)
82552	402	Aicholtz Road Extension	Glen Este-Withamsville Road to Bach-Buxton Road	New five-lane roadway	0.5
82554	403	Aicholtz Road Widening	Eastgate Boulevard to Glen Este-Withamsville	Widen to five lanes	0.5
82581	401	Amelia-Olive Branch Relocation	Clough Pike to Olive Branch-Stonelick Road at SR 32	New three-lane connector and ramp improvements	5.2
82555		Eastgate North Frontage Road (aka Eastgate Drive North)	Eastgate Boulevard to Jackson Square Drive	Relocate existing from Eastgate Boulevard to Jackson Square with three lane section. Part of PID 76289	5.9*
82561	441	Heitman Lane Extension	Olive Branch-Stonelick to east terminus of Heitman Lane	Widen to three lanes	0.4
82582	442	Old SR 74	Olive Branch-Stonelick Road to Armstrong Boulevard	Widening to three lanes with four foot paved shoulders and curb and gutter	0.2
82557	404	Old SR 74-Phase 1	Eastgate Blvd. to Bach-Buxton North	Add one lane	0.5
82558		Tina Drive Extension	Old SR 74 to Tina Drive	New two-lane connector with turn lanes at Old SR 74 intersection	2.1
82589	414	SR 32-DeLaPalma/ McKeever	McKeever and DeLaPalma Intersection at SR 32	Access management with potential grade separations	1.0
82586	446	SR 32-Frontage Road	Bauer Road to Half Acre Road	New three-lane frontage road with additional turn lanes at major intersections	1.0
76289		IR 275	Approximately 1.5 miles north of SR 32 to 1.0 miles south of SR 32, including portions of SR 32	Reconstruct interchange with SR 32	97.4
82563		SR 28	Branch-Hill Guinea Pike to SR 48	Add one lane	0.8

Project ID	Plan ID	Facility	Location	Description	$ Cost (M) (YOE)
82140		SR 28	From 0.44 miles west of IR 275 to IR 275 southbound exit ramp	Construct a five lane roadway (three lane existing) with a four-foot sidewalk on one side	3.0
79111		SR 28 Business	SR 28 to Cook Road	Widen to four through lanes with turn lanes at signalized intersections and landscaped median	7.6
22970-2	438	SR 32/Bach-Buxton Interchange	Elick Lane to Old SR 74	Extend five lane Bach-Buxton extension with SR 32 interchange	2.0
22970-1	440	SR 32/ Glen Este-Withamsville Overpass	Glen Este-Withamsville Road	New Glen Este-Withamsville overpass	0.5
82588	417	SR 32-Batavia Interchange	SR 32 interchange in Village of Batavia	Convert existing half interchange to full	0.5
82587	445	SR 32-Harold Road	1000' west of existing Herold Road intersection on SR 32	New interchange	0.8
75303		SR 125	SR 125 and Amelia-Olive Branch Road	Intersection improvement/ park-and-ride construction	4.7
2030 Plan					
82553	433	Aicholtz Road Connector	Mt. Carmel-Tobasco to Eastgate Boulevard	Reconnect Aicholtz Road under I-275 to Mt. Carmel-Tobasco Road	10.4*
82552	402	Aicholtz Road Extension	Glenn Este-Withamsville Road to Bach-Buxton Road	New connection between Glenn Este-Withamsville Road and Bach-Buxton Road	12.9*
82554	403	Aicholtz Road Widening	Eastgate Boulevard to Glen Este-Withamsville Road	Widen to five lanes with sidewalks	7.6*
82581	401	Amelia-Olive Branch Relocation	Clough Pike to Olive Branch-Stonelick Road at SR 32	New connector from Olive-Branch Stonelick Interchange to Clough Pike with sidewalks	5.1*
	447	Business 28-Phase 2	Cook Road to SR 28 East Junction	Widening to five lanes with curb and gutter and sidewalks	7.0

ATTACHMENT A5

CCTID 2011 RTIP

Clermont County TID Regional Transportation Improvement Program - July 2011

CAPITAL IMPROVEMENT PROJECTS	PID NO.	PE/EIS	R/W Utilities	Construction	Total Cost	Const Yr.	Status
Intelligent Transportation System (ITS) Phase 1/2	90100	$ 250,000	$ -	$ 2,710,000	$ 2,960,000	2011/2013	**Funded**
EASTERN CORRIDOR							
Segment IVa Tier 2 PE/EIS	82370	$ 2,647,500	TBD	TBD	$ 2,647,500	TBD	PE/EIS
Glen Este-Withamsville Overpass	82370	$ 600,000	$ 2,000,000	$ 6,000,000	$ 8,600,000	TBD	PE/EIS
Bach-Buxton Interchange	82370	$ 2,000,000	$ 5,000,000	$ 38,000,000	$ 45,000,000	TBD	PE/EIS
Oasis Rail Corridor Tier 2 PE/EIS	86463	$ 250,000	TBD	TBD	$ 250,000	TBD	PE/EIS
Aicholtz Road Extension	82552	$ 500,000	$ 8,000,000	$ 4,500,000	$ 13,000,000	TBD	
Old SR 74 - Phase 1 (Eastgate to Bach-Buxton)	82557	$ 750,000	$ 2,000,000	$ 6,750,000	$ 9,500,000	TBD	
Old SR 74 Extension to OBS	82561	$ 400,000	$ 1,250,000	$ 4,700,000	$ 6,350,000	TBD	PE/EIS
Eastgate Local Network Improvements							
Eastgate North Frontage Road	82555	$ 350,000	$ 2,000,000	$ 2,600,000	$ 4,950,000	2012	**Funded**
Tina Drive Extension	82558	$ 325,000	$ 600,000	$ 1,600,000	$ 2,525,000	2012	**Funded**
Aicholtz Connector/Re-Establishment	82553	$ 520,000	$ 4,000,000	$ 5,500,000	$ 10,020,000	2013	PE/EIS
Aicholtz Road Widening	82554	$ 750,000	$ 5,000,000	$ 6,250,000	$ 12,000,000	TBD	
Clough Pike Widening	84731	$ 685,000	$ 1,500,000	$ 6,208,000	$ 8,393,000	2013	**Funded**
Eastgate South Improvements	82559	$ 200,000	$ 300,000	$ 2,000,000	$ 2,500,000	TBD	
SR 32 CORRIDOR WEST							
Ivy Pointe Blvd Ext to Aicholtz Rd.	90110	$ 150,000	$ 300,000	$ 1,750,000	$ 2,200,000	2013	PE/EIS
Laurel Drive Emergency Culvert Replacement	90130	$ -	$ -	$ 150,000	$ 150,000	2011	**Funded**
Glen Este-Withamsville at Aicholtz Improvements	90140	$ -	$ -	$ 750,000	$ 750,000	2011	**Funded**
Old 74 Widening OBS Ext to Armstrong Blvd.	82582	$ 350,000	$ 650,000	$ 3,750,000	$ 4,750,000	2013	**Funded**
Amelia-Olive Branch Relocation	82581	$ 300,000	$ 150,000	$ 4,000,000	$ 4,450,000	TBD	PE/EIS
SR 32 CORRIDOR EAST							
SR 32 Frontage Road - Bauer to Half Acre	82586	$ 1,000,000	$ 1,000,000	$ 10,000,000	$ 12,000,000	TBD	PE/EIS
Bauer/Herold Rd. Interchange	82587	$ 1,200,000	$ 1,780,000	$ 13,377,000	$ 16,357,000	TBD	PE/EIS
Batavia Rd. Interchange	82588	$ 1,120,000	$ 1,447,000	$ 12,594,400	$ 15,161,400	TBD	PE/EIS
McKeever/Dela Palma	82589	$ 1,130,000	$ 1,319,000	$ 12,612,600	$ 15,061,600	TBD	PE/EIS
Bauer/SR 32 Intersection	82590	$ 500,000	$ 500,000	$ 6,000,000	$ 7,000,000	TBD	PE/EIS
Afton Intermodal Development	TBD	$ 204,800	$ 255,000	$ 1,890,200	$ 2,350,000	TBD	
SR 28 CORRIDOR							
Business 28 - Phase 1	79111	$ 1,100,000	$ 2,460,000	$ 6,620,745	$ 10,180,745	2011	**Funded**
Wolfpen - Pleasant Hill Improvements	82139	$ 842,000	$ 720,000	$ 2,630,000	$ 4,192,000	2011	**Funded**
SR 28 Improvements - I-275 to Castleberry	82140	$ 580,000	$ 600,000	$ 2,000,000	$ 3,180,000	2011	**Funded**
Business 28 - Phase 2	TBD	$ 500,000	$ 1,500,000	$ 4,000,000	$ 6,000,000	TBD	
SR 28 Improvements (BHG Rd to Goshen Rd)	82563	$ 750,000	$ 750,000	$ 7,500,000	$ 9,000,000	TBD	PE/EIS
SR 28 /BHG Intersection Improvements	90060	$ 214,000	$ 500,000	$ 2,000,000	$ 2,714,000	2012	**Funded**
I-275/SR 28 WB/SB Loop Ramp	83537	ODOT	ODOT	$ -	$ -	2013	**Funded**
SR 131 CORRIDOR							
SR 131 at McCormick Trail Widening	90010	CCEO	$68,960	$ 250,000	$ 318,960	TBD	**Funded**
US50/SR131/Milford Parkway/Chamber Drive	90070	$ 90,000					PE/EIS
US50/SR131/Milford Parkway Intersection	89291	$ 210,000	$ 150,000	$ 1,800,000	$ 2,160,000	2013	**Funded**
US 50 CORRIDOR							
Stonelick-Williams Corner Covered Bridge	83661	$ 123,000	$ -	$ 1,135,000	$ 1,258,000	2012	**Funded**
US 50 - SR 450/Eastman Intersection - Phase I	90080	$ 36,450	-	$ 38,000	$ 74,450	2011	**Funded**
US 50 - SR 450/Eastman to Techne Center - II/III	90080	$ 100,000	$ 100,000	$ 1,800,000	$ 2,000,000	TBD	PE/EIS
SR 450/Union Gateway	90040	$ 194,200	$ -	$ 3,150,700	$ 3,344,900	TBD	PE/EIS
Program Management Task Orders							
Environmental Services	82577	$ 355,800			$ 355,800		
Integrated Traffic Modeling and Simulation	82578	$ 80,000			$ 80,000		
Eastern Corridor TDM Enhancements	90090	$ 245,000			$ 245,000		
Real Estate and ROW Acquisition	82579		$ 600,000		$ 600,000		
Geotech Services	82580	$ 200,000			$ 200,000		
Surveying Services	90050	$ 200,000			$ 200,000		
Environmental Engineering	90120	$ 100,000			$ 100,000		
	Total	$ 22,102,750	$ 46,499,960	$ 186,616,645	$ 255,129,355		

Project Descriptions

I-275/SR 32 INTERCHANGE
Transportation System Management Improvements (Eastgate Area Local Network)

The following projects are being initiated through the Clermont County Transportation Improvement District to provide for (a) maintenance of traffic during construction of the TRAC Tier I Project Upgrade to IR275-SR32 Interchange project, CLE-275-10.40 (PID Nos. 22972 and 76289), (b) access to and from the commercial and residential districts, and (c) transportation system management actions (TSM) for improvement of the local road network in the Eastgate area in support of the Eastern Corridor Multi-Modal Transportation Projects Tier 2 (PID NO. 22970). CCTID projects include PE/EIS and related activities to further develop these projects consistent with appropriate PDP requirements:

Aicholtz Road Extension

Project Description: A new road network connection will be created via the extension of Aicholtz Road from the existing intersection of Glen Este–Withamsville Road and the Glen Este High School entrance to Bach-Buxton Road. The project involves improvements to approximately 6300 lineal feet of roadway with right-of-way needs varying from seventy (70) to one hundred (100) feet in width. Typical roadway sections include the installation of curb and gutter storm drainage, two through lanes with a center turn lane as needed, landscaped medians, lighting, potential bike/pedestrian paths, and traffic signals at the new Glen Este–Withamsville Road/Aicholtz Road/High School, Aicholtz/Glen Este-Withamsville/High School Campus Entrance, and the Aicholtz Road/Bach-Buxton Road intersections.

- **PDP process**: Minor
- **NEPA process**: CE
- **Project Management**: CCTID
- **Contract Administration**: CCTID
- **Estimated Cost**: $11,000,000
- **Construction Year**: 2009

Aicholtz Road Connector

Project Description: A new local network connection will be accommodated with the construction of underpass structures on I-275, as a part of the I-275/SR 32 Interchange project that will facilitate re-connection of Aicholtz Road under I-275. The project will begin five hundred feet east of Mt. Carmel-Tabasco Road on Old SR 74 and continue east for approximately four thousand (4000) feet to Eastgate Boulevard. The project will include the addition of curb and gutter storm drainage, four (4) foot paved shoulders, street lighting, and landscaped medians where applicable. The project will require right-of-way widths varying from sixty (60) to seventy (70) feet and is a critical maintenance of traffic element for the I-275/SR 32 Interchange project.

- **PDP process**: Minor
- **NEPA process**: CE
- **Project Management**: CCTID
- **Contract Administration**: CCTID
- **Estimated Cost**:
- **Construction Year**:

ATTACHMENT A6

ODOT Certified Traffic
CLE-275-10.15 Crash Data (from Level 4 CE)

OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223
TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

TO: Sarah Brown, Transportation Engineer, HNTB Corporation

FROM: Becky Salak, Transportation Planner, Office of Multi-Modal Planning

SUBJECT: **CLE-Aicholtz Road Certified Traffic**

DATE: January 22, 2010

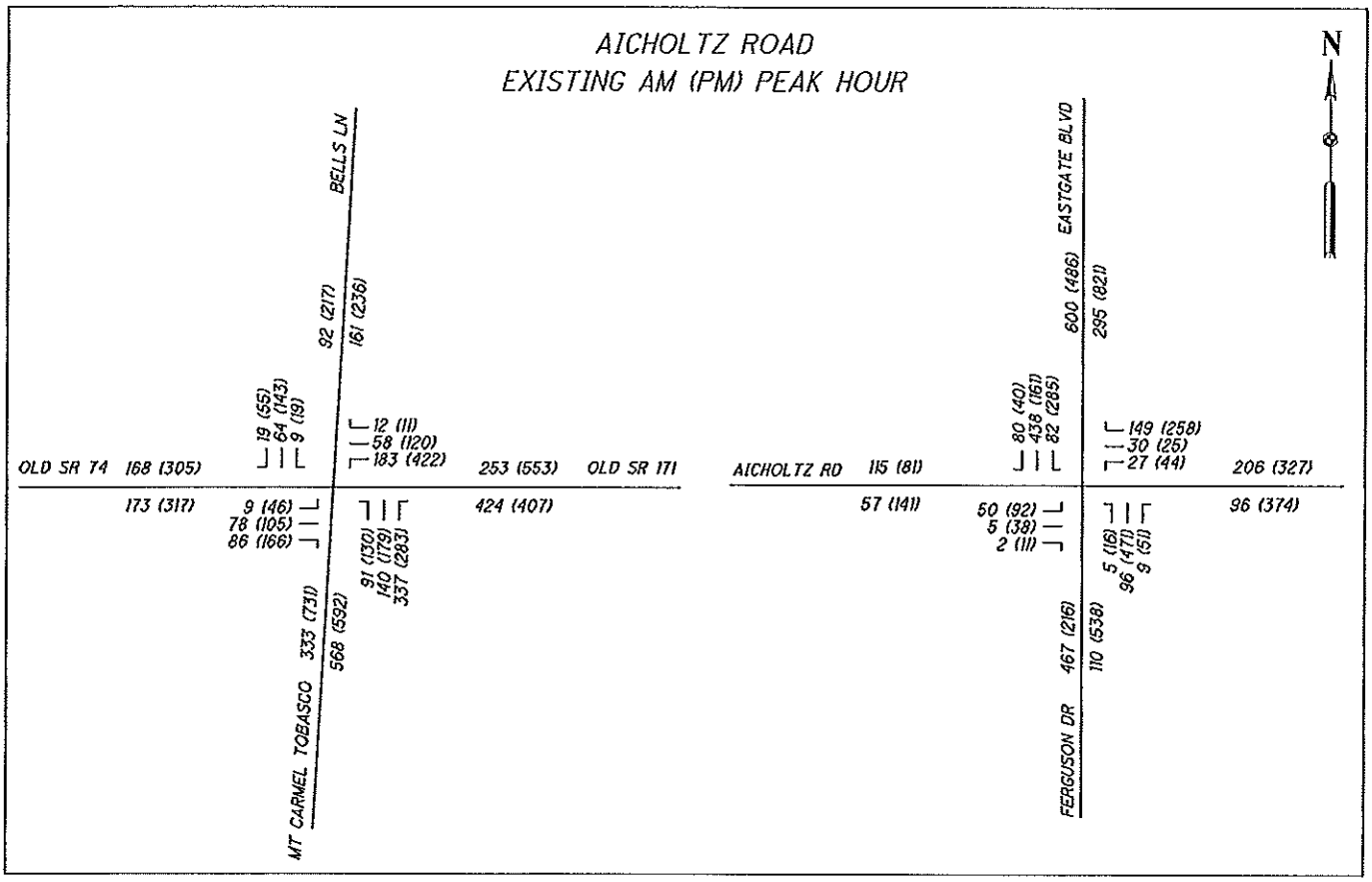
In reply to a request dated December 29, 2009 the Office of Multi-Modal Planning has reviewed the 2010/2030 traffic for the subject study and the volumes that were provided are reasonable.

The Design Designations shown on the attached pages provided by HNTB are certified for use in the Clermont County – Aicholtz Road Connector project.

If you have any questions, please contact me at (614) 644-8195.

c: J. Elston, D8 – M. Byram, OMP – L. Duguid, OMP – File

AICHOLTZ ROAD
EXISTING AM (PM) PEAK HOUR



AICHOLTZ ROAD
EXISTING ADT

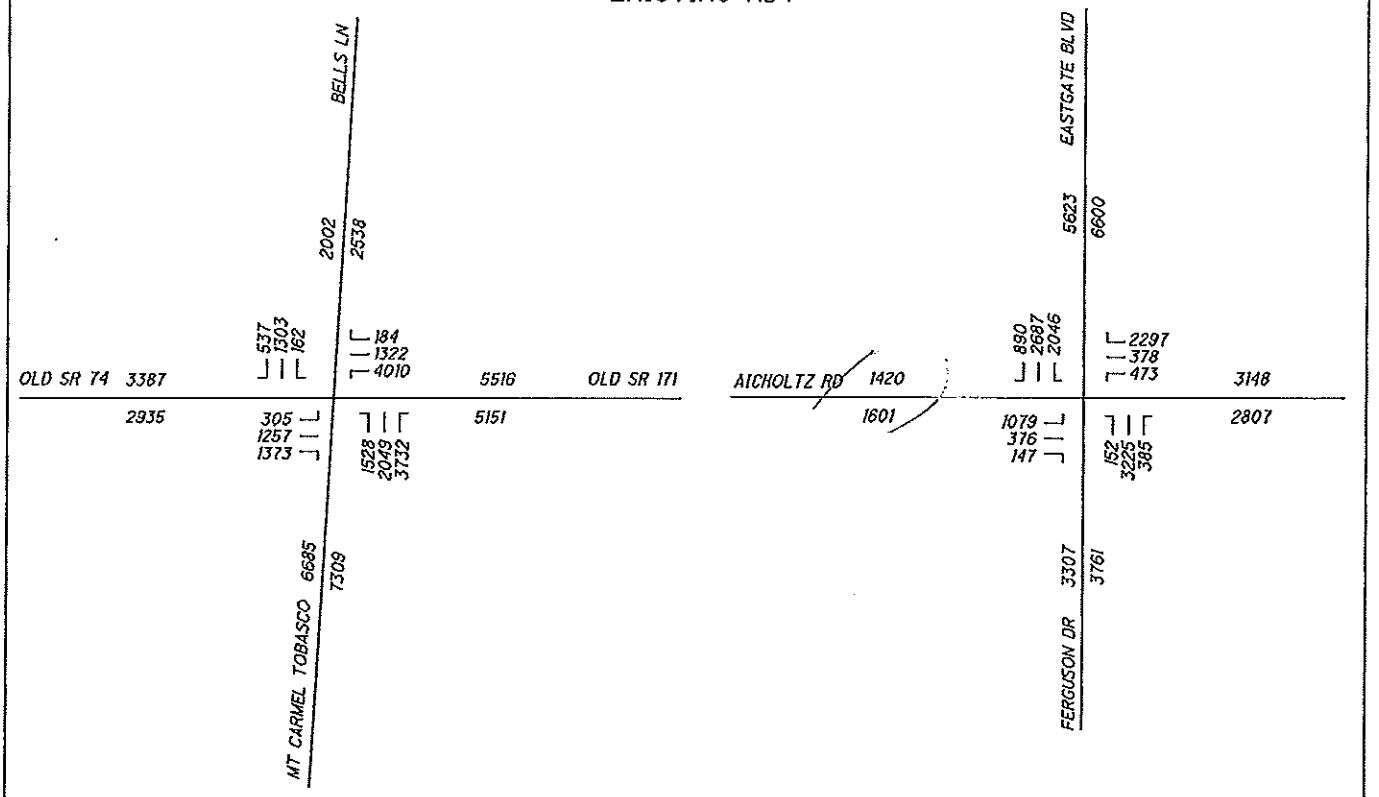
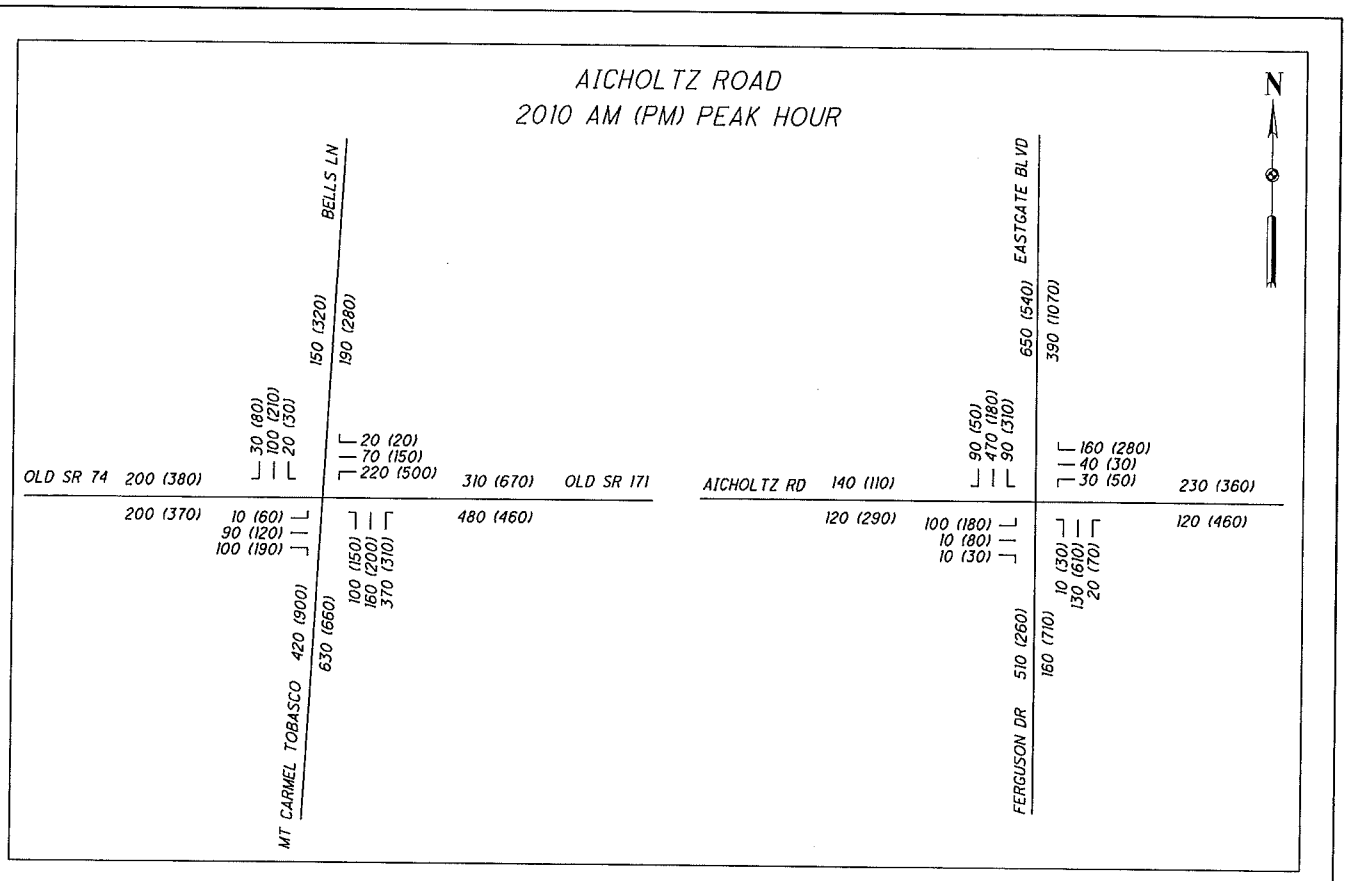


PLATE 1 OF 3
NOT TO SCALE

EXISTING AM (PM) PEAK HOUR AND ADT



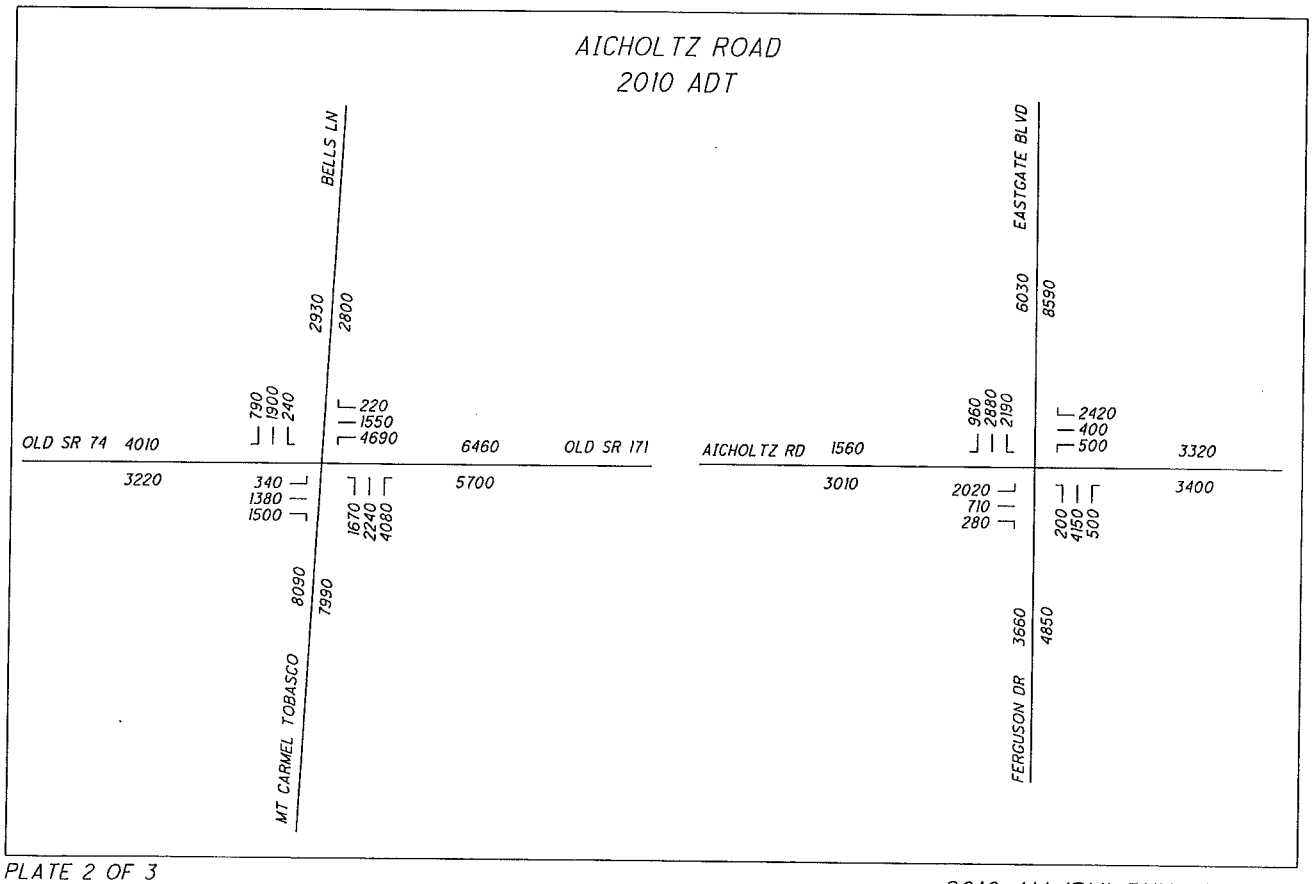
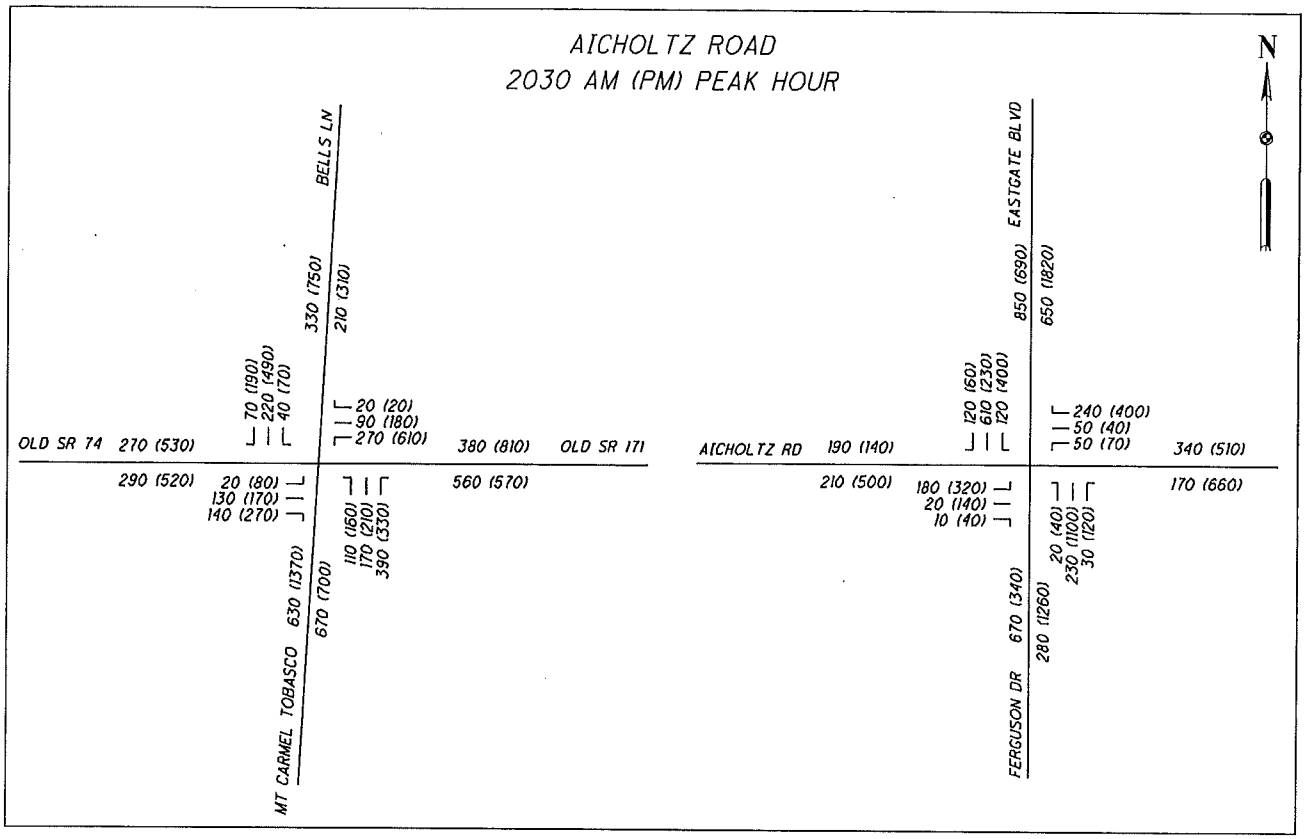


PLATE 2 OF 3
NOT TO SCALE

2010 AM (PM) DHV AND ADT



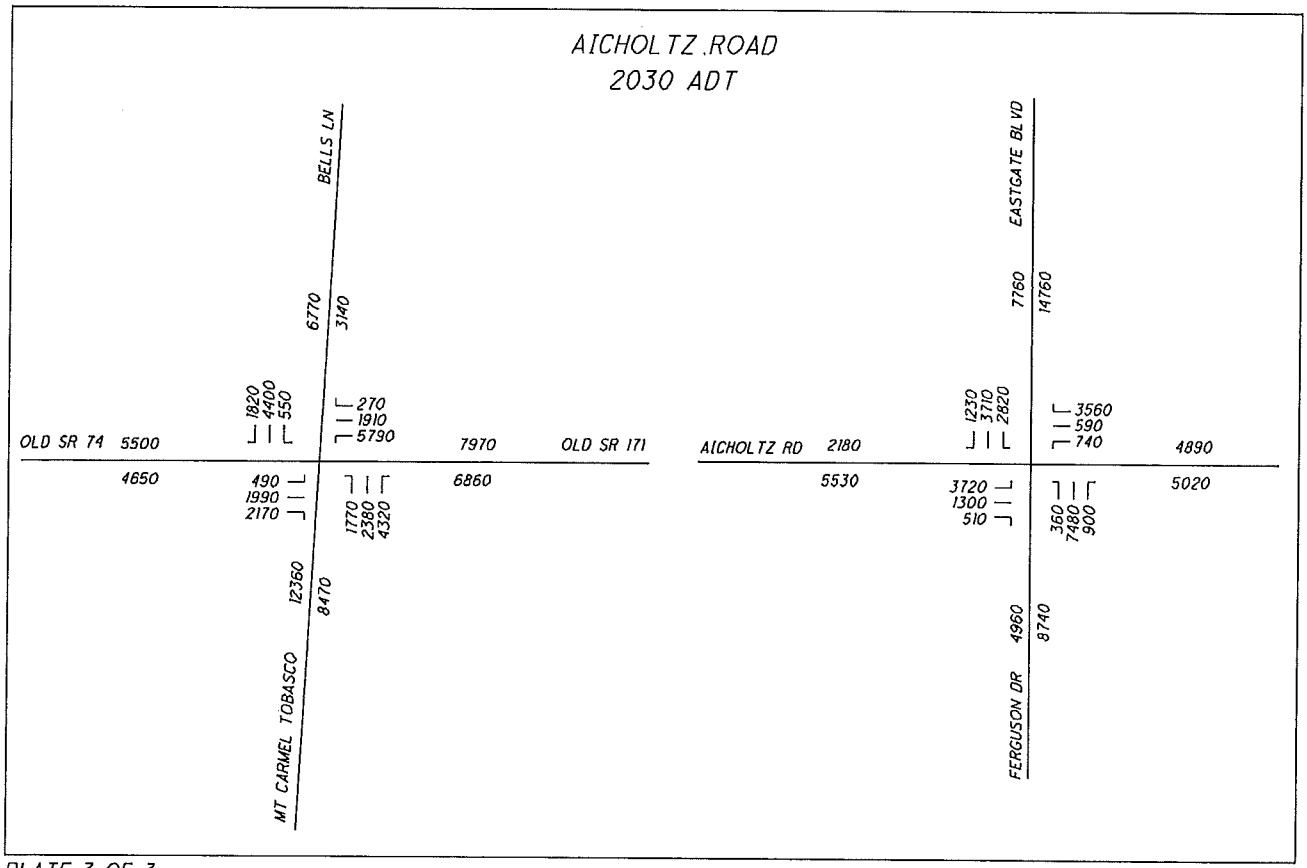
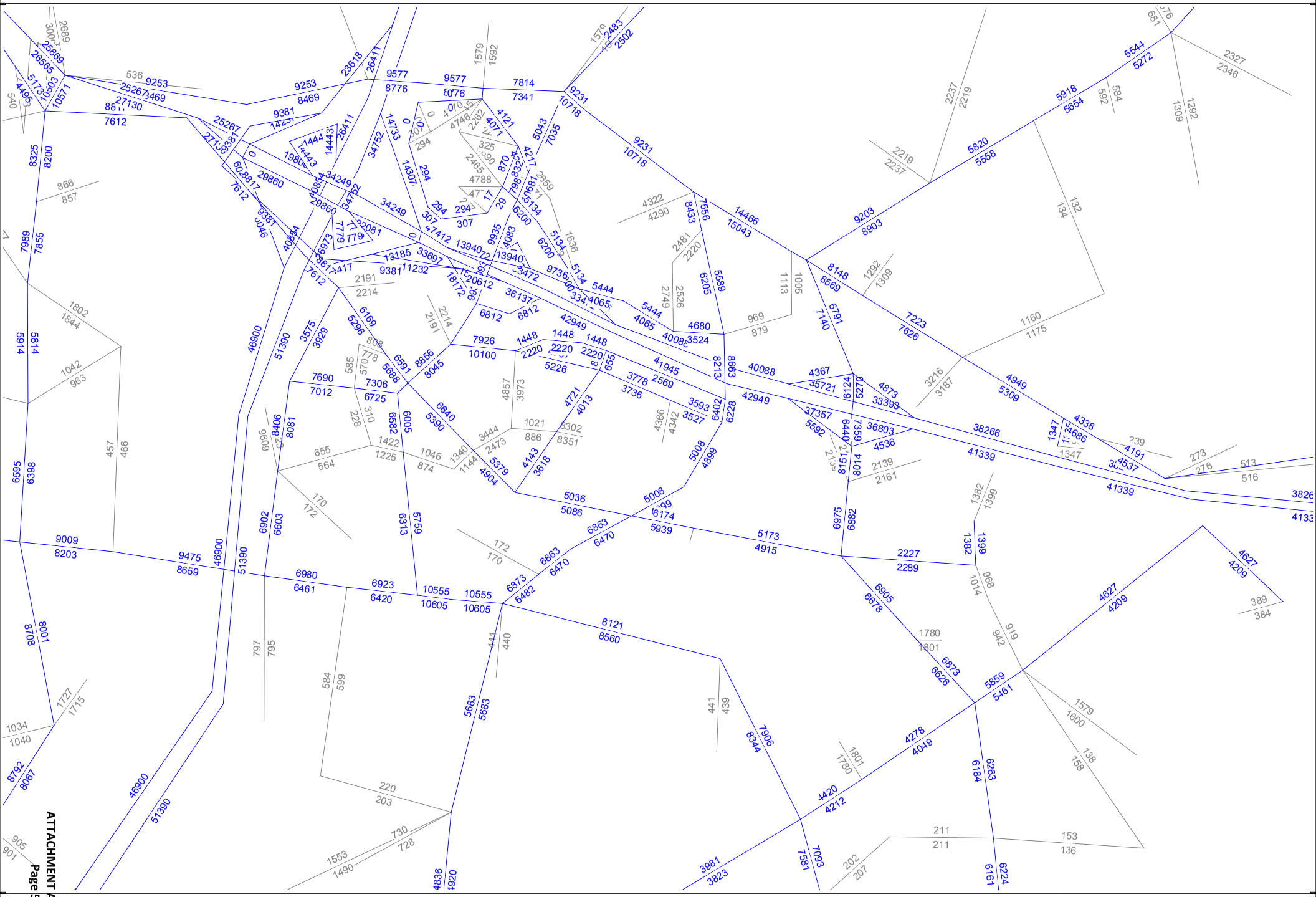


PLATE 3 OF 3
NOT TO SCALE

2030 AM (PM) DHV AND ADT

2030 AICHOLTZ CONNECTOR
AICHOLTZ ROAD ANALYSIS



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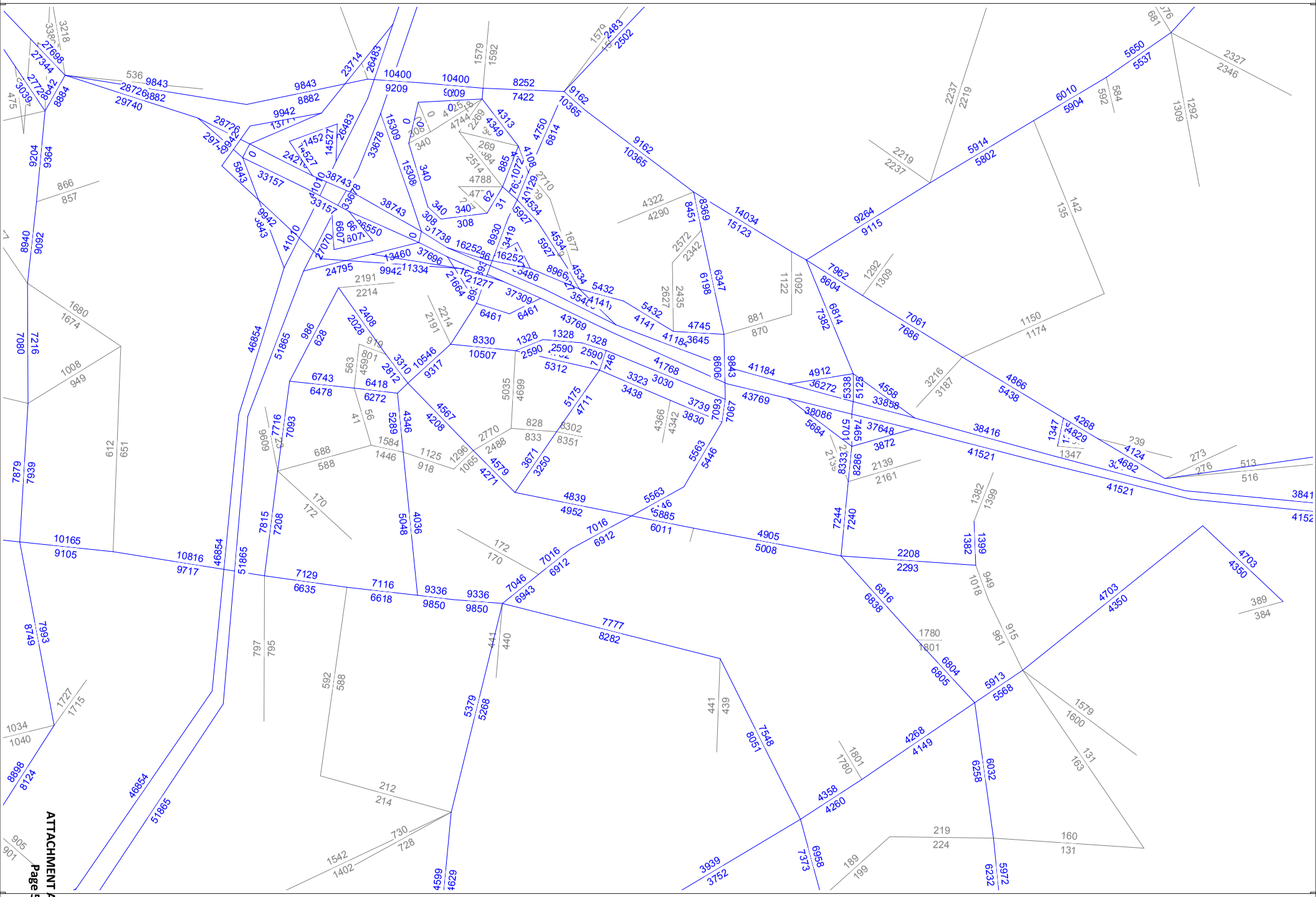
1/5/2010 10:20 AM

cube

Licensed to HNTB Corporation

2030 No BUILD
AICHOLTZ ROAD ANALYSIS



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1/5/2010 10:17 AM

cube

Licensed to HNTB Corporation

PURPOSE AND NEED FOR THE PROJECT:

Crash Data Summary – SR 32 mainline

Roadway Segment	2004-2006 Crashes*					
	Property	Injury	Fatality	Unknown	Total	Crash Rate (Statewide Avg.)
SR 32: Hamilton Co. line to I-275 interchange	59	15	0	1	75	**2.2 (1.9)**
SR 32: I-275 interchange to Eastgate Boulevard	71	18	1	1	91	**2.8 (1.9)**
SR 32: Eastgate Boulevard to Batavia	499	183	0	5	687	**3.4 (1.9)**
SR 32: Other (could not be specifically located)	114	42	1	1	158	- - -

* Source: Ohio Department of Public Safety, 2007.

Crash Data Summary – SR 32 Intersections

Intersection	2004-2006 Crashes*					
	Property	Injury	Fatality	Unknown	Total	Crash Rate (Statewide Avg.)
SR 32 at Bells Lane	12	4	0	1	17	- - -
SR 32 at I-275	66	11	1	1	79	- - -
SR 32 at Eastgate Boulevard	57	18	0	0	75	- - -
SR 32 at Glen Este-Withamsville Road	42	14	0	0	56	- - -

* Source: Ohio Department of Public Safety, 2007.

As illustrated in the above tables, 1,011 crashes occurred on SR 32 in the Eastgate area during the 2004-2006 three-year analysis period, including two fatalities. An additional 227 crashes occurred at key SR 32 intersections in the Eastgate area, including one fatality. State Route 32 in the CLE-275-10.15 project area is primarily a four-lane, divided, Urban Principal Arterial. The 2006 three-year statewide crash rate for all four-lane, divided, Urban Principal Arterials is 1.9 crashes per million vehicle miles traveled (c/mvmt). All three segments of SR 32 analyzed in the Eastgate area have crash rates that exceed this statewide average.

The level-of-service inadequacies and high crash rates described above are the result of specific roadway design deficiencies in the I-275/SR 32 and SR 32/Eastgate Boulevard interchange area, in combination with an insufficient local and regional roadway system. These factors result in localized traffic demand that overburdens existing roadway capacity and exacerbates conflicts at access points throughout the Eastgate area. These factors are further described below:

Insufficient System Linkages and High Traffic Volumes

Western Clermont County is currently the only Cincinnati suburban area that is not directly connected by interstate or major controlled-access highway to the employment and economic core of Cincinnati and Hamilton County. As described in the Eastern Corridor Tier 1 EIS, the second largest commute in the Cincinnati metropolitan area is from the Eastern Corridor area to Hamilton County/Downtown Cincinnati. Consequently commuter traffic heading west towards Cincinnati from Clermont and other eastern outlying areas, and the reverse commuter traffic heading east towards Clermont County, is forced to use the substandard and inefficient SR 32 corridor, or one of the other local or regional non-expressway facilities serving the Eastern Corridor (such as Clough Pike, SR 125 or US 50).

Additionally, SR 32, in combination with I-275, is a key route for the regional, intrastate and interstate movement of goods and services in the eastern sector of the Cincinnati metropolitan area and OKI region. SR 32 is part of the national Appalachian Development Highway System (ADHS) network. The ADHS network connects the entire multi-state Appalachian region to important eastern seaboard export markets, as well as midwestern, north-central and south-central regional markets. Proportional to other major Ohio roadways in the OKI region, SR 32 in the project area carries significant volumes of economically-important commodities via heavy truck (ODOT, Cambridge Systematics, FHWA and Reeble Associates, March 2002) as summarized in the following table:

ATTACHMENT A7

Red Flag Analysis

RED FLAG SUMMARY

AICHOLTZ CONNECTOR
CLE-CR 3-0.00; PID 82553
Clermont County, Ohio

Prepared By:

ENTRAN

October 5, 2009

Red Flag Summary

AICHOLTZ CONNECTOR
CLE-CR 3-0.00; PID 82553
October 5, 2009

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Appendix A. Resource Mapping - Previous Studies
Appendix B. Geotechnical Red Flag Study (Resource International, October 2009)

Red Flag Summary

AICHOLTZ CONNECTOR
CLE-CR 3-0.00; PID 82553
October 5, 2009

Note
This form is a modified version of the Ohio Department of Transportation Red Flag Form dated January 2007.

PROJECT DESCRIPTION			
Project Name (County, Route, Section):	CLE-CR 3-0.00	**PID:**	82553
Date Red Flag Summary Completed:	10/5/2009	**Prepared By:**	ENTRAN
City, Township or Village Name(s):	Union Township	**Project Manager:**	Deborah Osborne

Project Description:
The Aicholtz Connector will provide a new transportation connection from Mount Carmel-Tobasco Road at Old State Route 74 to Eastgate Boulevard in Union Township, Clermont County, Ohio. Project right-of-way width will address highway, rail transit, and pedestrian facilities consistent with the 2006 Eastern Corridor Tier 1 Record of Decision related to Transportation System Management actions and preservation of the Wasson Rail Transit Corridor. Addition of curb and gutter storm drainage, paved shoulders, and street lighting and landscaping will be provided where applicable.

Project Limits/General Location:
Project limits begin just west of Mount Carmel-Tobasco Road at Old State Route 74 and extend east approximately 7,000 feet to Eastgate Boulevard. Preservation of the Wasson Rail Transit Corridor extends an additional 2,000 feet east to a planned future transit station at the Union Township Civic Center (consistent with the Eastern Corridor 2006 Tier 1 Record of Decision). The study corridor primarily follows existing Old State Route 74/Aicholtz Road alignment with a new connection under I-275.

GENERAL PROJECT PLANNING INFORMATION

Structures:
Bridge Number T2549-1.30 Structure File Number _____
Bridge Number _____ Structure File Number _____
Bridge Number _____ Structure File Number _____

Project Sponsor: CCTID
Is local legislation required? ☐ Yes ☐ No
Is FHWA oversight required? ☐ Yes ☐ No ☒ Possible
Is project location on congestion/safety list? ☐ Yes ☒ No

Estimated Cost: $5,500,000

Funding Source(s):
- ☐ Federal
- ☐ State
- ☒ Local CCTID
- ☐ Private _____

Are funding splits required? ☐ Yes ☒ No
Specify: _____

Anticipated quarter and Fiscal Year of project award:
2013 3rd Quarter

Problem identified by *(indicate document date)*:
- ☐ District Work Plan _____
- ☐ Congestion Study _____
- ☐ Safety Study _____
- ☐ Major New _____
- ☒ MPO TIP 2008
- ☐ MPO LRP _____
- ☐ Access Ohio _____
- ☐ Hot Spot Location _____
- ☐ HSP Location _____
- ☐ Other _____

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GENERAL PROJECT PLANNING INFORMATION

Are there any other projects in the area (ODOT, local or utility) that might conflict with the project (e.g., a local project on the proposed detour route for the ODOT project, a resurfacing project a year after a pavement marking project)?

☒ Yes ☐ No *Specify.* CLE-275-10.15; Eastern Corridor Multimodal Projects - This project is being coordinated with ODOT's planned improvement of the I-275/SR 32 interchange and planned multimodal improvements associated with the Eastern Corridor, including preservation of a future rail transit corridor that extends to the Union Township Civic Center.

Are there growth or land use changes in the area surrounding the project that could have an impact on project scope?

☒ Yes ☐ No *Specify.* A recent market study conducted for the Eastgate area (December 2007) identified future development opportunities and an Ivy Point Village concept (mixed use) along Aicholtz Road within the project area.

Are there any known public involvement issues? ☐ Yes ☒ No *Specify.* A public open house will be held October 15, 2009 to identify potential issues.

Briefly describe the Purpose and Need (Must be a separate document for Major Projects):

The Aicholtz Connector project is listed in the Clermont County Transportation Improvement District's (CCTID's) Regional Transportation Plan as a Group 1 Transportation System Management (TSM) project for the I-275/SR 32 Interchange area. The purpose of the Group 1 projects (including the Aicholtz Connector) is to improve traffic flow and access to and from the Eastgate commercial and residential districts and provide TSM improvements to the local road network in the Eastgate area in support of the Eastern Corridor Multimodal Transportation project (PID 22970). The need for the project centers on the lack of an east-west connection for Aicholtz Road at I-275, which is hampering access to and from local businesses and negatively affecting traffic flow and safety by forcing drivers to take circuitous routes on the local road network or shortcuts through local business parking lots to reach intended destinations.

GENERAL EXISTING INFORMATION:

Legal Speed 35 mph – Old SR 74; 25 mph – Aicholtz Road and Rust Lane
Design Speed 40 mph
Traffic Data:
Opening Year ADT: 14,000
Design Year ADT: 14,000
(Traffic data for the Aicholtz Connector is being updated under the CCTID task order. Opening Year and Design Year ADT will be revised when information becomes available.)
Design Hourly Volume: _____
Directional Distribution: _____
Trucks (24 Hour B&C): _____
Functional Classification:
☐ Interstate, freeway
☐ Arterial
☒ Collector – Old SR 74
☒ Local – Aicholtz Road and Rust Lane

Locale:
☐ Rural
☒ Urban
National Highway System (NHS):
NHS Routes: None
Non-NHS Routes: None
Resurfacing, Restoration and Rehabilitation (3R) Project? ☐Yes ☒No

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SITE VISIT:	
A site visit is required for ALL projects. The site visit shall consist of visual inspection of the entire project area including the ditch lines, cut slopes, stream banks, bridge foundations, pavement, embankment slopes, etc.	
Date(s) of Red Flag site visit:	September 22 and September 25, 2009

ENVIRONMENTAL ISSUES:

Much of the study area for the Aicholtz Connector project was previously assessed for the I-275/SR 32 Interchange and Eastern Corridor projects (see Appendix A), as documented in the following:

- *Phase I History Architecture Investigation for I-275/SR 32 Interchange* (Gray & Pape 2004)
- *Phase I Archaeological Investigation for I-275/SR 32 Interchange* (Gray & Pape 2004)
- *Cultural Resources Context Sensitive Information in Support of the PE/EIS Part A Development of the Eastern Corridor (Gray & Pape 2002)*
- *Ecological Survey Report (Level 1) for I-275/SR32 Interchange* (ENTRAN 2004)
- *Environmental Site Assessment Screening for I-275/SR 32 Interchange* (H.C. Nutting, (June 2004)
- *Phase I Environmental Site Assessment for I-275/SR 32 Interchange* (H.C. Nutting, October 2004)
- *Phase II Environmental Site Assessment for I-275/SR 32 Interchange* (Burgess and Niple, November 2008)
- *Categorical Exclusion Level 4 for I-275/SR 32 Interchange* (June 2009)
- *Eastern Corridor Tier 1 Draft Environmental Impact Statement* (November 2004)

Additional environmental study documents reviewed for this Red Flag study include:

- *Environmental Assessment for Ivy Pointe, Union Township* (ENTRAN 2006)
- *Hall Run, Salt Run and Lower East Fork Little Miami River Preservation and Restoration Opportunities Inventory Report* (ENTRAN 2006)

Based on agreement between Ohio Department of Transportation and the Clermont County Transportation Improvement District at the Aicholtz Connector scoping meeting held August 11, 2009, clearances obtained by ODOT and regulatory agencies for resources within the area previously assessed will be utilized for this project (by reference in the Aicholtz Connector CE document and related submittals). Areas outside the previously-cleared corridors will be assessed. All resources will be screened for any changes in condition since the Eastern Corridor and I-275/SR 32 Interchange studies were completed and additional study will be conducted as necessary.

Known environmental features in the Aicholtz Connector study area are depicted on Exhibit 2 and described in the table below. Maps of resources assessed in previous studies are included in Appendix A.

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ENVIRONMENTAL ISSUES:		
Involvement	**Resource/Feature**	**Location/Comments**
☐Yes ☒ No ☐ Possible	Parkland, nature preserves and wildlife areas	No Section 4(f) public resources (parks, recreation areas, nature preserves, wildlife areas) or Section 6(f) properties (public properties developed with Land and Water Conservation Funds) are located in the project study area.
☐Yes ☒ No ☐ Possible	Cemetery	No cemeteries are located in the project study area.
☐Yes ☒ No ☐ Possible	Scenic River	No scenic rivers are located in the project study area. The project occurs in the Little Miami River watershed – in the headwater portions of tributaries to the East Fork Little Miami River (Hall Run and Salt Run). The Little Miami River is a state scenic river and component of the national scenic river system, however the project is located about 5 miles from the mainstem.
☒Yes ☐ No ☐ Possible	Public Facilities	The Union Township Civic Center is located in the project study area (see Exhibit 2). The property serves as a park-and-ride location and is served by a METRO bus route to downtown Cincinnati. An in-door gymnasium is located in this facility, however, the predominant use of the Civic Center is not for recreation and this facility is not considered a Section 4(f) property.
☐Yes ☐ No ☒ Possible	Threatened and Endangered Species and/or habitat	The project study area lies was within the range of the Federal Endangered Indiana bat (*Myotis sodalis*) and running buffalo clover (*Trifolium stoloniferum*), and the Federal Candidate species, rayed bean mussel (*Villosa fabalis*) and sheepnose mussel (*Plethobasus cyphyus*). In 2004, the USFWS determined that the I-275/SR 32 Interchange project (which covered much of the Aicholtz Connector study area) "*may affect but not likely adversely affect*" the Indiana bat, and would have "*no effect*" on running buffalo clover, rayed bean mussel or sheepnose mussel. The Aicholtz Connector is not expected to affect the rayed bean mussel and sheepnose mussel, but may affect potential Indiana bat and running buffalo clover habitat. Further field investigation will be conducted to identify potential impacts.
☒Yes ☐ No ☐ Possible	Existing wet areas	Three jurisdictional wetlands identified in the I-275/SR 32 Ecological Survey Report (2004) occur within the Aicholtz Connector study area (see Exhibit 2). All three are small Category 1 or 2 features. Further field investigation will be conducted to assess current wetland conditions along the Aicholtz Connector corridor.
☒Yes ☐ No ☐ Possible	Streams, rivers and watercourses	The project occurs in the East Fork subwatershed of the Little Miami River (Hydrological Unit Code 05090202-130). Eight surface streams identified in the I-275/SR 32 Interchange Ecological Survey Report (2004) occur within the Aicholtz Connector study area. Hall Run is an OEPA-designated Warmwater Habitat (streams with high quality

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ENVIRONMENTAL ISSUES:		
Involvement	**Resource/Feature**	**Location/Comments**
		physical habitat and biological characteristics), the remaining streams are small, low to moderate-quality Class I, Modified Class II and Class II Primary Headwater Habitat streams. Further field investigation will be conducted to assess current stream conditions along the Aicholtz Connector corridor.
☐ Yes ☐ No ☒ Possible	Historic Building(s)	Nineteen (19) buildings over 50 years old and located within the Aicholtz Connector study area were evaluated in the I-275/SR 32 Interchange Phase I History / Architecture report. None of these 19 resources were determined by ODOT and SHPO to be eligible for listing on the National Register of Historic Places (NRHP). Cultural resources studies conducted in support of the Eastern Corridor Tier 1 EIS (Gray & Pape 2002) identified one resource in the Aicholtz Connector study area that requires additional study to determine NRHP eligibility (the Aicholtz Farm, see Exhibit 2).
☐ Yes ☒ No ☐ Possible	Historic Bridge(s) (Location)	No historic bridges are located in the Aicholtz Connector study area based on review of ODOT's Historic Bridge list.
☒ Yes ☐ No ☐ Possible	Farmland (Location)	Most of the Aicholtz Connector study area is residentially and commercially developed. Small amounts of farmland occur in the project study area along Aicholtz Road, east of Eastgate Boulevard (the Aicholtz Farm).
☐ Yes ☒ No ☐ Possible	Air Quality non-attainment area or concerns (ozone particulate or air toxics)	The Aicholtz Connector project is located in Clermont County and within the jurisdiction of the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) Metropolitan Planning Organization (MPO). All of Clermont County is in a non-attainment area for eight-hour ozone and $PM_{2.5}$. The Aicholtz Connector is not a project of air quality concern with regard to $PM_{2.5}$ (minor widening/connector road construction with and ADT of less than 125,000 vehicles per day and less than 8% heavy truck traffic) and will not require a $PM_{2.5}$ hot-spot analysis. A carbon monoxide hot-spot analysis is not required for the Aicholtz Connector project since it is not expected to result in an increase of 10,000 vehicles-per-day between opening day and 10 years hence (2030 Build ADT volumes expected to be less than 7,000 vehicles per day on Aicholtz Connector). The Aicholtz Connector will have "low potential Mobil Source Air Toxics (MSAT) effects" due to a projected 2030 ADT of less than 140,000 vehicles per day.

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ENVIRONMENTAL ISSUES:		
Involvement	**Resource/Feature**	**Location/Comments**
☐Yes ☐ No ☒ Possible	Landfill(s), Superfund Site(s) and/or evidence of hazardous materials	Environmental Site Assessment (ESA) Screening, Phase I and Phase II ESA work was conducted on various parcels along the Aicholtz Connector corridor as part of the I-275/SR 32 Interchange project (see attached map). Based on review of these previous studies and site reconnaissance, there are several properties that may require additional ESA work (Phase I and/or Phase II). An updated ESA screening will be conducted for parcels impacted by the Aicholtz Connector to determine additional ESA investigation needs.
☐Yes ☒ No ☐ Possible	Known Archaeological Sites	No known archaeological sites are located in the Aicholtz Connector project study area.
☐Yes ☒ No ☐ Possible	Total Maximum Daily Load (TMDL) Streams	No TMDL streams occur in the Aicholtz Connector project study area.
☒Yes ☐ No ☐ Possible	ODOT MS4 Phase 2 Regulated Areas	According to the ODOT Storm Water Management Program website, the Aicholtz Connector project study area occurs in an ODOT MS4 Phase 2 Regulated Area.
☐Yes ☒ No ☐ Possible	Sensitive environmental justice areas	The Aicholtz Connector project is not expected to have adversely high or disproportionate impacts on environmental justice populations. The closest environmental justice populations by census block group are located west of Mt. Carmel-Tobasco Road and south of SR 32 east of Gleneste-Withamsville Road
☐Yes ☒ No ☐ Possible	Federal Emergency Management Agency (FEMA) floodplains	There is no FEMA-mapped 100-year floodplain in the Aicholtz Connector project study area.
☐Yes ☒ No ☐ Possible	Lake Erie Coastal Management Area	There are no Lake Erie Coastal Management Areas in proximity to the Aicholtz Connector project study area.
☐Yes ☒ No ☐ Possible	Sole Source Aquifers	No Sole Source Aquifers occur in proximity to the Aicholtz Connector project study area. Portions of the Buried Valley Sole Source Aquifer (a USEPA-designated sole source aquifer) occur along mainstem Little Miami River and East Fork about 4 to 5 miles north of the project area.
☐Yes ☒ No ☐ Possible	Wellhead Protection Areas	No Wellhead Protection Areas occur in proximity to the Aicholtz Connector project study area.
☐Yes ☐ No ☒ Possible	Does it appear that noise abatement will be an issue for the project?	A Detailed Noise Analysis is currently in progress for the I-275/SR 32 Interchange project. Residential areas along Aicholtz Road in the immediate vicinity of I-275 and SR 32 are being analyzed for noise impacts/noise abatement as part of that study. The noise analysis for the Aicholtz Connector project will be conducted in coordination with the I-275/SR 32 Interchange Detailed Noise Analysis.
☒Yes ☐ No ☐ Possible	Other environmental issues	Mitigation/green infrastructure and stormwater management opportunities identified from the CCTID's environmental task order work will be coordinated with this project.

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GEOMETRIC ISSUES:		
Use the design speed, design functional classification and available traffic data to make a preliminary determination as to the geometric standards for the project. Compare these requirements to accident data and impacts if deviations are being considered.		
Design Exception Required?	**Design Feature**	**Preliminary Comments Regarding Justification**
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Lane Width (including curve widening)	Widening is proposed as needed on Old SR 74 and on Aicholtz Road east of I-275 to meet current standards. Segment west of I-275 to Old SR 74 will be on a modified or new alignment meeting current standards.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Graded Shoulder Width	Widening is proposed as needed on Old SR 74 and on Aicholtz Road east of I-275 to meet current standards. Segment west of I-275 to Old SR 74 will be on a modified or new alignment meeting current standards.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Bridge Width	Existing bridge on Aicholtz Road (west of I-275) to be replaced with a culvert at existing or alternate location.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Structural Capacity	Existing bridge on Aicholtz Road (west of I-275) to be replaced with a culvert at existing or alternate location.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Horizontal Alignment (including Excessive Deflections, Degree of Curve, Lack of Spirals, Transition/Taper Rates and Intersection Angles)	Alignment adjustments will be made along corridor to meet current standards.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Vertical Alignment (including grade breaks)	Alignment adjustments will be made along corridor to meet current standards.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Grades	Adjustments will be made along corridor to meet current standards.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Stopping Sight Distance	Adjustments will be made along corridor to meet current standards.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Pavement Cross Slopes	Adjustments will be made along corridor to meet current standards.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Superelevation (Maximum rate, transition, position)	Adjustments will be made along corridor to meet current standards.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Horizontal Clearance	Adjustments will be made along corridor to meet current standards. Design of underpass of I-275 being coordinated with CLE-275-10.15 to meet current standards.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Vertical Clearance	Adjustments will be made along corridor to meet current standards. Design of underpass of I-275 being coordinated with CLE-275-10.15 to meet current standards.

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GEOMETRIC ISSUES:		
Indicate if the following geometric issues are present or should be considered during project development. Consider work on the mainline as well as any side roads or service roads. Provide additional comments as needed.		
	Design Issue	**Comments**
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Does the existing horizontal alignment need to be modified?	Alignment adjustments anticipated along corridor with possible new alignment between Old SR 74 and I-275.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Does the existing vertical alignment need to be modified?	Alignment adjustments anticipated along corridor with possible new alignment between Old SR 74 and I-275.
☐Yes ☐ No ☒ Possible ☐ Not Applicable	Does stopping sight distance need to be increased?	Proper SSD will need to be verified.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Does intersection sight distance need to be increased?	Heavy vegetation obstructs intersection of Aicholtz Road and Omni Drive.
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Are there geometric issues that may affect traffic safety (including Full or Half-Clover Leaf Interchange, Slip Ramps, Weave Areas, and short acceleration/deceleration lanes).	None identified at this time.
☐Yes ☐ No ☒ Possible ☐ Not Applicable	Are there any hazards in the clear zone?	Standard grading will need to be established along the corridor.
☐Yes ☐ No ☒ Possible ☐ Not Applicable	Does existing guardrail need to be replaced (e.g., too low, poor condition)?	Existing guardrail will be impacted by widening or realignment and may need to be replaced based on proposed conditions.
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Is the area for guardrail anchor assemblies insufficient? (E-98 or B-98)?	No issues anticipated.
☐Yes ☐ No ☒ Possible ☐ Not Applicable	Does the number of turn lanes or through lanes need to be increased?	A center turn lane will be included along the corridor where relevant. Possibly investigate need for additional turn lane at intersection of Eastgate Boulevard.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Are changes to access control required?	Consider commercial drive consolidation where practicable. Project involves changing a local residential dead-end street into a urban collector.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Are there any drive locations that will require special attention during design (e.g., very steep grades, high volume commercial drives, drives close to bridges or intersections)?	Consider access management options with commercial drives near Mt. Carmel-Tobasco Road and Eastgate Boulevard to maximize safety and reduce congestion such as consolidation or realignment.
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Are new mailbox turnouts required?	New roadway to be a curbed section.
☐Yes ☐ No ☐ Possible ☒ Not Applicable	Is there any evidence of accidents due to substandard vertical clearance on overpass structures?	No overpass currently exists.

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GEOMETRIC ISSUES:		
Indicate if the following geometric issues are present or should be considered during project development. Consider work on the mainline as well as any side roads or service roads. Provide additional comments as needed.		
	Design Issue	**Comments**
☐Yes ☐ No ☐ Possible ☒ Not Applicable	Will an interchange be added or modified?	See CLE-275-10.15 project.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Do the existing intersection radius returns need to be modified to accommodate larger truck turning movements?	Radius returns to be designed to accommodate WB-50 vehicles.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Does grading need to be upgraded? To what criteria (e.g., clear zone, safety, standard)?	Establish standard grading at a minimum along entire corridor.
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Are there any other geometric issues?	None identified at this time.

GEOTECHNICAL ISSUES (a Geotechnical Red Flag report prepared by Resource International [October 2009] is included in Appendix B)		
Based on the information compiled during this study indicate whether or not the following geotechnical issues are present or should be further considered during project development. Provide additional comments as needed.		
	Design Issues	**Comments**
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Is there evidence of soil drainage problems (e.g., wet or pumping subgrade, standing water, the presence of seeps, wetlands, swamps, bogs)?	No comments.
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Is the groundwater table anticipated to be affected by construction?	No comments.
☐Yes ☐ No ☒ Possible ☐ Not Applicable	Is there evidence of any embankment or foundation problems (e.g., differential settlement, sag, foundation failures, slope failures, scours, evidence of channel migrations)?	Wetland areas and hydric soils in vicinity – see page 5 (Environmental Issues).
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Is there evidence of any slope instability (soil or rock)?	No comments.
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Is there evidence of unsuitable materials (e.g., presence of debris or man-made fills or waste pits containing these materials, indications from old soil borings)?	No comments.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Is there evidence of rock strata (e.g., presence of exposed bedrock, rock on the old borings)?	Bedrock was encountered in historic borings conducted on projects CLE-IR 275-6.68 and CLE-74-0.02 at depths ranging from 10 to 15 feet. The underlying bedrock formations in this area are prone to karstification.

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GEOTECHNICAL ISSUES (a Geotechnical Red Flag report prepared by Resource International [October 2009] is included in Appendix B)		
Based on the information compiled during this study indicate whether or not the following geotechnical issues are present or should be further considered during project development. Provide additional comments as needed.		
	Design Issues	**Comments**
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is there evidence of active, reclaimed or abandoned surface mines?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is there information pertaining to the existence of underground mines?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is there Acid Mine Drainage present within the study area?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Does subgrade stabilization or an undercut appear to be needed?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Should the Office of Geotechnical Engineering be contacted to evaluate the project site?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Were there any significant items found during plan and specification review?	No comments.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Are there any other geotechnical issues?	Gas lines owned by Duke Energy are located at the intersection of Aicholtz Road and Omni Drive. Lines consist of an intermediate/main and a high pressure main with a line running on the north side of Aicholtz Road from Omni Drive to Eastgate Boulevard and on both sides of Omni Drive.

PAVEMENT ISSUES:		
Indicate if the following pavement issues are present or should be considered during project development. Side road and service road work should be considered in this assessment. Provide additional comments as needed.		
	Design Issue	**Comments**
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are pavement cores needed to determine the existing pavement buildup and/or condition?	Pavement cores will be needed, especially for areas where pavement salvage may be possible (such as Old SR 74 and Aicholtz Road east of I-275).
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is the proposed pavement buildup unknown? (For pavement preservation projects, pavement treatment, including pavement type & thickness should be specified in the design scope of services)	Proposed pavement buildup to meet Clermont County Engineer's standards for a county facility and are to be checked with the geotechnical recommendations. Tentative buildup is 6" 304; 6"301; and two lifts of 1-1/2" 448 plus underdrains.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Do dynaflect tests indicate the existing pavement is in poor condition?	Not applicable.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Does the proposed pavement buildup need to be approved by the Pavement Selection Committee?	No comments.

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PAVEMENT ISSUES:		
Indicate if the following pavement issues are present or should be considered during project development. Side road and service road work should be considered in this assessment. Provide additional comments as needed.		
	Design Issue	**Comments**
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Are joint repairs needed?	Possible on Old SR 74 if existing pavement has concrete base and salvage is in the final design.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Are pressure relief joints needed?	Not applicable.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are pavement repairs needed?	Existing pavements to be salvaged will require some pavement repairs.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Does the maintenance of traffic scheme require additional permanent or temporary pavement?	The need for additional permanent or temporary pavement will be evaluated during development of Maintenance of Traffic plan.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Does curb need to be replaced due to deteriorated condition or lack of curb reveal?	There is no existing curb.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Does sidewalk need to be replaced or installed?	A sidewalk/shared use path is being considered along the entire corridor.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are new curb ramps needed?	If the walk/path is included ramps with truncated domes are to be installed.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Do truncated domes need to be installed?	If the walk/path is included ramps with truncated domes are to be installed.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Is there any work on side roads, service roads, or ramps?	Minimal work is projected for side roads to tie into the Aicholtz Road project.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are there any special drive treatments or preferences (e.g., concrete for all drive aprons, curved aprons, etc.)?	Drives and aprons to be replaced in kind. Asphalt aprons to be used on gravel drives.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Has the site received repeated resurfacings in recent years?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Does pavement deterioration appear to be caused by drainage or geotechnical problems?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there any other pavement issues?	None identified at this time.

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STRUCTURAL ISSUES:		
Indicate if the following structure issues are present or should be considered during project development. Provide additional comments as needed. Provide a separate table for each structure.		
Structure:	**Design Issue**	**Comments**
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is it impossible for the structure to be replaced with a prefabricated box culvert or 3-sided box?	Existing bridge on Aicholtz Road (west of I-275) to be replaced with a culvert at existing or alternate location.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Does the bridge (including foundation) violate current design live loading?	While possible, the existing bridge on Aicholtz Road (west of I-275) to be replaced with a culvert at existing or alternate location.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Was the existing structure not built according to plan?	Nothing unusual observed, but existing plan was not available.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is deck coring needed?	No comments.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Is the deck delaminated?	Based on observations some delamination is likely.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is non-destructive testing needed to determine the amount of delamination?	No comments.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Is the bridge deck in poor condition?	The deck has exposed rebar.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Does a deck condition survey (see Bridge Design Manual) need to be performed?	No comments.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Are there areas to be patched or repaired on the deck?	Not applicable.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Is the bridge a poor candidate for an overlay?	Bridge deck would need to be replaced, but existing bridge on Aicholtz Road (west of I-275) to be replaced with a culvert at existing or alternate location.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Does the bridge rail violate current standards?	Guardrail needs tubular backup and is low.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Is fatigue analysis required?	Not applicable.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Should all fatigue prone details be retrofitted or replaced?	Not applicable.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is the abutment (including backwall, beam seats, breastwall, wingwall, etc.) in poor condition?	No comments.

Red Flag Summary

AICHOLTZ CONNECTOR
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STRUCTURAL ISSUES:		
Indicate if the following structure issues are present or should be considered during project development. Provide additional comments as needed. Provide a separate table for each structure.		
Structure:	**Design Issue**	**Comments**
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is there any evidence of substructure movement (e.g., settlement, rotation)?	No comments.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Are the piers in poor condition?	Not applicable.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Is there any evidence of existing beam deterioration/section loss, strands exposed, shear joints leaking or longitudinal cracks?	Not applicable.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Are the bearings in poor condition?	Not applicable.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Is elimination of the deck joint impossible? What modifications are necessary?	Not applicable.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Are new approach slabs needed?	Not applicable.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Is it impossible for the hinges to be removed to make the members continuous?	Not applicable.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is the bridge on a curve, skew or superelevation transition?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is there any evidence that the bridge does not meet hydraulic capacity?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there existing sidewalks on or adjacent to the bridge?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Will the structure work require any special maintenance of traffic (e.g., closing of roadway for erection of beams, maintenance of waterway traffic, location of cut line, etc.)?	No comments.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Is there any erosion in the existing channel?	Some scour evident at bridge location. Channel also has significant rock channel protection to control erosion.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Is the foundation exposed due to scour?	No comments.

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STRUCTURAL ISSUES:		
Indicate if the following structure issues are present or should be considered during project development. Provide additional comments as needed. Provide a separate table for each structure.		
Structure:	**Design Issue**	**Comments**
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Will there be more than 25' of channel relocation?	Not likely at existing crossing, but channel may need relocation if alternate crossing location is desired.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Do no opportunities exist to construct the bridge faster (e.g., precast walls, segmental construction)?	Replace with culvert.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Does the bridge need to accommodate future roadway lanes or railroad tracks?	The replacement crossing does need to accommodate additional lane, widening and future transit rail line.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Will temporary shoring be required next to the railroad?	Not applicable.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Are there any problems with the existing retaining walls?	Not applicable.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there any other structures issues?	None identified at this time.

HYDRAULIC ISSUES:		
Indicate if the following drainage issues are present or should be considered during project development. Side road and service road work should be considered in this assessment. Provide additional comments as needed.		
	Design Issue	**Comments**
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Based on visual evidence (height of debris, erosion or other markings left from high water) and approximate drainage areas, does the existing drainage system (culverts, storm sewers and/or ditches) appear to be inappropriately sized and not functioning properly?	No comments.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Is there evidence of alignment or flow velocity problems (e.g., scour, bank erosions, silting) at culvert entrances or exits?	Some scour evident at bridge location. Channel also has significant rock channel protection to control erosion.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there sinkholes or other deterioration in the pavement that would indicate separations in the existing pipes?	None observed.
☐ Yes ☐ No ☒ Possible	Is ditch clean-out required?	May be required in some areas.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Should guardrail over culverts be eliminated with clear zone grading?	Not applicable.

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HYDRAULIC ISSUES:		
Indicate if the following drainage issues are present or should be considered during project development. Side road and service road work should be considered in this assessment. Provide additional comments as needed.		
	Design Issue	**Comments**
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Should the existing culverts be replaced?	No comments.
☐Yes ☐ No ☒ Possible ☐ Not Applicable	Should the existing culverts be extended?	Extension of culvert under Old SR 74 if required.
☐Yes ☐ No ☒ Possible ☐ Not Applicable	Will a new alignment concentrate flow (in culverts) that is currently overland flow?	New alignment will concentrate flow in streams due to change from residential lawns to pavement, unless detention is included in design.
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Will the maximum height of cover (100') be exceeded for any culvert?	No comments.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Will bankfull design be used for any culverts?	No comments.
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Does the existing drainage system have an odor that might indicate that it includes septic connections?	None observed.
☐Yes ☐ No ☐ Possible ☒ Not Applicable	Is the exposed curb height in existing gutters inadequate to contain flow (include height of proposed resurfacing)?	Not applicable. No existing curb.
☐Yes ☐ No ☒ Possible ☐ Not Applicable	Do the existing inlets or catch basins need to be raised to meet proposed grade?	Possible along Old SR 74 and along Aicholtz Road east of I-275.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Does the project affect a wetland or waterway (e.g., stream, river, jurisdictional ditch)?	See Page 4 (Environmental Issues)
☐Yes ☐ No ☒ Possible ☐ Not Applicable	Is the existing and/or proposed channel alignment incompatible with the existing/proposed structure?	Location of crossing to be determined.
☐Yes ☐ No ☒ Possible ☐ Not Applicable	Will channel relocation be required?	Location of crossing to be determined.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Will Municipal Separate Storm Sewer System (MS4) requirements apply?	No comments.
☒Yes ☐ No ☐ Possible ☐ Not Applicable	Will post construction flow requirements be required?	No comments.
☐Yes ☒ No ☐ Possible ☐ Not Applicable	Is there evidence of existing field tiles?	None observed.

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HYDRAULIC ISSUES:		
Indicate if the following drainage issues are present or should be considered during project development. Side road and service road work should be considered in this assessment. Provide additional comments as needed.		
	Design Issue	**Comments**
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Are underdrain outlets not functioning properly?	Not applicable. No underdrain observed.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Will a new storm sewer outfall be required?	To be determined once conceptual alternatives are developed.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Does the drainage work warrant any special maintenance of traffic considerations?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there any other hydraulic issues?	None identified at this time.

TRAFFIC CONTROL ISSUES:		
Indicate if the following traffic control (signals, signing, pavement markings, etc.) issues are present or should be considered during project development. Provide additional comments as needed.		
	Design Issue	**Comments**
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Do the existing signs need to be replaced due to poor condition?	Most existing signs will be removed as they will not be pertinent to the proposed facility.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there any obvious deviations from requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD)?	No comments.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Is a particular type of pavement marking desired (e.g., paint, epoxy, thermoplastic)?	Paint for striping; Thermoplastic for other markings.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Will pavement planning affect loop detectors?	At the project termini.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Will pavement widening affect pole locations?	Possible at Eastgate Boulevard.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Will resurfacing affect signal height?	At the project termini.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Does it appear that any traffic control items will fall outside existing right of way limits (e.g., large signs, strain poles)?	New right-of-way will be required along the corridor and traffic control items will fall within those limits.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Are there any accidents that can be related to existing signal deficiencies (e.g., timing, lack of turn lanes)?	To be determined.

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TRAFFIC CONTROL ISSUES:		
Indicate if the following traffic control (signals, signing, pavement markings, etc.) issues are present or should be considered during project development. Provide additional comments as needed.		
	Design Issue	**Comments**
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Do turn lane lengths appear to have insufficient storage capacity?	Not for existing traffic.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Does the controller need to be upgraded?	Signal installations at Mt. Carmel-Tobasco Road and Eastgate Boulevard have been recently upgraded.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Do proprietary materials need to be specified?	Decorative poles.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Should signs or signal installations be supplemented with lighting?	Roadway lighting is planned. Existing signals have lighting.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	Are any TODS signs present?	Not applicable.
☐ Yes ☐ No ☐ Possible ☒ Not Applicable	If traffic control at an intersection is being changed from stop control to signalization, does the stop condition road need to be upgraded to accommodate faster traffic?	Not applicable.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there any other traffic control issues?	None identified at this time.

MAINTENANCE OF TRAFFIC ISSUES:	
Briefly describe the maintenance of traffic and any constraints. A list of considerations has been provided below.	
Maintenance of Traffic Considerations: • Limits on traffic detour (including local alternate detours) due to load limits, bridge width restrictions, shoulder condition, emergency vehicle impact • Temporary pavement requirements • Speed limit during construction • Pedestrian Traffic • Additional width at culverts • Drive Access • Stopping Sight Distance • Construction Access	• Right of Way acquisition • Permitted lane closures • Cross-overs • Short duration road closures • Temporary structure requirements Additional signal heads (drives and/or side roads) • Construction timeframe issues • Innovative contracting • Maintaining railroad traffic • Turn movement restrictions
Maintenance of Traffic Description: Two-way two lane traffic will be maintained to all active driveways and adjoining streets. Access shall be provided using existing pavement or a combination of existing pavement and temporary pavement as needed. Maintenance of traffic may require a flagger operation in some instances during the course of the project construction providing two-way one lane traffic. A detour for thru traffic may be utilized along Old SR 74 if the project is constructed before access is removed to SR 32 near Rust Lane by the adjacent CLE-275-10.15 project.	

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RIGHT OF WAY/SURVEY ISSUES:		
Indicate if right of way or survey issues are present or should be considered during project development. Provide additional comments as needed.		
	Design Issue	**Comments**
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Will there be any work beyond the existing right of way limits?	Segments along the corridor will require widening or possible new alignments.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Will major real estate relocation acquisition be involved?	No comments.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Will relocation of residences be involved?	No comments.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Will relocation of businesses be involved?	To be determined once conceptual alternatives are developed.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Will the project cause relocation of parties that might be eligible for relocation assistance? If so, list the estimated number of residential and non-residential relocations?	To be determined once conceptual alternatives are developed.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Will the project require modifying the access control to any properties? If so, list the estimated number and type of properties affected.	To be determined once conceptual alternatives are developed.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Are there any objects within the existing right of way limits that may be considered an encroachment?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Will it be difficult of impossible to determine the number of involved property owners? If not how many are involved?	To be determined once conceptual alternatives are developed.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Will temporary parcels be needed (e.g., for drive work)?	No comments.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Will right of way need to be acquired for an agency other than ODOT (e.g., county, city)?	Clermont County
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Will additional right of way be needed for utility relocations?	To be determined once conceptual alternatives are developed.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Will right of way need to be acquired for storm sewer outfalls?	To be determined once conceptual alternatives are developed.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Do property owners need to be contacted for the locations of underground items such as leach fields, septic systems, or field tiles that might be affected by the proposed take?	No comments.

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RIGHT OF WAY/SURVEY ISSUES:		
Indicate if right of way or survey issues are present or should be considered during project development. Provide additional comments as needed.		
	Design Issue	**Comments**
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there any mineral rights considerations?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there any specific property owner concerns? If so, list property owners and concerns.	None known at this time. A public open house will be held October 15, 2009 to identify potential issues.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are work agreements prohibited for any reason?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are the centerline of right of way and centerline of construction different?	No comments.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Will right of way be acquired for wetland or stream mitigation?	To be determined once conceptual alternatives are developed and mitigation needs are investigated.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there any other right of way or survey issues?	This project will consider right-of-way preservation for future pedestrian/bike facility and future rail transit.

UTILITY ISSUES:		
Indicate if the following utility issues are present or should be considered during project development. Provide additional comments as needed.		
	Design Issue	**Comments**
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Do existing utilities need to be relocated?	Overhead poles will need to be relocated along Aicholtz east of I-275 to accommodate widening. Gas lines owned by Duke Energy are located at the intersection of Aicholtz Road and Omni Drive. Lines consist of an intermediate/main and a high pressure main with a line running on the north side of Aicholtz Road from Omni Drive to Eastgate Boulevard. A fiber optic line occurs along I-275 in the median. Various underground electrical lines are mapped in the I-275/SR 32 vicinity south of SR 32 and possibly occur in the Aicholtz corridor. Sanitary sewer, water lines and stormwater mains in the vicinity are mapped on Exhibit 3. Water and/or sewer lines occur along Old SR 74, Rust Lane, Omni Drive, Aicholtz Road and Eastgate Boulevard. A sanitary sewer line also follows along the south side of Hall Run. The Hall Run Sanitary Flow facility is located north of SR 32 just east of Old SR 74 (outside the project study areas). Other utilities in the area and potential impacts will need to be determined once conceptual alternatives are developed.

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UTILITY ISSUES:		
Indicate if the following utility issues are present or should be considered during project development. Provide additional comments as needed.		
	Design Issue	**Comments**
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is it impossible to minimize utility conflicts? (e.g., by careful placement of storm sewer and underdrains)?	Design will attempt to minimize utility conflicts.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Would the project benefit from subsurface utility engineering (SUE)?	SUE consultant is part of design team.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Are there existing utilities on an existing structure that need to be relocated?	No comments.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are there any specific utility requirements or concerns?	Clermont County Water Resources recently improved sections of sanitary sewer in the project area and impacts to these new facilities are to be avoided if possible.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Is additional right of way needed to accommodate utility relocations?	To be determined once utility impacts are identified.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Are there water or sanitary lines that will be relocated as part of the ODOT contract?	To be determined once utility impacts are identified.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Are there any other utility issues?	Two cell towers occur in the study area along Aicholtz Road east of I-275.

MISCELLANEOUS ISSUES:		
Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.		
	Design Issue	**Comments**
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Will any of the construction activity take place over, under, or near railroad property?	No railroad property involved.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Could material with long lead times for delivery have an impact on the construction schedule (e.g., strain poles, large box culverts, steel beams, etc.)?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Will a value engineering study be required due to project cost (total cost greater than $20 million) or project complexity?	No comments.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Will warranties be used?	None planned at this time.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are there aesthetic concerns?	Aesthetic considerations will be made in this corridor.

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MISCELLANEOUS ISSUES:		
Indicate if the following issues are present or should be considered during project development. Provide additional comments as needed.		
	Design Issue	**Comments**
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Are there any concerns relating to noise walls?	Location of corridor may impact locations of noise walls on I-275 and noise analysis is planned for this corridor.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are there no areas available within the existing right of way for portable plants or waste and borrow sites?	No comments.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are there any specific concerns related to pedestrian or bicycle access?	Shared use path is proposed for corridor.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are there any concerns related to landscaping?	Aesthetic considerations will be made in this corridor.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are there any concerns related to existing or proposed lighting (e.g., light trespass, river navigation, airway clearance)?	Roadway lighting is planned for the corridor.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Are there any other project concerns?	The project will consider existing and future development opportunities, mitigation and stormwater management opportunities, and will be closely coordinated with Clermont County Water and Sewer and other utilities, as well as adjacent projects (Eastern Corridor Segment II/III and Segment IVa) to assure that issues and logical termini (including roadway, rail transit, utility and pedestrian connections) are adequately addressed. Mitigation/green infrastructure and stormwater management opportunities identified from the CCTID's environmental task order work will also be coordinated with this project.

PERMIT ISSUES:		
Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.		
	Issue	**Comments**
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Will an individual Corps of Engineers/ Environmental Protection Agency 404/401 permit be required?	A crossing of Hall Run is anticipated.
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Does it appear that the project can be constructed under a nationwide 404/401 permit? If so, which permit and what specific requirements apply?	A crossing of Hall Run is anticipated.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Will a Coast Guard permit be required?	None of the streams in the project area are Traditional Navigable Waters.

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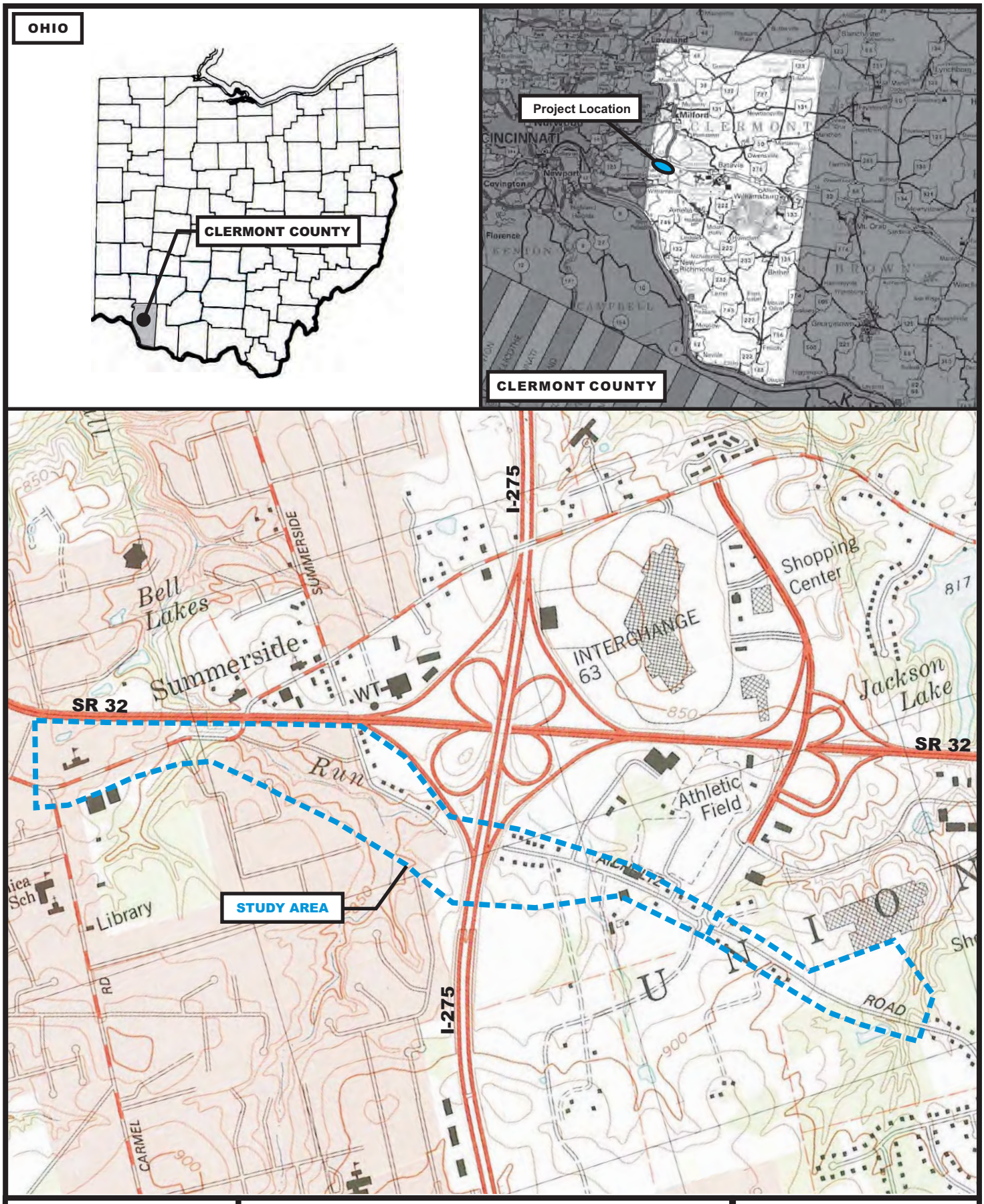
PERMIT ISSUES:		
Indicate if the following permit issues are present or should be considered during project development. Provide additional comments as needed.		
	Issue	**Comments**
☐ Yes ☐ No ☒ Possible ☐ Not Applicable	Is review by a local public agency or project sponsor required?	Unknown at this time.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is Airway/Highway clearance analysis required?	No airstrips are located in the project vicinity.
☒ Yes ☐ No ☐ Possible ☐ Not Applicable	Is State Historic Preservation Office (SHPO) coordination for work involving historic bridges or historic properties required?	SHPO coordination will be required for Aicholtz Farm eligibility and effect determinations if impacted.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is coordination with ODNR for work involving State Scenic Rivers, State Wildlife Areas or State Recreational Areas required?	No State Scenic Rivers, State Wildlife Areas or State Recreational Areas occur in the Aicholtz Connector study area.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Is coordination with any other agency required (see Location and Design Manual Volume 3)?	None expected at this time.

SCOPE, SCHEDULE AND BUDGET CONSIDERATIONS:		
Based on the responses to the red flag questions, do any of the following need to be modified?		
	Issue	**Comments**
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Conceptual scope	No modifications needed at this time.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Work limits	No modifications needed at this time.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Probable environmental document type	No modifications needed at this time.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Major/Minor/Minimal classification	No modifications needed at this time.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Schedule	No modifications needed at this time. A key consideration in Aicholtz Connector project development is coordination with I-275/SR 32 detailed design. Key milestone is submittal of Aicholtz Connector I-275/SR 32 Coordination Technical Memorandum in January 2010.
☐ Yes ☒ No ☐ Possible ☐ Not Applicable	Budget	No modifications needed at this time.



ENTRAN

NORTH

0 FEET 1,000

OCTOBER 2009

Red Flag Study

Aicholtz Connector
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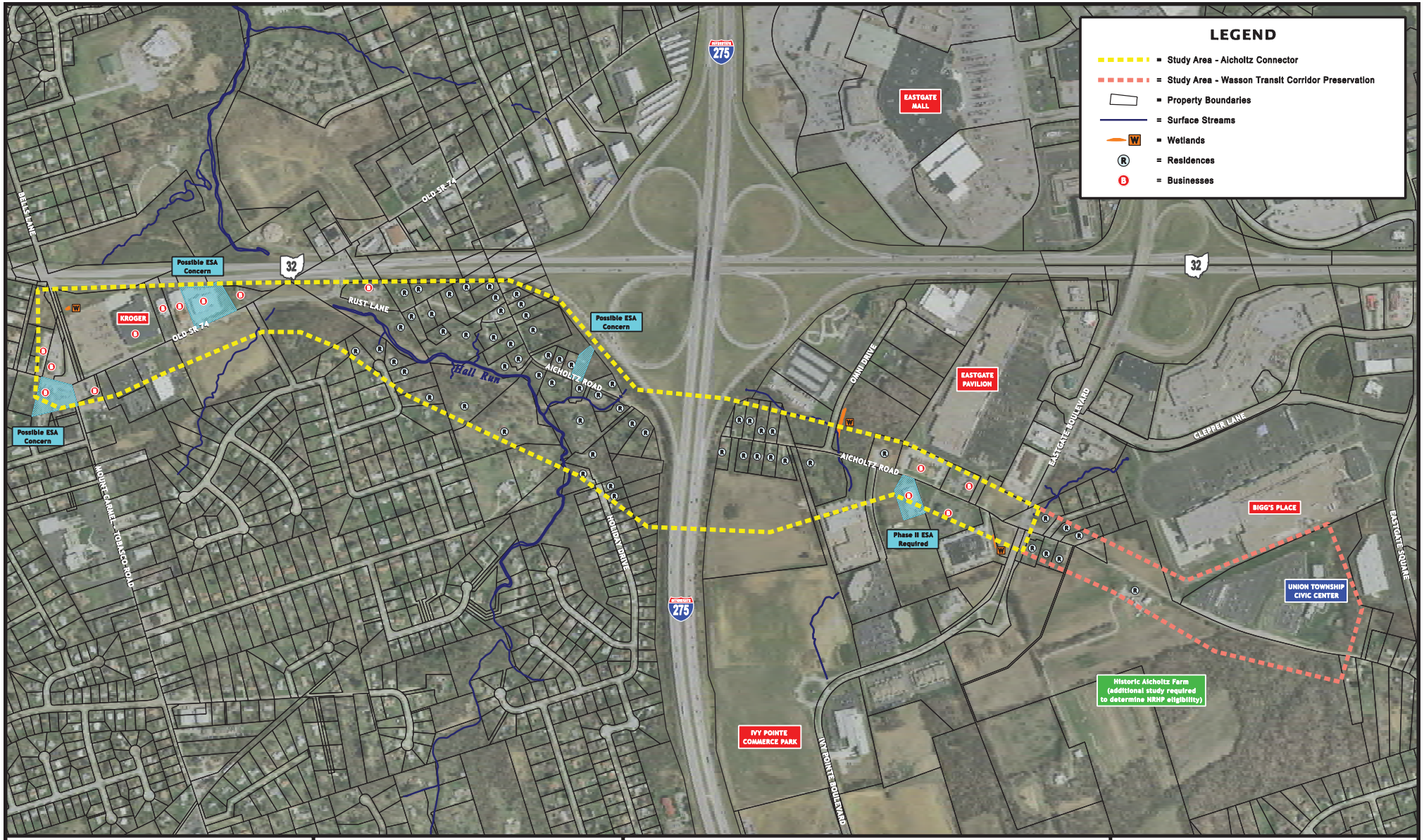
Exhibit 1

Project Location Map



OCTOBER 2009

ENTRAN

Red Flag Study

Aicholtz Connector
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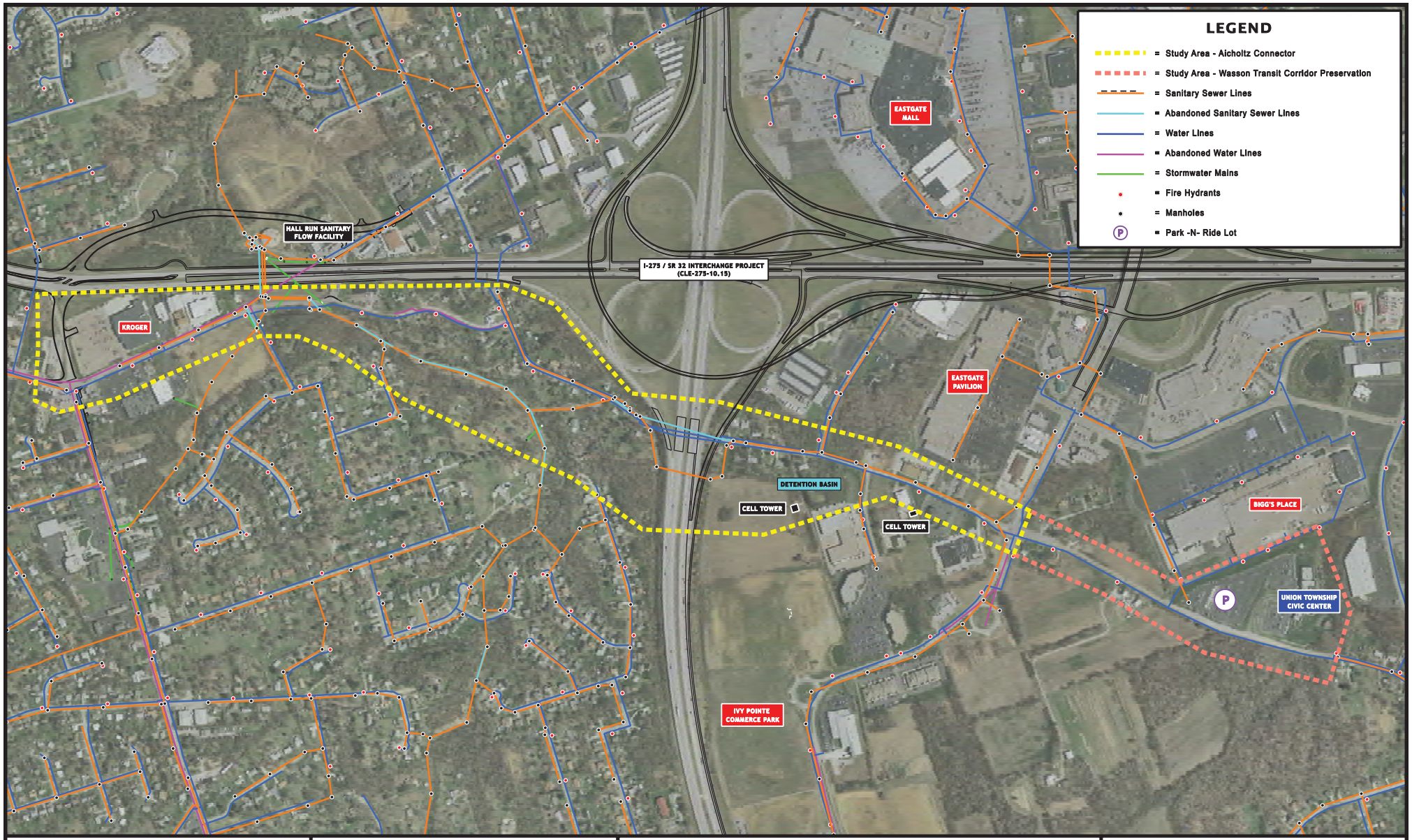
Exhibit 2

Environmental Red Flags



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NORTH

OCTOBER 2009

ENTRAN

Red Flag Study

Aicholtz Connector
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Exhibit 3

Infrastructure Red Flags

ATTACHMENT A

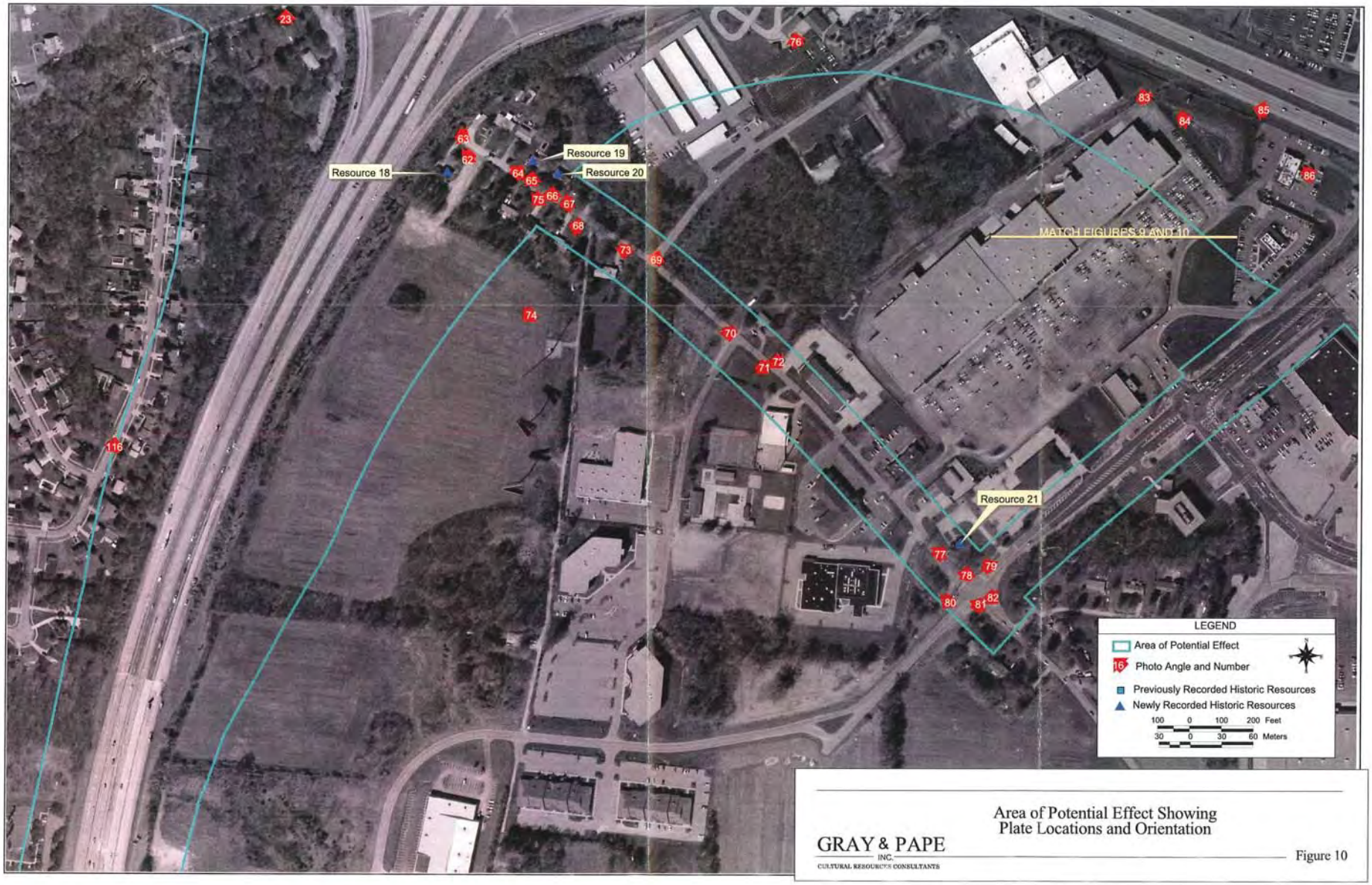
Resource Mapping – Previous Studies

- *Phase I History Architecture Investigation for I-275 / SR 32 Interchange (Gray & Pape 2004)*
- *Phase I Archaeological Investigation for I-275 / SR 32 Interchange (Gray & Pape 2004)*
- *Cultural Resources Context Sensitive Information in Support of the PE/EIS Part A Development of the Eastern Corridor (Gray & Pape 2002)*
- *Ecological Survey Report (Level 1) for I-275 / SR32 Interchange (ENTRAN 2004)*
- *Environmental Site Assessment (ESA) Screening for I-275 / SR 32 Interchange and Phase I ESA for I-275 / SR 32 Interchange (H.C. Nutting, June 2004 and October 2004)*

Area of Potential Effect Showing
Plate Locations and Orientation

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure 6



Area of Potential Effect Showing
Plate Locations and Orientation

GRAY & PAPE
INC.
CULTURAL RESOURCES CONSULTANTS

Figure 10

Figure snapped in ArcView 3.2 for Gray & Pape Project No. 04-11401 - Final of 9-14-2004

Gray & Pape Part A Investigations
Properties Recommended Potentially Eligible
As A District
As Individual Properties
As a Cemetery
As a Railroad
Viewshed Orientation
Streetscape Photos
Previously Recorded Cultural Resources Within the Detailed Study Area
Ohio Historical Inventory (OHI)
National Register Individual Properties
National Historic Landmark
National Register Districts
Local Historic Districts
Local Landmarks
Designed Landscapes
Detailed Study Area
North
Highway Recommended Study Area
Bus Impact Areas
Gray & Pape Neighborhood Segments
300 0 300 600 Feet
90 0 90 180 Meters
Hamilton County • Clermont County
Ohio Department of Transportation
City of Cincinnati • SORTA/Metro
OKI Regional Council of Governments
FERGUSON DR
AICHOLTZ RD
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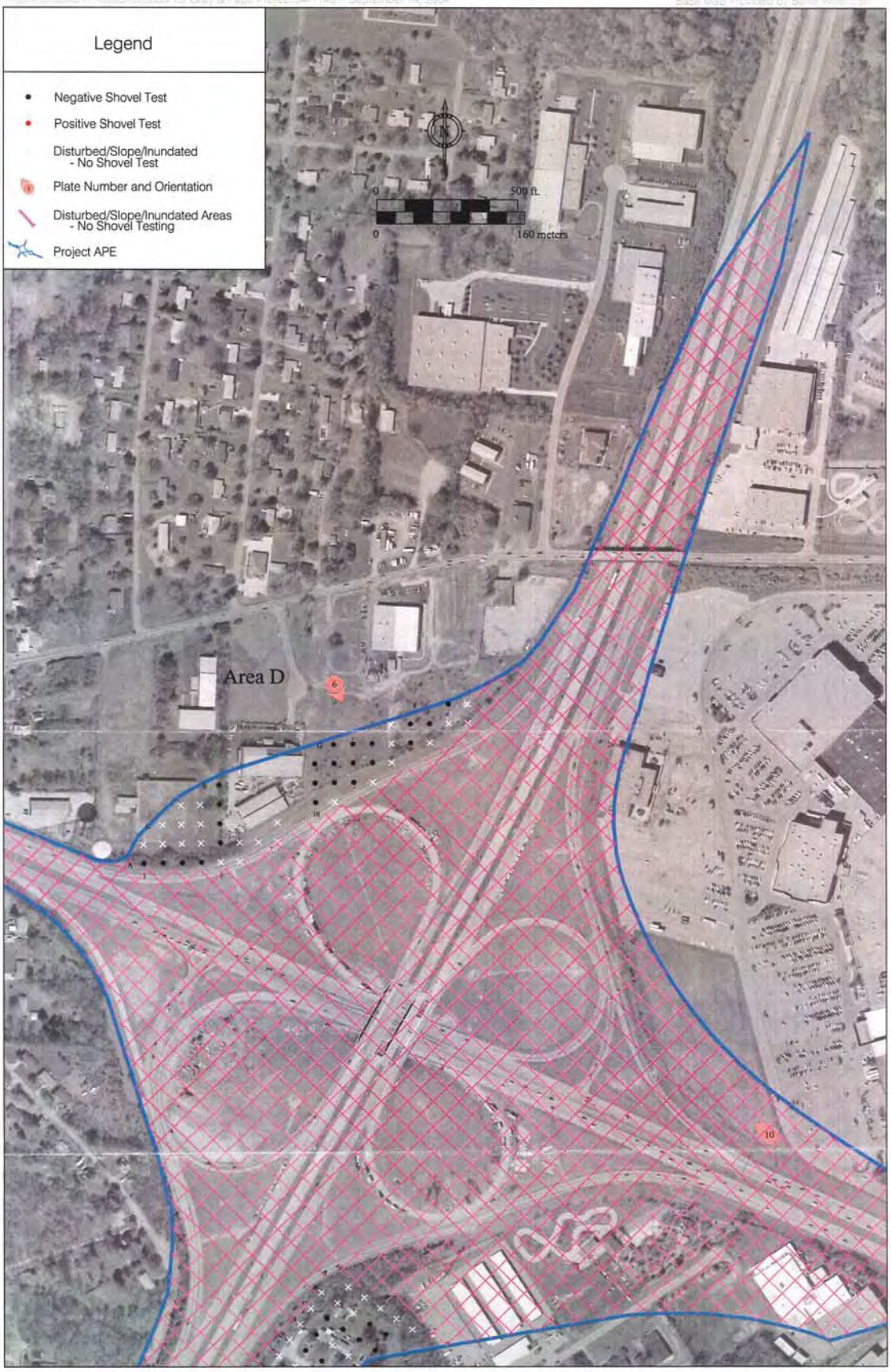
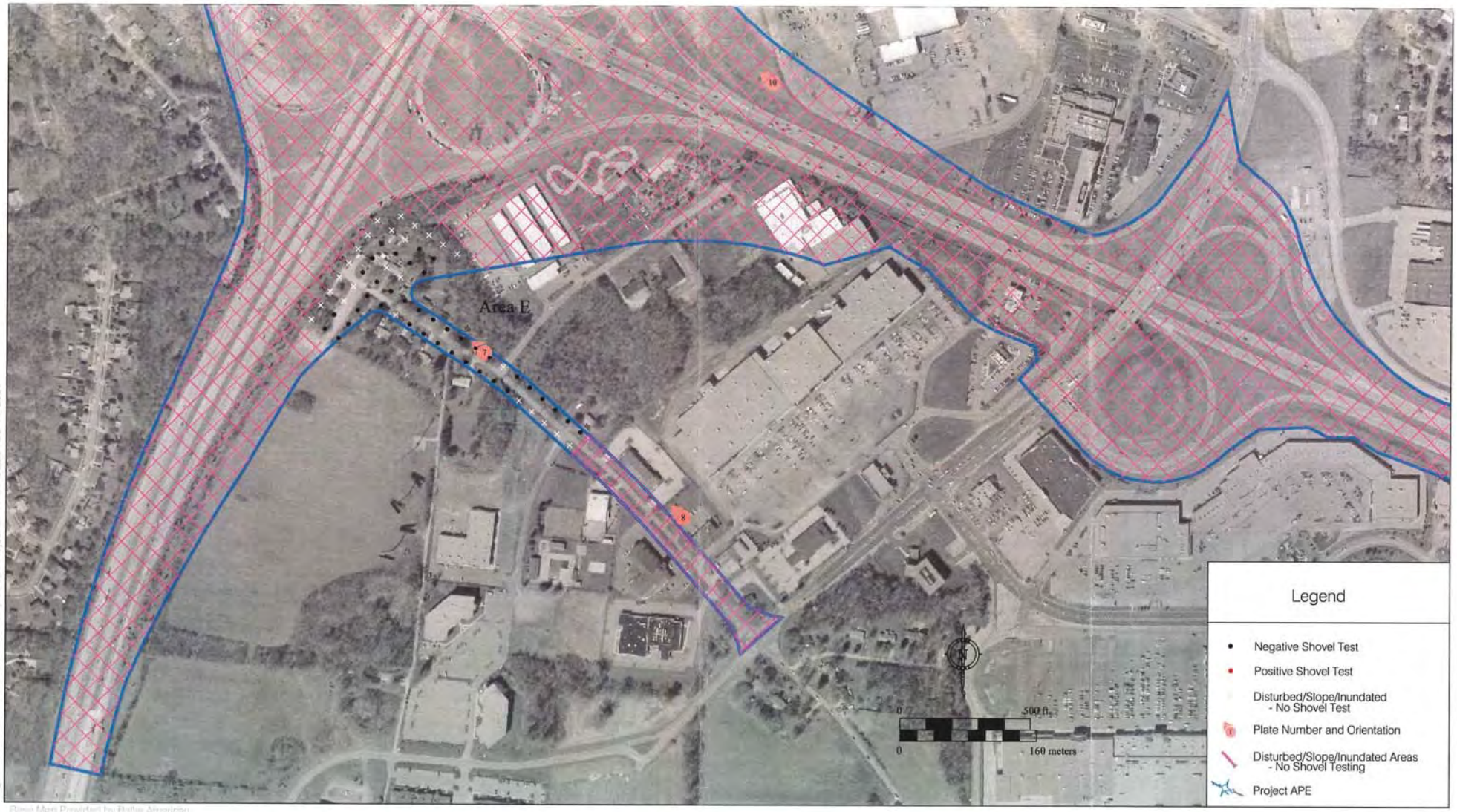
MATCH TO FIGURE 67
MATCH TO FIGURE 68
Gray & Pape Figure 67 (Balke Section 24):
Architectural Resources, Sensitive Views and
Streetscape Photos in the DSA
PID #22972
December 30, 2002
Eastern Corridor Multi-Modal Projects



Survey Coverage of IR 275/SR 32 Interchange Project APE
in Clermont County, Ohio (Sheet 2 of 4)

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure 6



Base Map Provided by Dallas American

Survey Coverage of IR 275/SR 32 Interchange Project APE
in Clermont County, Ohio (Sheet 3 of 4)

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure 6

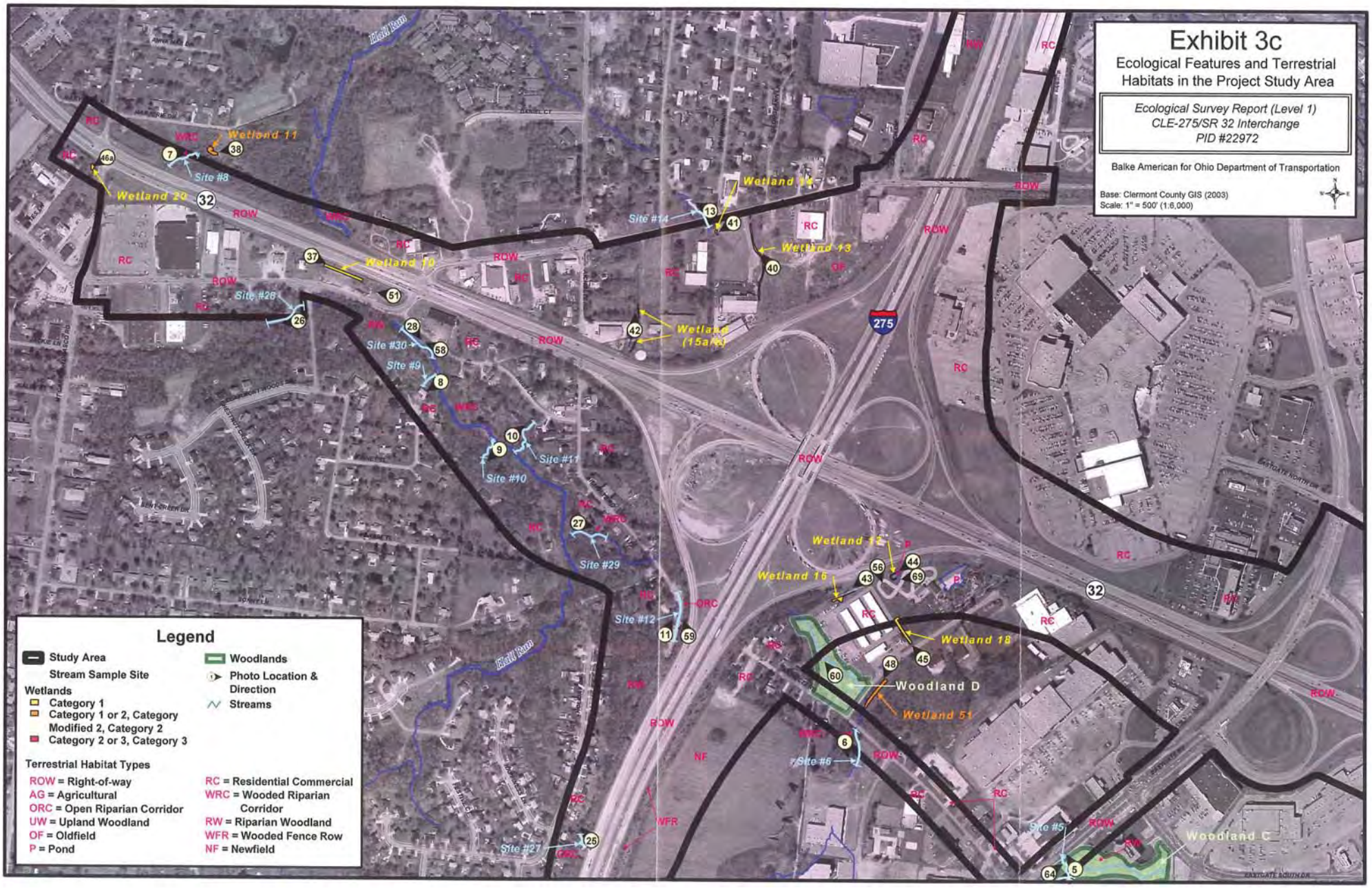


Exhibit 3c
Ecological Features and Terrestrial Habitats in the Project Study Area
Ecological Survey Report (Level 1)
CLE-275/SR 32 Interchange
PID #22972
Balke American for Ohio Department of Transportation
Base: Clermont County GIS (2003)
Scale: 1" = 500' (1:6,000)
Legend
Study Area
Stream Sample Site
Wetlands
Category 1
Category 1 or 2, Category Modified 2, Category 2
Category 2 or 3, Category 3
Woodlands
Photo Location & Direction
Streams
Terrestrial Habitat Types
ROW = Right-of-way
AG = Agricultural
ORC = Open Riparian Corridor
UW = Upland Woodland
OF = Oldfield
P = Pond
RC = Residential Commercial
WRC = Wooded Riparian Corridor
RW = Riparian Woodland
WFR = Wooded Fence Row
NF = Newfield
Wetland 11
Wetland 20
Wetland 10
Wetland 14
Wetland 13
Wetland 15a/b
Wetland 12
Wetland 16
Wetland 18
Wetland 51
Woodland D
Woodland C
Site #8
Site #26
Site #30
Site #9
Site #10
Site #11
Site #29
Site #12
Site #14
Site #6
Site #5
Site #27
Hall Run
275
32

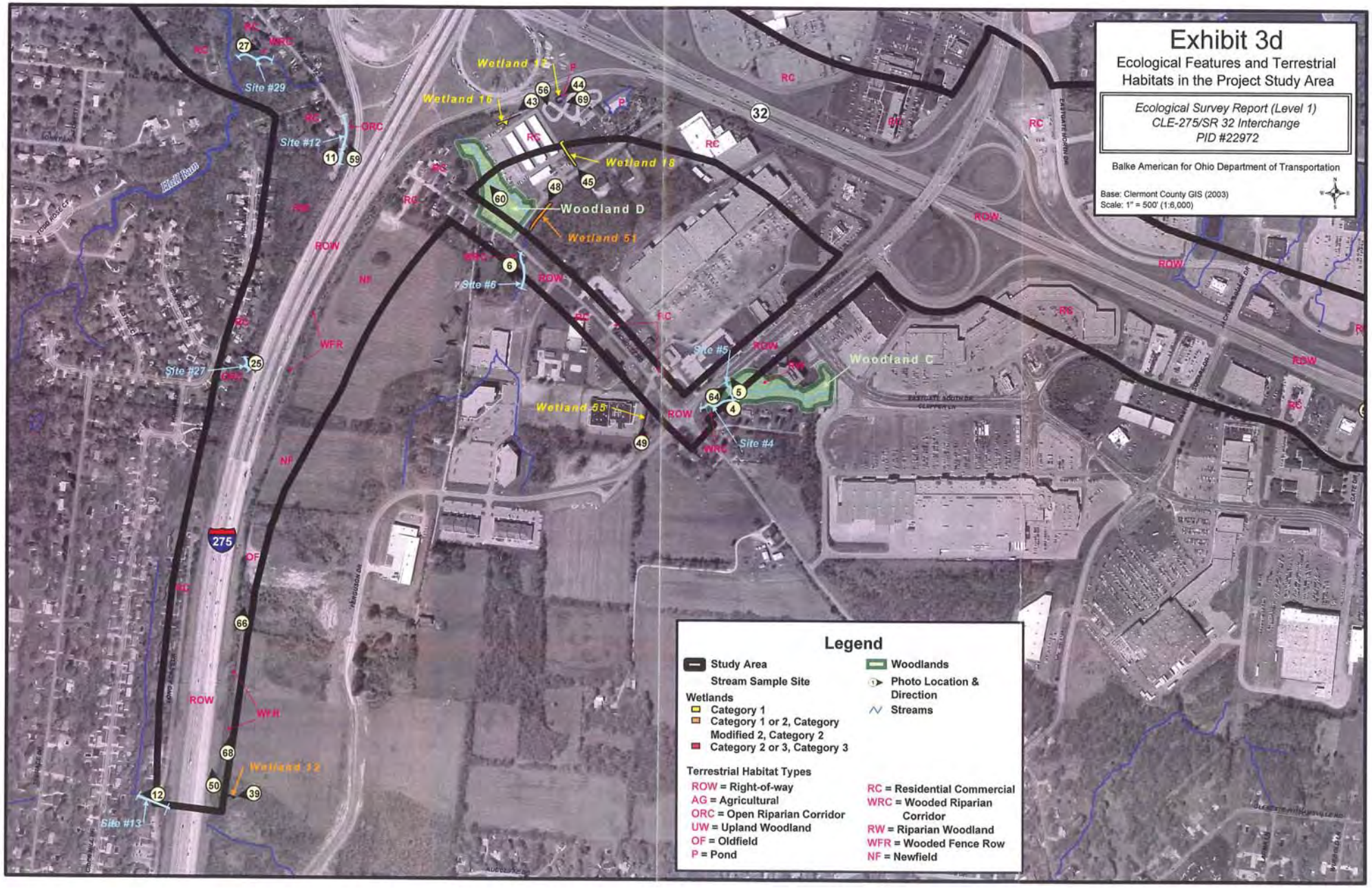
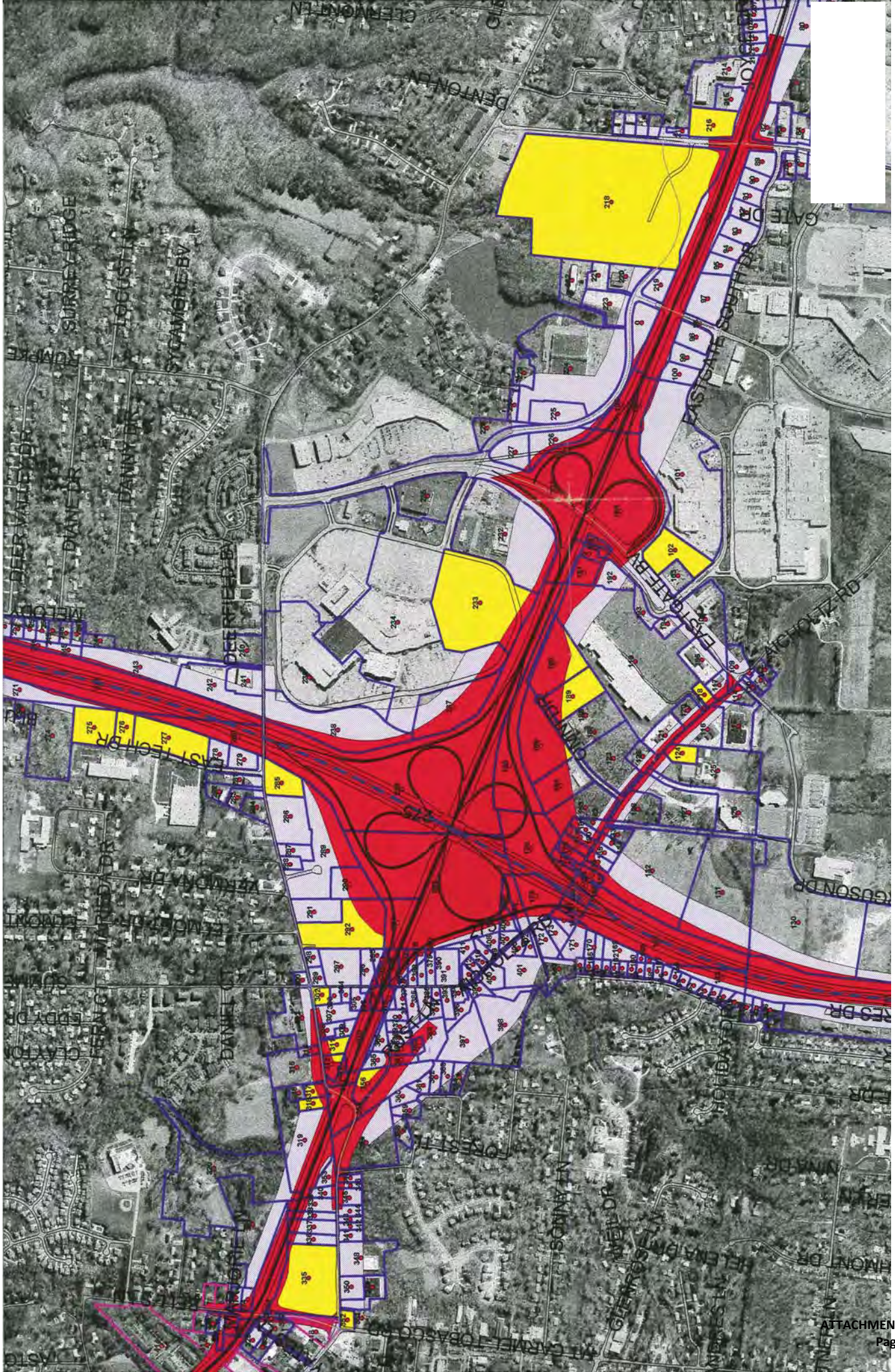


Exhibit 3d
Ecological Features and Terrestrial Habitats in the Project Study Area
Ecological Survey Report (Level 1)
CLE-275/SR 32 Interchange
PID #22972
Balke American for Ohio Department of Transportation
Base: Clermont County GIS (2003)
Scale: 1" = 500' (1:6,000)
Legend
Study Area
Stream Sample Site
Wetlands
Category 1
Category 1 or 2, Category Modified 2, Category 2
Category 2 or 3, Category 3
Woodlands
Photo Location & Direction
Streams
Terrestrial Habitat Types
ROW = Right-of-way
AG = Agricultural
ORC = Open Riparian Corridor
UW = Upland Woodland
OF = Oldfield
P = Pond
RC = Residential Commercial
WRC = Wooded Riparian Corridor
RW = Riparian Woodland
WFR = Wooded Fence Row
NF = Newfield
Wetland 12
Wetland 16
Wetland 18
Wetland 51
Wetland 55
Wetland 32
Woodland D
Woodland C
Site #29
Site #12
Site #6
Site #5
Site #4
Site #27
Site #13
Little Miami
275


CLEMMONS LN
DENTON LN
GATE DR
EASTGATE SHOPPING CENTER
EASTGATE DR
ARCHDUKE RD
DANIEL DR
EAST TEOTI DR
DANIEL CT
FOREST LN
MT CARMEL TOBASCO RD
HELENA DR
GLENROSE AVE
DIANE DR
DANNY DR
SURREY RIDGE
ST GAMBLE BV
DEER VALLEY DR
MELODY
RUMPKE
GOSSON DR
ACES DR
FLORIDA CT
MANAGE
HANON DR
ERIN
ASTO
CLAYTON
TEDDY DR
SQUIRE
EDMONTON
EDMONTON DR
ZAMBONI DR
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ATTACHMENT B

Aicholtz Connector Geotechnical Red Flag Report
Resource International (October 2009)

Purpose

The purpose of this Red Flag Summary is to identify concerns that could cause revisions to the following:

- Anticipated environmental, design and construction scope of work
- Proposed project development schedule
- Estimated project budget
- Potential impacts of the project on the surrounding area

Instructions

- A written Red Flag Summary is required for both major and minor projects. A written Red Flag Summary is optional for minimal projects; though red flag issues must still be identified.
- A field review is required for all projects. Each specialty area of the Red Flag Summary should be completed by individuals who possess sufficient experience to enable them to correctly identify and evaluate issues arising from the field review.
- In the Location/Comments field provide information concerning potential impacts that is brief, but gives enough detail to allow an understanding of the issue(s).
- The scope of services document should account for any issues identified in the Red Flag Summary that have the potential to affect scope, schedule, and budget.
- A list of resources that may need to be consulted in order to complete this form can be found in the introduction to Appendix H of the Project Development Process Manual.

Red Flag Summary Deliverables

Provide an expanded Study Area Map identifying project design and environmental constraints identified through the Red Flag Summary. Tables, photographs or other support material may also be submitted with the Red Flag Summary to illustrate specific problem areas. (**This information is mandatory for Major Projects.**)

General

Project Name (County, Route, Section):	CLE-CR 3 Aicholtz Connector	**PID:**	82553
Date Red Flag Summary Completed:	October 1, 2009	**Prepared By:**	Rii CS/JPS
City, Township or Village Name(s):	Union Twp., Ohio	**ODOT Project Manager:**	

GENERAL PROJECT PLANNING INFORMATION:

Project Description: It is understood that the completion of the geotechnical portion of the red flag summary is required for the proposed new network connection via Aicholtz Road, generally west of Mt. Carmel-Tobasco Road and east of Eastgate Boulevard in Union Township, Clermont County, Ohio.

Project Limits/General Location: The project limits start at the intersection of Old SR 74 and Mt. Carmel-Tobasco Rd. and extends east to Rust Rd.; the projects extends along rust road to Aicholtz Rd. and continues along Aicholtz Rd. to I-275; the project limits continue along Aicholtz Rd. on the eastern side of I-275 to just east of the Union County Civic Center.

ODOT DISCIPLINE INVOLVEMENT:		
List name and phone number of individual(s) representing each discipline during the site visit and preparation of the Red Flag Summary. One individual may represent multiple disciplines.		
DISCIPLINE	**NAME**	**PHONE NUMBER**
ODOT County Manager**	Dave Yacchari	513-933-6660
District Production Administrator**	N/A	
District Planning and Programming Administrator**	N/A	
District 8 Geotechnical Engineer	Joe Smithson	513-933-6707
Clermont County Engineers Office	Craig Stephenson	513-732-8883
ODOT Office of Geotechnical Engineering	Stephen Taliaferro	614-351-2873
Clermont County Engineer's Office	Todd Slone	513-732-8090
Union Township	Matt Taylor	513-752-1741
**** The County Manager, Production Administrator and Planning/Programming Administrator (or qualified representative) must attend the site visit.**		

General Project Planning Information

Structures:
Bridge Number _____
Structure File Number
Bridge Number _____ Structure File Number _____
Bridge Number _____ Structure File Number _____

Project Sponsor: _____
Is local legislation required? ☐ Yes ☐ No
Is FHWA oversight required? ☐ Yes ☐ No
Is project location on congestion/safety list? ☐ Yes ☐ No

Estimated Cost: _____

Funding Source(s):
☐ Federal
☐ State
☐ Local _____
☐ Private _____

Are funding splits required? ☐ Yes ☐ No
Specify: _____

Anticipated quarter and Fiscal Year of project award:
_____

Problem identified by *(indicate document date)*:
☐ District Work Plan _____
☐ Congestion Study _____
☐ Safety Study _____
☐ Major New _____
☐ MPO TIP _____
☐ MPO LRP _____
☐ Access Ohio _____
☐ Hot Spot Location _____
☐ HSP Location _____
☐ Other _____

- Are there any other projects in the area (ODOT, local or utility) that might conflict with the project (e.g., a local project on the proposed detour route for the ODOT project, a resurfacing project a year after a pavement marking project)?
  ☐ Yes ☐ No *Specify*. *unknown*
- Are there growth or land use changes in the area surrounding the project that could have an impact on project scope?
  ☐ Yes ☐ No *Specify*. *unknown*

  Are there any known public involvement issues? ☐ Yes ☐ No *Specify*. *unknown*

Briefly describe the Purpose and Need (Must be a separate document for Major Projects): The purpose of the geotechnical red flag summary is to identify geotechnical concerns that could cause revisions to the anticipated design and construction scope of work, the proposed project development schedule, the estimated project budget, or the potential impacts of the project on the surrounding area.

GENERAL EXISTING INFORMATION:

Legal Speed 35 mph
Design Speed _____
Traffic Data:
Opening Year ADT: _____
Design Year ADT: _____
Design Hourly Volume: _____
Directional Distribution: _____
Trucks (24 Hour B&C): _____
(Traffic data does not need to be certified for the Red Flag Summary.)
Functional Classification:
☐ Interstate, freeway
☐ Arterial
☐ Collector
☑ Local

Locale:
☐ Rural
☑ Urban
National Highway System (NHS):
NHS Routes: _____
Non-NHS Routes: _____
Resurfacing, Restoration and Rehabilitation (3R) Project? ☐ Yes ☐ No

SITE VISIT:

A site visit is required for ALL projects. The site visit shall consist of visual inspection of the entire project area including the ditch lines, cut slopes, stream banks, bridge foundations, pavement, embankment slopes, etc.

Date(s) of site visit:	September 23, 2009

ODOT DISTRICT CONCERNS: **Spoke to District 8 Geotechnical Engineer – Joe Smithson**
Spoke to Clermont County Engineers Office – Craig Stephenson
– Todd Slone

List any comments/requests from the ODOT District 8 Geotechnical Engineer / Clermont County Engineers Office.

In searching for maintenance records for the CLE-CR 3 Aicholtz Connector, Resource International spoke with Mr. Joe Smithson, Geotechnical Engineer for District 8. Mr. Smithson indicated that ODOT did not maintain records for the study area as their department only maintains State Routes and Interstates. He directed me to contact Clermont County directly. Rii spoke with Mr. Craig Stephenson and Mr. Todd Slone of the Clermont County Engineers Office. Mr. Slone indicated that there have been some pothole repairs and guardrail work along Aicholtz Road between Gleneste Withamsville and Eastgate Blvd.

GEOTECHNICAL ISSUES

Based on the information compiled during this study indicate whether or not the following geotechnical issues are present or should be further considered during project development. Provide additional comments as needed.

	Design Issues	Comments
☐ Yes ☐ No ☑ Possible ☐ Not Applicable	Is there evidence of soil drainage problems (e.g., wet or pumping subgrade, standing water, the presence of seeps, wetlands, swamps, bogs)?	Wetland areas and hydric soils in vicinity – See comments on page 5 regarding information from the ODNR Division of Soil and Water Conservation.

GEOTECHNICAL ISSUES		
Based on the information compiled during this study indicate whether or not the following geotechnical issues are present or should be further considered during project development. Provide additional comments as needed.		
☐ Yes ☑ No ☐ Possible ☐ Not Applicable	Is the groundwater table anticipated to be affected by construction?	
☐Yes ☑ No ☐ Possible ☐ Not Applicable	Is there evidence of any embankment or foundation problems (e.g., differential settlement, sag, foundation failures, slope failures, scours, evidence of channel migrations)?	
☐Yes ☑ No ☐ Possible ☐ Not Applicable	Is there evidence of any slope instability (soil or rock)?	
☐Yes ☑ No ☐ Possible ☐ Not Applicable	Is there evidence of unsuitable materials (e.g., presence of debris or man-made fills or waste pits containing these materials, indications from old soil borings)?	
☑Yes ☐ No ☐ Possible ☐ Not Applicable	Is there evidence of rock strata (e.g., presence of exposed bedrock, rock on the old borings)?	Bedrock was encountered in historic borings conducted on projects CLE-IR 275-6.68 and CLE-74-0.02 at depths ranging from 10 to 15 feet. The underlying bedrock formations in this area are prone to Karstification.
☐Yes ☑ No ☐ Possible ☐ Not Applicable	Is there evidence of active, reclaimed or abandoned surface mines?	
☐Yes ☑ No ☐ Possible ☐ Not Applicable	Is there information pertaining to the existence of underground mines?	
☐Yes ☑ No ☐ Possible ☐ Not Applicable	Is there Acid Mine Drainage present within the study area?	
☐Yes ☑ No ☐ Possible ☐ Not Applicable	Does subgrade stabilization or an undercut appear to be needed?	
☐Yes ☑ No ☐ Possible ☐ Not Applicable	Should the Office of Geotechnical Engineering be contacted to evaluate the project site?	
☐Yes ☑ No ☐ Possible ☐ Not Applicable	Were there any significant items found during plan and specification review? *Specify.*	
☐Yes ☐ No ☑ Possible ☐ Not Applicable	Are there any other geotechnical issues? *Specify.*	Gas lines owned by Duke Energy are located at the intersection of Aicholtz Rd. and Omni Dr. Lines consist of an intermediate/main and a high pressure main with a line running on the north side of Aicholtz Rd. from Omni Dr. and Eastgate Blvd. and on both sides of Omni Dr.

Other Geotechnical Information:

Geology

Several episodes of ice advanced throughout Ohio during the Pleistocene Epoch. Clermont County was covered under the Illinoian Stage (130,000 to 300,000 years old) of glaciation, evidenced by the presence of ground moraine deposits over the entire county. Most of the county is overlain by rolling ground moraine deposits, and a few dissected ground moraine deposits at the southern end, comprised of the Rainsboro, Centerville, Richmond, Butler, Mapledale, Millbrook, Mogadore, and Titusville Tills. These tills consist of silty loam till covered with a thin layer of loess. A ground moraine or till is the sheet of debris left after a steady retreat of the ice. The debris left behind by the ice ranges in composition, from clay sizes to boulders (including silt, sand, and gravel).

Based on the Bedrock Geology and Topography Maps of the Withamsville, Ohio Quadrangle, obtained from the Ohio Department of Natural Resources (ODNR), bedrock underlying the glacial deposits consists of Ordovician-aged, interbedded limestone and shale. Regionally, from Kentucky to Ohio, the percentages of the shale and limestone change progressively in the lithostratigraphic unit which underlies the site. The Grant Lake Formation (50% limestone, 50% shale) is the shale-dominant lateral equivalent of the Grant Lake Limestone (80% limestone, 20% shale). The Grant Lake Formation, predominantly underlying the site, starts transitioning into the Grant Lake Limestone, just east of I-275 and south of the site near Clough Pike and I-275. Both of these formations are subdivided into several members (Mount Auburn, Straight Creek, Corryville, and Bellevue Members), which also transition slightly between formations, and are not individually mapped in this area. Several of these members are prone to karstification, including the Grant Lake Formation, Bellevue and Mount Auburn Members and the Grant Lake Limestone, Bellevue and Straight Creek Memebers. Karst features (i.e. sinkholes, solution cavities, sinking streams, caves and springs) develop from cavities created in the carbonaceous bedrock due to the limestone dissolved in the groundwater. These features are not always apparent on the property surface. Generally, both of these Formations consist of gray to bluish gray (weathering to light gray to yellowish gray), planar, wavy, irregular, and nodular, thin to thick interbedded layers of limestone and shale. The Grant Lake Formation ranges between 60 and 130 feet thick and the Grant Lake Limestone ranges between 80 and 120 feet thick.

The bedrock topography roughly follows the surface terrain, with ridges and valleys following the ground surface. The bedrock is relatively shallow in the area of the site, ranging from 10 to 40 feet from the ground surface. The bedrock undulates around an approximate elevation of 850± feet mean sea level. The bedrock outcrops in several locations along creek beds located north of State Route 32, approximately a half to one mile both east and west of Interstate 275. Significant outcrops appear in the creek bed west of the site in the adjoining Hamilton County. All of these creek beds drain into the Little Miami River north and west of the site.

Hydrogeological Setting

The primary aquifer, within the site area, consists of the surficial, weathered, interbedded shale and limestone bedrock. Permeable, intermittent sand and gravel deposits of variable thickness within moraine till and outwash deposits could also supply some wells within the river valleys. ODNR located area water well logs, within and in close proximity to the study area, indicate groundwater is developed within the bedrock in wells cased to depths of 12 to 43 feet deep. The depth to the static water level reported in these water well logs ranges from 5 to 45 feet from the ground surface. The ODNR Ground Water Resources of Clermont County, Ohio, which is compiled from more regional groundwater well log data, states the study area lies within an area with yields seldom exceeding 3 gallons per minute (gpm). Wells are developed from upper strata of bedrock or overlying glacial cover or valley fill containing discontinuous sand and gravel deposits.

The ODNR Ground Water Pollution Potential of Clermont County, Ohio, identifies the hydrogeologic setting of the site as Glacial Till over Bedded Sedimentary Rock, with a pollution potential index rating ranging between 86 and 94. This indicates the area has a low pollution potential based on factors affecting the groundwater at the site, such as depth to water, aquifer media/conductivity, and the topography.

Ohio Department of Natural Resources Records

Division of Geological Survey

Several geological maps, published by the Geological Survey were also reviewed and incorporated into other sections of this report.

Division of Soil and Water Conservation

The Soil Survey of Clermont County, Ohio, identifies approximately 10 soil types over the study area; they include the Avonburg silt loam (AvA, AvB, and AvB2), Avonburg-Urban land complex (AwA), Cincinnati silt loam (CcC2),

Clermont silt loam (Ct), Edenton loam (EbD2), Eel silt loam (Ee), Hickory loam (HkD2), Rossmoyne silt loam (RpB and RpC2), Rossmoyne-Urban land complex (RtB), and the Shoals silt loam (Sh). Of these soil types, five of the ten identified within the site are, which comprise approximately 63 percent of the total area, are listed as hydric soils. Hydric soils is defined as soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. The hydric soil types include the following: Avonburg silt loam, Clermont silt loam, Eel silt loam, Rossmoyne silt loam and Shoals silt loam. An area that meets the hydric soil definition, and also contains hydrophytic vegetation and hydrologic conditions (once delineated), can be considered a jurisdictional wetland.

There is one wetland in, and a few small wetlands identified in close proximity, to the study area, according to the United States Geological Survey, National Wetlands Inventory (USGS NWI) Map of the area. These wetlands are identified from stereoscopic analysis of high altitude aerial photographs based on vegetation, visible hydrology and geography and typically reflect conditions during the specific year and season when the photographs are taken. The closest wetland to the site, located just south of Aicholtz Road, at the southern limit of the project, is classified as a Palustrine, emergent, semipermanently flooded, diked/impounded wetland. The other wetlands, which are considered outside of the study area, are classified as a Palustrine, unconsolidated bottom, intermittently exposed, either diked/impounded or excavated. The USGS NWI, Classification of Wetlands and Deepwater habitats of the United States Manual, define classification of these wetlands.

Division of Mineral Resources Management

There are no known, present-day or abandoned, underground coal mines or strip mines mapped within the site area. There are three registered sand and gravel quarries located less than five miles of, but outside the limits of, the site area.

There are no known oil and gas wells within five miles of the site area.

Picture 1 – Sunoco Gas Station at the Intersection of Old SR 74 and Mt. Carmel Tobasco Rd., looking west

Picture 2 – Aicholtz Rd. Bridge/Culvert west of I-275 at Cut-off, looking southwest

Picture 3 – 4-foot Diameter Culvert under Old SR 74, looking northwest

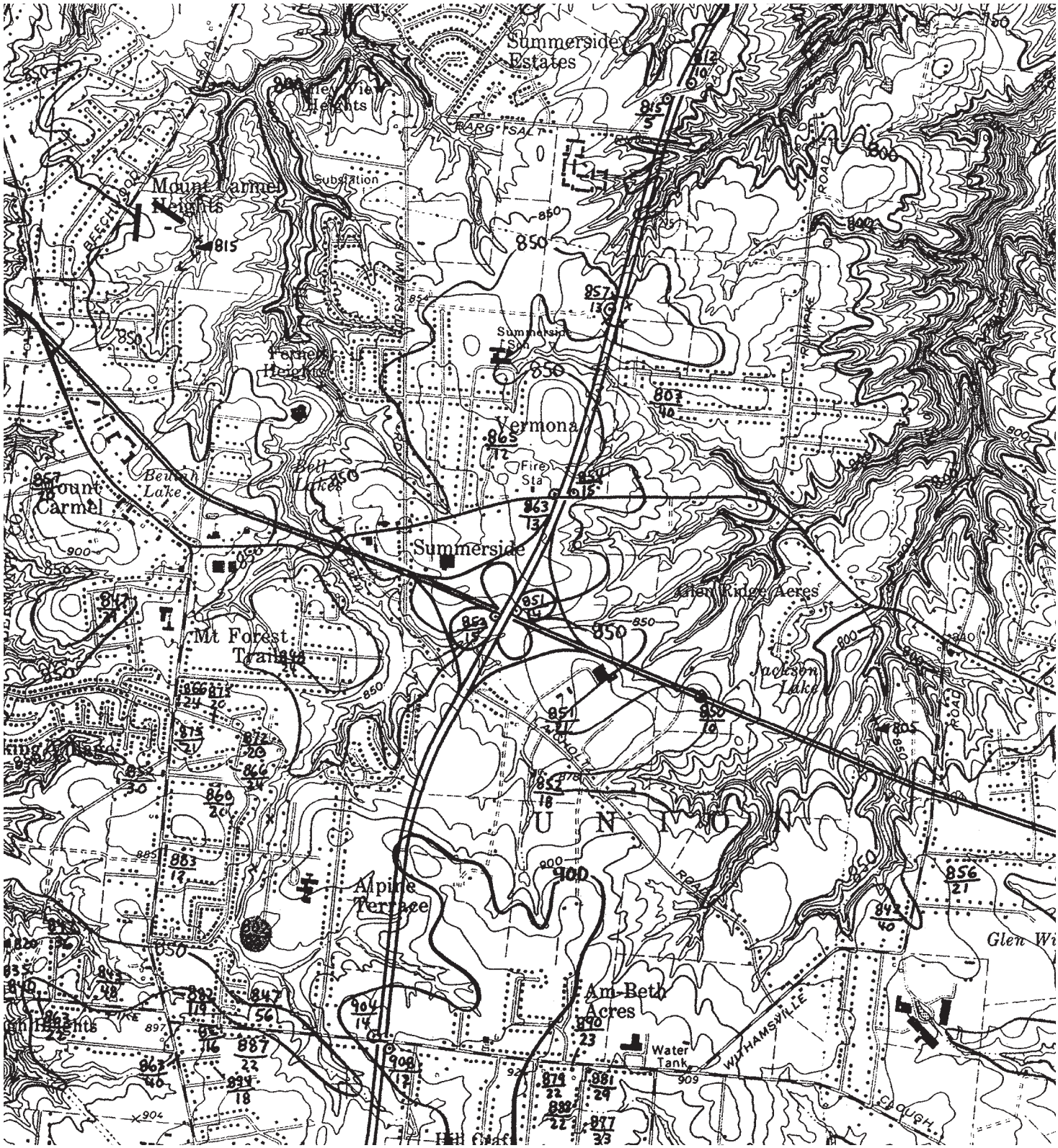
Picture 4 – Dead end/Cut-off of Aicholtz Rd. East of I-275, looking west

Picture 5 – Duke Energy Gas Line Marker/Meter at Omni Rd., looking south

Picture 6 – Duke Energy Gas Line Marker at Omni Rd., looking south

Picture 8 – Unknown Utility access adjacent to Aicholtz Road, looking west

Picture 7 – Aicholtz Rd. Bridge/Culvert near Union Twp. Civic Center, looking southeast



ODNR BEDROCK TOPOGRAPHY MAP

CLE-CR 3 AICHOLTZ CONNECTOR

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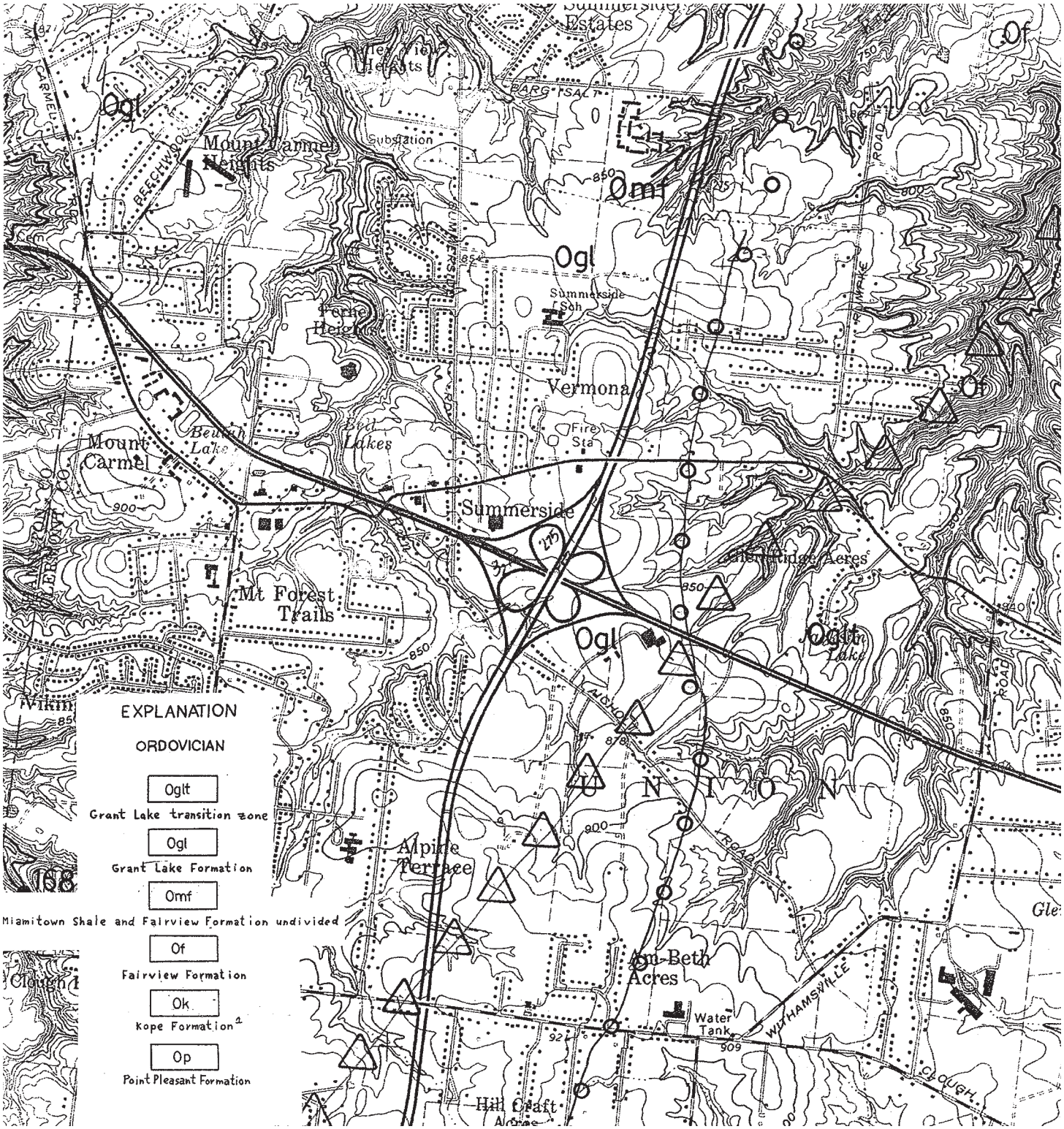
Rii Project
B-09-013



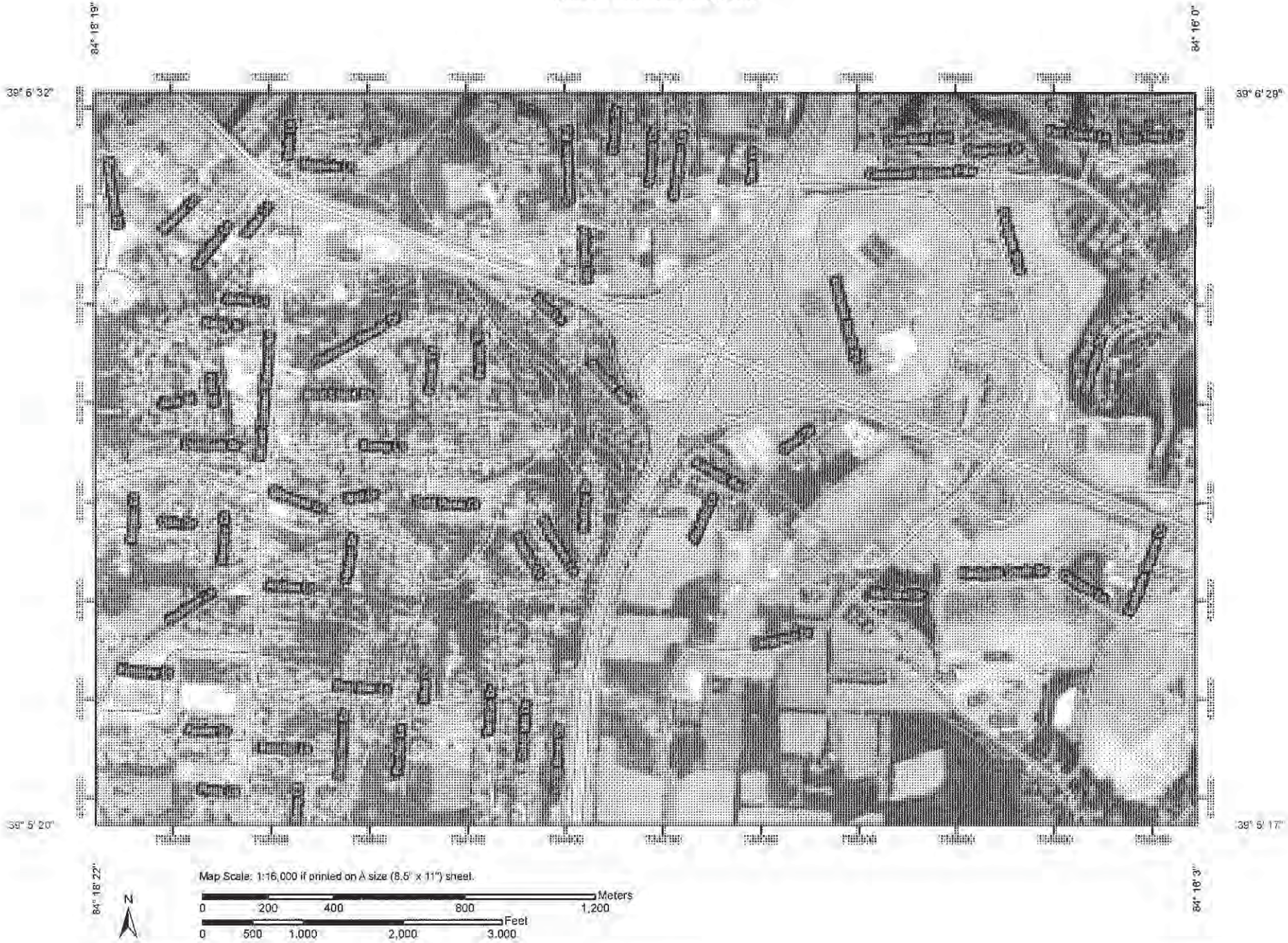
ODNR BEDROCK GEOLOGY MAP

CLE-CR 3 AICHOLTZ CONNECTOR

N

Rii Project
B-09-013

Soil Map—Clermont County, Ohio
(Aicholtz Connector Study Area)



MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Units

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other

Special Line Features

- Gully
- Short Steep Slope
- Other

Political Features

- Cities

Water Features

- Oceans
- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

MAP INFORMATION

Map Scale: 1:16,000 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: UTM Zone 16N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

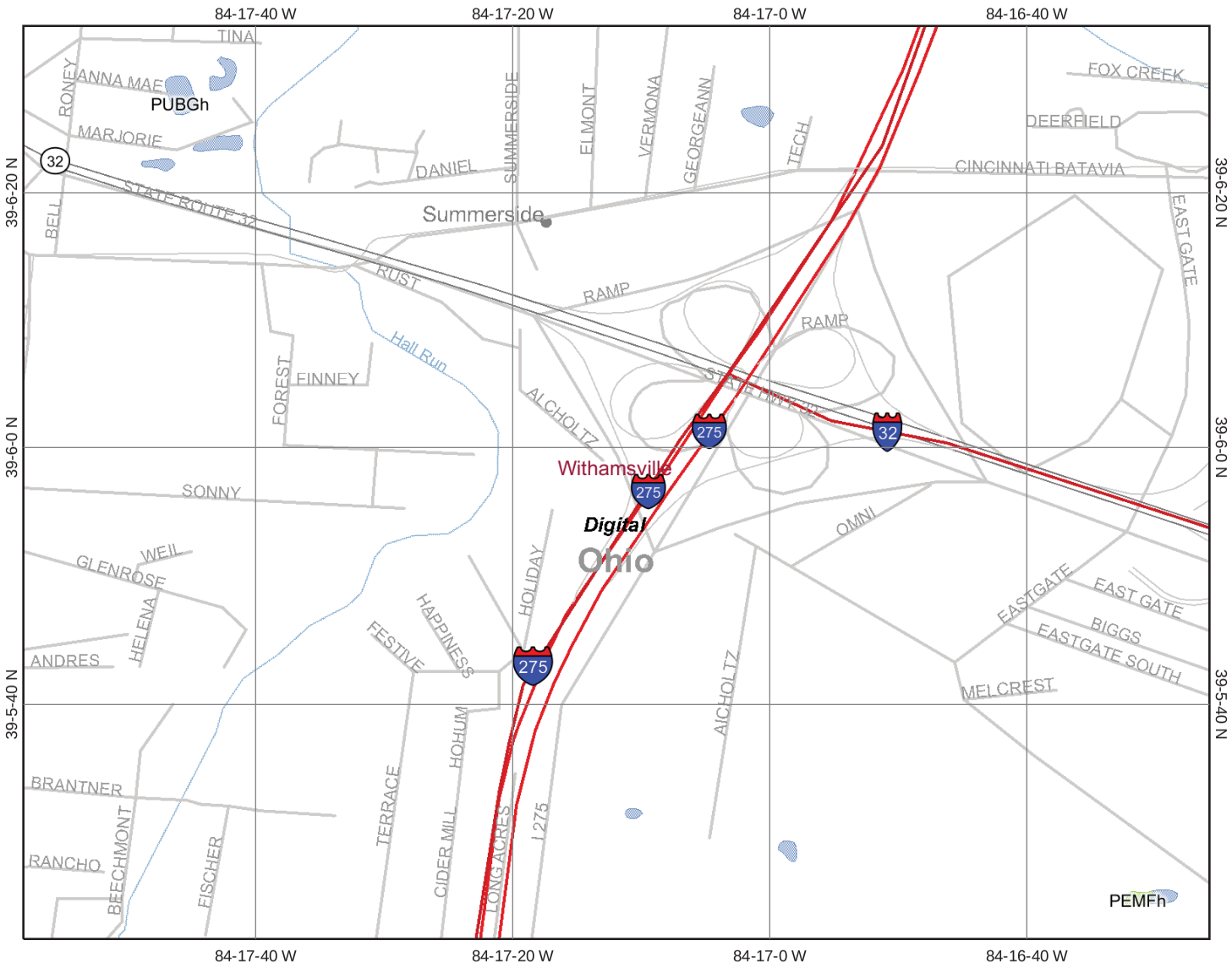
Soil Survey Area: Clermont County, Ohio
Survey Area Data: Version 8, Dec 7, 2007

Date(s) aerial images were photographed: 6/24/2004

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Clermont County, Ohio (OH025)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
AvA	Avonburg silt loam, 0 to 2 percent slopes	6.2	4.0%
AvB	Avonburg silt loam, 2 to 6 percent slopes	32.5	20.8%
AvB2	Avonburg silt loam, 2 to 6 percent slopes, moderately eroded	1.0	0.7%
AwA	Avonburg-Urban land complex, nearly level	8.2	5.3%
CcC2	Cincinnati silt loam, 6 to 12 percent slopes, moderately eroded	0.4	0.2%
Ct	Clermont silt loam	0.4	0.3%
EbD2	Edenton loam, 12 to 18 percent slopes, moderately eroded	22.4	14.3%
Ee	Eel silt loam	13.9	8.9%
HkD2	Hickory loam, 12 to 18 percent slopes, moderately eroded	6.3	4.0%
RpB	Rossmoyne silt loam, 2 to 6 percent slopes	34.1	21.8%
RpC2	Rossmoyne silt loam, 6 to 12 percent slopes, moderately eroded	7.4	4.7%
RtB	Rossmoyne-Urban land complex, gently sloping	21.0	13.4%
Sh	Shoals silt loam	2.6	1.6%
W	Water	0.0	0.0%
Totals for Area of Interest		**156.6**	**100.0%**



Ohio_wet_scan

- 0
- 1
- Out of range

Interstate

Major Roads

- Other Road
- Interstate
- State highway
- US highway

Roads

Cities

USGS Quad Index 24K

Lower 48 Wetland Polygons

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Lower 48 Available Wetland Data

- Non-Digital
- Digital
- No Data
- Scan

NHD Streams

Counties 100K

States 100K

South America

North America

WETLANDS AND DEEPWATER HABITATS CLASSIFICATION

System	M - Marine							
Subsystem	1 - Subtidal				2 - Intertidal			
Class	RB – Rock Bottom	UB – Unconsolidated Bottom	AB – Aquatic Bed	RF – Reef	AB – Aquatic Bed	RF – Reef	RS – Rocky Shore	US – Unconsolidated Shore
Subclass	1 Bedrock 2 Rubble	1 Cobble-Gravel 2 Sand 3 Mud	1 Algal 3 Rooted Vascular	1 Coral 3 Worm	1 Algal 3 Rooted Vascular	1 Coral 3 Worm	1 Bedrock 2 Rubble	1 Cobble-Gravel 2 Sand 3 Mud 4 Organic

System	E - Estuarine											
Subsystem	1 - Subtidal				2 - Intertidal							
Class	RB – Rock Bottom	UB – Unconsolidated Bottom	AB – Aquatic Bed	RF – Reef	AB – Aquatic Bed	RF – Reef	SB – Streambed	RS – Rocky Shore	US – Unconsolidated Shore	EM – Emergent	SS – Scrub-Shrub	FO – Forested
Subclass	1 Bedrock 2 Rubble	1 Cobble-Gravel 2 Sand 3 Mud 4 Organic	1 Algal 3 Rooted Vascular 4 Floating Vascular	2 Mollusk 3 Worm	1 Algal 3 Rooted Vascular 4 Floating Vascular	2 Mollusk 3 Worm	1 Bedrock 2 Rubble 3 Cobble-Gravel 4 Sand 5 Mud 6 Organic	1 Bedrock 2 Rubble	1 Cobble-Gravel 2 Sand 3 Mud 4 Organic	1 Persistent 2 Non-persistent 5 *Phragmites australis*	1 Broad-Leaved Deciduous 2 Needle-Leaved Deciduous 3 Broad-Leaved Evergreen 4 Needle-Leaved Evergreen 5 Dead 6 Deciduous 7 Evergreen	1 Broad-Leaved Deciduous 2 Needle-Leaved Deciduous 3 Broad-Leaved Evergreen 4 Needle-Leaved Evergreen 5 Dead 6 Deciduous 7 Evergreen

System	R - Riverine						
Subsystem	1 - Tidal		2 – Lower Perennial	3 – Upper Perennial	4* - Intermittent	5** – Unknown Perennial	
Class	RB – Rock Bottom	UB – Unconsolidated Bottom	SB*** – Streambed	AB – Aquatic Bed	RS – Rocky Shore	US – Unconsolidated Shore	EM – Emergent
Subclass	1 Bedrock 2 Rubble	1 Cobble-Gravel 2 Sand 3 Mud 4 Organic	1 Bedrock 2 Rubble 3 Cobble-Gravel 4 Sand 5 Mud 6 Organic 7 Vegetated	1 Algal 2 Aquatic Moss 3 Rooted Vascular 4 Floating Vascular	1 Bedrock 2 Rubble	1 Cobble-Gravel 2 Sand 3 Mud 4 Organic 5 Vegetated	2 Nonpersistent

* **Intermittent** is limited to the **Streambed** Class
** **Unknown Perennial** is limited to **Unconsolidated Bottom**
*** **Streambed** is limited to **Tidal** and **Intermittent** Subsystems

Classification of Wetlands and Deepwater Habitats of the United States, Cowardin *et al.* 1979

WETLANDS AND DEEPWATER HABITATS CLASSIFICATION

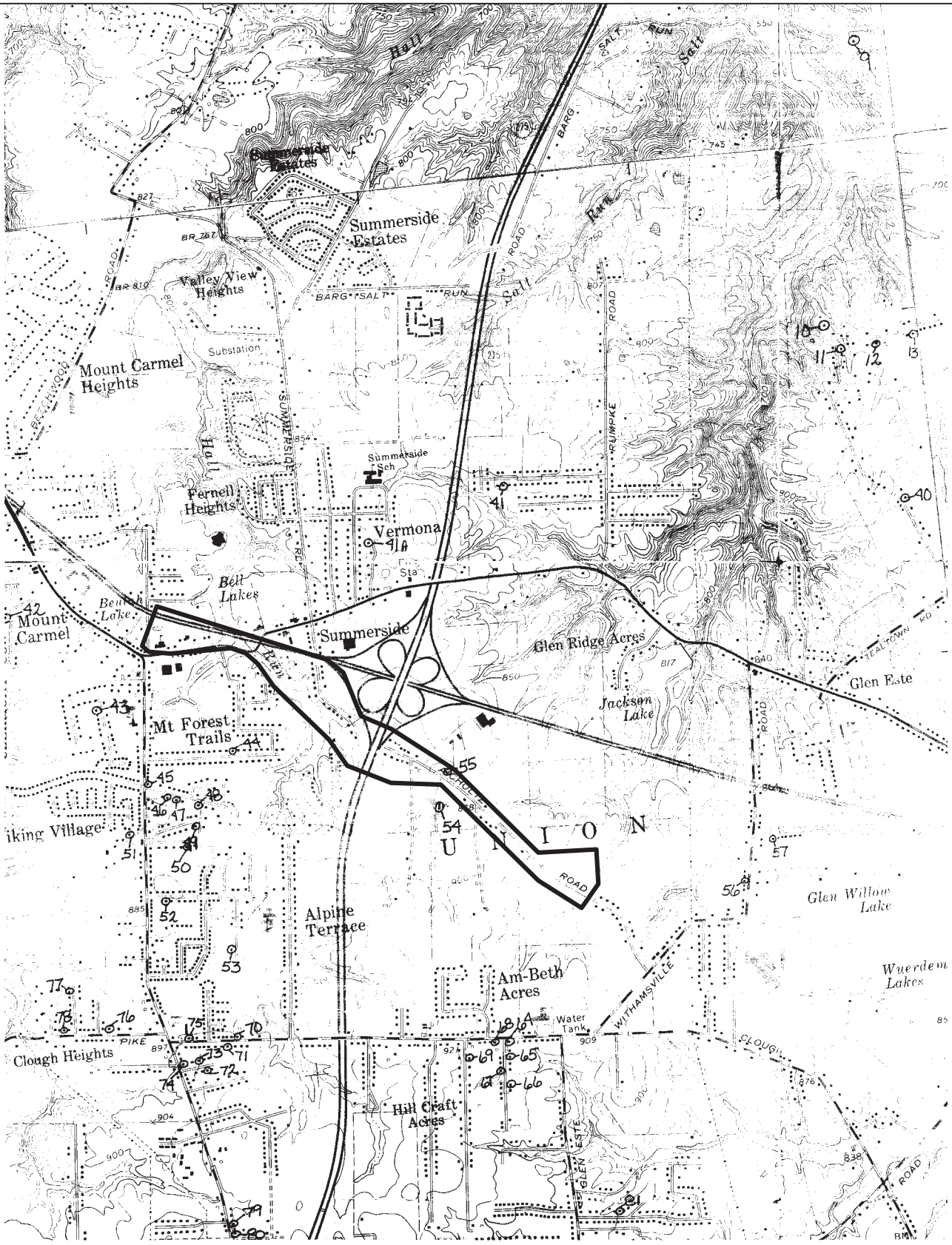
System	L - Lacustrine											
Subsystem	1 - Limnetic			2 - Littoral								
Class	RB – Rock Bottom	UB – Unconsolidated Bottom	AB – Aquatic Bed	RB – Rock Bottom	UB – Unconsolidated Bottom	AB – Aquatic Bed	RS – Rocky Shore	US – Unconsolidated Shore	EM – Emergent			
Subclass	1 Bedrock 2 Rubble	1 Cobble-Gravel 2 Sand 3 Mud 4 Organic	1 Algal 2 Aquatic Moss 3 Rooted Vascular 4 Floating Vascular	1 Bedrock 2 Rubble	1 Cobble-Gravel 2 Sand 3 Mud 4 Organic	1 Algal 2 Aquatic Moss 3 Rooted Vascular 4 Floating Vascular	1 Bedrock 2 Rubble	1 Cobble-Gravel 2 Sand 3 Mud 4 Organic 5 Vegetated	2 Nonpersistent			

System	P - Palustrine							
Class	RB – Rock Bottom	UB – Unconsolidated Bottom	AB – Aquatic Bed	US – Unconsolidated Shore	ML – Moss-Lichen	EM – Emergent	SS – Scrub-Shrub	FO – Forested
Subclass	1 Bedrock 2 Rubble	1 Cobble-Gravel 2 Sand 3 Mud 4 Organic	1 Algal 2 Aquatic Moss 3 Rooted Vascular 4 Floating Vascular	1 Cobble-Gravel 2 Sand 3 Mud 4 Organic 5 Vegetated	1 Moss 2 Lichen	1 Persistent 2 Nonpersistent 5 *Phragmites australis*	1 Broad-Leaved Deciduous 2 Needle-Leaved Deciduous 3 Broad-Leaved Evergreen 4 Needle-Leaved Evergreen 5 Dead 6 Deciduous 7 Evergreen	1 Broad-Leaved Deciduous 2 Needle-Leaved Deciduous 3 Broad-Leaved Evergreen 4 Needle-Leaved Evergreen 5 Dead 6 Deciduous 7 Evergreen

MODIFIERS

In order to more adequately describe the wetland and deepwater habitats, one or more of the water regime, water chemistry, soil, or special modifiers may be applied at the class or lower level in the hierarchy. The farmed modifier may also be applied to the ecological system.

Water Regime			Special Modifiers	Water Chemistry			Soil
Nontidal	**Saltwater Tidal**	**Freshwater Tidal**		**Coastal Halinity**	**Inland Salinity**	**pH Modifiers for all Fresh Water**	
A Temporarily Flooded	L Subtidal	S Temporarily Flooded-Tidal	b Beaver	1 Hyperhaline	7 Hypersaline	a Acid	g Organic
B Saturated	M Irregularly Exposed	R Seasonally Flooded-Tidal	d Partly Drained/Ditched	2 Euhaline	8 Eusaline	t Circumneutral	n Mineral
C Seasonally Flooded	N Regularly Flooded	T Semipermanently Flooded-Tidal	f Farmed	3 Mixohaline (Brackish)	9 Mixosaline	l Alkaline	
E Seasonally Flooded/ Saturated	P Irregularly Flooded	V Permanently Flooded-Tidal	h Diked/Impounded	4 Polyhaline	0 Fresh		
F Semipermanently Flooded			r Artificial	5 Mesohaline			
G Intermittently Exposed			s Spoil	6 Oligohaline			
H Permanently Flooded			x Excavated	0 Fresh			
J Intermittently Flooded							
K Artificially Flooded							



ODNR WATER WELL LOGS LOCATION MAP

CLE-CR 3 AICHOLTZ CONNECTOR

N

Rii Project
B-09-013

ORIGINAL

WELL LOG AND DRILLING REPORT

State of Ohio
DEPARTMENT OF NATURAL RESOURCES
Division of Water
1562 W. First Avenue
Columbus, Ohio

PLEASE USE PENCIL OR TYPEWRITER. DO NOT USE INK.

No. 243229

County Clermont Township Union Section of Township Center

Owner Pleasant Hill Swim Club Address Aicholtz Rd.

Location of property 1/2 mile off Route 74 in Summerside

CONSTRUCTION DETAILS

Casing diameter 6" Length of casing 29'

Type of screen ..... Length of screen .....

Type of pump .....

Capacity of pump .....

Depth of pump setting .....

Date of completion 9/28/61

BAILING OR PUMPING TEST

Pumping rate 3 G.P.M. Duration of test ..... hrs.

Drawdown ..... ft. Date .....

Developed capacity .....

Static level—depth to water ..... ft.

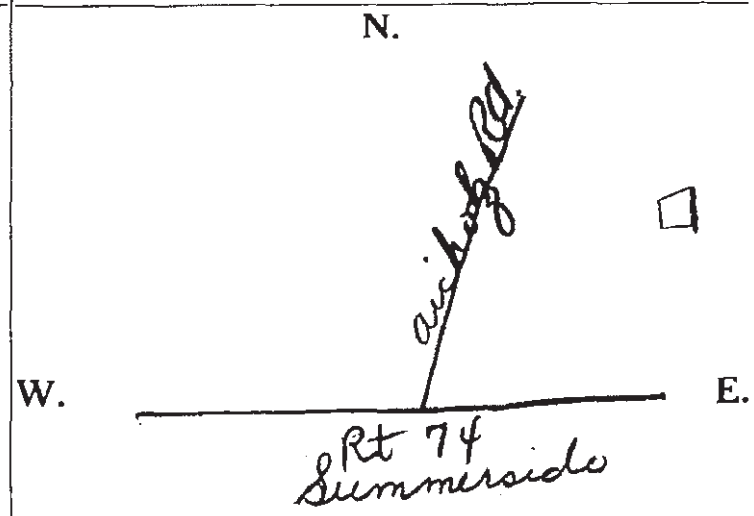
Pump installed by .....

WELL LOG

Formations Sandstone, shale, limestone, gravel and clay	From	To
	0 Feet	18 Ft.
Clay	18	29
Slate		
Stone + Shale	29	100

SKETCH SHOWING LOCATION

Locate in reference to numbered State Highways, St. Intersections, County roads, etc.



See reverse side for instructions

Drilling Firm Glen Esta Well Drillers Date Oct. 25, 1961

Address 4720 Tealtown Rd. Signed Thomas Clippes Jr.
Glen Esta, Ohio

ORIGINAL

WELL LOG AND DRILLING REPORT

State of Ohio
DEPARTMENT OF NATURAL RESOURCES
Division of Water
1562 W. First Avenue
Columbus, Ohio

PLEASE USE PENCIL OR TYPEWRITER. DO NOT USE INK.

No. 243230

County Clermont Township Union Section of Township Center

Owner Alvin Riemann Address Aichholtz Rd.

Location of property 1/2 mile off Route 74 in Summerside

CONSTRUCTION DETAILS

Casing diameter 6" Length of casing 30'

Type of screen Length of screen

Type of pump

Capacity of pump

Depth of pump setting

Date of completion Oct. 1, 1961

BAILING OR PUMPING TEST

Pumping rate 1 G.P.M. Duration of test hrs.

Drawdown ft. Date

Developed capacity

Static level—depth to water ft.

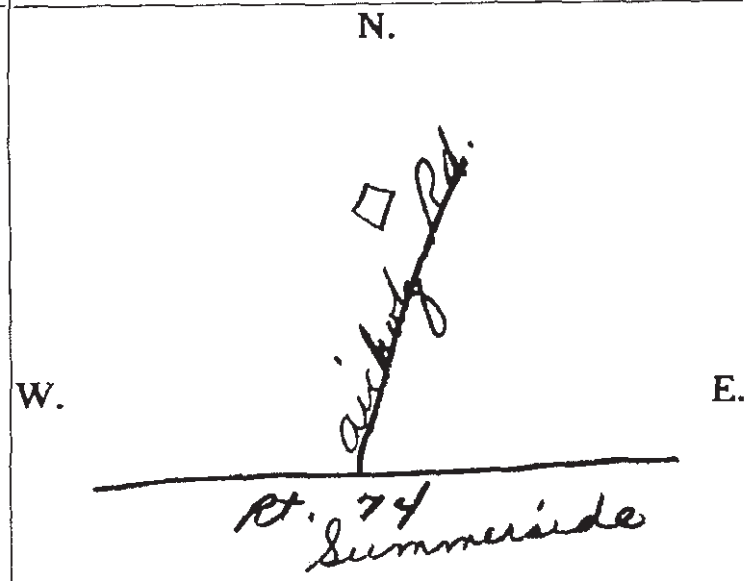
Pump installed by

WELL LOG

Formations Sandstone, shale, limestone, gravel and clay	From	To
yellow mud	0 Feet	21 Ft.
shale	21	30
stone	30	100'

SKETCH SHOWING LOCATION

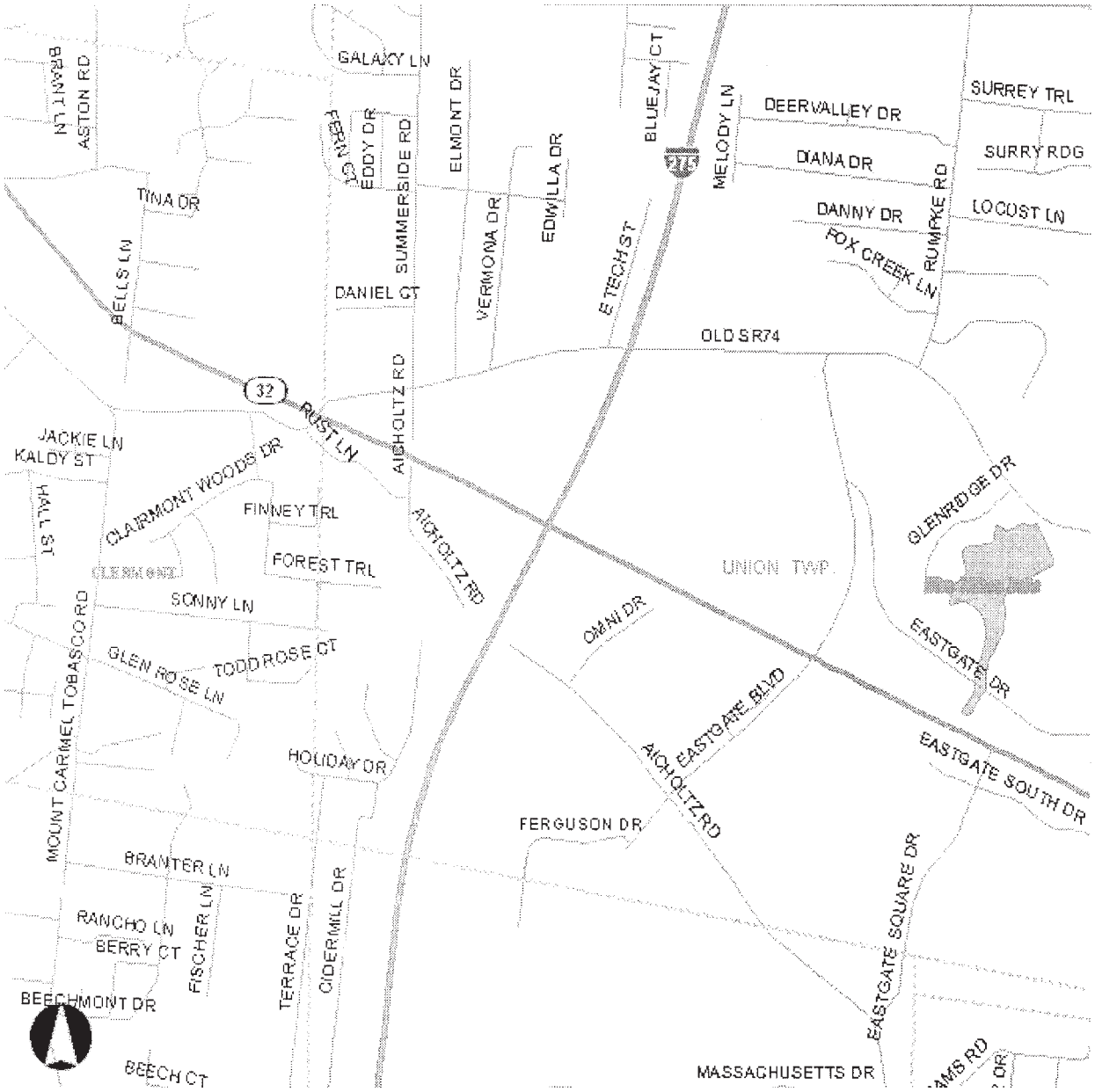
Locate in reference to numbered State Highways, St. Intersections, County roads, etc.



See reverse side for instructions

Drilling Firm Glen Este Well Drillers Date Oct. 25, 1961

Address 4720 Tealtown Rd. Glen Este, Ohio Signed Thomas Clepper, Jr.

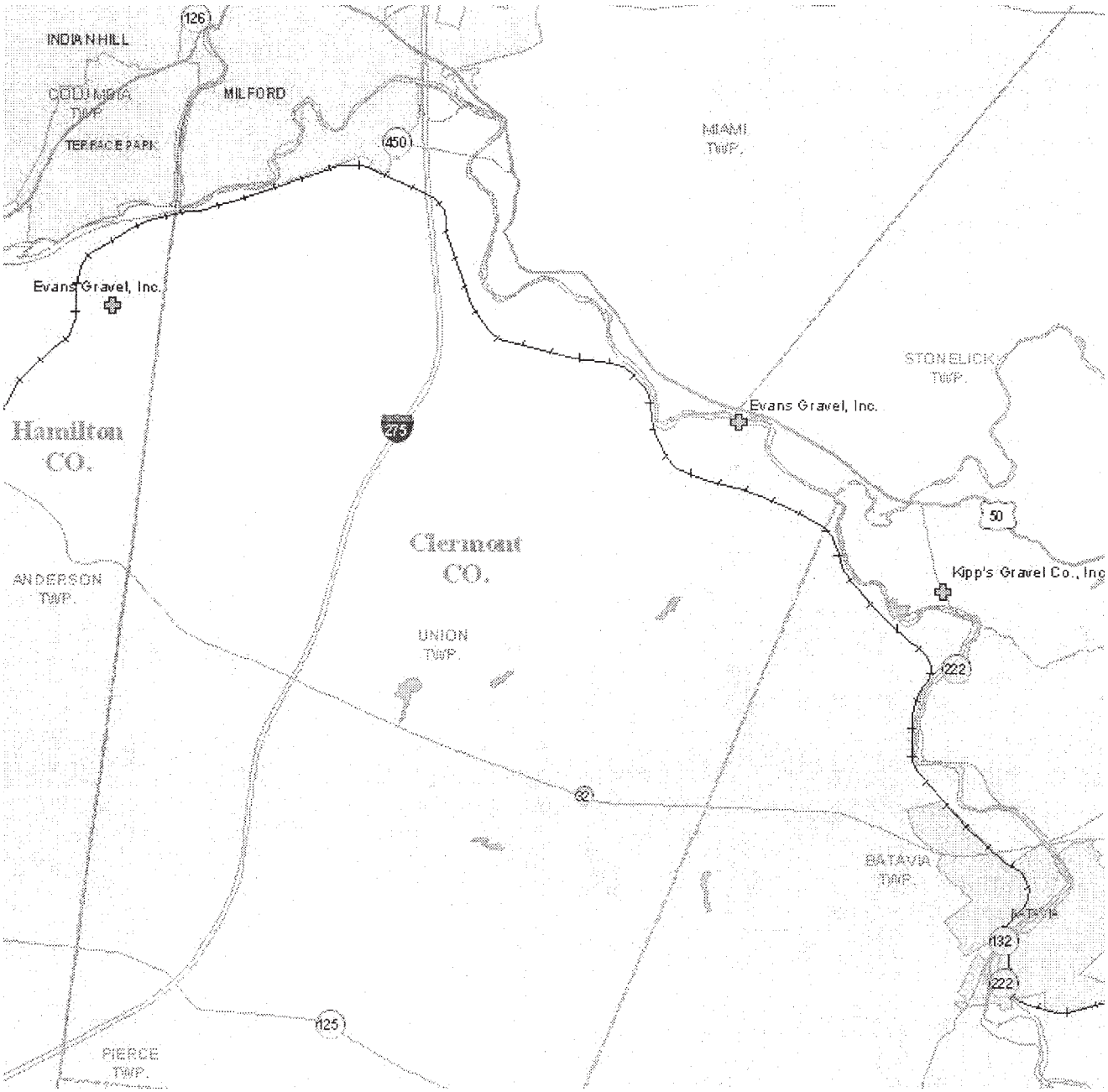


MINE LOCATOR MAP

CLE-CR 3 AICHOLTZ CONNECTOR

N

Rii Project
B-09-013



MINERAL INDUSTRIES MAP

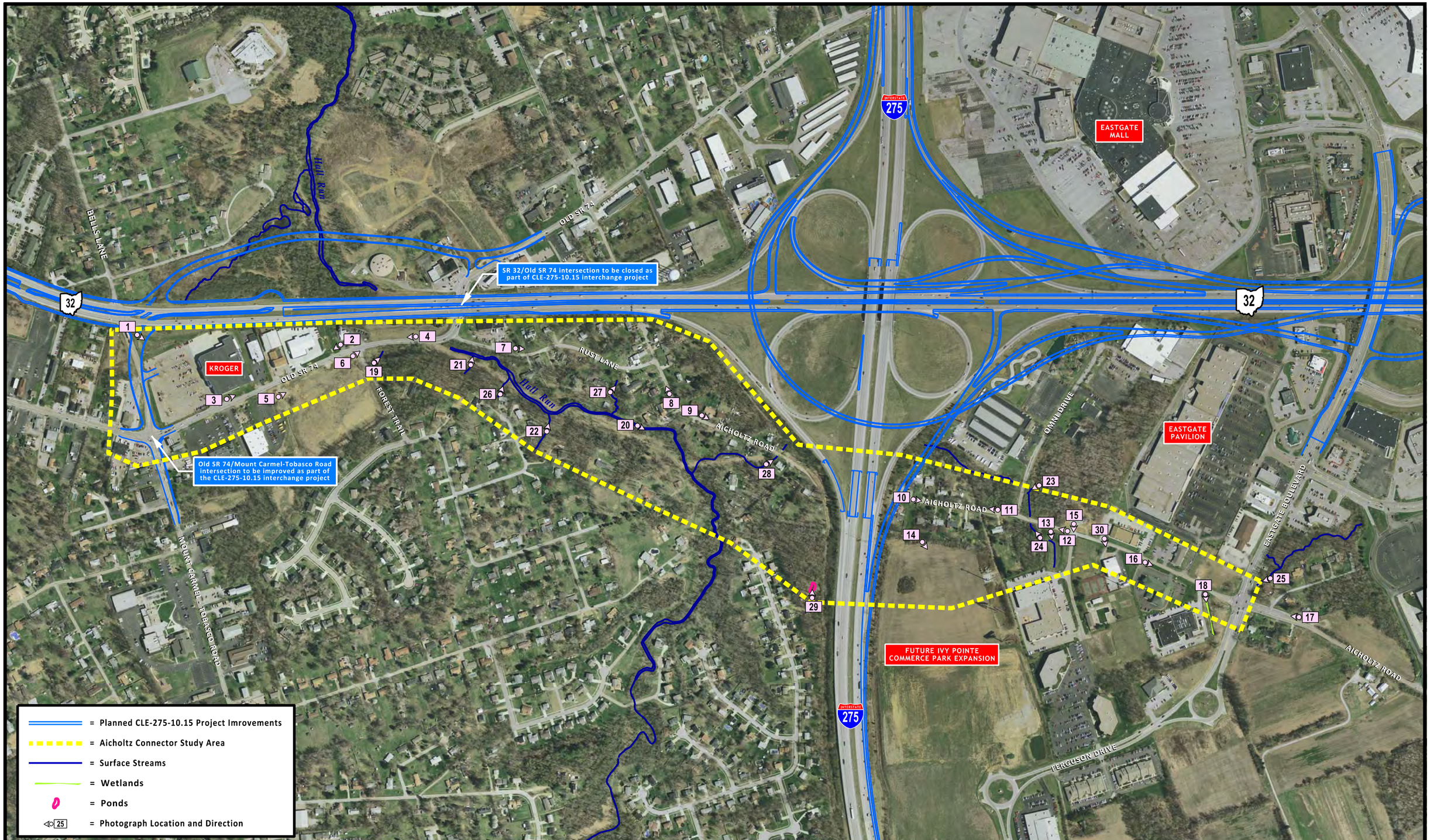
CLE-CR 3 AICHOLTZ CONNECTOR

N

Rii Project
B-09-013

ATTACHMENT A8

Project Study Area and Photograph Log Index (Aerial Base)



0 100 200 400 600 FEET

JULY 2011

NORTH

ENTRAN

Categorical Exclusion Level 2

CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

Attachment A8

Study Area and Photograph Log Index

ATTACHMENT A9

Study Area Photograph Log

Study Area Photograph Log

Photo 1: Facing southeast from the SR 32/Mount Carmel-Tobasco Road intersection across Kroger's stormwater basin and parking lot toward Old SR 74 .

Photo 2: Facing west along the north side of Old SR 74 toward the Old SR 74/Mount Carmel-Tobasco Road intersection (in the background); a stormwater basin for the adjacent Carstar commercial property is in the foreground.

Study Area Photograph Log

Photo 3: Facing east along the north side of Old SR 74 (behind Kroger) toward the Old SR 74/Forest Trail Drive intersection.

Photo 4: Facing west along the north side of Old SR 74 toward the Old SR 74/Mount Carmel-Tobasco Road intersection.

Study Area Photograph Log

Photo 5: Facing east along the south side of Old SR 74 toward Forest Trail Drive (in background); a large cleared/vacant property is in the foreground.

Photo 6: Facing northeast across the Forest Trail Drive/Old SR 74 intersection.

Study Area Photograph Log

Photo 7: Facing east along Rust Lane, just east of Old SR 74.

Photo 8: Facing northwest along Aicholtz Road toward the Aicholtz Road/Rust Lane intersection and the Aicholtz Road cul-de-sac at SR 32.

Study Area Photograph Log

Photo 9: Facing east along Aicholtz Road toward the cul-de-sac located on the west side of I-275 .

Photo 10: Facing east along Aicholtz Road from the cul-de-sac at I-275 (this photograph is taken from the cul-de-sac on the east side of I-275).

Study Area Photograph Log

Photo 11: Facing west along Aicholtz Road toward the cul-de-sac located on the east side of I-275.

Photo 12: Facing west along Aicholtz Road toward the Aicholtz Road/Omni Drive intersection.

Study Area Photograph Log

Photo 13: Facing southeast from Aicholtz Road (on the east side of I-275) across a stormwater basin for an adjacent commercial property.

Photo 14: Agricultural land planned for development (as part of the Ivy Pointe Commerce Park) east of I-275 and south of Aicholtz Road.

Study Area Photograph Log

Photo 15: Access drive to large commercial property located east of I-275 and south of Aicholtz Road (adjacent to the Ivy Pointe Commerce Park).

Photo 16: Facing east along the south side of Aicholtz Road toward the Aicholtz Road/Eastgate Boulevard intersection.

Study Area Photograph Log

Photo 17: Facing west along Aicholtz Road toward the Aicholtz Road/Eastgate Boulevard intersection.

Photo 18: Wetland A (0.03 acre; Category 1) located in a stormwater basin near the Aicholtz Road/Eastgate Boulevard intersection.

Study Area Photograph Log

Photo 19: Stream Site S1 (Unnamed Hall Run Tributary); Modified Class II PHWH.

Photo 20: Stream Site S2 (Hall Run); Warmwater Habitat.

Study Area Photograph Log

Photo 21: Stream Site S3 (Unnamed Hall Run Tributary); Modified Class I PHWH.

Photo 22: Stream Site S4 (Unnamed Hall Run Tributary); Modified Class I PHWH.

Study Area Photograph Log

Photo 23: Stream Site S5 (Unnamed Hall Run Tributary); Modified Class I PHWH.

Photo 24: Stream Site S6 (Unnamed Hall Run Tributary); Modified Class II PHWH.

Study Area Photograph Log

Photo 25: Stream Site S7 (Unnamed Salt Run Tributary); Modified Class II PHWH.

Photo 26: Stream Site S9 (Unnamed Hall Run Tributary); Class I PHWH.

Study Area Photograph Log

Photo 27: Stream Site S11 (Unnamed Hall Run Tributary); Class II PHWH.

Photo 28: Stream Site S29 (Unnamed Hall Run Tributary); Warmwater Habitat; Aicholtz Road bridge in background.

Study Area Photograph Log

Photo 29: Pond (P1) and adjacent Upland Forest habitat located south of Aicholtz Road, just west of I-275 (between Holiday Drive and I-275).

Photo 30: True Quality Collision property located at 4425 Aicholtz Road (east of I-275, between Omni Drive and Eastgate Boulevard); a Phase II ESA is required on this property (to be completed during detailed design).

ATTACHMENT A10

Preliminary Alternatives (December 2009 Public Meeting)

AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

ALTERNATIVES 1 AND 1A

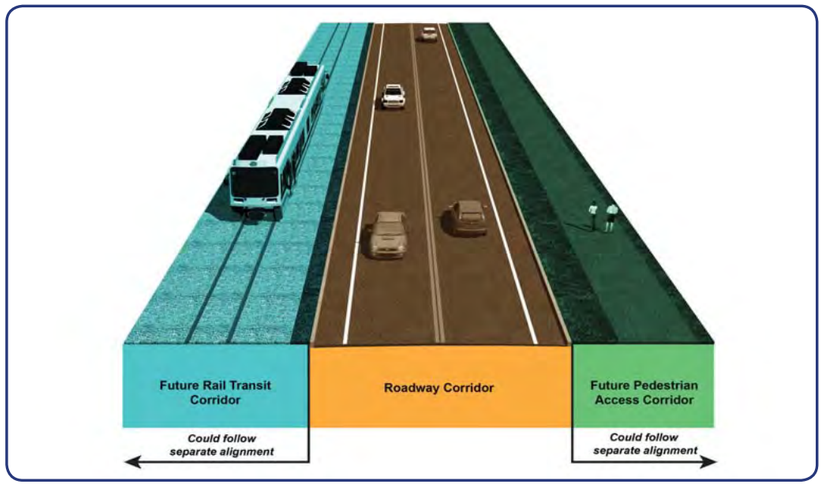
Summary of Alternatives 1 and 1a

Description

- West of I-275: follows Old SR 74 to Rust Lane, then hugs SR 32/I-275 right-of-way
- East of I-275: follows existing Aicholtz Road
- Two-lane roadway with paved shoulders and turn-lane where needed
- Curb-and-gutter
- Alternative 1a is an option for locating future pedestrian-access corridor along Hall Run
- Future rail transit and pedestrian access facilities will not be constructed at same time as Aicholtz Connector roadway, but planning-level corridors are being looked at now to preserve right-of-way as part of new connection under I-275
- Preliminary cost (roadway): $5.8 million
- Potential relocations: 1 commercial; 12 residential

Fit with Project Goals

- Provides new network link in Eastgate area as an alternative to SR 32 for local traffic. *Supports Goal 1*
- Keeps transportation footprint (roadway and rail transit) in an existing transportation corridor and separated from the existing residential community. *Supports Goals 2 and 3*
- Locating rail transit along SR 32/I-275 right-of-way (west of I-275) provides for safety and travel efficiency by minimizing pedestrian, driveway, and roadway conflicts. *Supports Goals 1 and 3*
- Provides opportunity for future business frontage / visibility along SR 32, I-275, and north of Hall Run. *Supports Goal 2*
- Preserves existing greenspace buffer along Hall Run and provides enhancement / mitigation opportunities. *Supports Goal 4*
- Alternative 1a keeps future pedestrian access along Hall Run greenspace corridor, separated from roadway / rail transit for a more park-like setting. *Supports Goals 3 and 4*

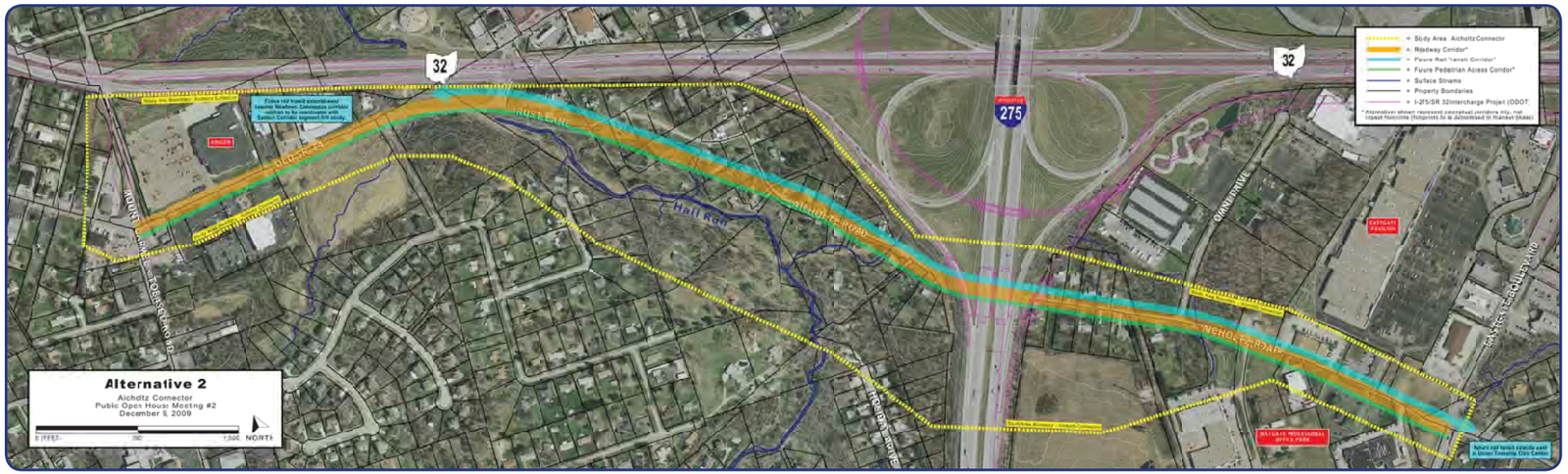


CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

ALTERNATIVES 2 AND 2A



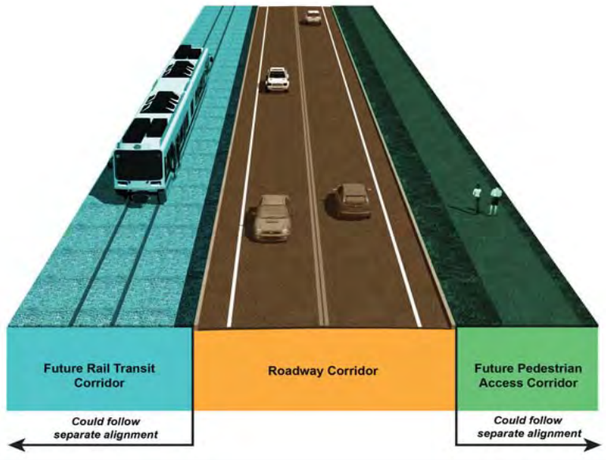
Summary of Alternatives 2 and 2a

Description

- West of I-275: follows Old SR 74/Rust Lane/Aicholtz Road
- East of I-275: follows existing Aicholtz Road
- Two-lane roadway with paved shoulders and turn-lane where needed
- Curb-and-gutter
- Alternative 2a is an option for locating future rail transit along SR 32/I-275 right-of-way (west of I-275) AND/OR locating a future pedestrian-access corridor along Hall Run.
- Future rail transit and pedestrian access facilities will not be constructed at same time as Aicholtz Connector roadway, but planning-level corridors are being looked at now to preserve right-of-way as part of new connection under I-275
- Preliminary cost (roadway): $5.7 million
- Alternative 2 potential relocations: 1 commecial; 16 residential
- Alternative 2a potential relocations: 1 commercial; 22 residential (including 6 due to future rail transit)

Fit with Project Goals

- Most direct route for new network link in Eastgate area as an alternative to SR 32 for local traffic, and most direct route for future rail transit. *Supports Goals 1 and 3*
- Keeps existing and future development opportunities all north of Hall Run and may attract neighborhood-type development that fronts greenspace. *Supports Goals 2 and 4*
- Preserves existing greenspace buffer along Hall Run and provides enhancement / mitigation opportunities. *Supports Goal 4*
- Alternative 2a option for locating future rail transit along SR 32/ I-275 right-of-way (west of I-275) provides safety and travel efficiency by minimizing pedestrian, driveway and roadway conflicts. *Supports Goals 1 and 3*
- Alternative 2a option for locating future pedestrian access along Hall Run greenspace corridor separates pedestrians from roadway/rail transit and offers a more park-like setting. *Supports Goals 3 and 4*



AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

ALTERNATIVES 3 AND 3A

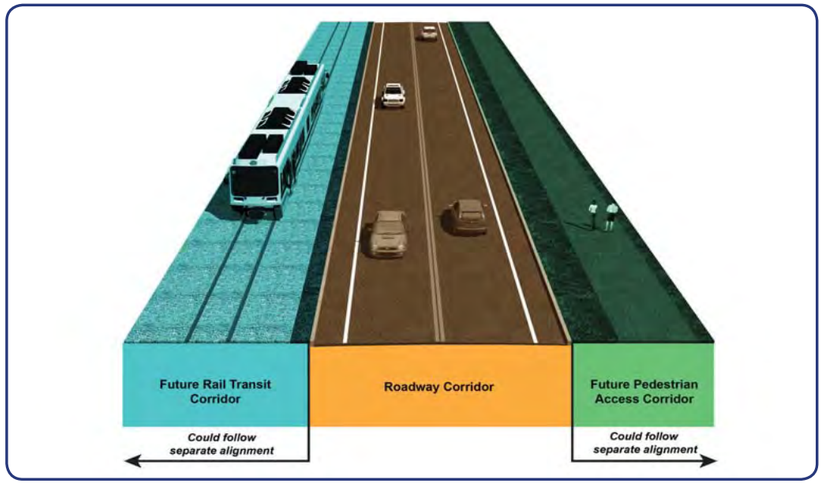
Summary of Alternatives 3 and 3a

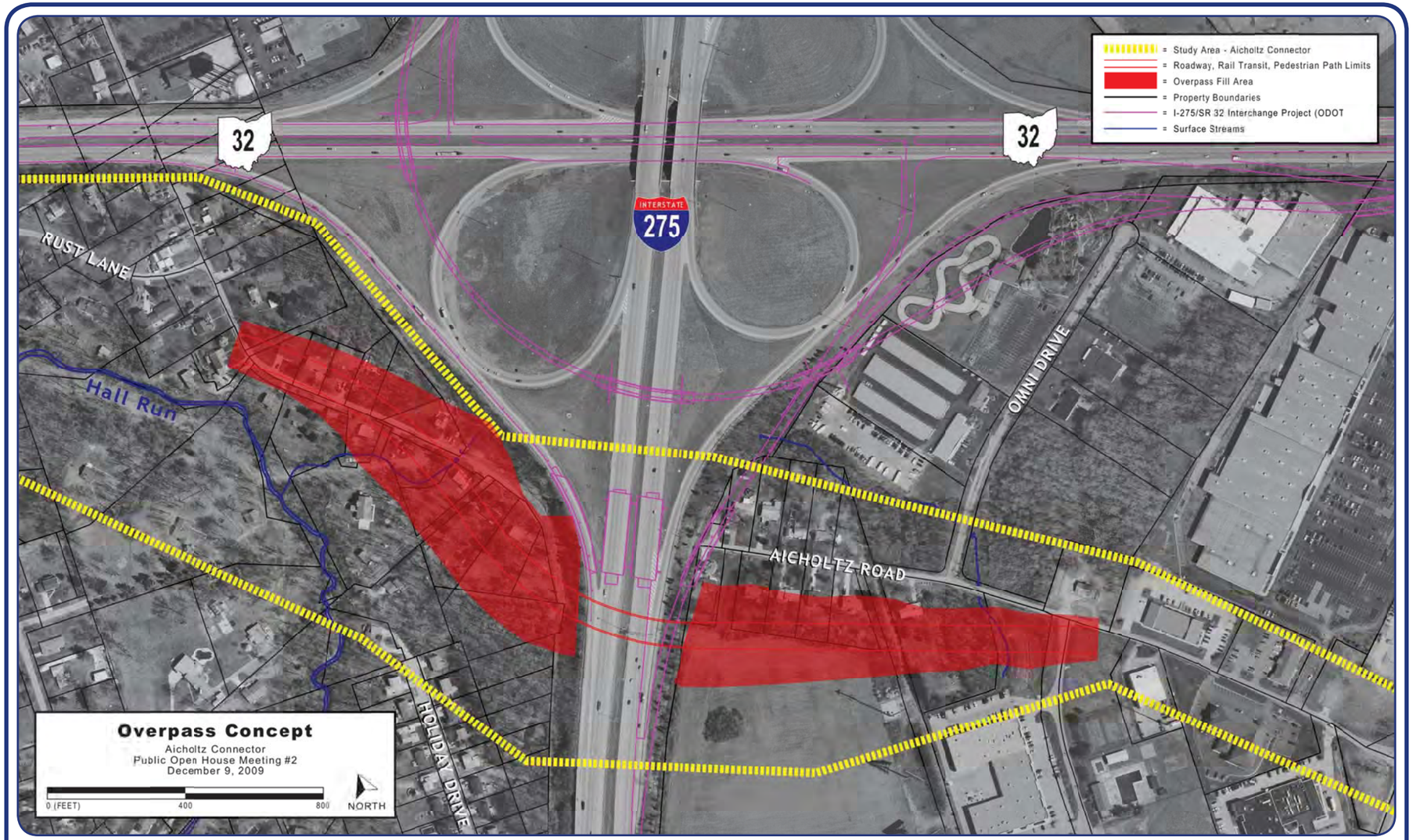
Description

- West of I-275: follows Old SR 74/Rust Lane, then extends to south side of Hall Run
- East of I-275: follows existing Aicholtz Road
- Two-lane roadway with paved shoulders and turn-lane where needed
- Curb-and-gutter
- Alternative 3a is an option for locating future rail transit along the SR 32/I-275 right-of-way (west of I-275)
- Future rail transit and pedestrian access facilities will not be constructed at same time as Aicholtz Connector roadway, but planning-level corridors are being looked at now to preserve right-of-way as part of new connection under I-275
- Preliminary cost (roadway): $6.5 million
- Alternative 3 potential relocations: 1 commercial; 8 residential
- Alternative 3a potential relocations: 1 commercial; 15 residential (including 7 due to future rail transit)

Fit with Project Goals

- Provides new network link in Eastgate area as an alternative to SR 32 for local traffic. *Supports Goal 1*
- Provides opportunity for future development both north and south of Hall Run. *Supports Goal 2*
- Alternative 3a option for locating rail transit along SR 32/I-275 right-of-way (west of I-275) provides for safety and travel efficiency by minimizing pedestrian, driveway, and roadway conflicts. *Supports Goals 1 and 3*
- Minimizes impacts to existing development in the area, but crosses Hall Run twice and bisects the existing greenspace corridor. *Does Not Support Goal 4*





Why not an I-275 overpass?

- A required overpass clearance of 17 feet puts the bridge surface approximately 60 feet higher than existing Aicholtz Road, which would require extensive fill for bridge approaches and result in a larger impact footprint.
- The Aicholtz Road / Omni Drive intersection would need to be raised approximately 20 feet to meet the new roadway elevation.
- The multi-modal bridge and extensive fill would result in higher construction costs.
- A larger impact footprint would result in a greater number of relocations (an additional 5 to 13 residences) and a greater loss of greenspace along Hall Run.
- The extensive fill requirements would limit access for existing and future development; service roads or additional property acquisitions would be required to provide access.

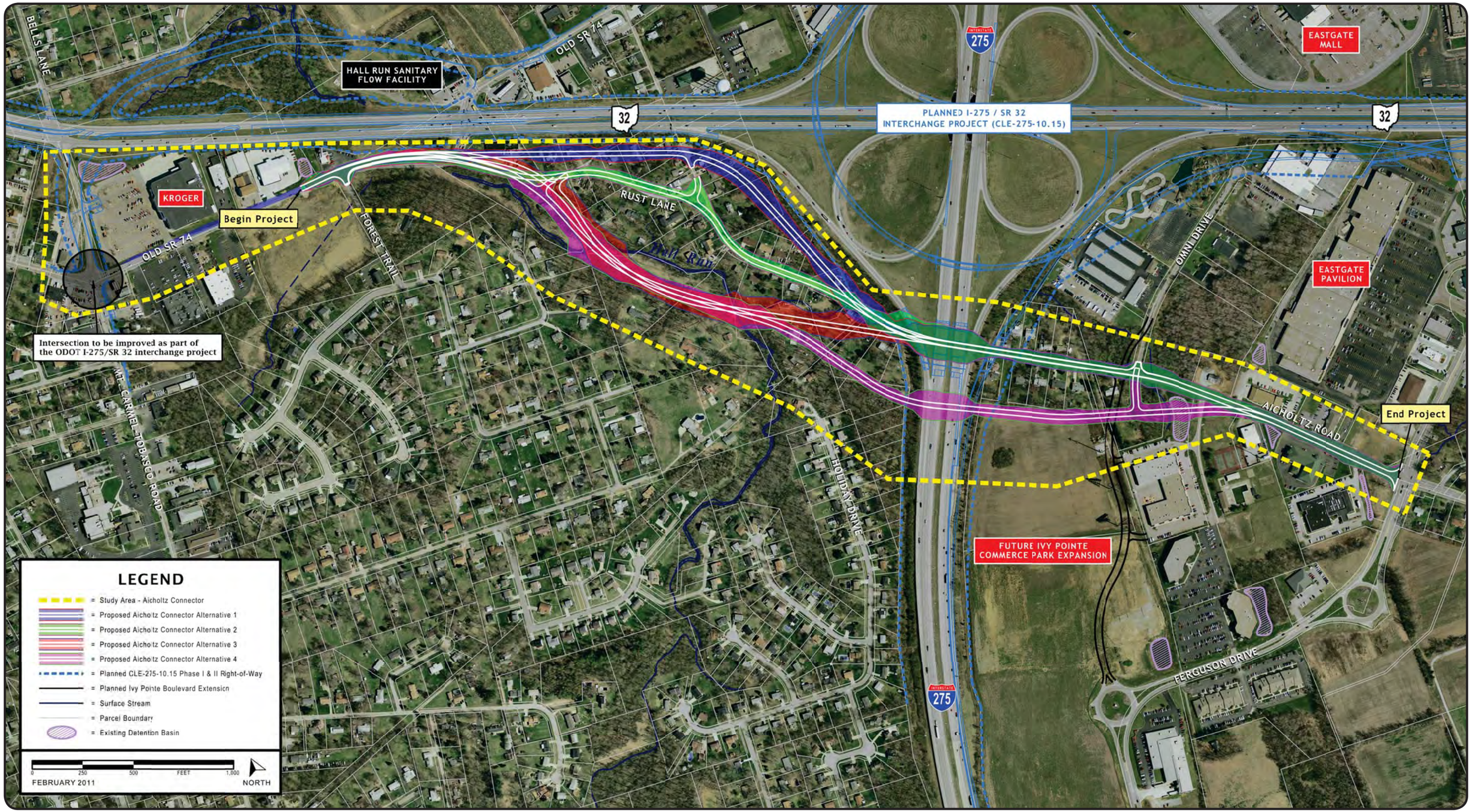
Based on these issues, an Aicholtz Road overpass of I-275 was eliminated from further consideration.

ATTACHMENT A11

Refined Alternatives (February 2011 Public Meeting)

AICHOLTZ CONNECTOR

PROPOSED ALTERNATIVES



ATTACHMENT A12

Impact Matrix (February 2011 Public Meeting)

AICHOLTZ CONNECTOR

PRELIMINARY IMPACT MATRIX

	ALTERNATIVE 1	ALTERNATIVE 2 (Preliminary Preferred Alternative)	ALTERNATIVE 3	ALTERNATIVE 4
ENVIRONMENTAL IMPACTS				
Stream Impacts	189 lf (unnamed tributary 2x)	155 lf (unnamed tributary 2x)	900 lf (Hall Run 2x & unnamed tributary 3x)	753 lf (Hall Run 2x & unnamed tributaries 3x)
Wetland Impacts	0	0	0	0
Endangered Species Impacts	0	0	0	0
Floodplain	0	0	0	0
Hazardous Materials Concern	Up to 2 sites	Up to 3 sites	Up to 2 sites	Up to 2 sites
Cultural Resources - History Architecture	0	0	0	0
Cultural Resources – Archaeological (known)	0	0	0	0
Section 4(f)/6(f) Parks	0	0	0	0
Noise Issues: Aicholtz Connector Barrier Anticipated? ODOT I-275/SR 32 Barrier C Needed?	No (unfeasible) No (need eliminated)	No (unfeasible) No (cost prohibitive)	No (unfeasible) Yes	No (unfeasible) Yes
Air Quality	MSAT needs to be addressed	MSAT needs to be addressed	MSAT needs to be addressed	MSAT needs to be addressed
Environmental Justice	None	None	None	None
Potential Displacements	9 residential; 1 business	2 residential; 0 business	5 residential; 1 business	4 residential; 0 business
ENGINEERING AND COSTS				
Engineering Constraints	None	Disruption of utility service lines	Multiple stream crossings	Multiple stream crossings
Existing R/W Use	5.6 acres	7.6 acres	5.1 acres	3.7 acres
Construction Costs	$5.52 million	$5.53 million	$6.26 million	$5.65 million
R/W Costs	$2.96 million	$0.54 million	$2.27 million	$1.51 million
FIT WITH PROJECT GOALS				
Goal 1: Improve Access / Travel Efficiency • New E-W Connection? • Provide local trips off SR 32 [1]	Yes Yes	Yes Yes	Yes Yes	Yes Yes
Goal 2: Plan for Future Development / Re-Development Opportunities	Does not conflict with planned development at Ivy Pointe	Does not conflict with planned development at Ivy Pointe	Does not conflict with planned development at Ivy Pointe	Bisects north section of Ivy Pointe expansion and planned Ivy Pointe Road/sewer extension
Goal 3: Planning for R/W for Future Bike / Pedestrian and Rail	Roadway/future rail transit would likely be along I-275/SR 32 within an existing transportation corridor and separated from pedestrian access along Hall Run; multimodal underpass	Future rail transit would likely be along I-275/SR 32 corridor separated from roadway to minimize conflicts with existing development; separate pedestrian access along Hall Run; multimodal underpass	Future rail transit would likely be along I-275/SR 32 corridor separated from roadway to minimize conflicts and avoid expensive crossing structures; pedestrian access parallel to roadway could mostly follow Hall Run; multimodal underpass	Future rail transit would likely be along I-275/SR 32 corridor separated from roadway to minimize conflicts and avoid expensive crossing structures; longer rail transit corridor needed; pedestrian access parallel to roadway could mostly follow Hall Run; multimodal underpass
Goal 4: Protect the Natural Environment: • Impacts to Hall Run • Greenspace Preservation Opportunity • Stormwater Management Opportunity	High: • Avoids Hall Run mainstem • Avoids Hall Run wooded corridor • Avoids existing stormwater basins along Aicholtz Road; supports opportunity to integrate future stormwater management facilities into Hall Run greenspace preservation plan	High: • Avoids Hall Run mainstem • Avoids Hall Run wooded corridor • Avoids existing stormwater basins along Aicholtz Road; supports opportunity to integrate future stormwater management facilities into Hall Run greenspace preservation plan	Low: • Two mainstem crossings • Bisects Hall Run wooded corridor • Avoids existing stormwater basins along Aicholtz Road, but reduces opportunity to integrate future stormwater management facilities into Hall Run greenspace preservation plan	Low: • Two mainstem crossings • Bisects Hall Run wooded corridor • Impacts existing stormwater basin along Aicholtz Road; may reduce potential future stormwater management opportunities at Ivy Pointe and opportunity to integrate future stormwater management facilities into Hall Run greenspace preservation plan
Goal 5 (NEW): Maximize Use of Existing R/W	Moderate	High	Moderate	Low

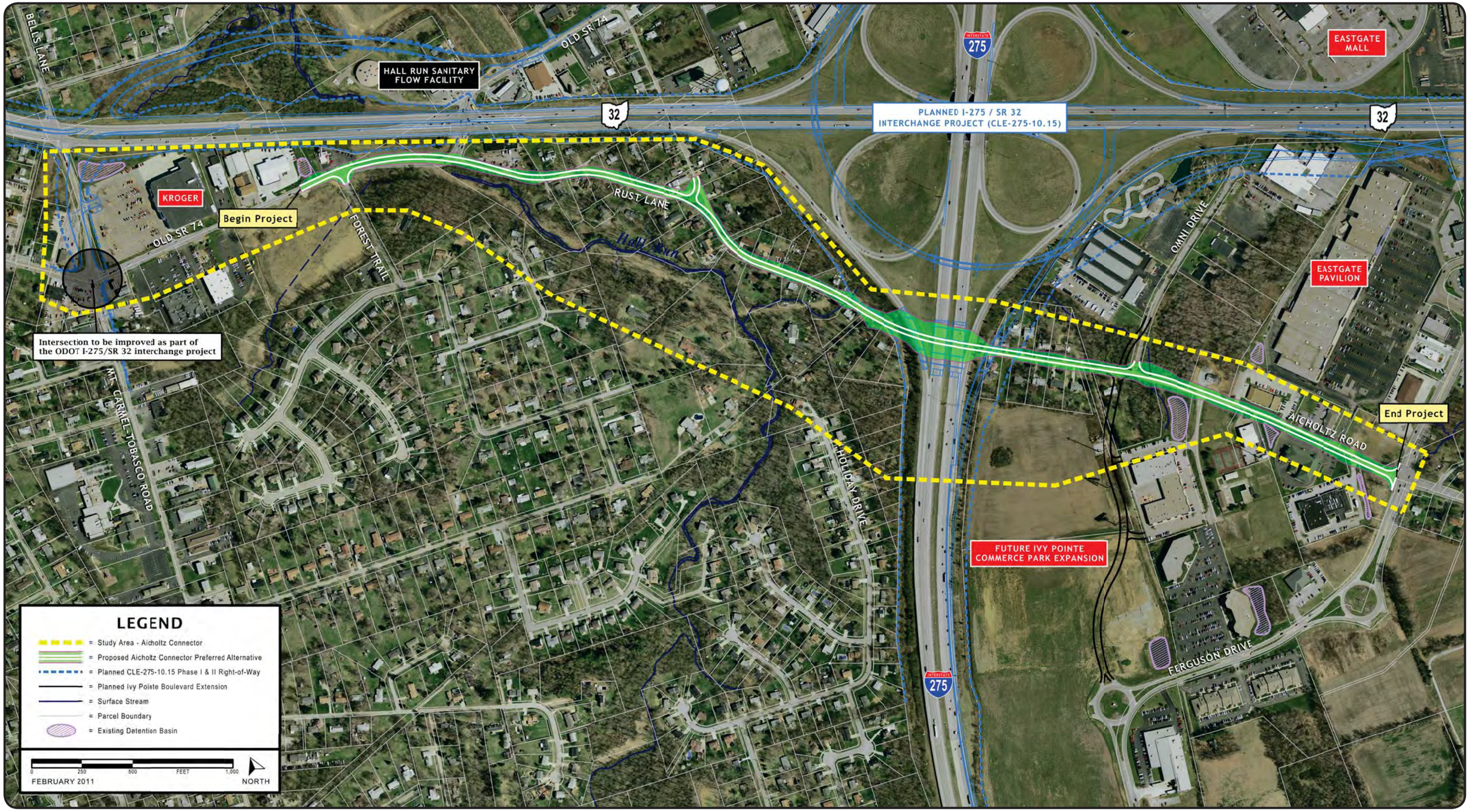
[1] Planning level traffic analyses for the 2030 Build scenario (HNTB, 2009) indicate a 5% to 10% reduction in traffic on SR 32 (depending on location) between Gleneste Withamsville Road and Mount Carmel Tobasco Road in the Eastgate area compared to the 2030 No Build.

ATTACHMENT A13

Preferred Alternative

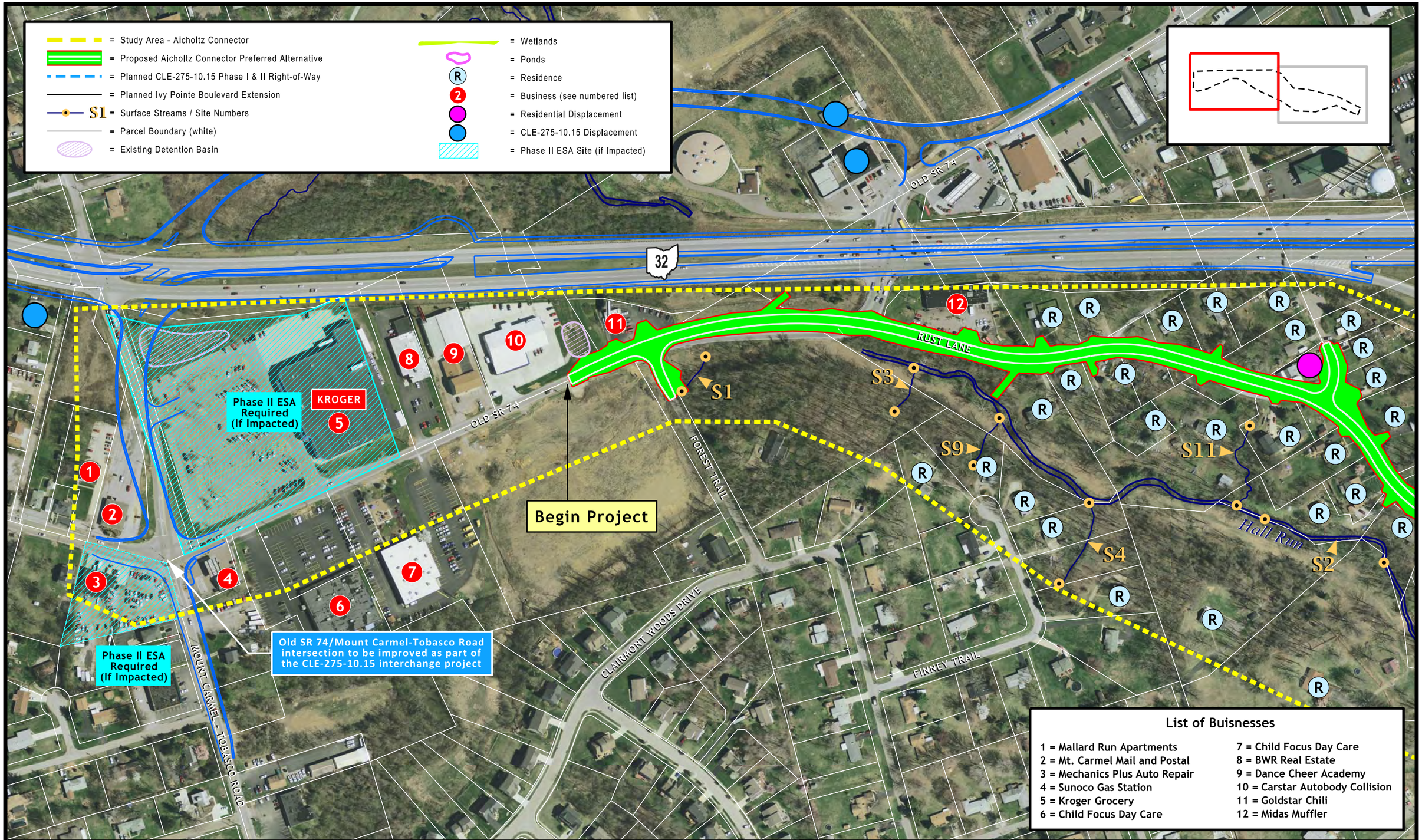
AICHOLTZ CONNECTOR

PRELIMINARY PREFERRED ALTERNATIVE



ATTACHMENT A14

Environmental Composite Map



0 250 500 FEET

July 2011

NORTH

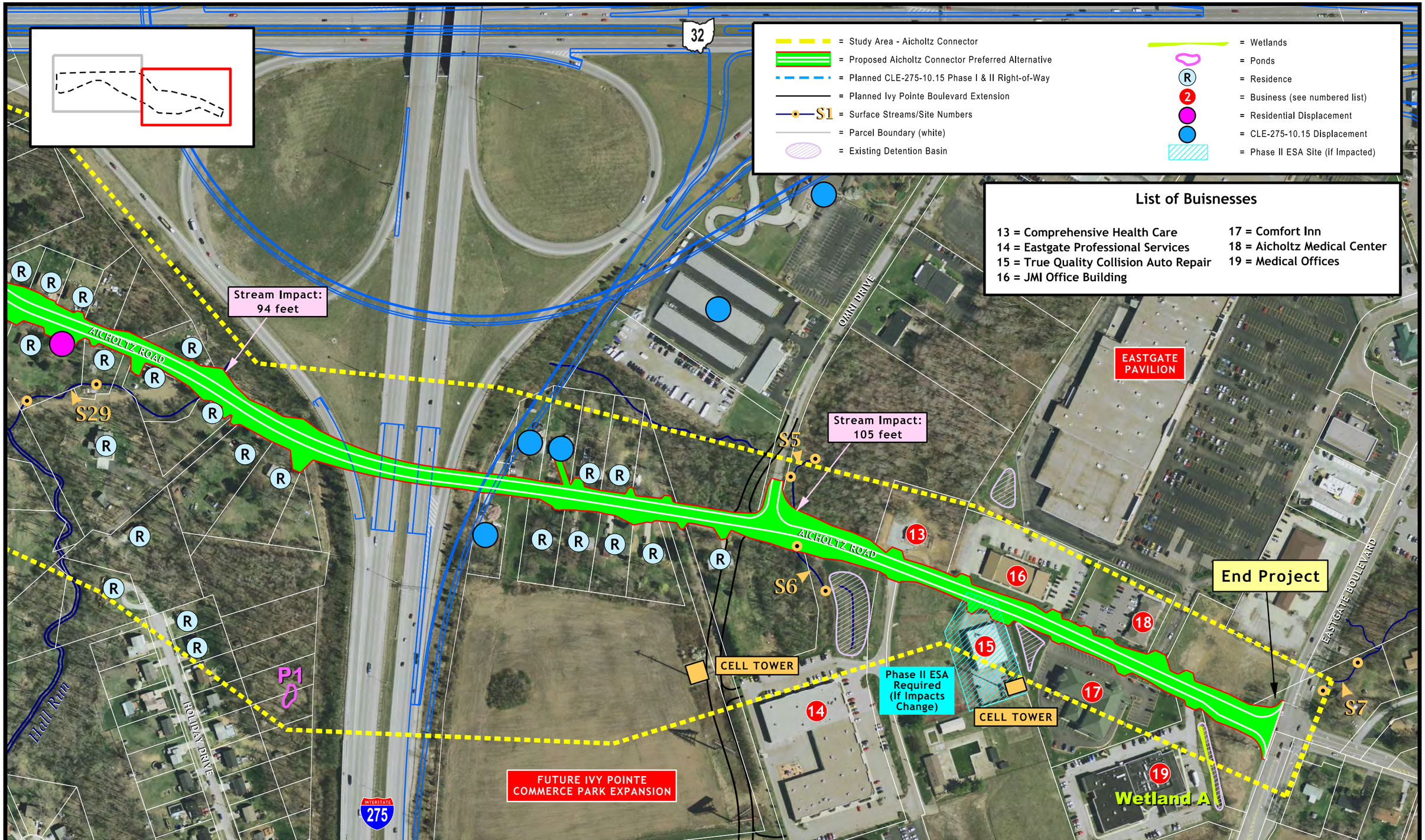
ENTRAN

Categorical Exclusion Level 2

Aicholtz Connector
CLE-CR 3-0.00; PID 82553

Attachment A14a

Environmental Composite Map



July 2011

ENTRAN

Categorical Exclusion Level 2

Aicholtz Connector
CLE-CR 3-0.00; PID 82553

Attachment A14b

Environmental Composite Map

ATTACHMENT B

PROJECT PLAN SHEETS

Attachment B1	Title Sheet
Attachment B2	Schematics and Typical Sections
Attachment B3	General Notes and Conceptual MOT Plan
Attachment B4	Plan, Profile and Cross Sections

ATTACHMENTS B1-B2

Attachment B1	Title Sheet
Attachment B2	Schematics and Typical Sections

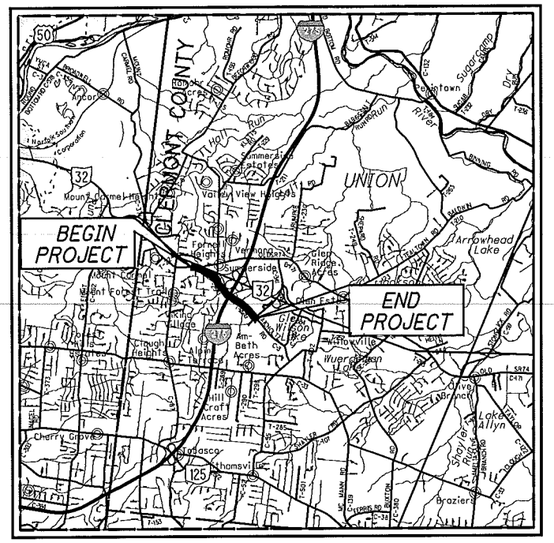
STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

AICHOLTZ CONNECTOR

UNION TOWNSHIP

CLERMONT COUNTY



LOCATION MAP

LATITUDE: 39°05'58" LONGITUDE: 84°17'11"

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

DESIGN DESIGNATION

CURRENT ADT (2010)	3021
DESIGN YEAR ADT (2030)	7701
DESIGN HOURLY VOLUME (2030)	771
DIRECTIONAL DISTRIBUTION	55%
TRUCKS (24 HOUR B&C)	247
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
URBAN COLLECTOR

DESIGN EXCEPTIONS

NONE

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:

ENTRAN
1848 SUMMIT ROAD
CINCINNATI, OHIO 45237

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLAN	2-3
TYPICAL SECTION	4-5
GENERAL NOTES & M.O.T.	6-7
PLAN & PROFILE AICHOLTZ RD	8-20
PLAN & PROFILE SIDE ROADS	21-23
INTERSECTION DETAILS	24-27
CROSS SECTIONS AICHOLTZ RD	28-52
CROSS SECTIONS SIDE ROADS	53-55
ENVIRONMENTAL COMPOSITE MAP	

PROJECT DESCRIPTION

UPGRADE AND REALIGNMENT OF OLD 74/ RUST LANE/ AICHOLTZ ROAD.

THE PROJECT IS APPROXIMATELY 5840 FEET IN LENGTH AND WILL INCLUDE TWO LANES WITH CURB AND 4' SHOULDERS. THE PROJECT WILL ALSO INCLUDE A CLOSED SEWER SYSTEM AND SIGNAL IMPROVEMENT AT THE EASTGATE BLV'D. INTERSECTION.

PROJECT EARTH DISTURBED AREA:	ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	ACRES

2010 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

PRELIMINARY ENGINEERING STUDY REVIEW SUBMISSION JUNE 2011

ENGINEERS SEAL:

SIGNED:
DATE:

ENGINEERS SEAL:

SIGNED:
DATE:

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS

APPROVED
DATE CLERMONT COUNTY ENGINEER

APPROVED
DATE DISTRICT DEPUTY DIRECTOR

APPROVED
DATE DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.

PID NO. 82553

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

CLE-CR 3-0.00

1

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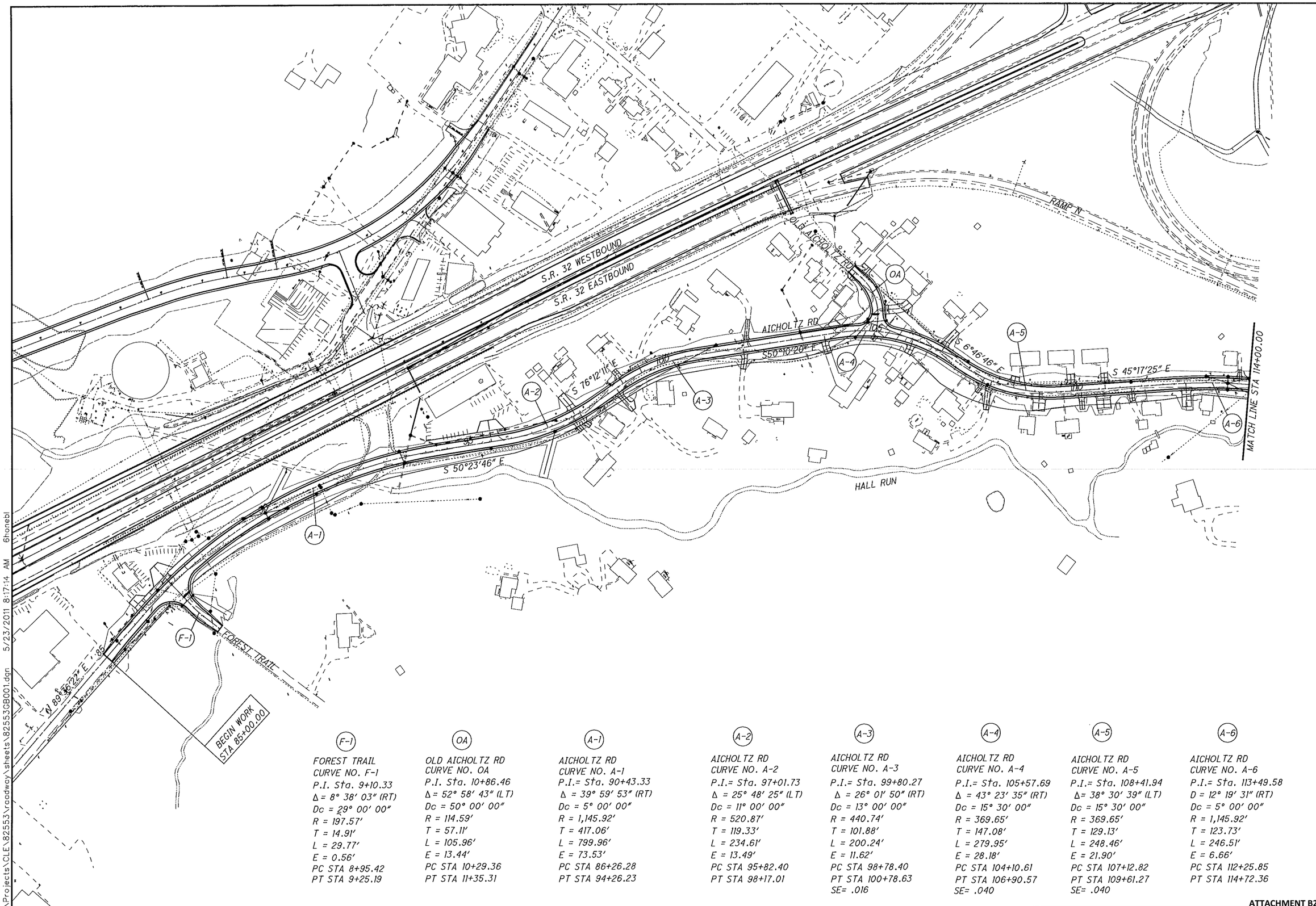

F-1
FOREST TRAIL
CURVE NO. F-1
P.I. Sta. 9+10.33
Δ = 8° 38′ 03″ (RT)
Dc = 29° 00′ 00″
R = 197.57′
T = 14.91′
L = 29.77′
E = 0.56′
PC STA 8+95.42
PT STA 9+25.19

OA
OLD AICHOLTZ RD
CURVE NO. OA
P.I. Sta. 10+86.46
Δ = 52° 58′ 43″ (LT)
Dc = 50° 00′ 00″
R = 114.59′
T = 57.11′
L = 105.96′
E = 13.44′
PC STA 10+29.36
PT STA 11+35.31

A-1
AICHOLTZ RD
CURVE NO. A-1
P.I.= Sta. 90+43.33
Δ = 39° 59′ 53″ (RT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 417.06′
L = 799.96′
E = 73.53′
PC STA 86+26.28
PT STA 94+26.23

A-2
AICHOLTZ RD
CURVE NO. A-2
P.I.= Sta. 97+01.73
Δ = 25° 48′ 25″ (LT)
Dc = 11° 00′ 00″
R = 520.87′
T = 119.33′
L = 234.61′
E = 13.49′
PC STA 95+82.40
PT STA 98+17.01

A-3
AICHOLTZ RD
CURVE NO. A-3
P.I.= Sta. 99+80.27
Δ = 26° 01′ 50″ (RT)
Dc = 13° 00′ 00″
R = 440.74′
T = 101.88′
L = 200.24′
E = 11.62′
PC STA 98+78.40
PT STA 100+78.63
SE= .016

A-4
AICHOLTZ RD
CURVE NO. A-4
P.I.= Sta. 105+57.69
Δ = 43° 23′ 35″ (RT)
Dc = 15° 30′ 00″
R = 369.65′
T = 147.08′
L = 279.95′
E = 28.18′
PC STA 104+10.61
PT STA 106+90.57
SE= .040

A-5
AICHOLTZ RD
CURVE NO. A-5
P.I.= Sta. 108+41.94
Δ= 38° 30′ 39″ (LT)
Dc = 15° 30′ 00″
R = 369.65′
T = 129.13′
L = 248.46′
E = 21.90′
PC STA 107+12.82
PT STA 109+61.27
SE= .040

A-6
AICHOLTZ RD
CURVE NO. A-6
P.I.= Sta. 113+49.58
D = 12° 19′ 31″ (RT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 123.73′
L = 246.51′
E = 6.66′
PC STA 112+25.85
PT STA 114+72.36

SCHEMATIC PLAN
STA 85+00.00 TO STA 114+00.00

CLE-CR 3-00

2

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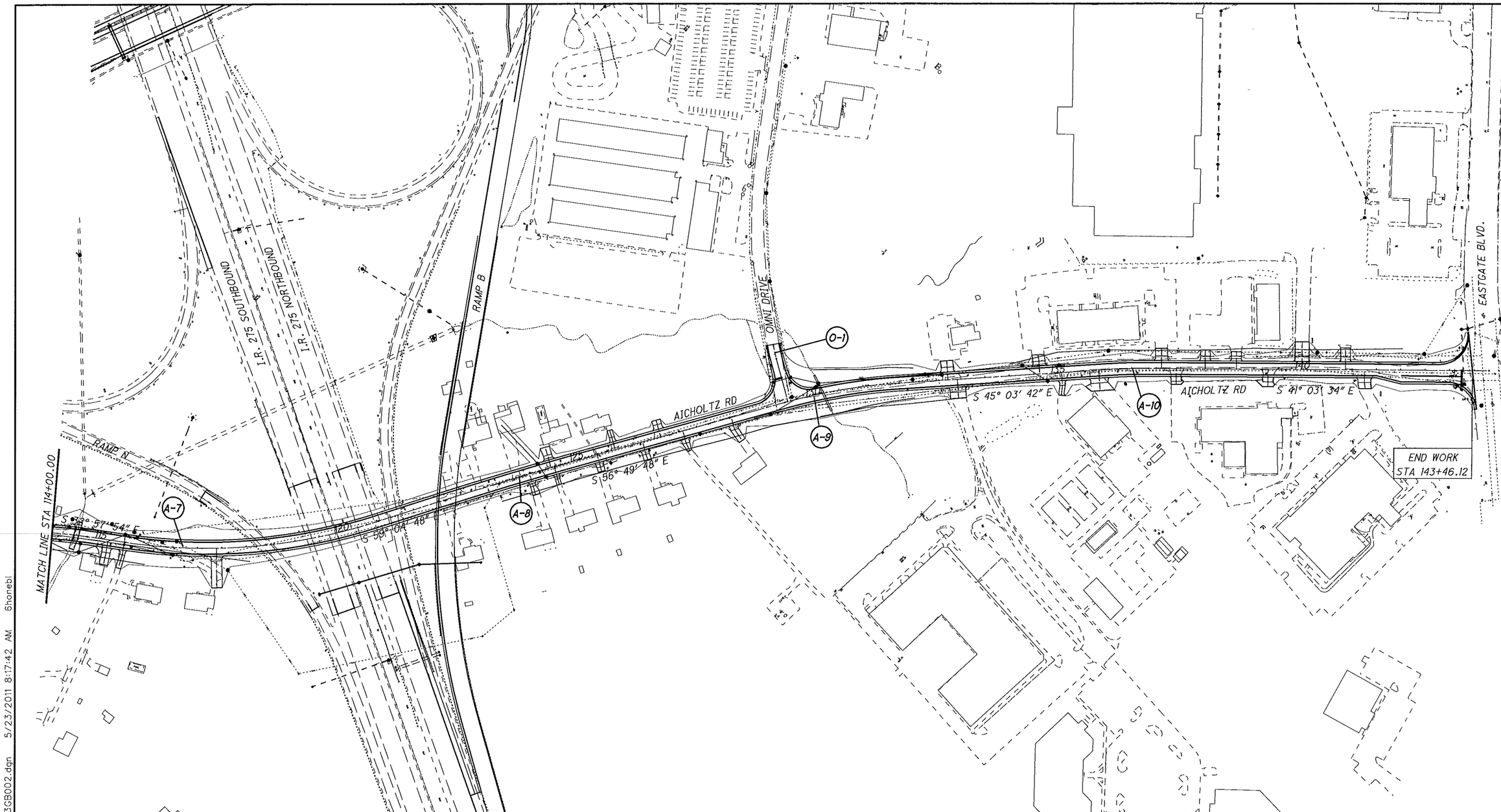

A-7

AICHOLTZ RD
CURVE NO. A-7

P.I. Sta. 118+18.44
Δ = 26° 06' 54" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 265.77'
L = 522.30'
E = 30.42'
PC STA 115+52.67
PT STA 120+74.97

A-8

AICHOLTZ RD
CURVE NO. A-8

P.I. Sta. 123+52.72
Δ = 2° 15' 00" (RT)
Dc = 0° 45' 00"
R = 7,639.44'
T = 150.02'
L = 300.00'
E = 1.47'
PC STA 122+02.70
PT STA 125+02.70

A-9

AICHOLTZ RD
CURVE A-9

P.I. Sta. 130+55.56
Δ = 11° 46' 06" (RT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 118.10'
L = 235.37'
E = 6.07'
PC STA 129+37.46
PT STA 131+72.83

A-10

AICHOLTZ RD
CURVE A-10

P.I. Sta. 136+44.62
Δ = 4° 00' 07" (RT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 40.04'
L = 80.04'
E = 0.70'
PC STA 136+04.59
PC STA 136+84.63

O-1

OMNI DRIVE
CURVE NO. O-1

P.I. Sta. 11+03.82
Δ = 4° 50' 28" (RT)
Dc = 18° 00' 00"
R = 318.31'
T = 13.46'
L = 26.90'
E = 0.28'
PC STA 10+90.37
PT STA 11+17.26

SCHEMATIC PLAN
STA 114+00.00 TO STA 143+46.12

CLE-CR 3-0.00

3

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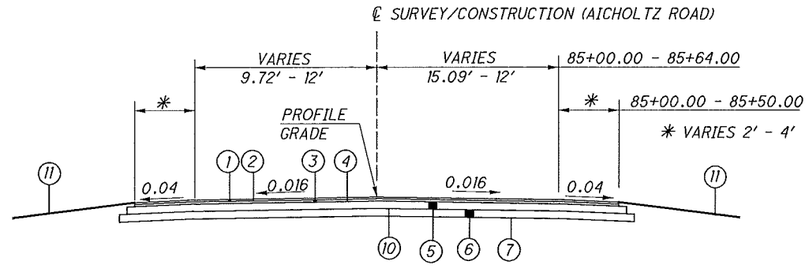
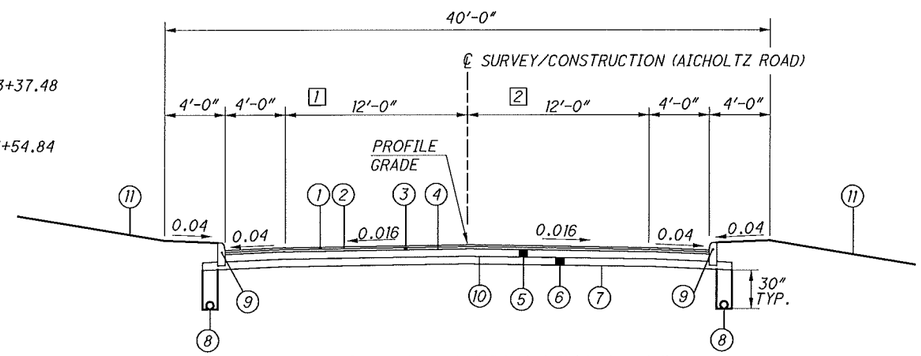


NORMAL SECTION (TWO LANE)

STA 85+00.00 - STA 85+64.00

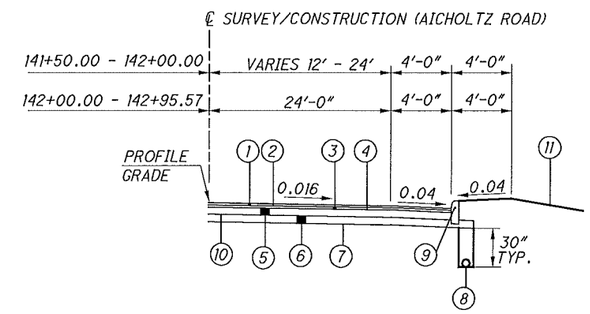
[1] VARIES 12.00' - 77.53'
STA 142+80.45 - STA 143+37.48

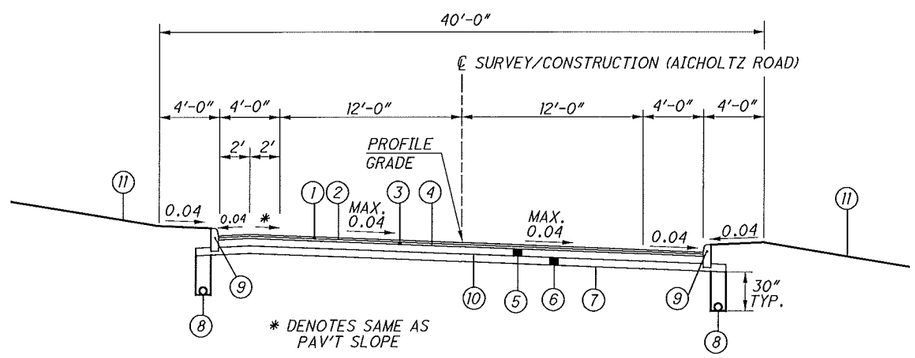
[2] VARIES 12.00' - 78.26'
STA 142+95.57 - STA 143+54.84



NORMAL SECTION (TWO LANE)

STA 85+64.00 - STA 98+31.60
STA 101+25.40 - STA 103+40.00
STA 110+31.20 - STA 143+46.12





SUPERELEVATED SECTION (TWO LANE)

STA 98+31.60 - STA 98+94.00 (TRANS)
STA 98+94.00 - STA 100+63.00 (0.016)
STA 100+63.00 - STA 101+25.40 (TRANS)
STA 103+40.00 - STA 104+49.20 (TRANS)
STA 104+49.20 - STA 106+24.70 (0.040)
STA 106+23.70 - STA 107+01.70 (TRANS)
STA 107+01.70 - STA 107+79.70 (TRANS O.H.)
STA 107+79.70 - STA 107+22.00 (0.040 O.H.)
STA 109+22.00 - STA 110+31.20 (TRANS O.H.)

LEGEND

1. ITEM 446, 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1H
2. ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
3. ITEM 446, 1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 PG64-28
4. ITEM 407, TACK COAT
5. ITEM 302, 6" ASPHALT CONCRETE BASE, PG64-22
6. ITEM 304, 6" AGGREGATE BASE
7. ITEM 204, SUBGRADE COMPACTION
8. ITEM 605, 6" SHALLOW PIPE UNDERDRAINS
9. ITEM 609, CURB TYPE 6
10. ITEM 408, PRIME COAT
11. ITEM 659, SEEDING AND MULCHING

CALCULATED
CHECKED

TYPICAL SECTIONS

CLE-CR 3-0.00

4

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[1] VARIES 12.00' - 64.86'
STA 9+36.23 - STA 9+86.14

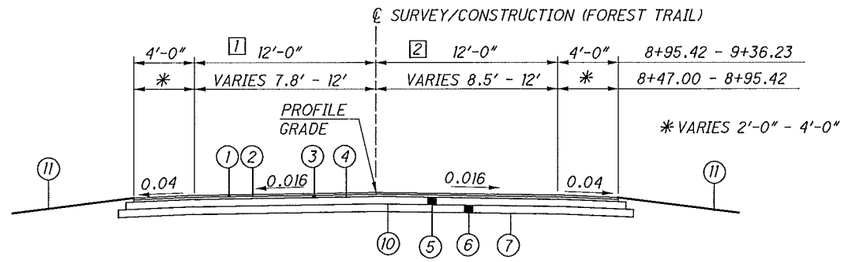
[2] VARIES 12.00' - 64.86'
STA 9+36.23 - STA 9+86.14

[3] VARIES 44.55'- 12'-0"
STA 10+09.39 - STA 10+54.64

[4] VARIES 42.41'- 12.00'
STA 10+09.64 - STA 10+40.05

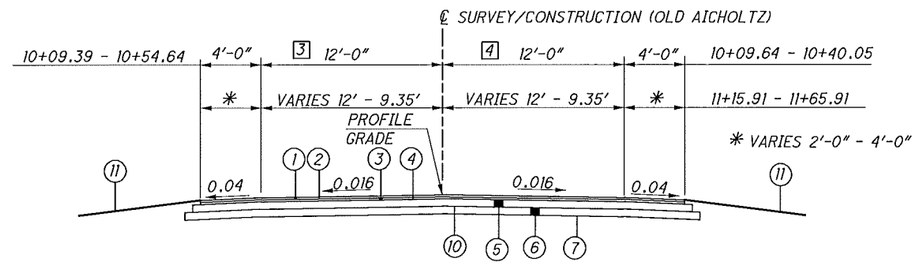
[5] VARIES 61.73' - 12.00'
STA 10+11.69 - STA 10+61.69

[6] VARIES 59.43' - 12.00'
STA 10+10.47 - STA 10+60.41



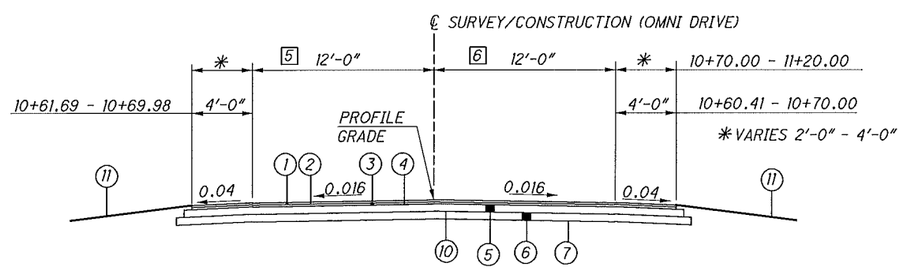
NORMAL SECTION (FOREST TRAIL)

STA 8+47.00 - STA 10+00.00



NORMAL SECTION (OLD AICHOLTZ)

STA 10+00.00 - STA 11+65.91



NORMAL SECTION (OMNI DRIVE)

STA 10+00.00 - STA 11+20.00

CALCULATED

CHECKED

TYPICAL SECTIONS

CLE-CR 3-0.00

5

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ATTACHMENT B3

General Notes and Conceptual MOT Plan

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

ELECTRIC:
DUKE ENERGY
139 EAST FOURTH ST, ROOM 467A
CINCINNATI, OHIO 45202
PHONE: (513 287-2454
(HARRY KESSE)

GAS:
DUKE ENERGY
139 EAST FOURTH ST, ROOM 460A
CINCINNATI, OHIO 45202
PHONE: (513) 287-1593
(CHRIS COLYER)

TELEPHONE:
CINCINNATI BELL TELEPHONE
201 EAST FOURTH ST, BLDG.343
CINCINNATI, OHIO 45202
PHONE: (513) 565-7043
(MARK CONNER)

SEWER & WATER:
CLERMONT COUNTY WATER RESOURCES DEPT.
4400 HASKELL LANE
BATAVIA, OHIO 45103
PHONE: (513) 732-8860
(LYLE BLOOM)

CABLE:
TIME WARNER CABLE
11252 CORNELL PARK DRIVE
CINCINNATI, OHIO 45242
PHONE: (513) 469-5483
(GARY NAPIER)

TRAFFIC MAINTENANCE:
CLERMONT COUNTY
TRAFFIC MAINTENANCE DEPARTMENT
2381 CLERMONT CENTER DR.
BATAVIA, OHIO 45103
PHONE: (513) 732-8857
(DOUG ROYER)

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

UTILITY RELOCATIONS

UPON THE CONTRACT AWARD, THE COORDINATION OF ALL NECESSARY UTILITY RELOCATIONS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL UTILITY RELOCATIONS SHALL BE COORDINATED BETWEEN THE CONTRACTOR AND THE UTILITY OWNERS IN SUCH A WAY TO AVOID AND/OR MINIMIZE ANY INCONVENIENCE TO POTENTIALLY AFFECTED CUSTOMERS. ALL UTILITY RELOCATIONS NOT INCLUDED IN THIS CONTRACT SHALL BE PERFORMED BY THE AFFECTED UTILITY OR ITS CONTRACTOR AND SHALL BE COMPLIANT WITH ODOT ROADWAY DESIGN STANDARDS. UTILITY WORK WILL BE ONGOING DURING THE CONSTRUCTION PERIOD.

ITEM 614, MAINTAINING TRAFFIC

THE INTENTION OF THESE NOTES AND THE "SEQUENCING OF CONSTRUCTION ACTIVITIES" IS TO PROVDIE FOR AN ORDERLY MANNER OF CONSTRUCTION THAT WILL PROVIDED THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF THE CONTRACTOR, THE TRAVELING PUBLIC AND THE AFFECTED PROPERTY OWNERS.

EXCEPT AS MODIFIED BELOW. THE REQUIREMENTS FOR MAINTAINING TRAFFIC ARE AS INDICATED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS". CURRENT EDITION AND PERTINENT ITEMS OF THE SPECIFICATIONS AND PROPOSAL SHALL APPLY.

BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF A PERSON OR PERSONS WHO CAN BE CONTACTED 24 HOURS A DAY BY CLERMONT COUNTY, UNION TOWNSHIP AND ALL INTERESTED POLICE AGENCIES. THESE PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN THE TRAVELED PAVEMENT SAFELY.

TRAFFIC CONTROL DEVICES SHALL BE SET UP PRIOR TO THE START OF CONSTRUCTION AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH SPECIAL CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED AND SHALL BE IMMEDIATELY REMOVED THERAFTER. THERE SHALL BE IN PLACE ONLY THOSE DEVICES THAT APPLY TO THE CONDITION PRESENT DURING THE PHASE IN PROGRESS. ALL SIGNS WHICH DO NOT APPLY DURING A CERTAIN PERIOD SHALL BE COVERED OR SET ASIDE OUT OF VIEW OF TRAFFIC.

MAINTENANCE OF TRAFFIC OPERATIONS INVOLVING CHANGES IN TRAFFIC FLOW PATTERNS OR THE USE OF FLAGGERS SHALL NOT BE PERFORMED BETWEEN PEAK HOURS (6:30 AM TO 9:00 AM AND 3:00PM TO 6:30 PM).

THE CONTRACTOR SHALL, PRIOR TO PLACING TEMPORARY PAVEMENT MARKINGS, REMOVE ALL EXISTING MARKINGS THAT ARE VISIBLE TO THE TRAVELING PUBLIC DURING DAYLIGHT OR NIGHTTIME HOURS. WHEN TEMPORARY MARKINGS ARE NO LONGER NEEDED, ANY CONFLICTING MARKINGS SHALL BE REMOVED AND ORIGINAL CONDITIONS RESTORED IN KIND BY THE CONTRACTOR BEFORE TRAFFIC FLOW IS RESTORED.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BETWEEN THE HOURS OF 6:30 AM TO 9:00 AM AND 3:00 PM TO 6:30 PM BY THE USE OF EXISTING PAVEMENT, THE COMPLETED PAVEMENT AND TEMPORARY SURFACES USING 615, EXCEPT AS NOTED UNDER PLACEMENT OF ASPHALT CONCRETE. AT ALL OTHER TIMES A MINIMUM ONE ONE LANE TWO-WAY TRAFFIC USING FLAGGERS SHALL BE MAINTAINED.

ALL MATERIAL AND WORKMANSHIP FOR ITEM 614 MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING OF TRAFFIC EXCEPT AS INDICATED IN THESE NOTES.

DURING THE PHASES OF CONSTRUCTION WHEN NORMAL TRAFFIC FLOW IS SHIFTED TO A NEW LOCATION, THE CONTRACTOR SHALL BE RESPONSIBLE TO SHIFT THE SIGNAL HEADS FOR EACH PHASE. THIS SHALL BE ACCOMPLISHED USING EXISTING OR PROPOSED POLES. THE CONTRACTOR TO BE RESPONSIBLE TO ADD NEW TIMINGS SUPPLIED BY CLERMONT COUNTY DURING CONSTRUCTION WHEN NECESSARY. ALL COSTS INVOLVED IN THE SHIFTING OF THE SIGNAL HEADS FOR EACH PHASE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC, LUMP SUM.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC.
TRAFFIC COMPACTED SURFACE, TYPE A OR B 50 CU. YD.

PHASE CONSTRUCTION

PRE-PHASE 1

CONSTRUCT TEMPORARY PAVEMENT BETWEEN STA 81+00 TO STA 87+00 RT., STA 93+00 TO STA 102+00 RT., STA 104+00 TO STA 116+50 RT., STA 124+00 TO STA 133+75 RT., AND BETWEEN STA 133+75 TO STA 143+00 LT., USING STANDARD CONSTRUCTION DRAWING MT 97.10 FLAGGER OPERATION.

PHASE 1

CONSTRUCT LEFT SIDE OF PROJECT, MINUS SURFACE COURSE, BETWEEN STA 85+00 TO STA 117+00 LT., STA 123+50 TO STA 133+75 LT., STA 133+75 TO STA 143+46.12 RT., WHILE MAINTAINING TRAFFIC USING RIGHT SIDE EXISTING AND TEMPORARY PAVEMENT. CONSTRUCT BOTH LT. & RT. BETWEEN STA 116+00 TO STA 123+00.

OLD AICHOLTZ AND OMNI DR. SHALL BE CONSTRUCTED USING PART WIDTH CONSTRUCTION USING STANDARD CONSTRUCTION DRAWING MT 97.10 FLAGGER OPERATION.

PHASE 2

CONSTRUCT RIGHT SIDE OF PROJECT, MINUS SURFACE COURSE, BETWEEN STA 85+00 TO STA 117+00 RT., STA 123+50 TO 133+75 RT., AND BETWEEN STA 133+75 TO 143+46.12 LT. WHILE MAINTAINING TRAFFIC USING LEFT OR RIGHT SIDES OF NEW PAVEMENT.

FOREST TRAIL SHALL BE CLOSED TO TRAFFIC AND A DETOUR SET UP USING SONNY LANE TO MT. CARMEL TOBASCO RD.

PHASE 3

CONSTRUCT SURFACE COURSE BETWEEN STA 85+00 AND STA 143+46.12 USING STANDARD CONSTRUCTION DRAWING MT 97.11 FLAGGER OPERATION.

TRAFFIC SIGNAL AT EASTGATE BLV'D. WILL NEED TO BE MODIFIED FOR BOTH PHASE 1 & PHASE 2.

CALCULATED LEH CHECKED SNS

CONCEPTUAL MAINTENANCE OF TRAFFIC

CLE-CR 3-0.00

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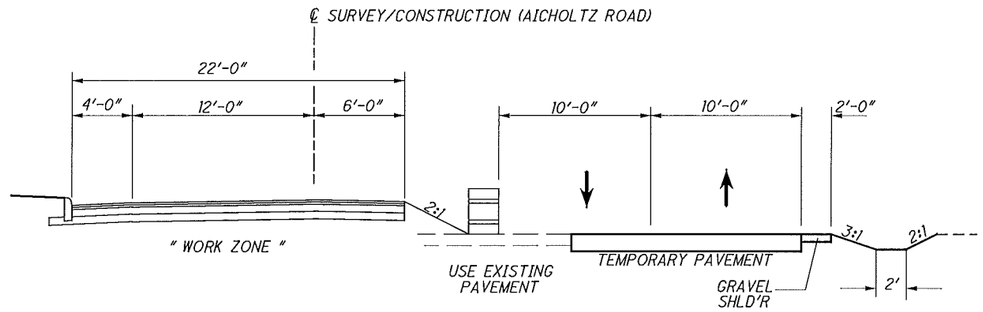
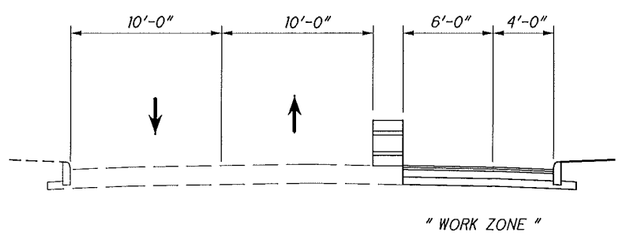


PHASE 1



PHASE 2

CALCULATED

CHECKED

CONCEPTUAL M.O.T. TYPICAL SECTIONS

CLE-CR 3-0.00

7

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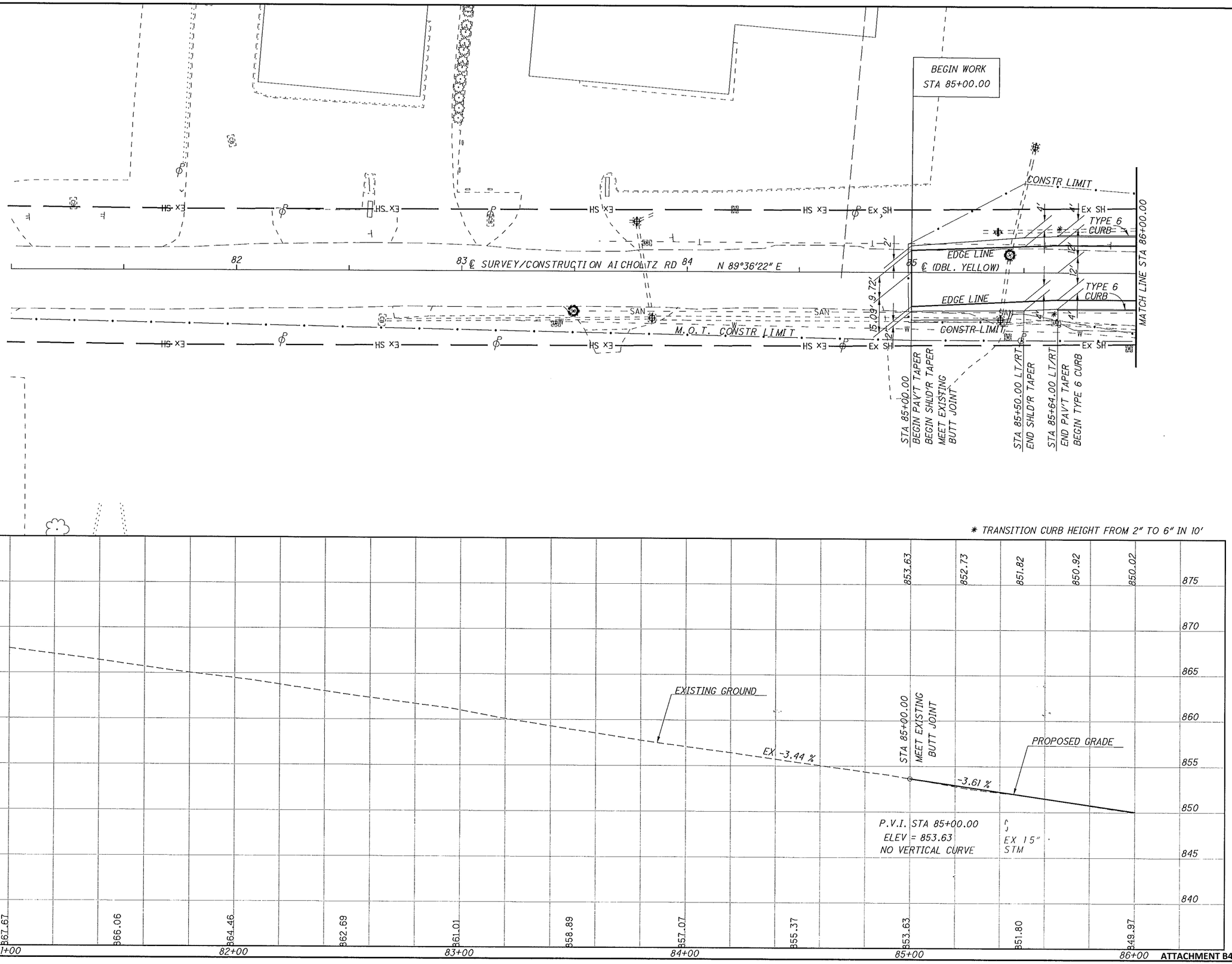
ATTACHMENT B4

Plan, Profile and Cross Sections



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED

CHECKED

PLAN AND PROFILE

STA 85+00.00 TO STA 86+00.00

CLE-CR 3-0.00

8

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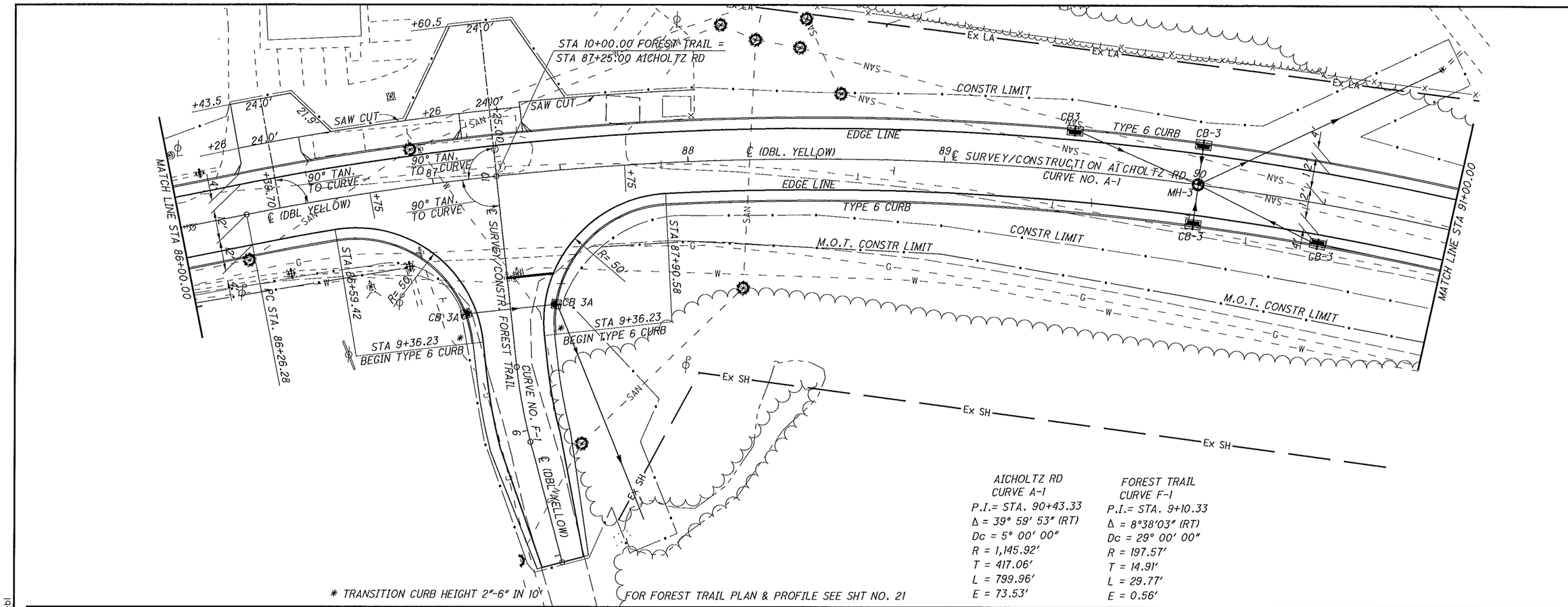
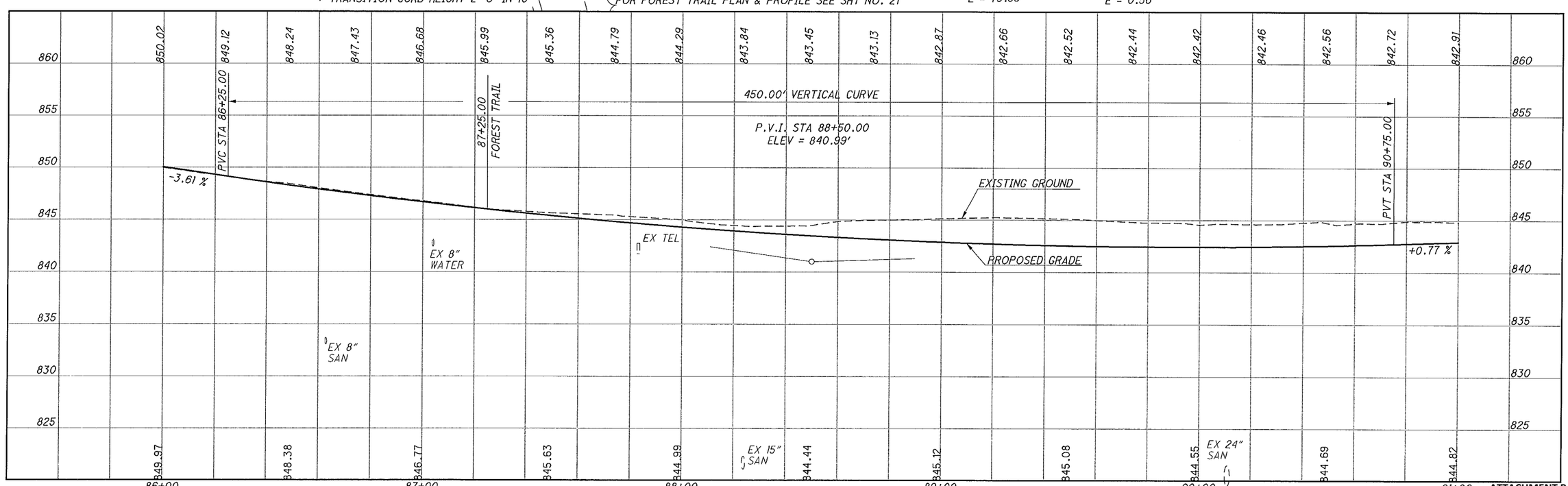


AICHOLTZ RD
CURVE A-1
P.I.= STA. 90+43.33
Δ = 39° 59' 53" (RT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 417.06'
L = 799.96'
E = 73.53'

FOREST TRAIL
CURVE F-1
P.I.= STA. 9+10.33
Δ = 8°38'03" (RT)
Dc = 29° 00' 00"
R = 197.57'
T = 14.91'
L = 29.77'
E = 0.56'



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED

CHECKED

PLAN AND PROFILE
STA 86+00.00 TO STA 91+00.00

CLE-CR 3-0.00

9

ATTACHMENT B4

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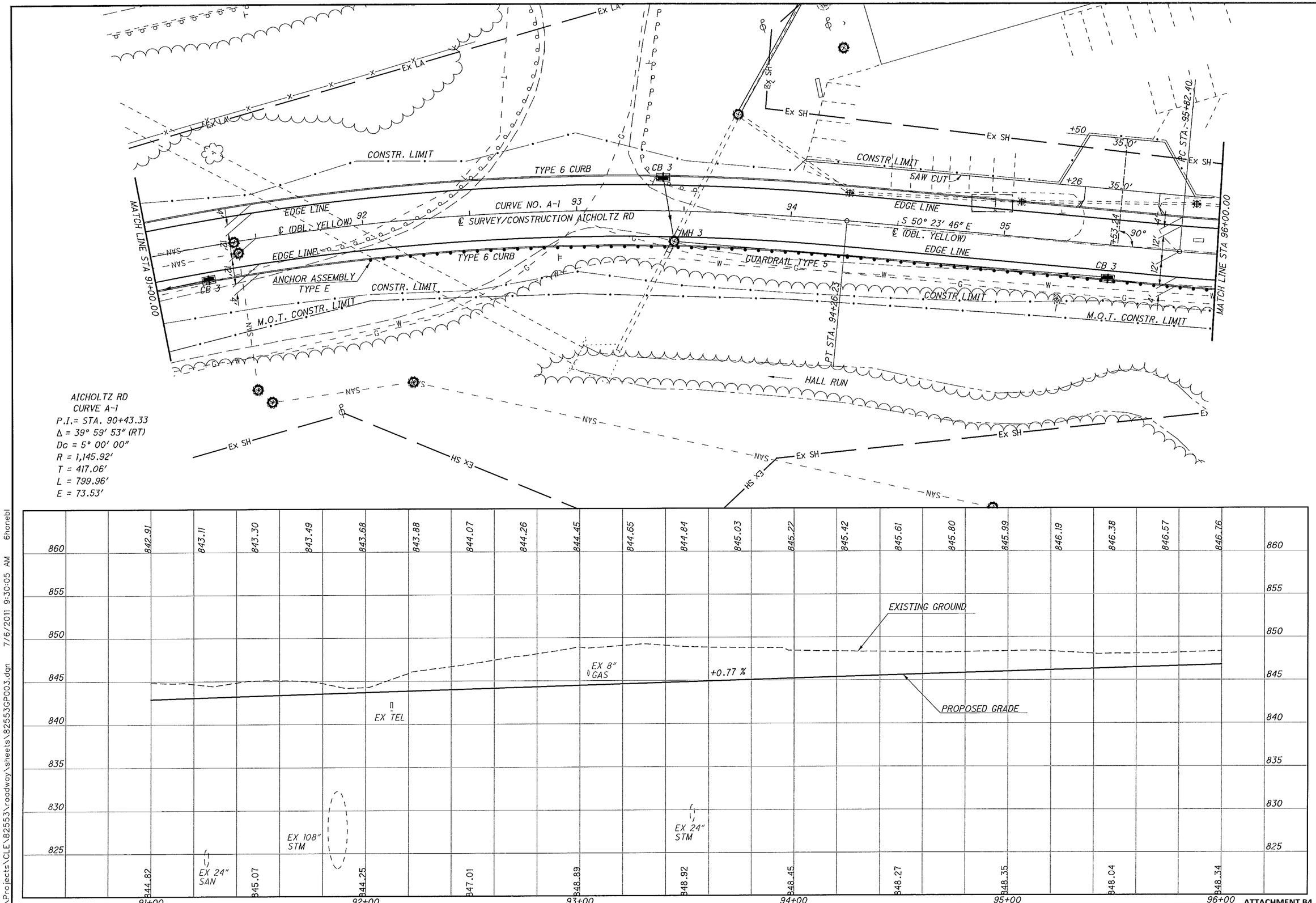

CALCULATED
CHECKED
HORIZONTAL SCALE IN FEET 0 10 20 40

PLAN AND PROFILE
STA 91+00.00 TO STA 96+00.00

CLE-CR 3-0.00

10

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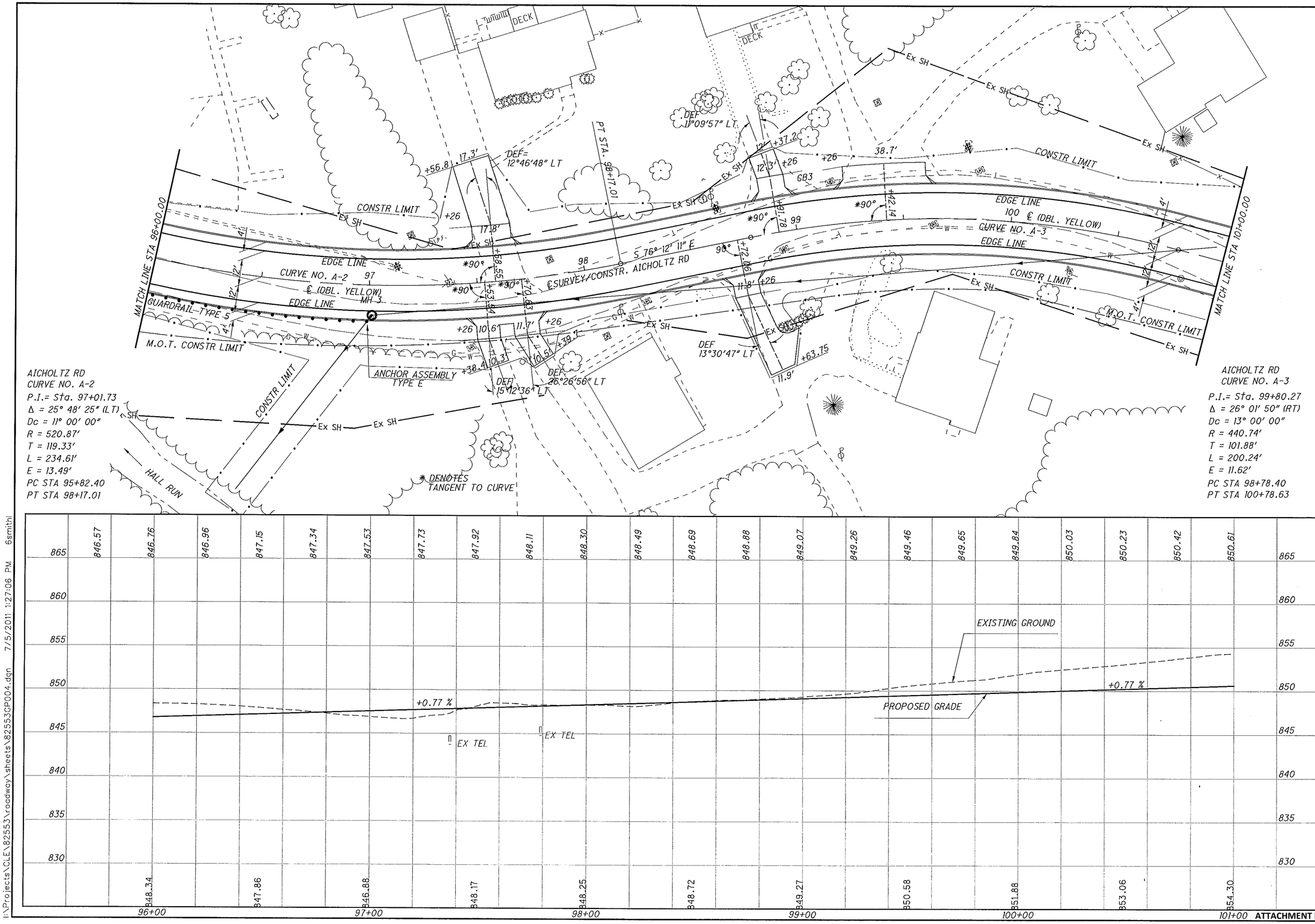
ATTACHMENT B4



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED

CHECKED

PLAN AND PROFILE
STA 96+00.00 TO STA 101+00.00

CLE-CR 3-0.00

11

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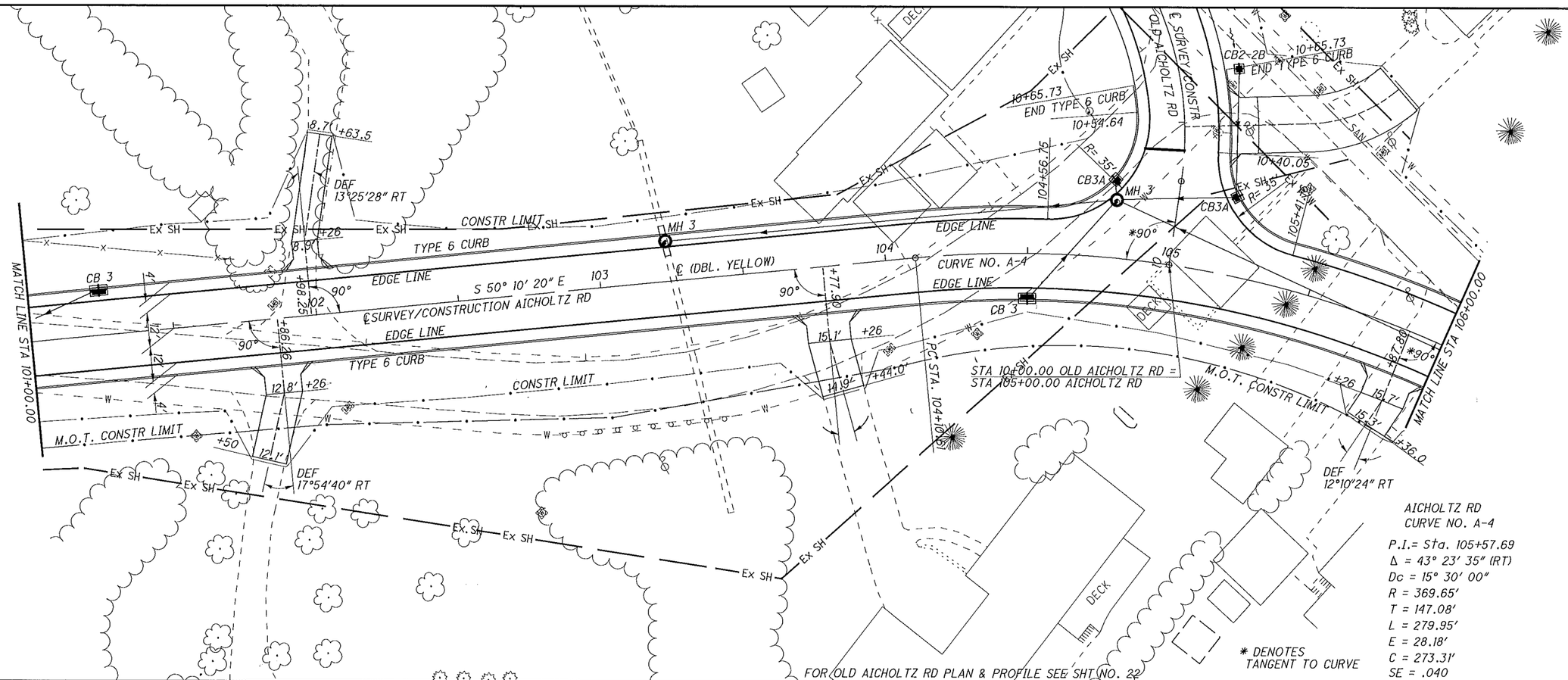

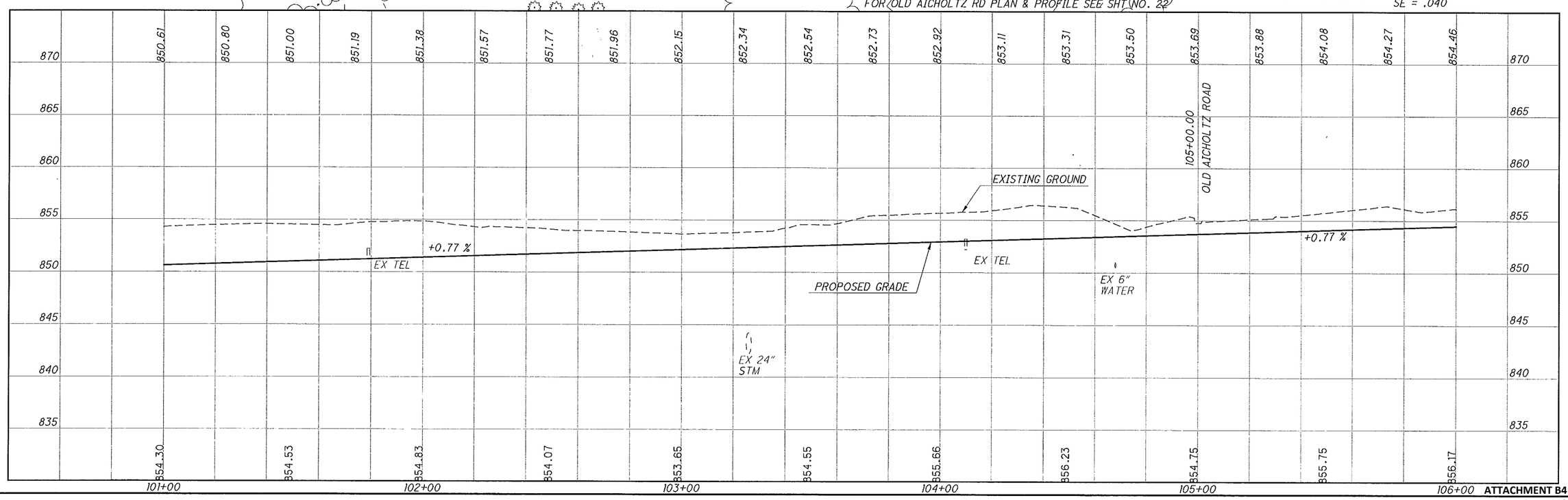

PLAN AND PROFILE
STA 101+00.00 TO STA 106+00.00

CLE-CR 3-0.00

12

ATTACHMENT B4

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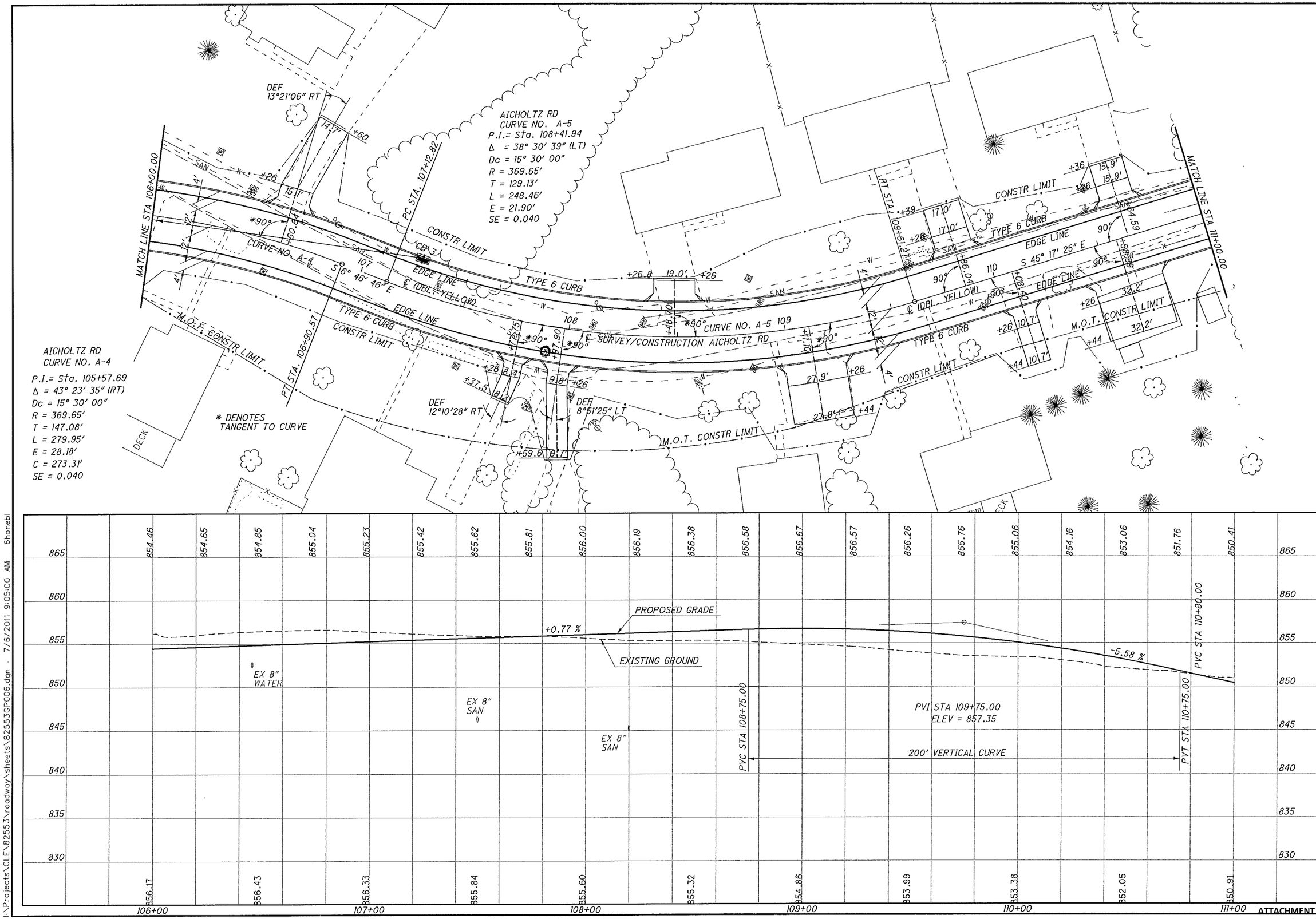

CALCULATED
CHECKED
HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
STA 106+00.00 TO STA 111+00.00

CLE-CR 3-0.00

13

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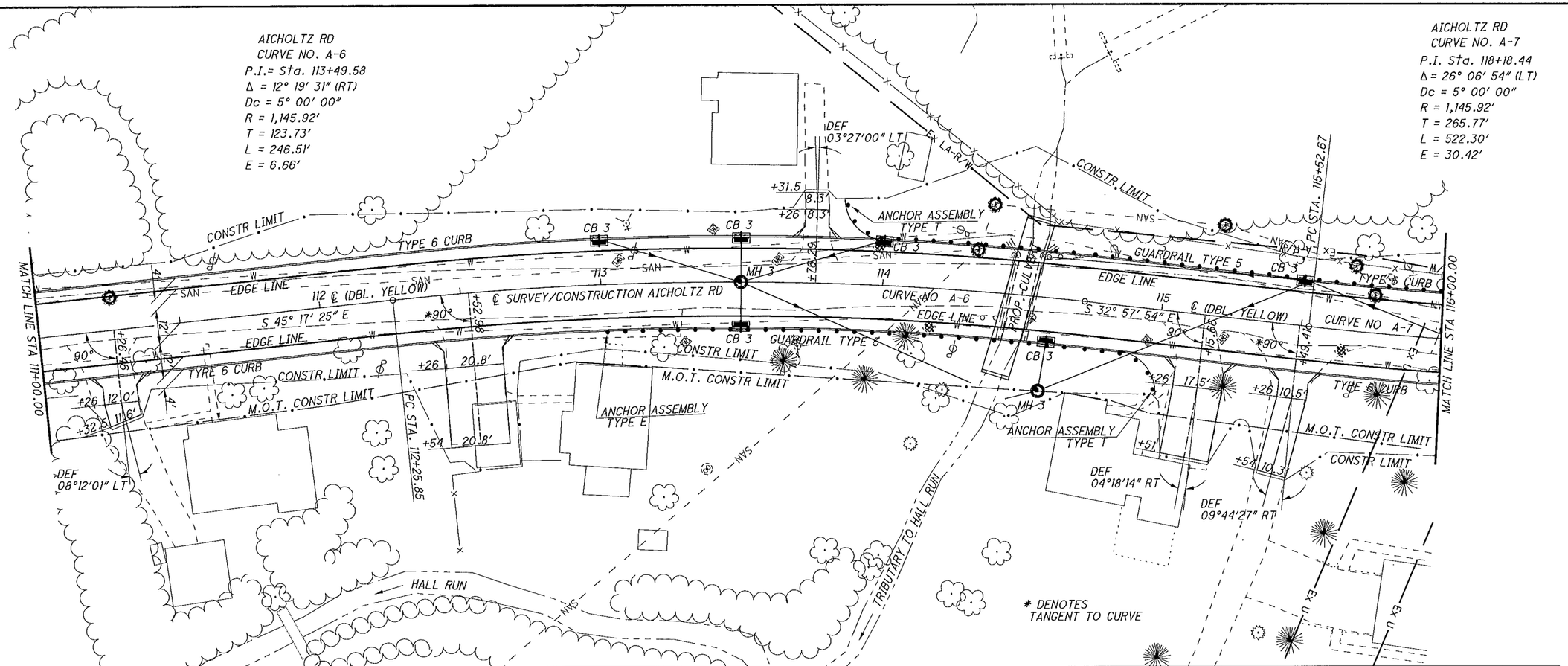
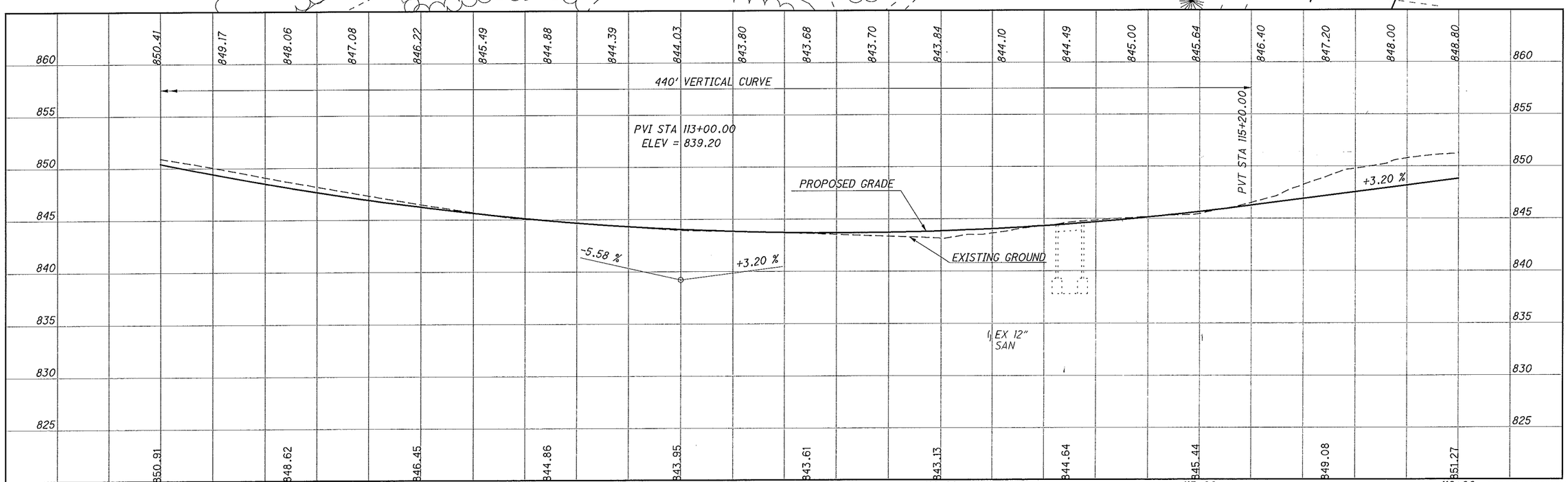
ATTACHMENT B4





PLAN AND PROFILE
STA 111+00.00 TO STA 116+00.00

CALCULATED
CHECKED

HORIZONTAL SCALE IN FEET 0 10 20 40

CLE-CR 3-0.00

14

ATTACHMENT B4

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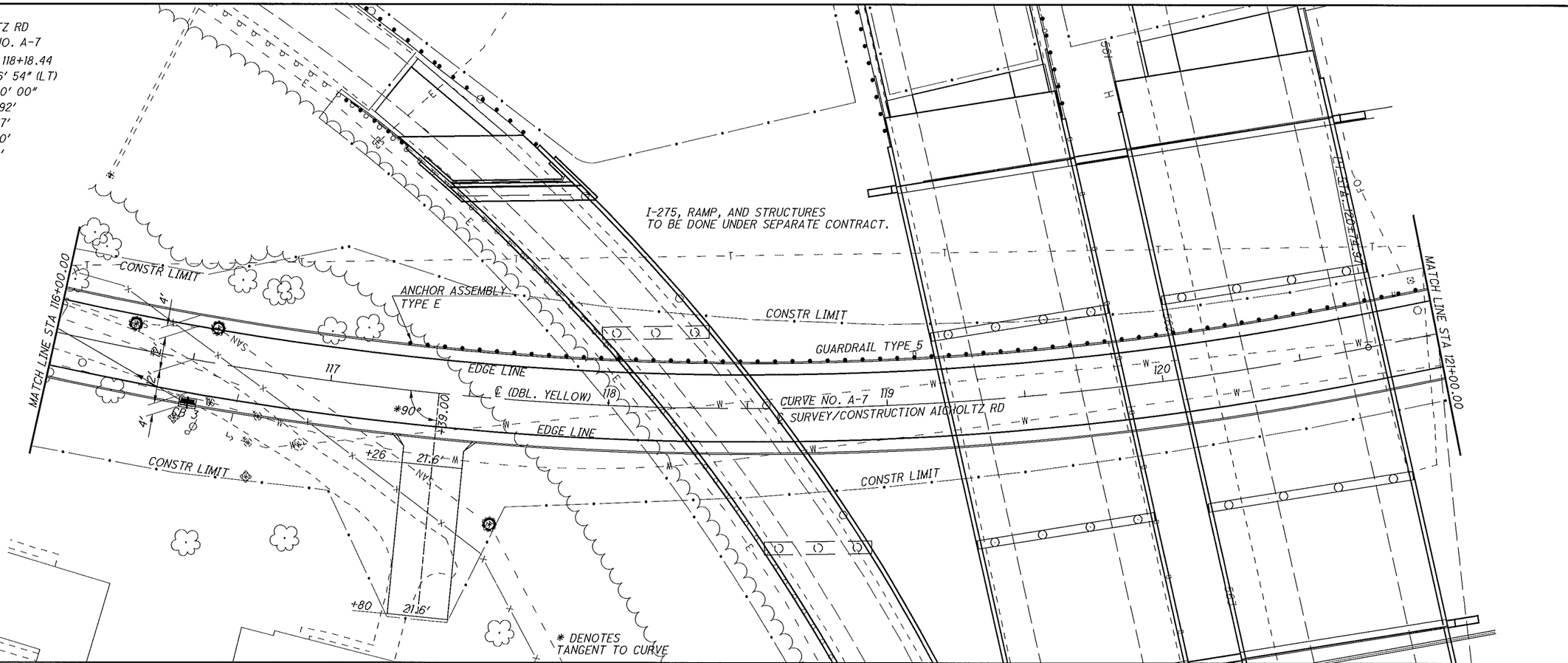
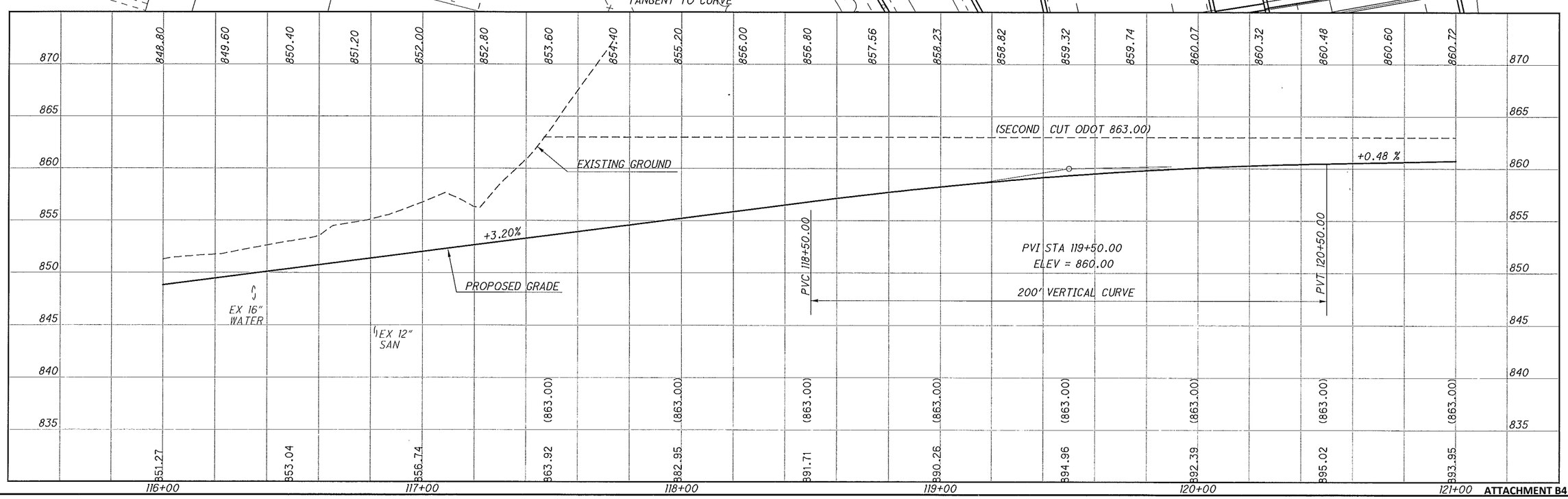
AICHOLTZ RD
CURVE NO. A-7
P.I. Sta. 118+18.44
Δ = 26° 06′ 54″ (LT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 265.77′
L = 522.30′
E = 30.42′





HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED

CHECKED

PLAN AND PROFILE
STA 116+00.00 TO STA 121+00.00

CLE-CR 3-0.00

15

ATTACHMENT B4

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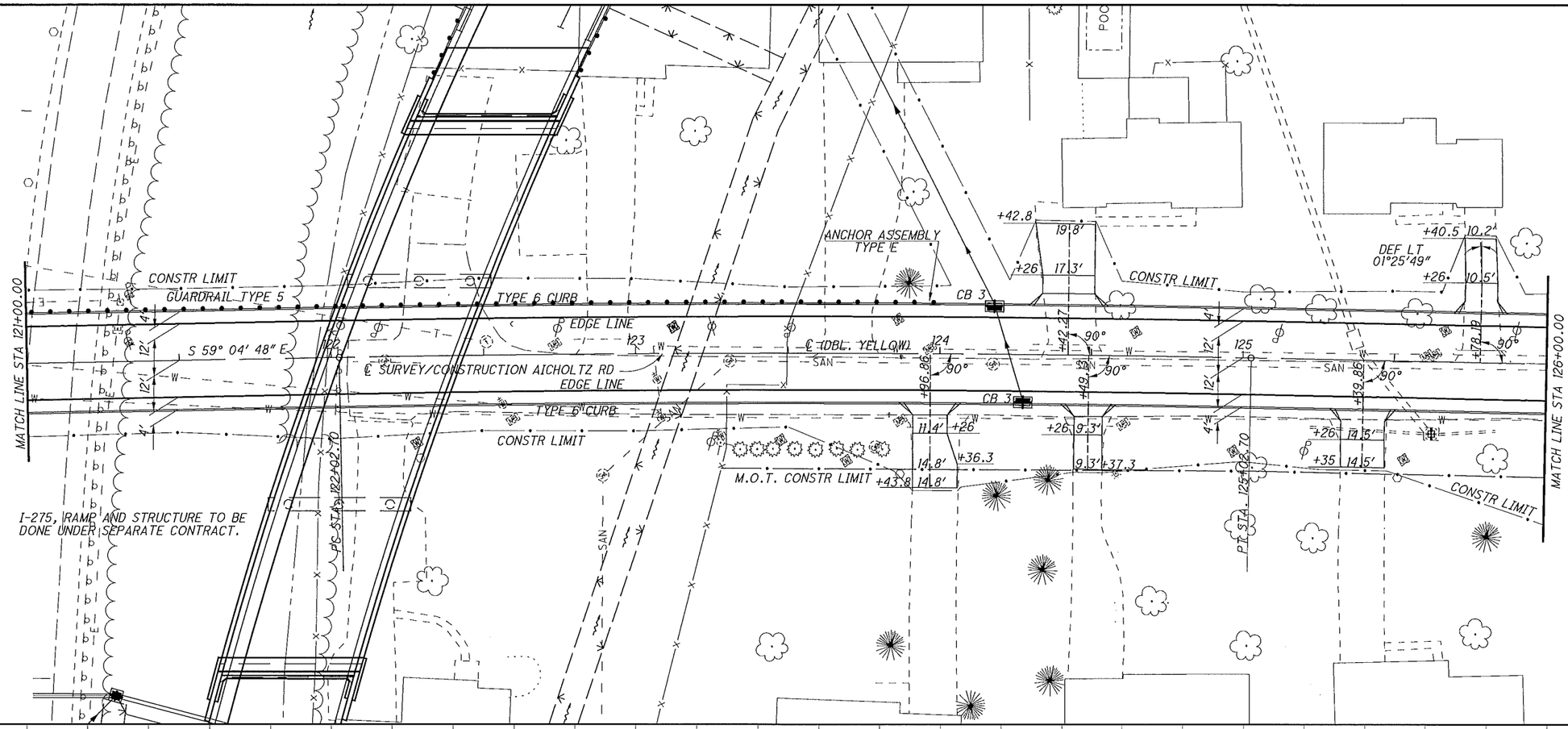
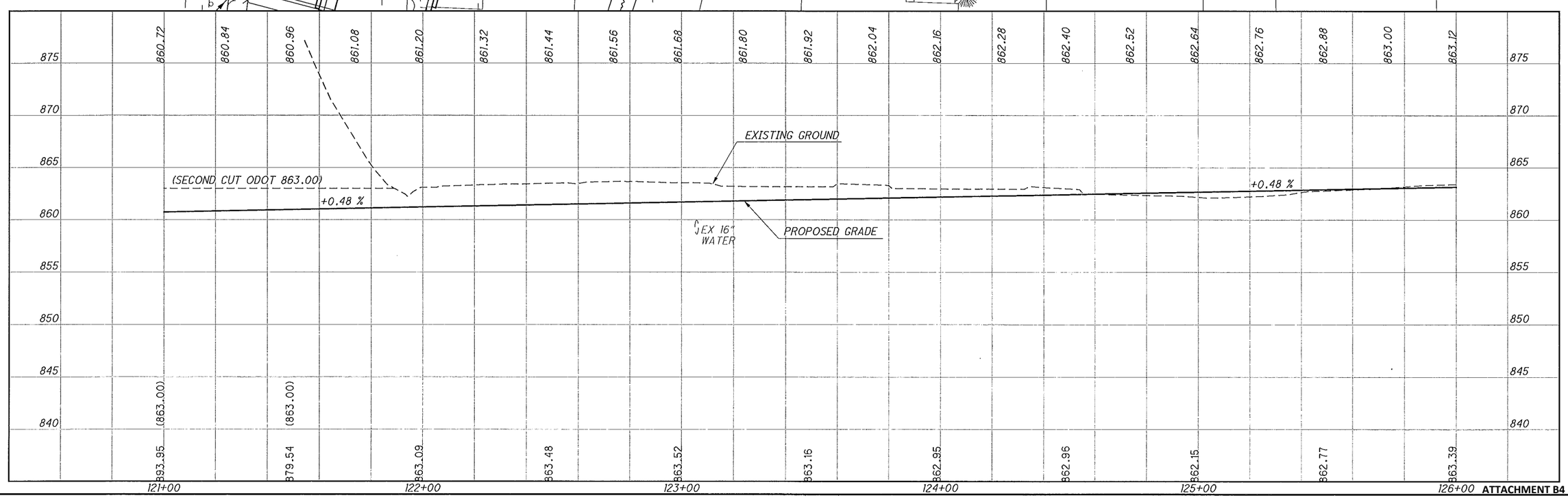
AICHOLTZ RD
CURVE NO. A-8
P.I. Sta. 123+52.72
Δ = 2° 15′ 00″ (RT)
Dc = 0° 45′ 00″
R = 7,639.44′
T = 150.02′
L = 300.00′
E = 1.47′





CALCULATED
CHECKED
HORIZONTAL SCALE IN FEET 0 10 20 40

PLAN AND PROFILE
STA 121+00.00 TO STA 126+00.00

CLE-CR 3-0.00

16

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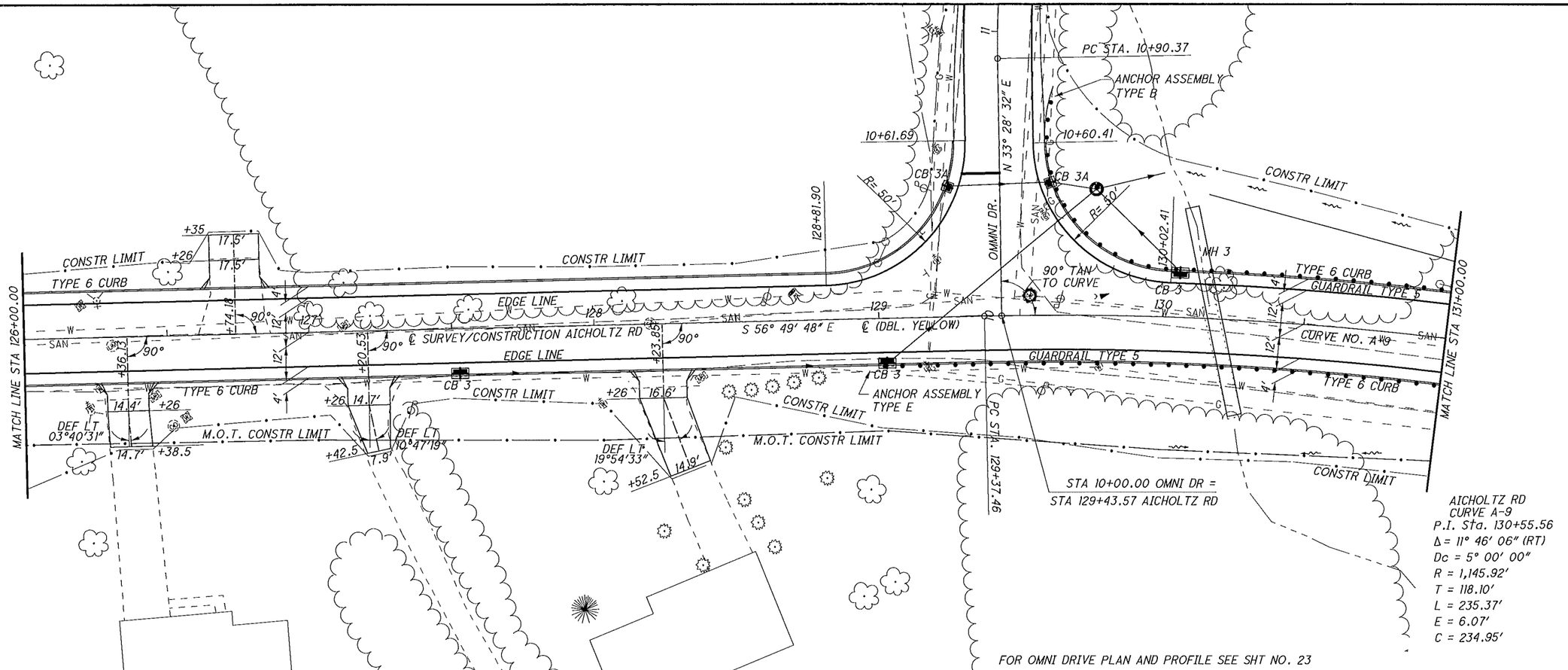

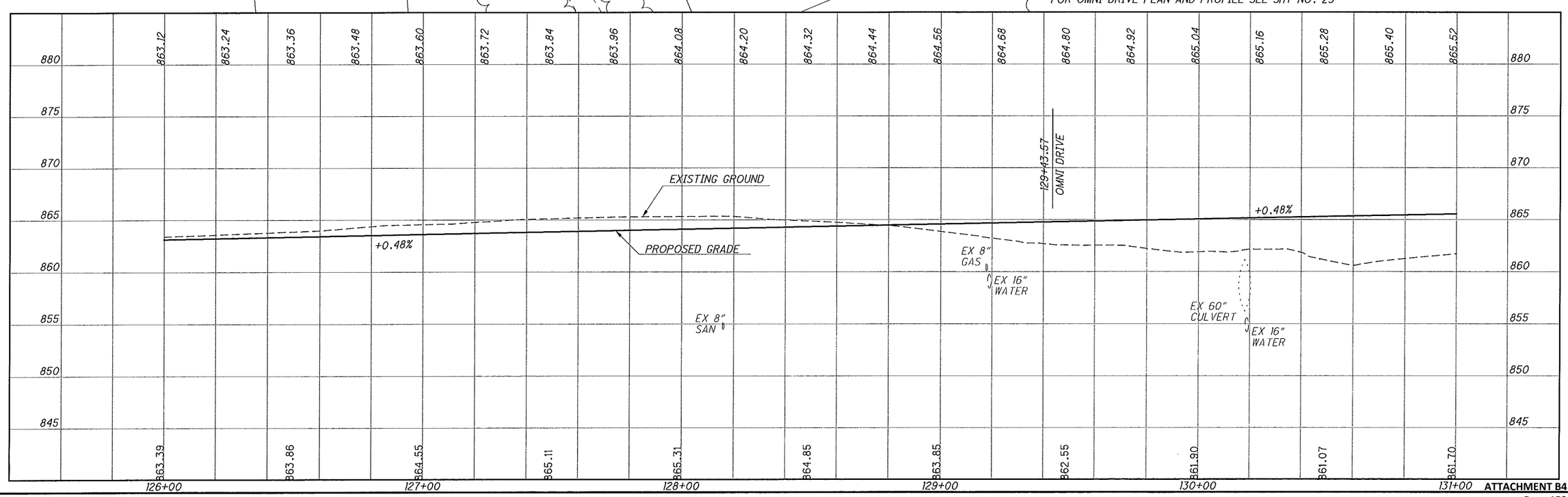

PLAN AND PROFILE
STA 126+00.00 TO STA 131+00.00

CLE-CR 3-0.00

17

ATTACHMENT B4

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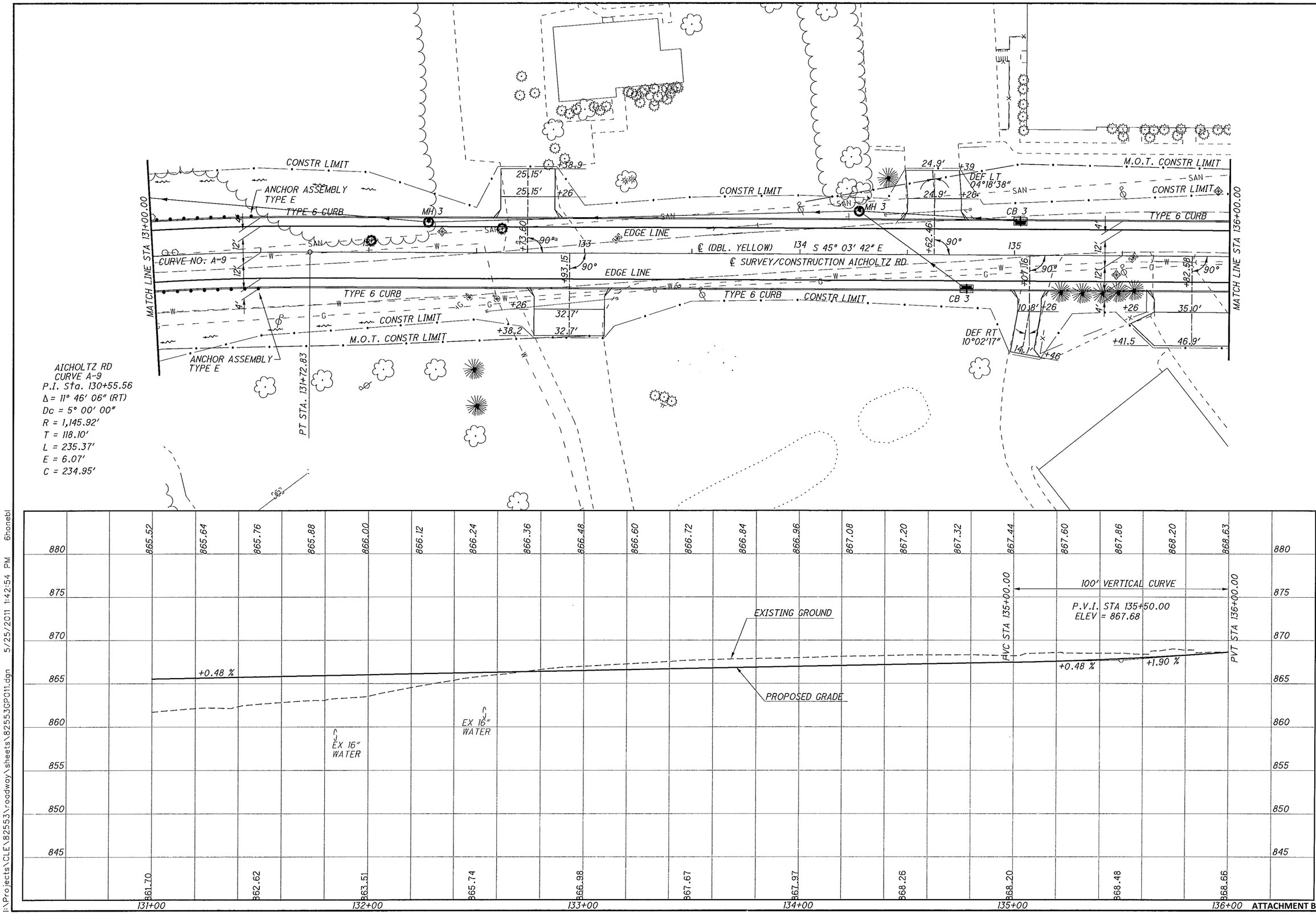
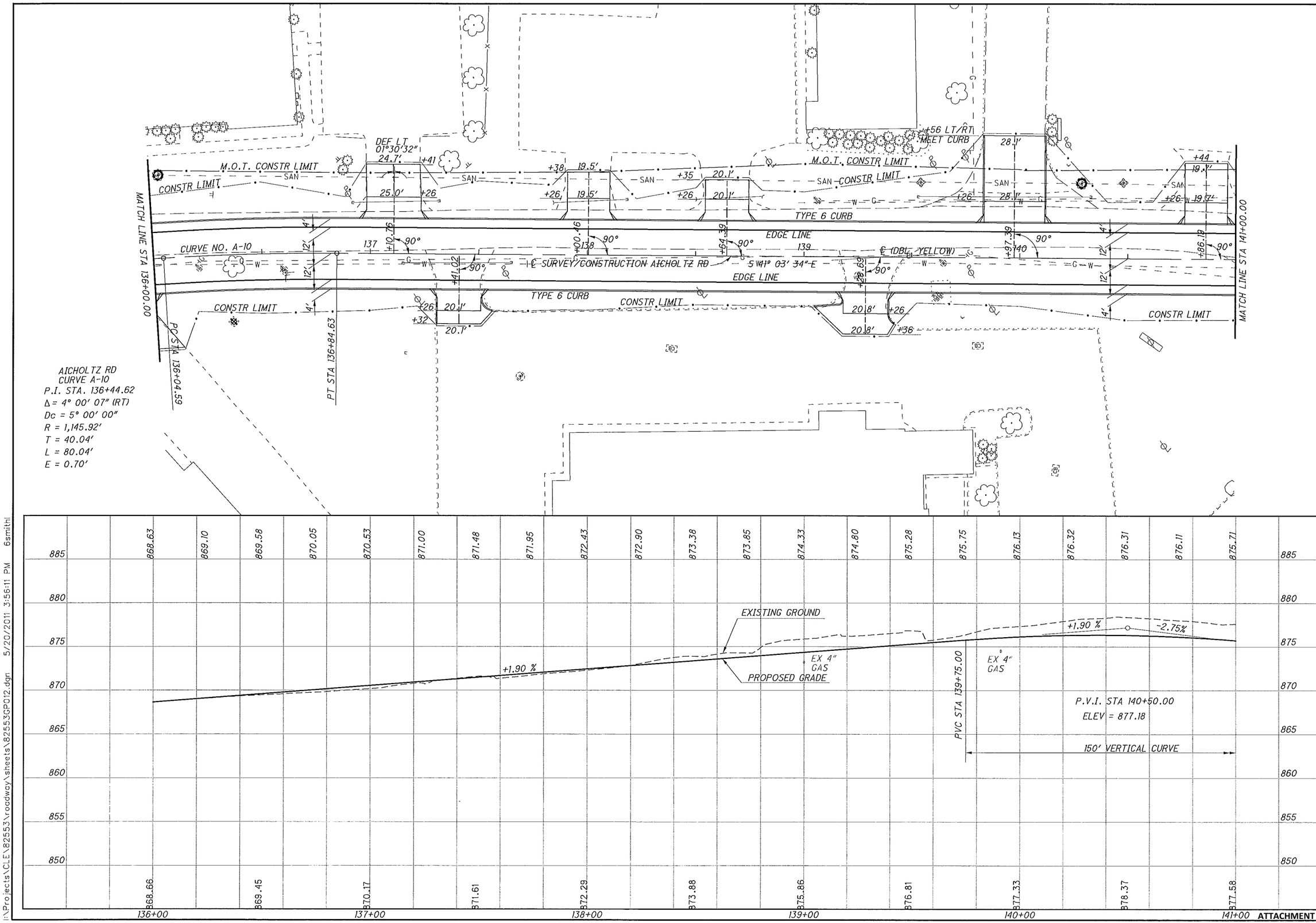

CONSTR LIMIT
ANCHOR ASSEMBLY TYPE E
TYPE 6 CURB
MH 3
EDGE LINE
℄ (DBL. YELLOW)
℄ SURVEY/CONSTRUCTION AICHOLTZ RD
S 45° 03' 42" E
CURVE NO. A-9
MATCH LINE STA 131+00.00
MATCH LINE STA 136+00.00
M.O.T. CONSTR LIMIT
DEF LT 04°18'38"
CB 3
DEF RT 10°02'17"
AICHOLTZ RD
CURVE A-9
P.I. Sta. 130+55.56
Δ = 11° 46' 06" (RT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 118.10'
L = 235.37'
E = 6.07'
C = 234.95'
PT STA. 131+72.83
100' VERTICAL CURVE
P.V.I. STA 135+50.00
ELEV = 867.68
PVC STA 135+00.00
PVT STA 136+00.00
EXISTING GROUND
PROPOSED GRADE
+0.48 %
+1.90 %
EX 16" WATER
131+00
132+00
133+00
134+00
135+00
136+00
HORIZONTAL SCALE IN FEET
CALCULATED
CHECKED
PLAN AND PROFILE
STA 131+00.00 TO STA 136+00.00
CLE-CR 3-0.00
18
ATTACHMENT B4
Page 154
I:\Projects\CLE\82553\roadway\sheets\82553GP011.dgn 5/25/2011 1:42:54 PM 6honebl



HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

PLAN AND PROFILE
STA 136+00.00 TO STA 141+00.00

CLE-CR 3-0.00

19

ATTACHMENT B4

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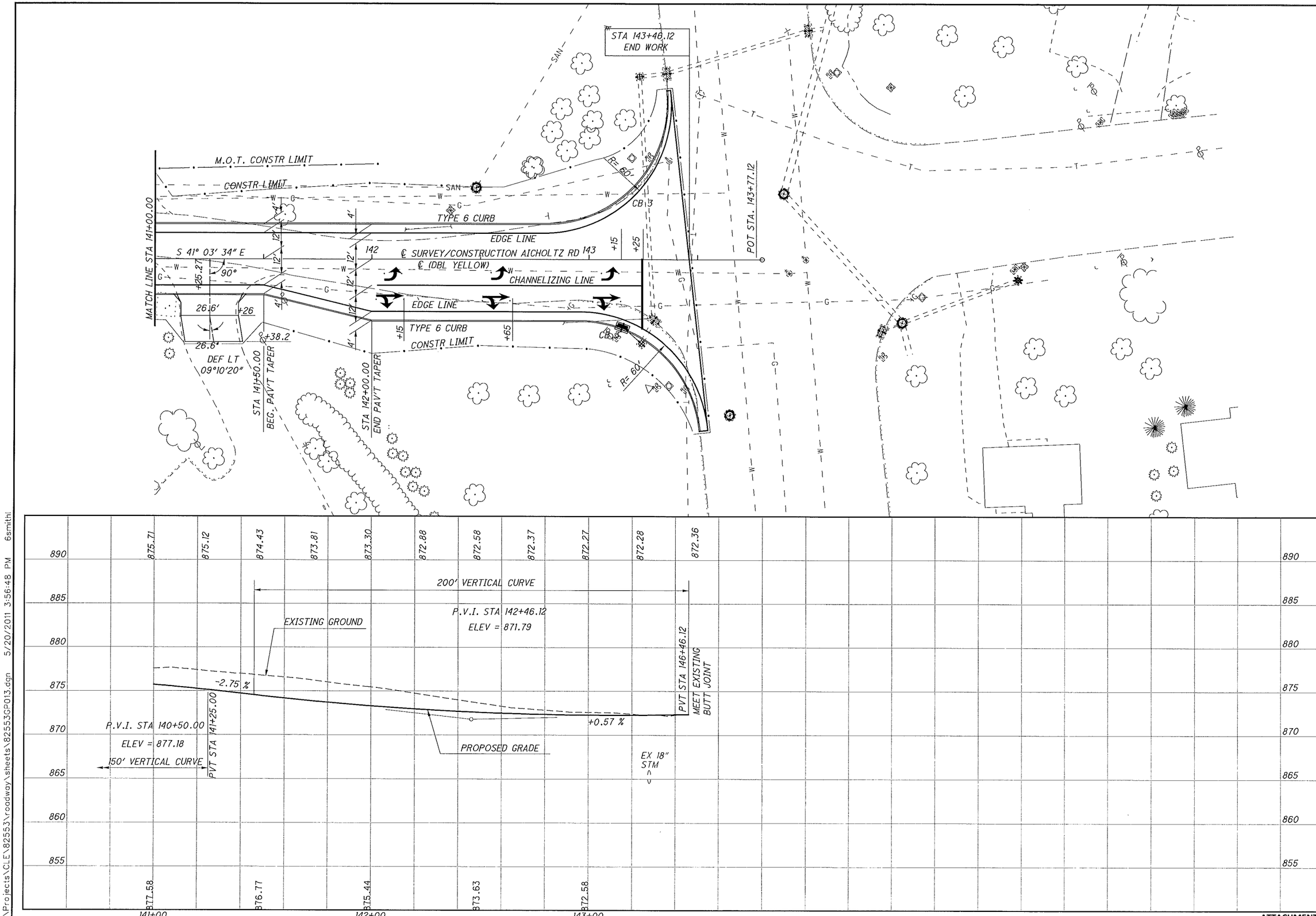

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED

CHECKED

PLAN AND PROFILE

STA 141+00.00 TO STA 143+43.43

CLE-CR 3-0.00

20

ATTACHMENT B4

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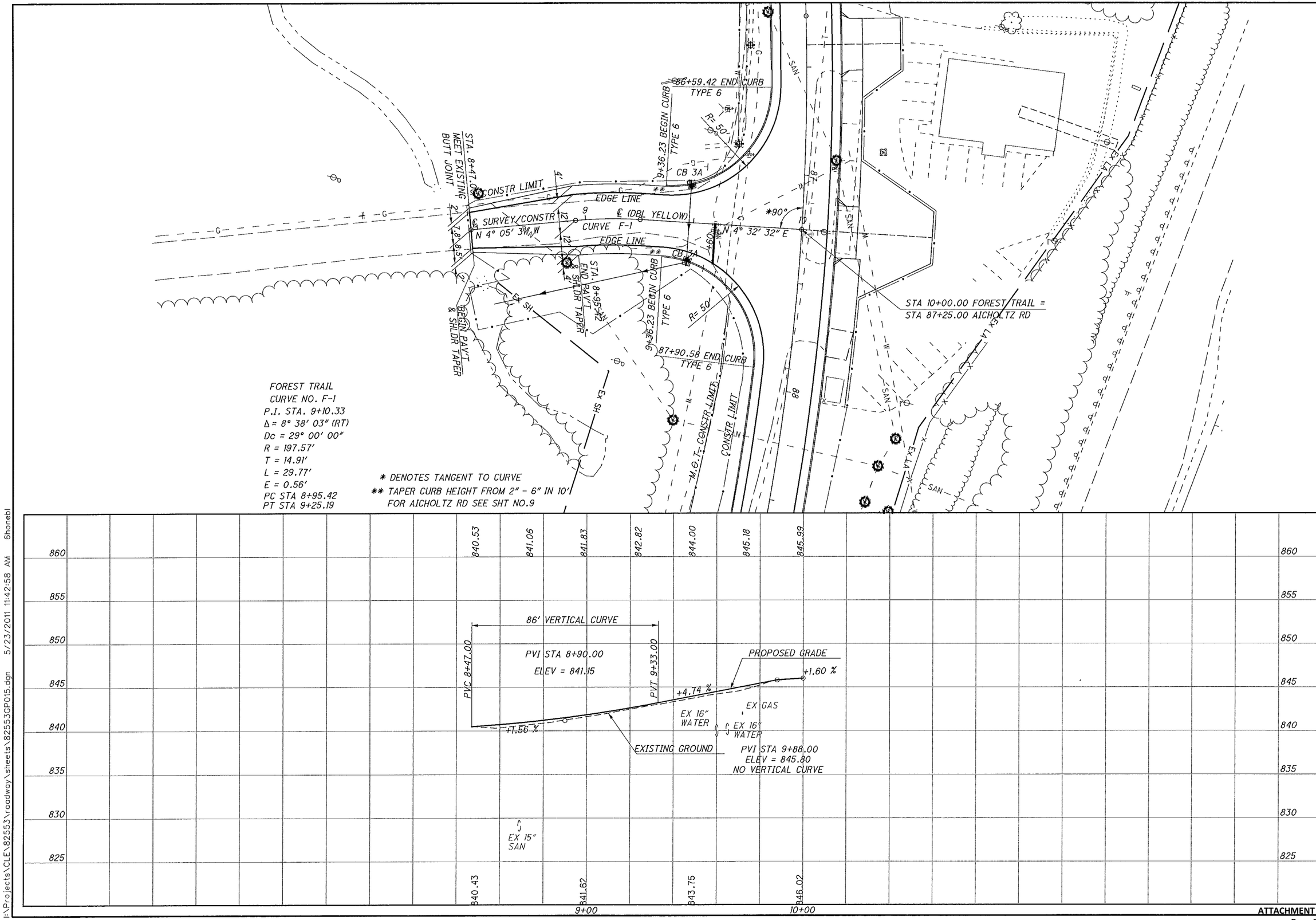

PLAN AND PROFILE FOREST TRAIL
STA 8+47.00 TO STA 10+00.00

CALCULATED
CHECKED

HORIZONTAL SCALE IN FEET 0 10 20 40

CLE-CR 3-0.00

21

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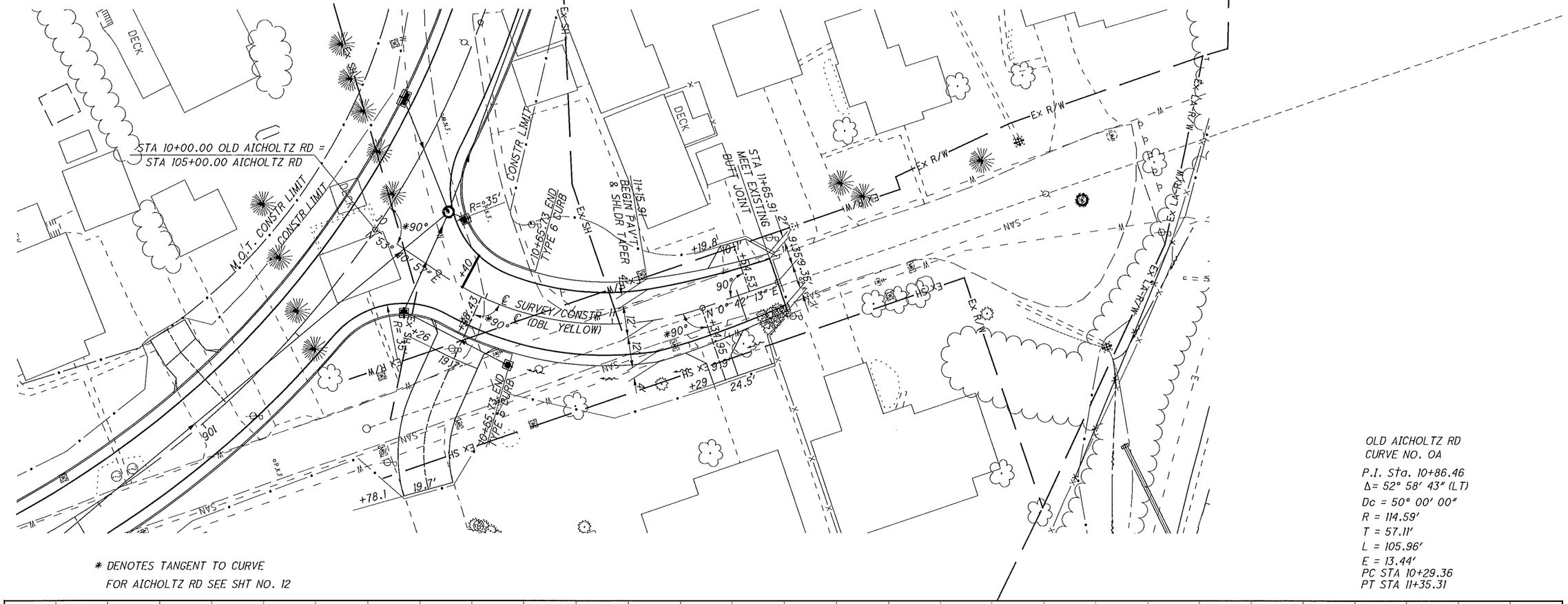
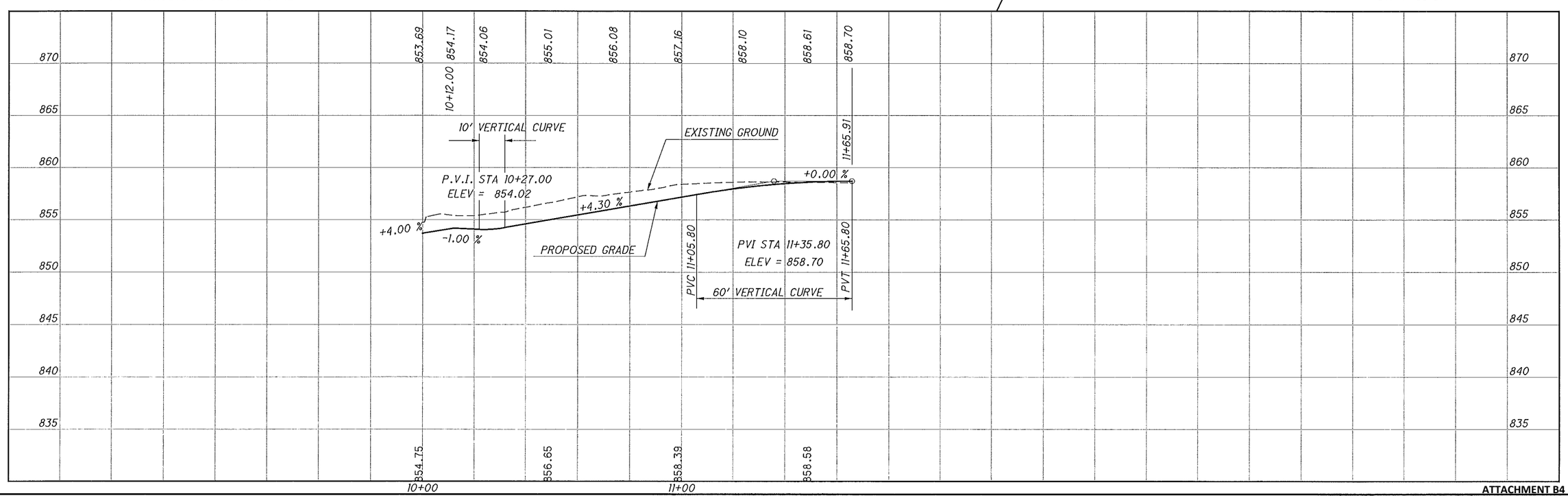


* DENOTES TANGENT TO CURVE
FOR AICHOLTZ RD SEE SHT NO. 12

OLD AICHOLTZ RD
CURVE NO. OA

P.I. Sta. 10+86.46
Δ= 52° 58' 43" (LT)
Dc = 50° 00' 00"
R = 114.59'
T = 57.11'
L = 105.96'
E = 13.44'
PC STA 10+29.36
PT STA 11+35.31



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

PLAN AND PROFILE OLD AICHOLTZ RD
STA 10+00.00 TO STA 11+65.91

CLE-CR 3-0.00

22

ATTACHMENT B4

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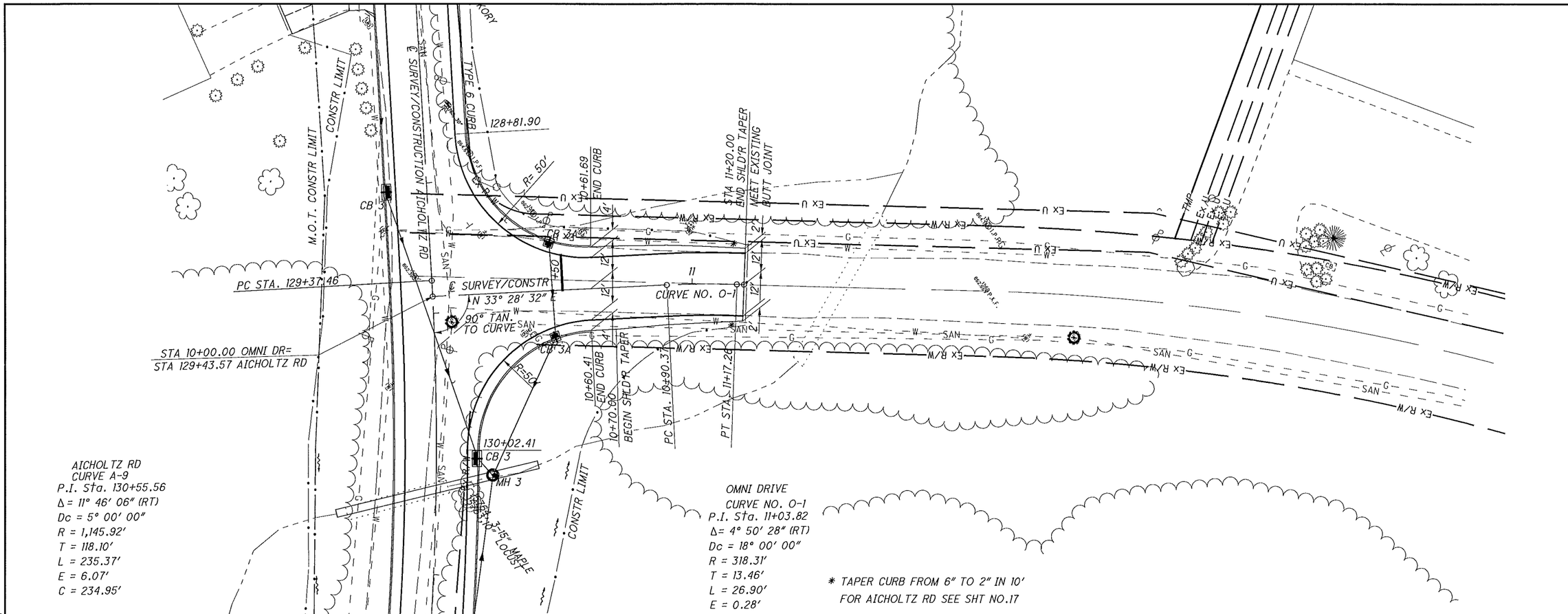

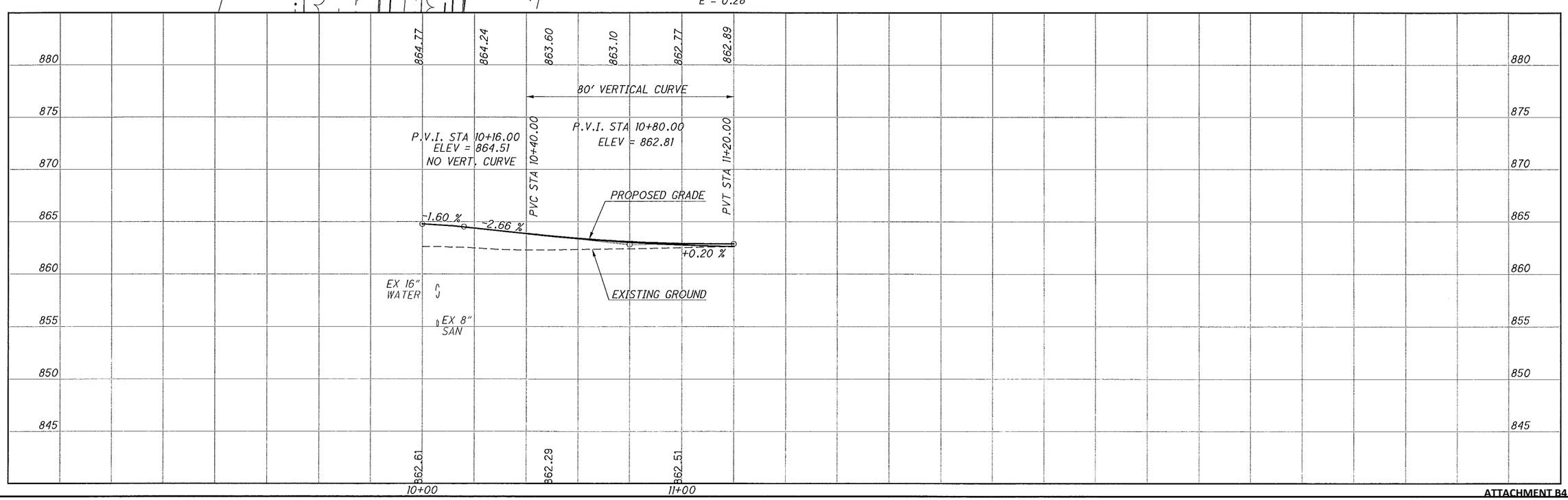

PLAN AND PROFILE OMNI DRIVE
STA 10+00.00 TO STA 11+20.01

CLE-CR 3-0.00

23

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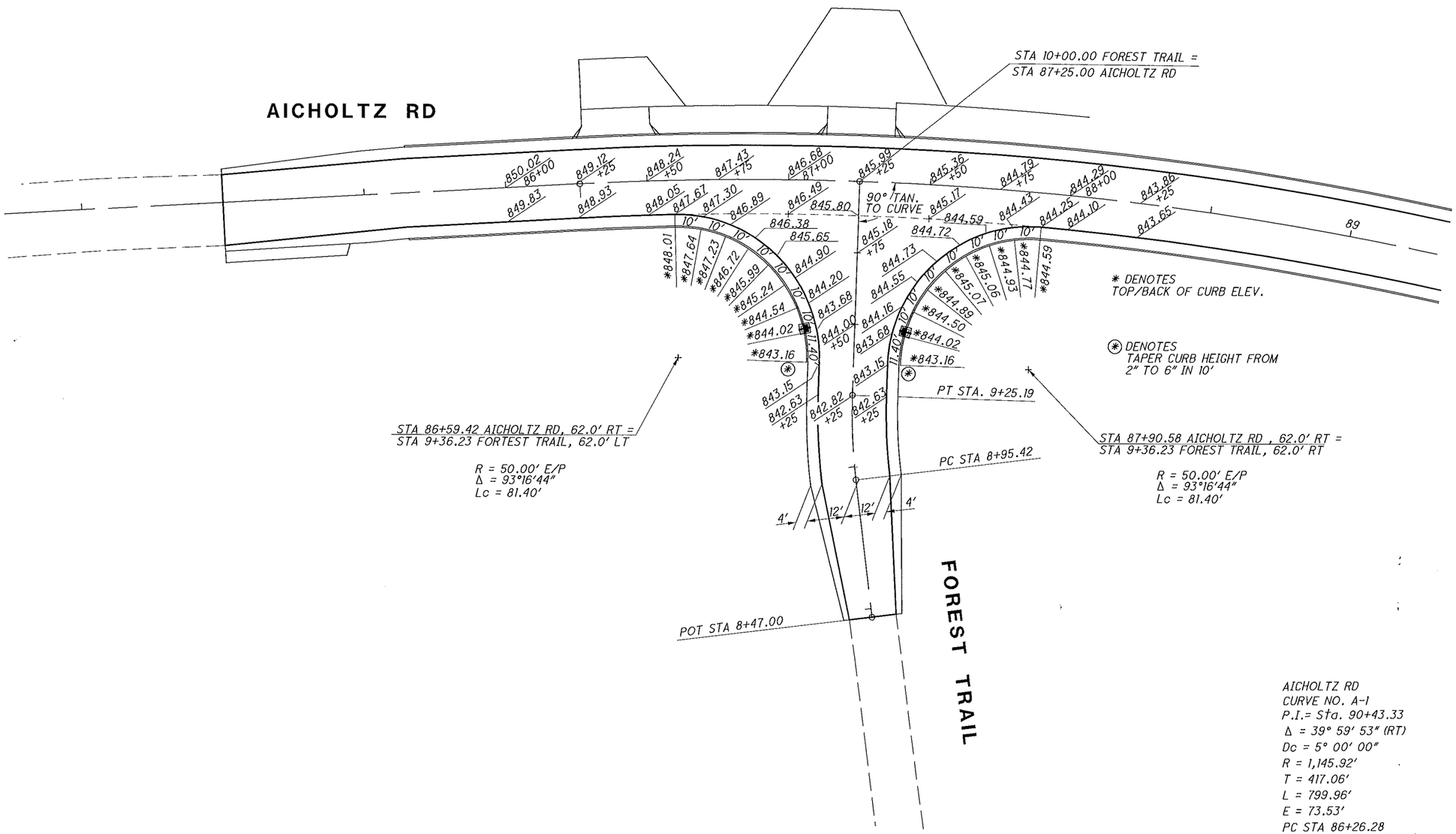

AICHOLTZ RD
CURVE NO. A-1
P.I.= Sta. 90+43.33
Δ = 39° 59' 53" (RT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 417.06'
L = 799.96'
E = 73.53'
PC STA 86+26.28
PT STA 94+26.23

FOREST TRAIL
CURVE NO. F-1
P.I. Sta. 9+10.33
Δ = 8° 38' 03" (RT)
Dc = 29° 00' 00"
R = 197.57'
T = 14.91'
L = 29.77'
E = 0.56'
PC STA 8+95.42
PT STA 9+25.19

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

INTERSECTION DETAILS
AICHOLTZ RD AND FOREST TRAIL

CLE-CR 3-0.00

24

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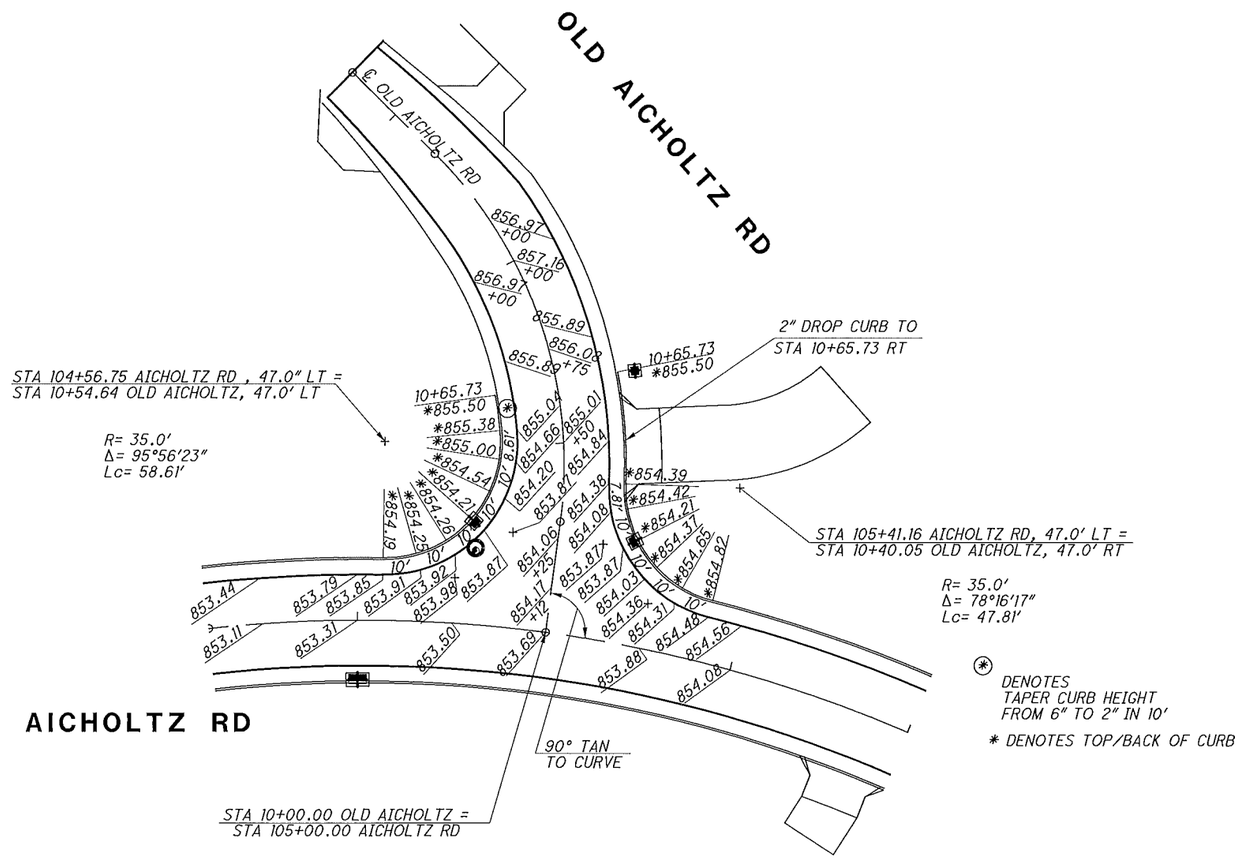

AICHOLTZ RD
CURVE NO. A-4

P.I.= Sta. 105+57.69
Δ = 43° 23' 35" (RT)
Dc = 15° 30' 00"
R = 369.65'
T = 147.08'
L = 279.95'
E = 28.18'
PC STA 104+10.61
PT STA 106+90.57
SE = .040

OLD AICHOLTZ RD
CURVE NO. OA

P.I. Sta. 10+86.46
Δ= 52° 58' 43" (LT)
Dc = 50° 00' 00"
R = 114.59'
T = 57.11'
L = 105.96'
E = 13.44'
PC STA 10+29.36
PT STA 11+35.31

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED

CHECKED

INTERSECTION DETAIL
AICHOLTZ RD AND OLD AICHOLTZ RD

CLE-CR 3-0.00

25

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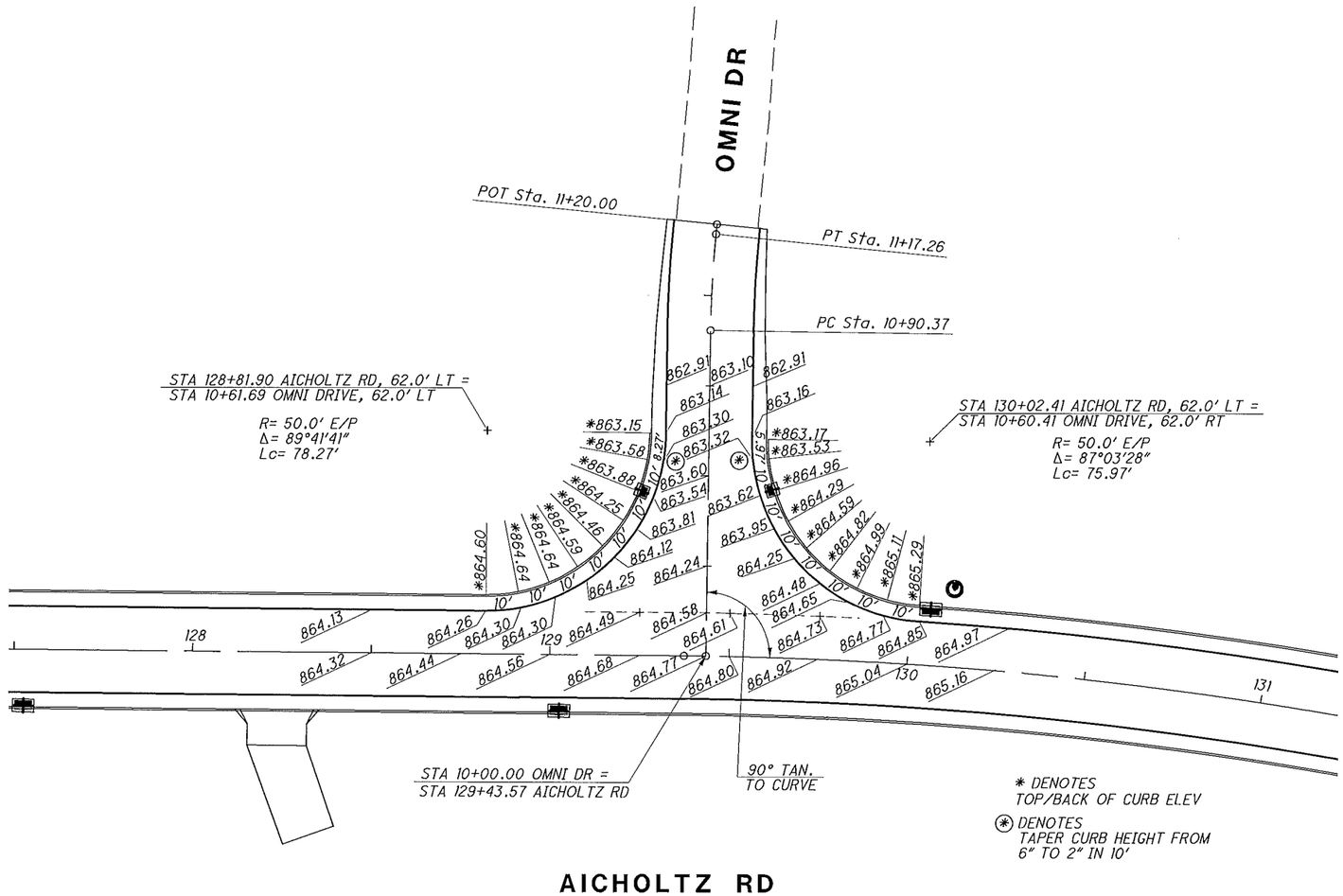

OMNI DRIVE CURVE NO. O-1	AICHOLTZ RD CURVE NO. A-8
P.I. Sta. 11+03.82	P.I. Sta. 123+52.72
Δ = 4° 50' 28" (RT)	Δ = 2° 15' 00" (RT)
Dc = 18° 00' 00"	Dc = 0° 45' 00"
R = 318.31'	R = 7,639.44'
T = 13.46'	T = 150.02'
L = 26.90'	L = 300.00'
E = 0.28'	E = 1.47'
PC STA 10+90.37	PC STA 122+02.70
PT STA 11+17.26	PT STA 125+02.70

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

INTERSECTION DETAILS
AICHOLTZ RD AND OMNI DRIVE

CLE-CR 3-0.00

26

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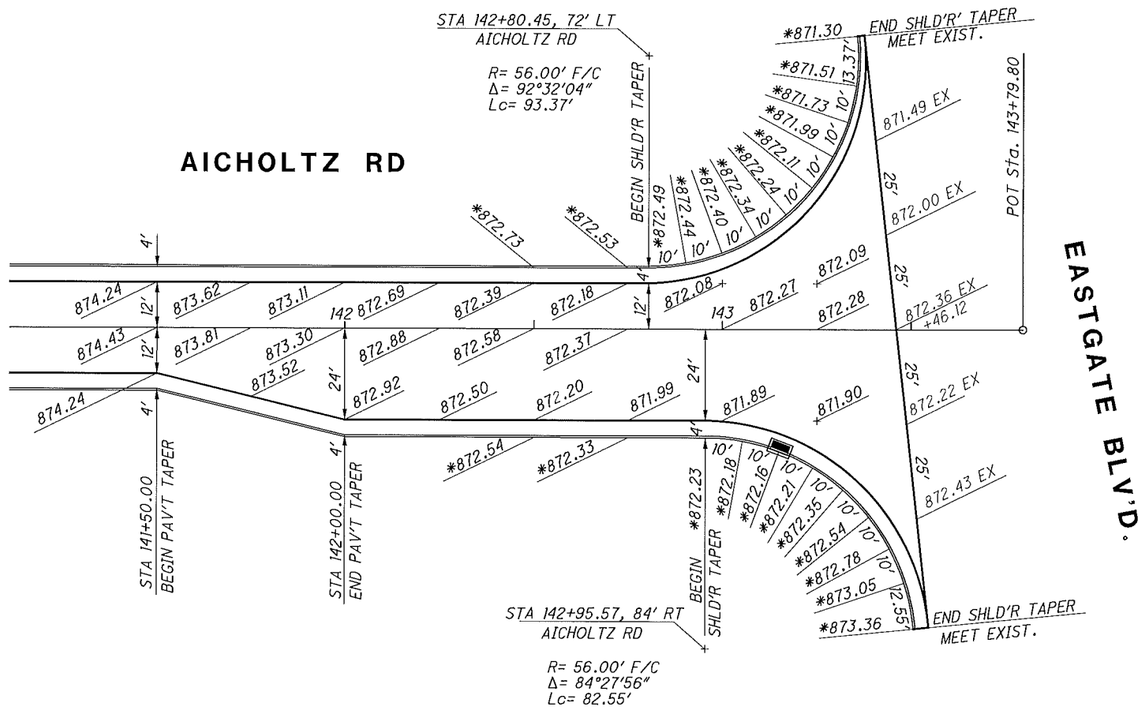

* DENOTES TOP/BACK OF CURB

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED

CHECKED

INTERSECTION DETAILS
AICHOLTZ RD AND EASTGATE BLV'D.

CLE-CR 3-0.00

27

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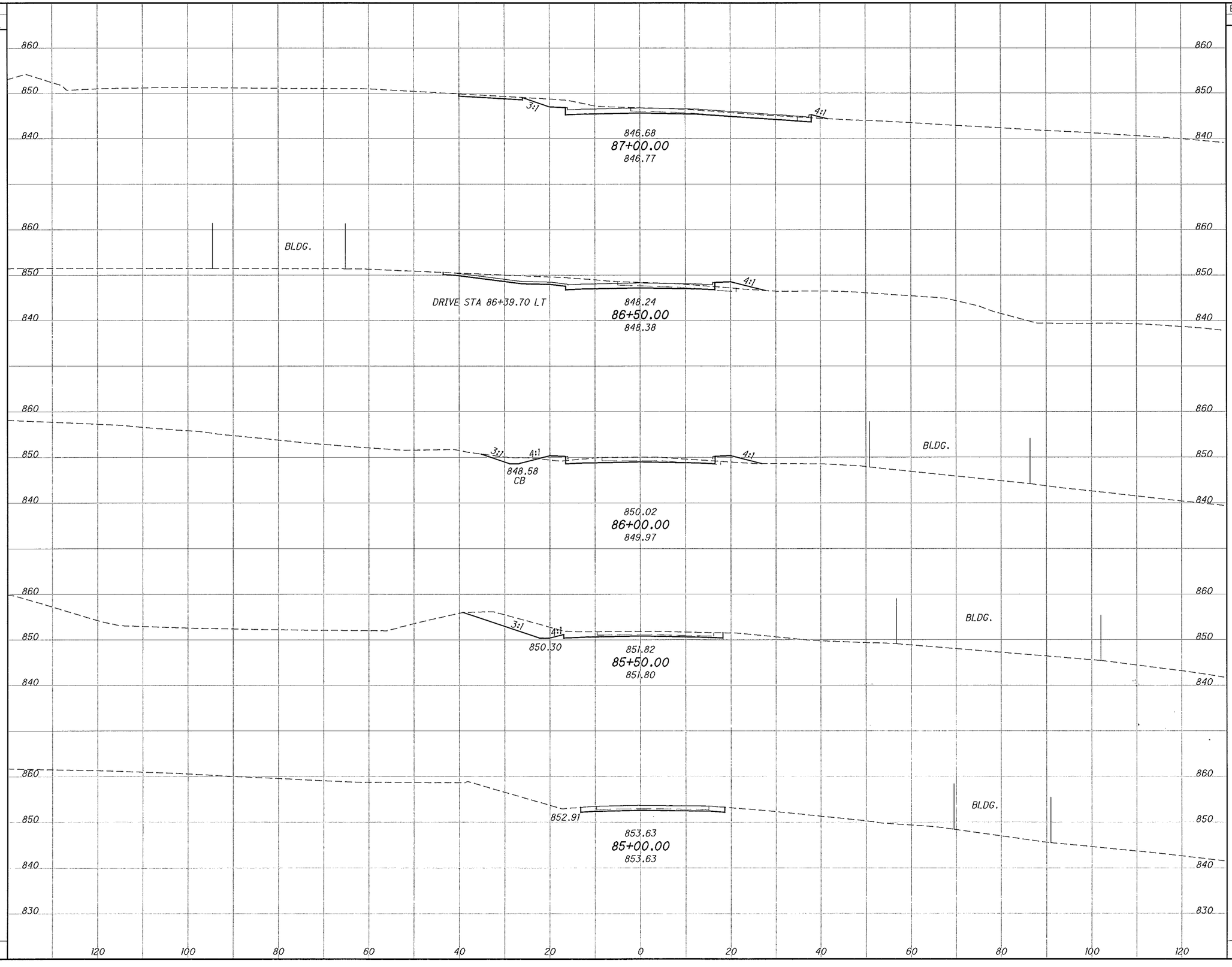
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS AICHOLTZ RD
STA 85+00.00 TO STA 87+00.00

CLE-CR 3-0.00

28

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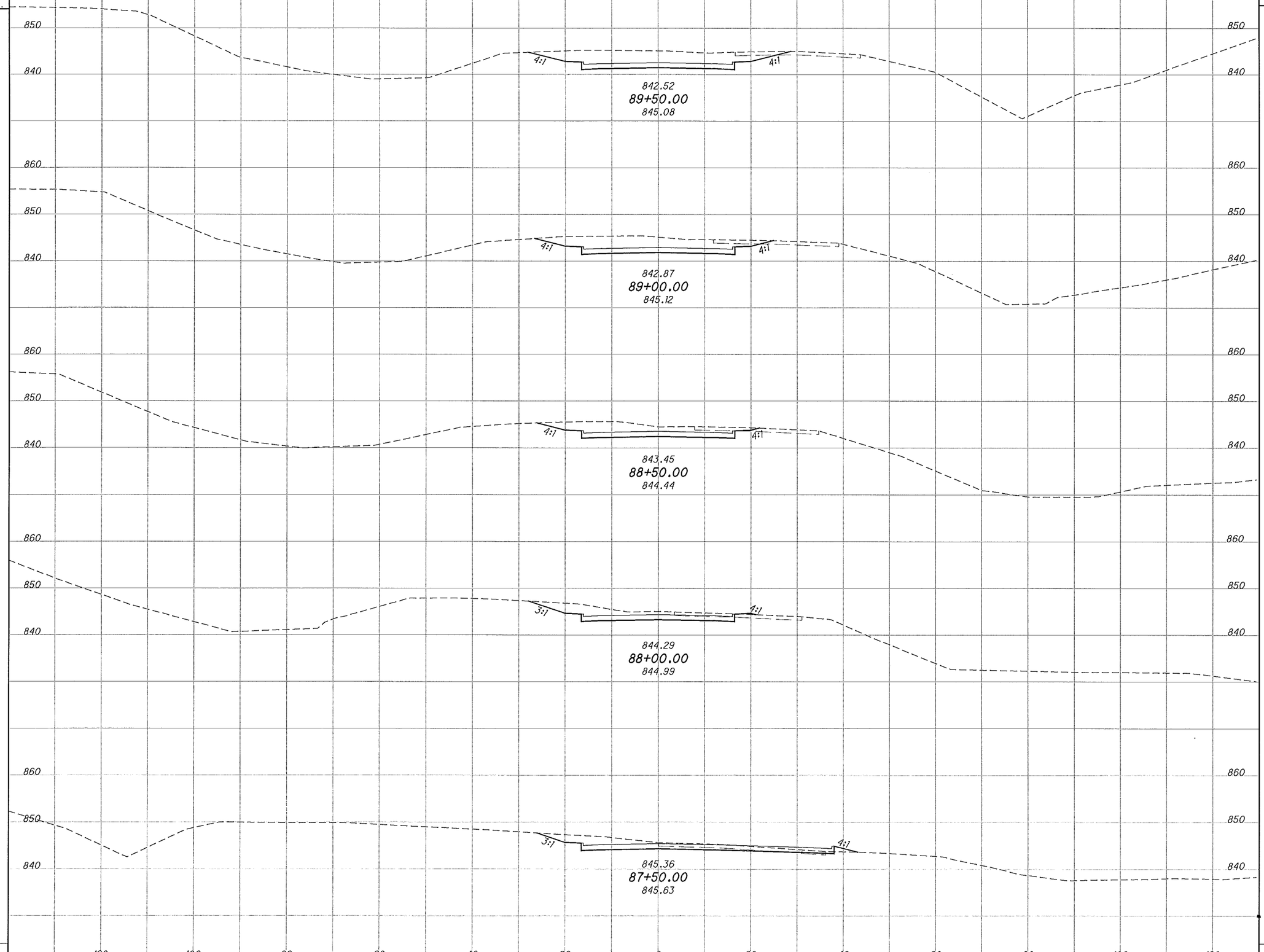
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ
STA 87+50.00 TO STA 89+50.00

CLE-CR 3-0.00

29

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SEEDING	
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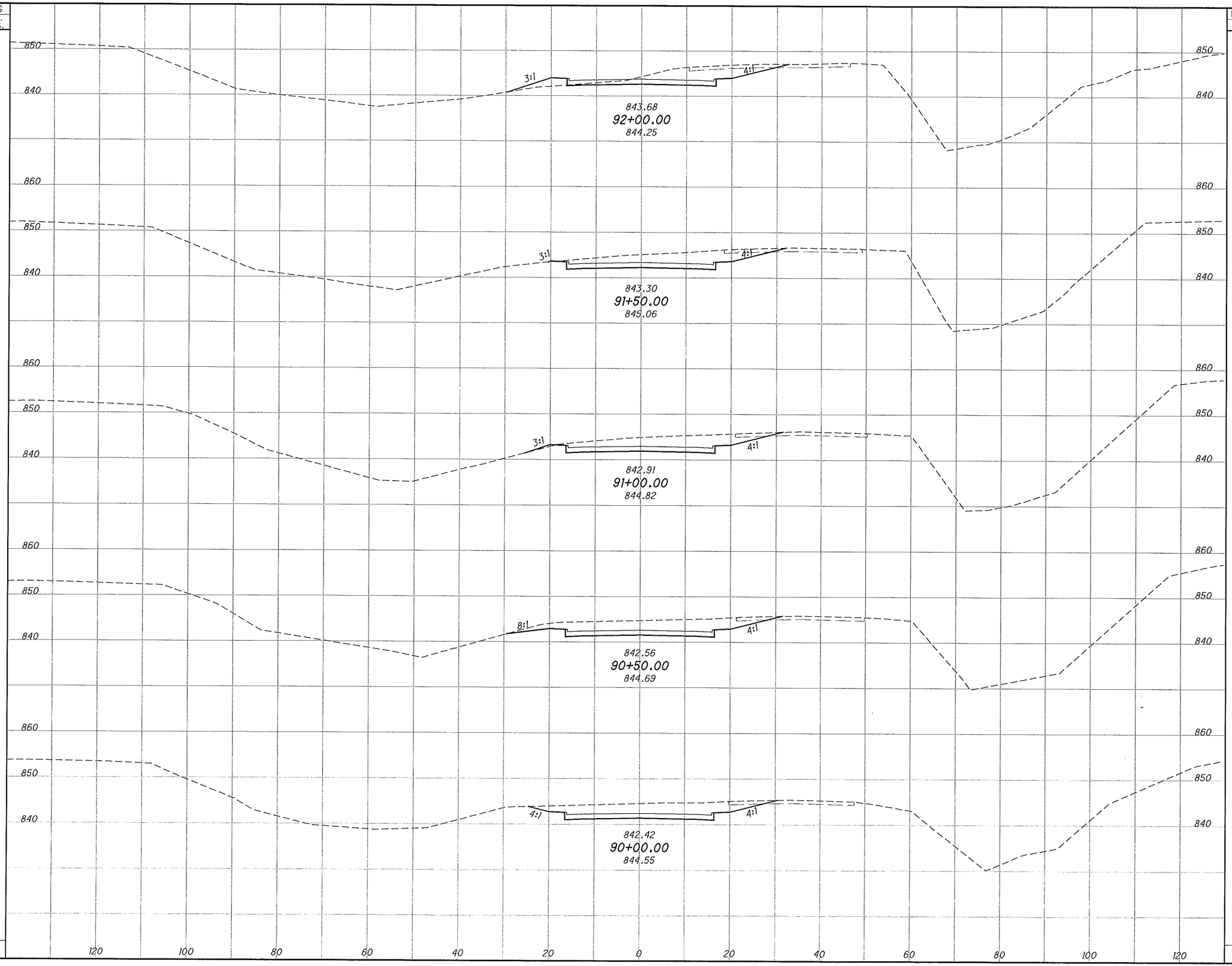

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 90+00.00 TO STA 92+00.00

CLE-CR 3-0.00

30

ATTACHMENT B4

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SEEDING	
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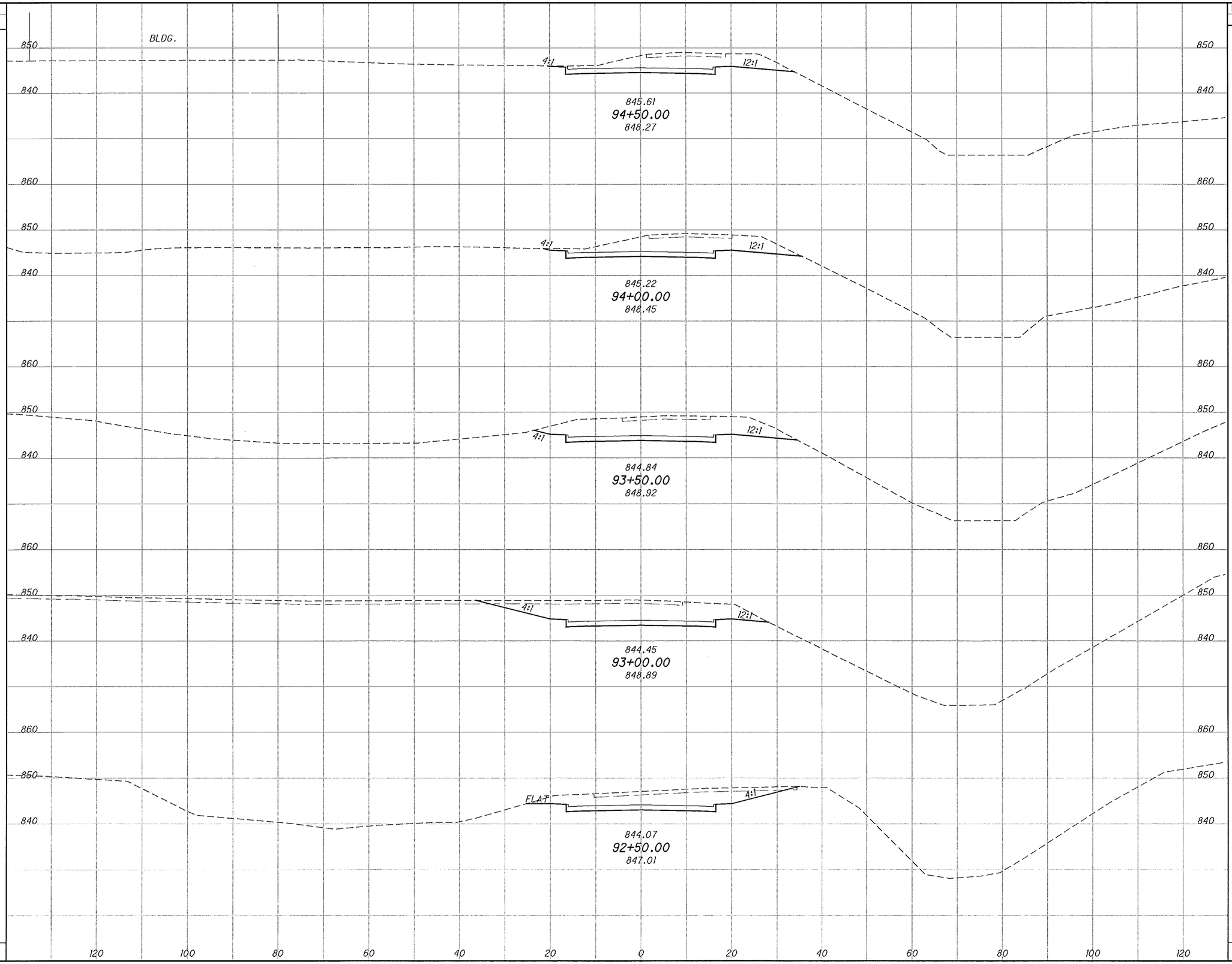

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 92+50.00 TO STA 94+50.00

CLE-CR 3-0.00

31

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SEEDING	
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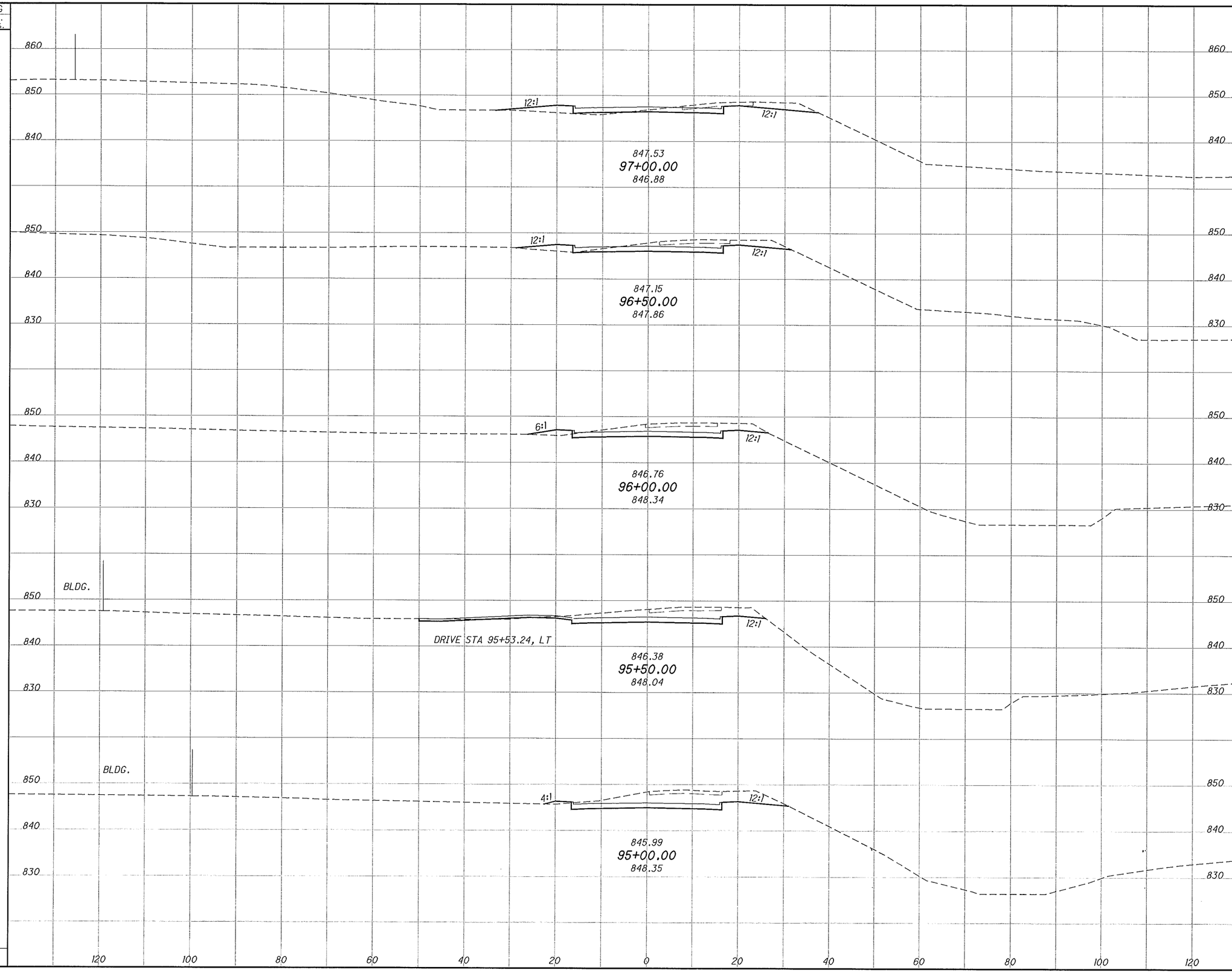

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 95+00.00 TO STA 97+00.00

CLE-CR 3-0.00

32

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SEEDING	
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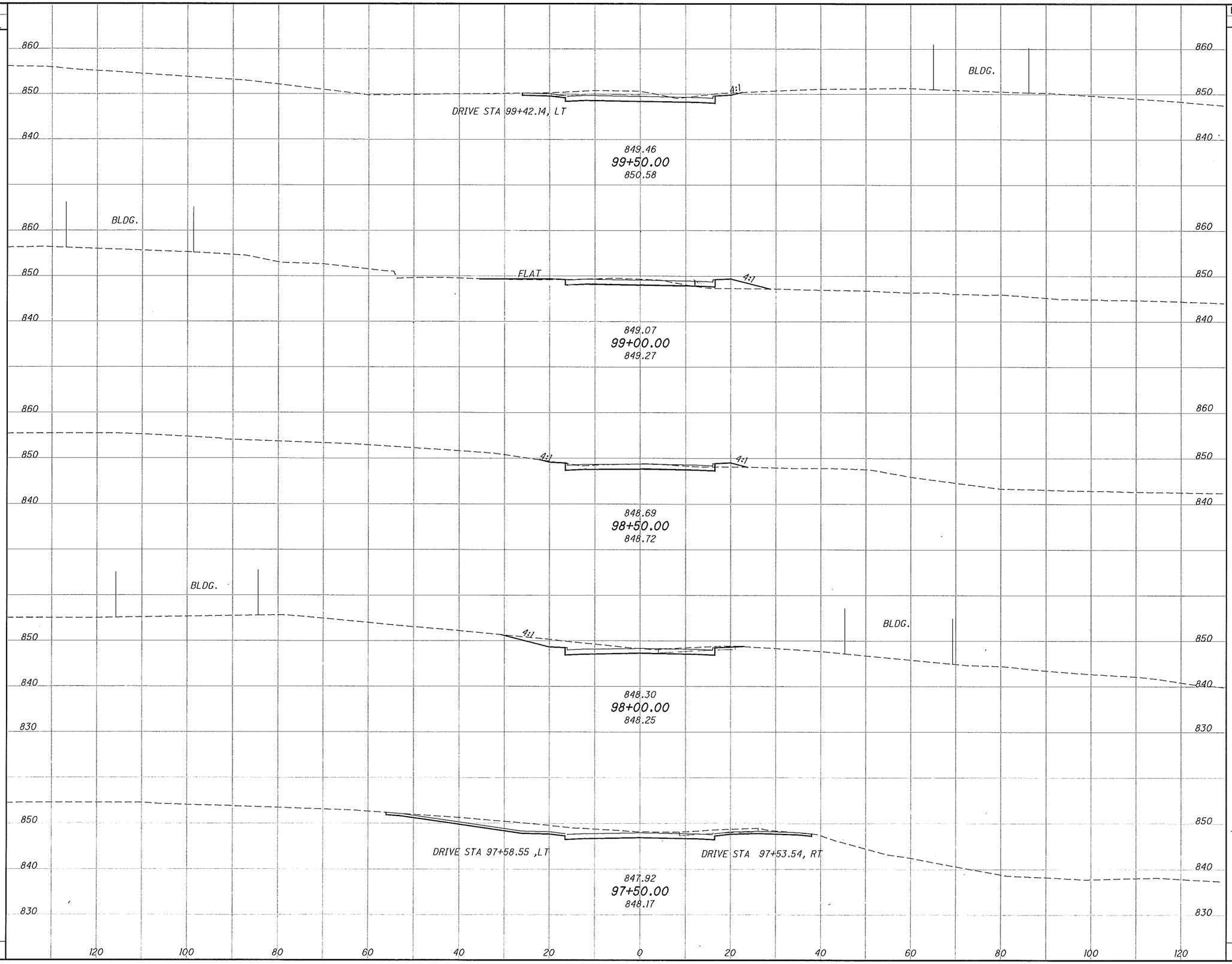


END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

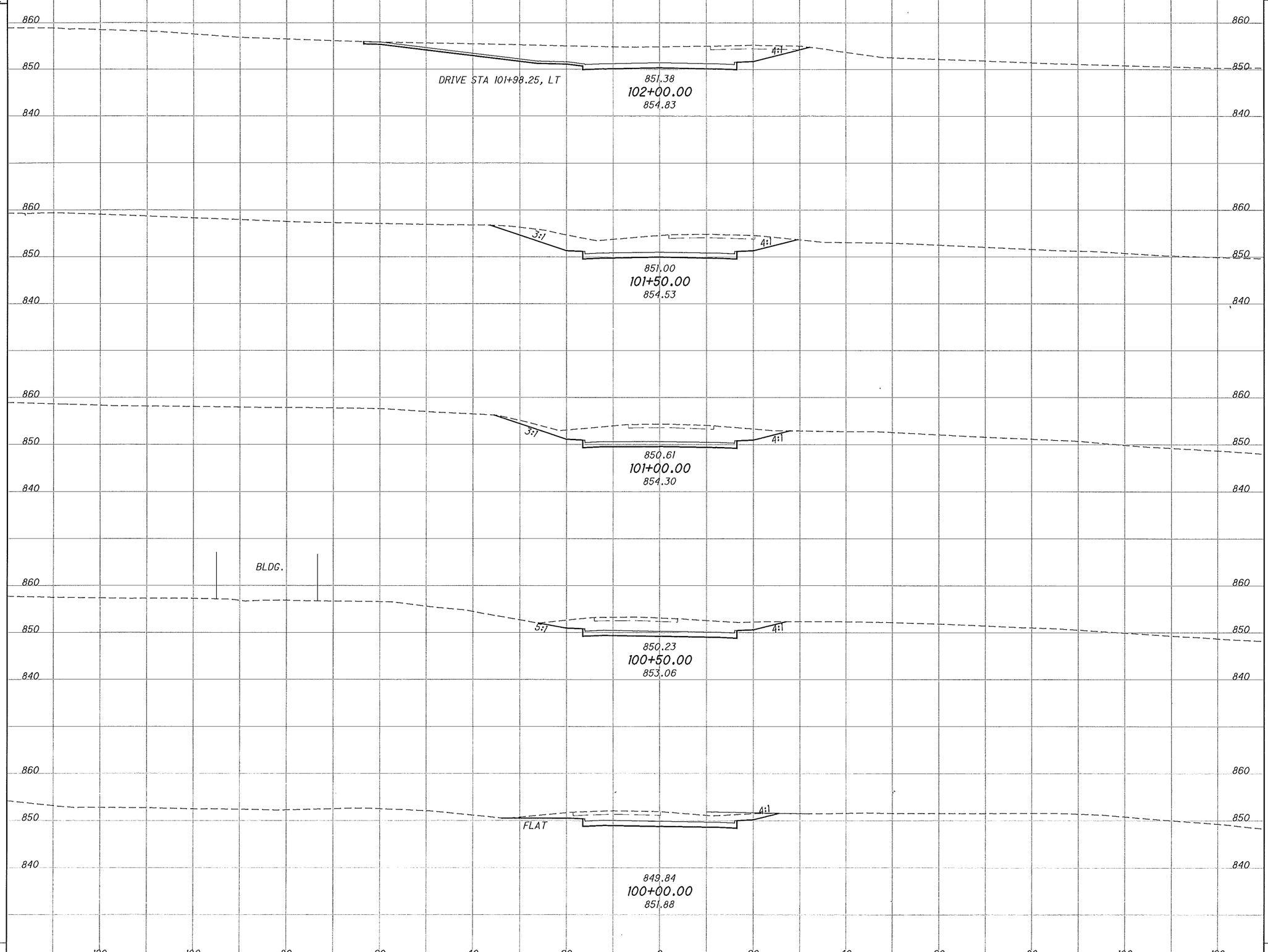
CROSS SECTION AICHOLTZ RD
STA 97+50.00 TO STA 99+50.00

CLE-CR 3-0.00

33

I:\Projects\CLE\82553\roadway\sheets\82553XS001.dgn 5/20/2011 2:16:59 PM 6smithi

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 100+00.00 TO STA 102+00.00

CLE-CR 3-0.00

34

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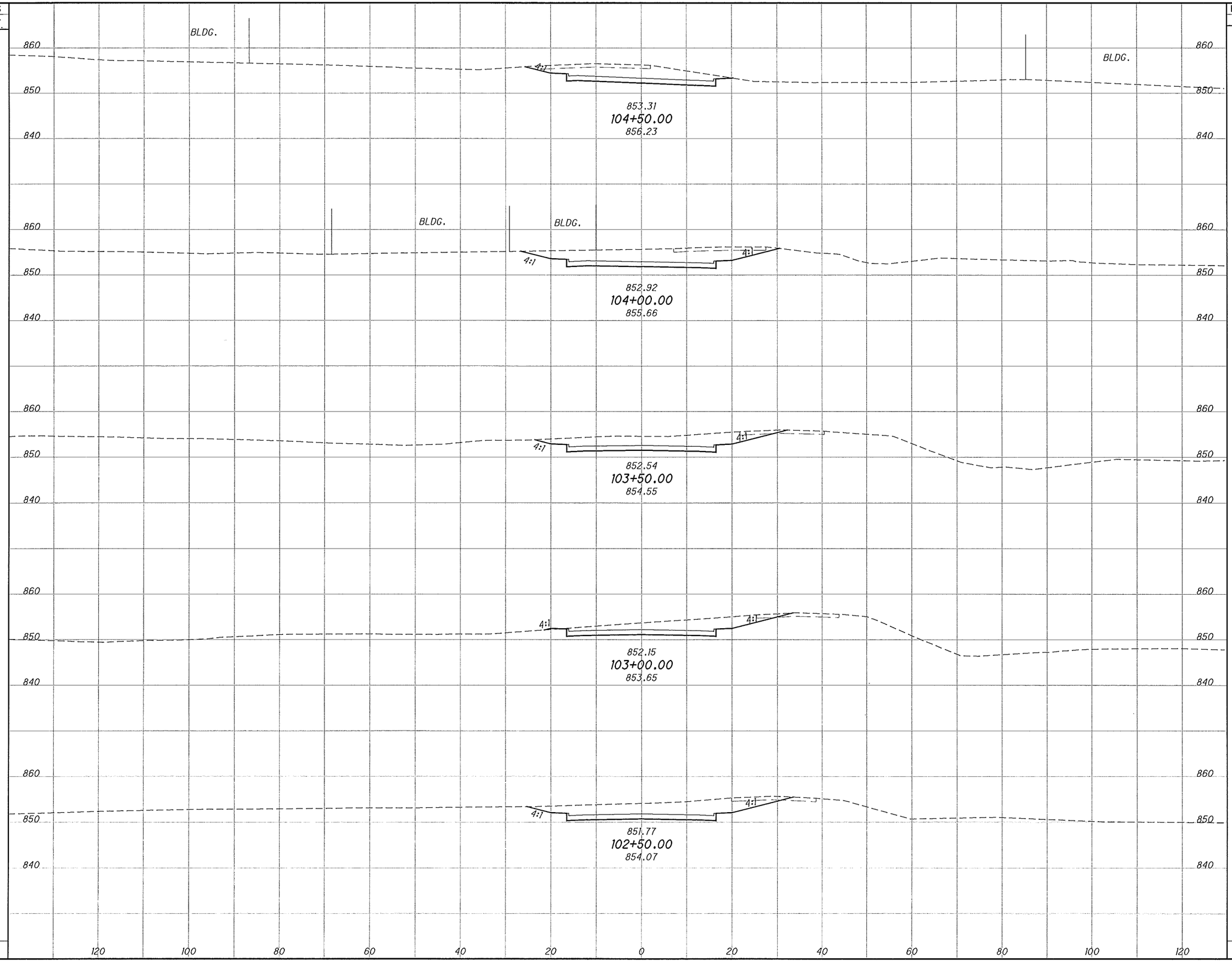
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 102+50.00 TO STA 104+50.00

CLE-CR 3-0.00

35

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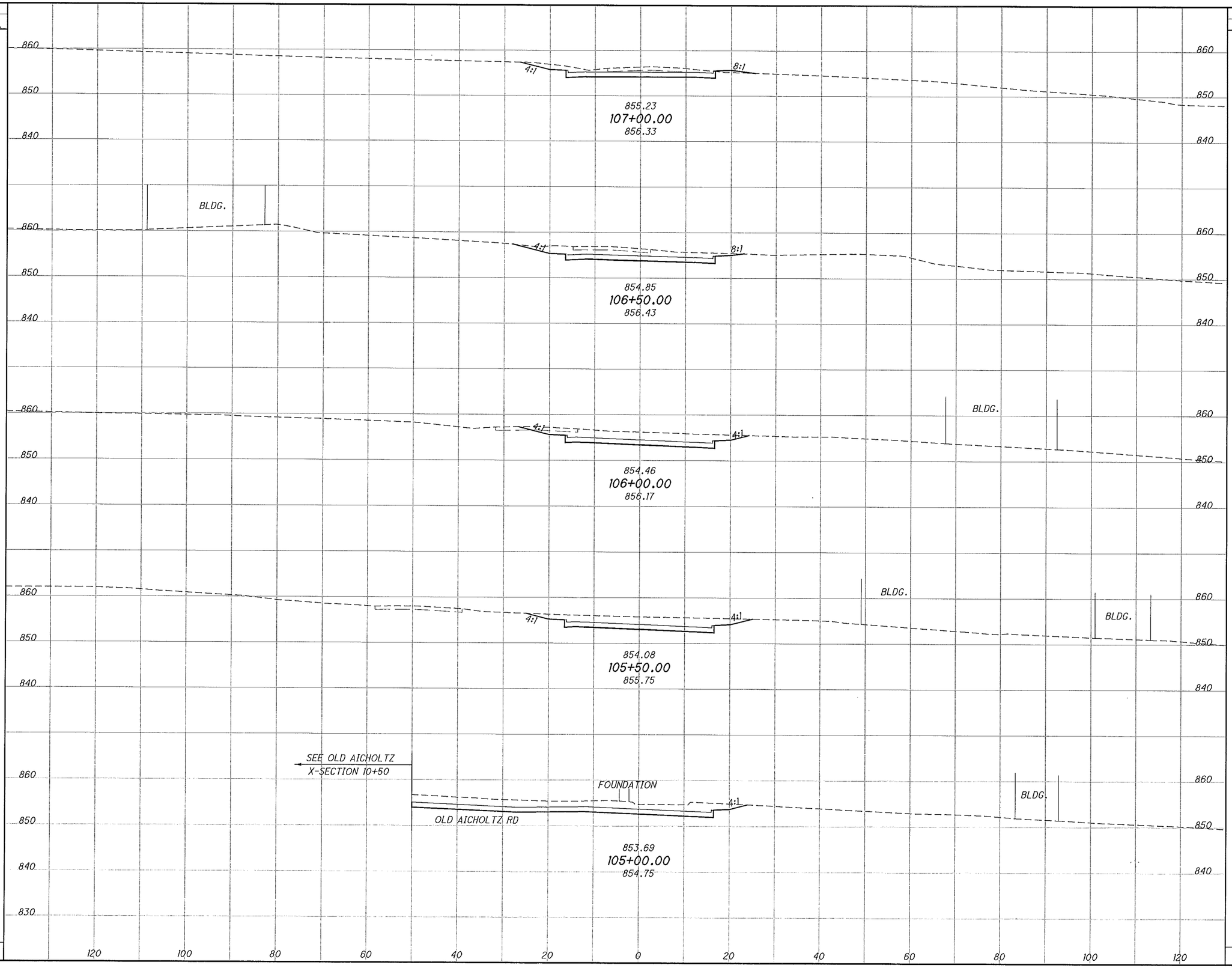
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 105+00.00 TO STA 107+00.00

CLE-CR 3-0.00

36

ATTACHMENT B4

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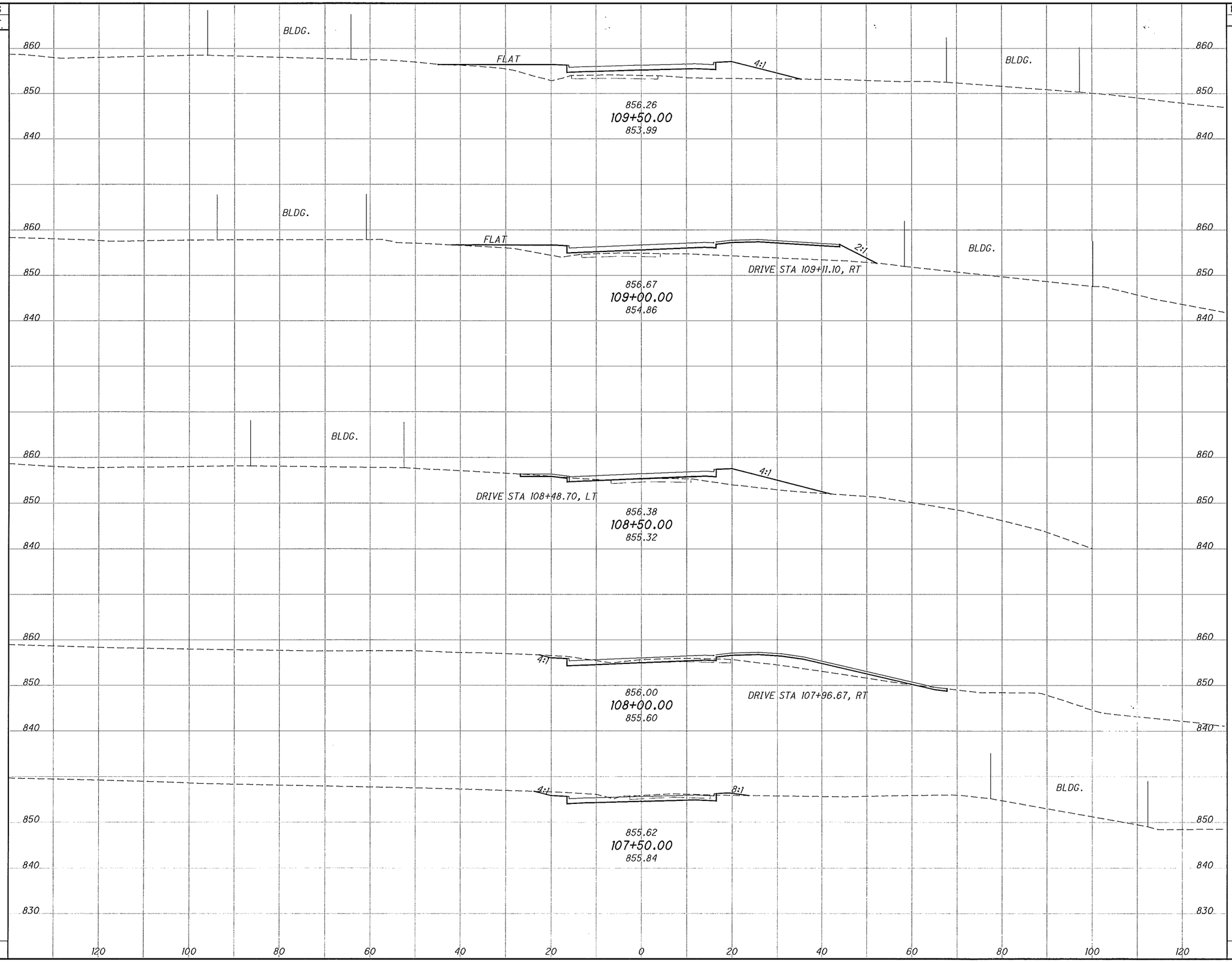
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 107+50.00 TO STA 109+50.00

CLE-CR 3-0.00

37

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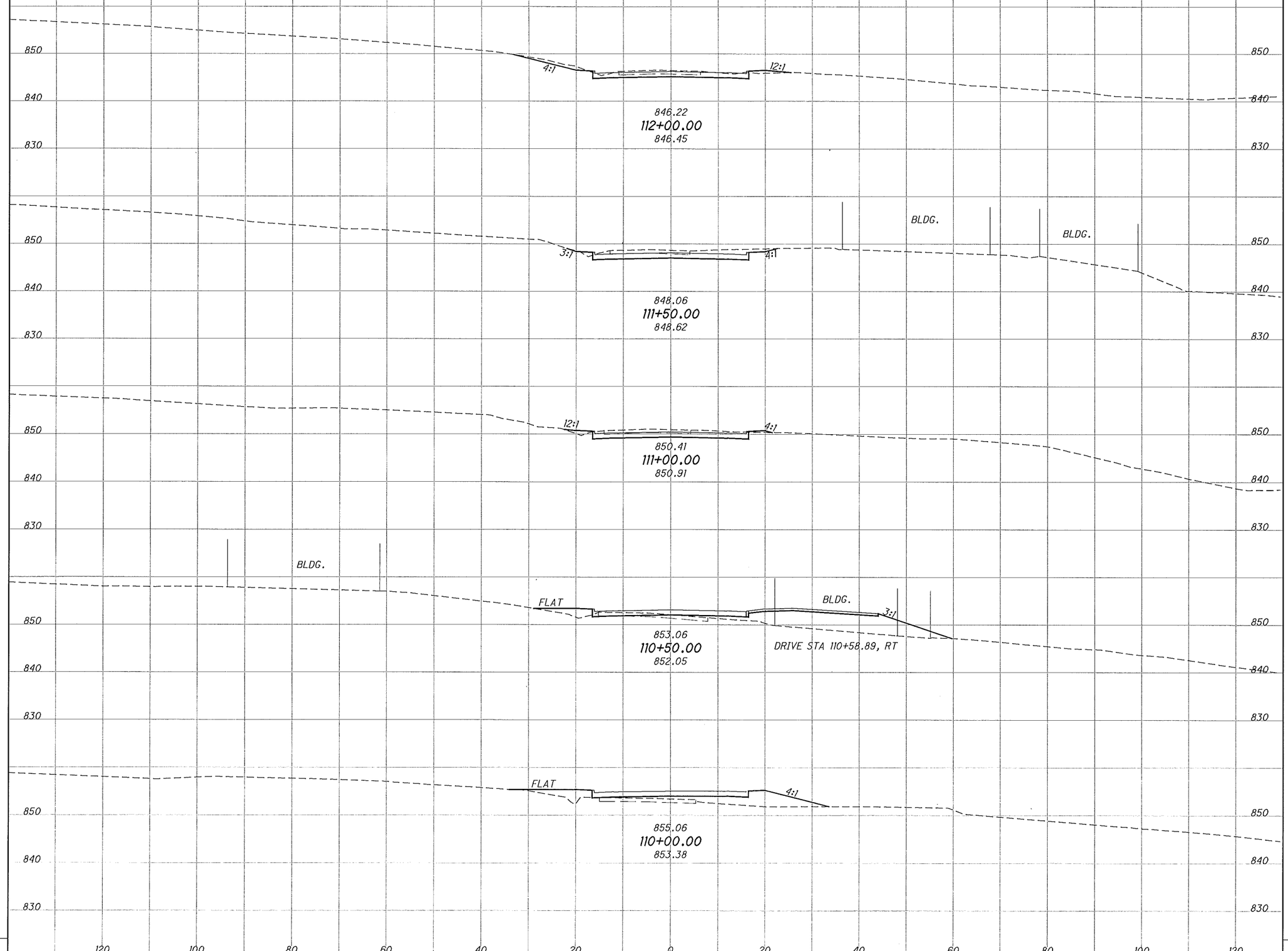
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 110+00.00 TO STA 112+00.00

CLE-CR 3-0.00

38

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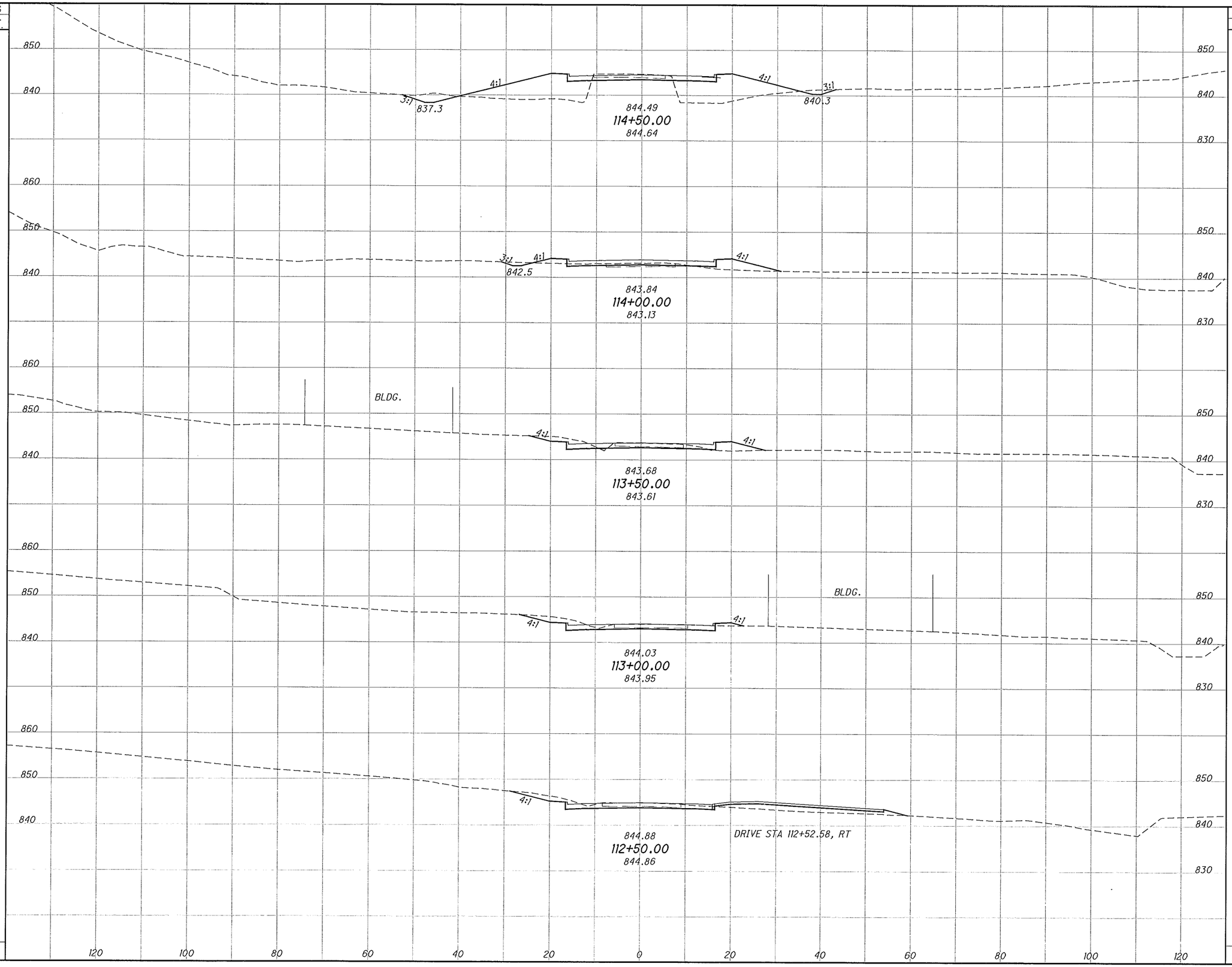
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS AICHOLTZ RD
STA 112+50.00 TO STA 114+50.00

CLE-CR 3-0.00

39

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SEEDING	
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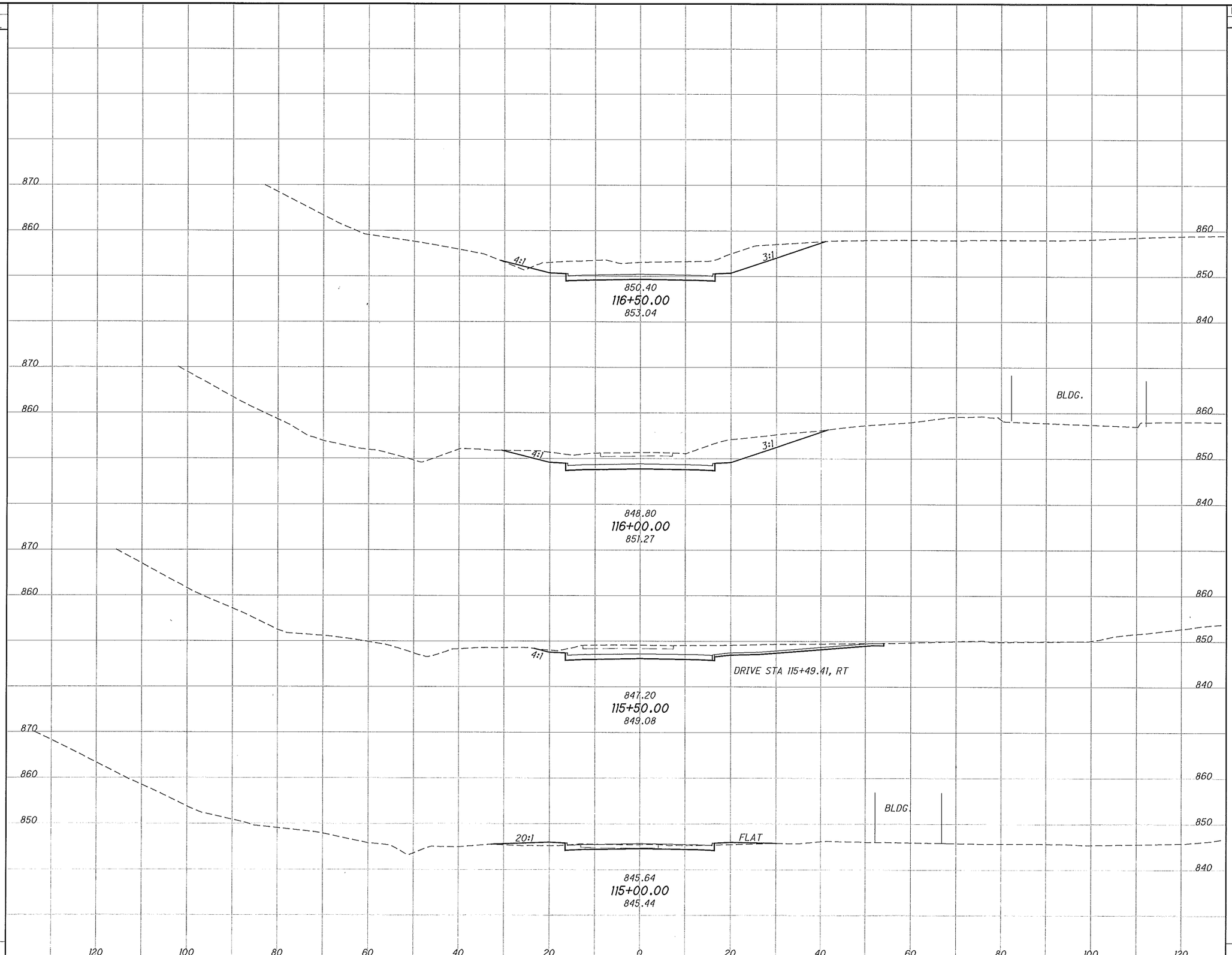

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 115+00.00 STA 116+50.00

CLE-CR 3-0.00

40

ATTACHMENT B4

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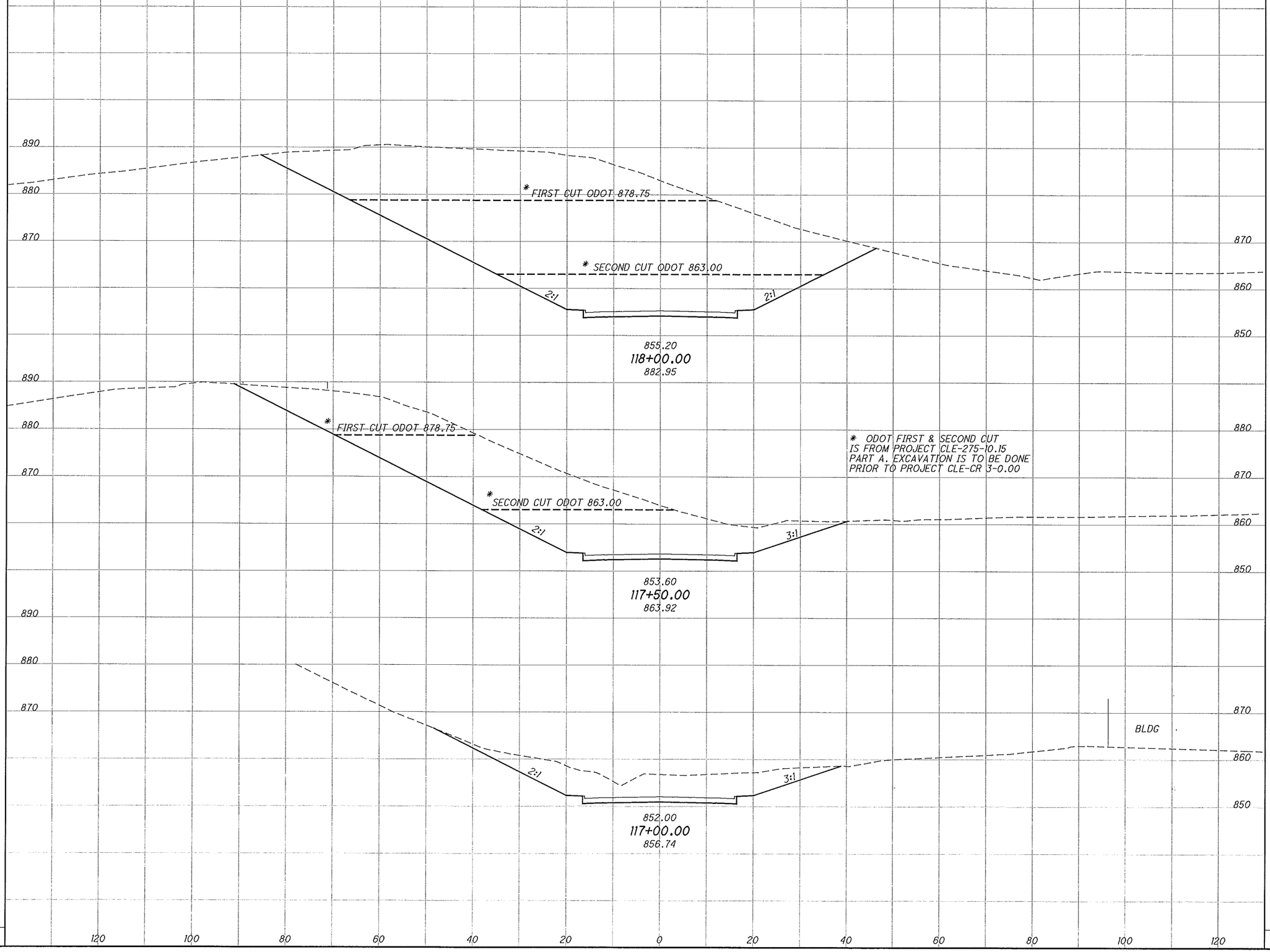
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS AICHOLTZ RD
STA 117+00.00 TO STA 118+00.00

CLE-CR 3-0.00

41

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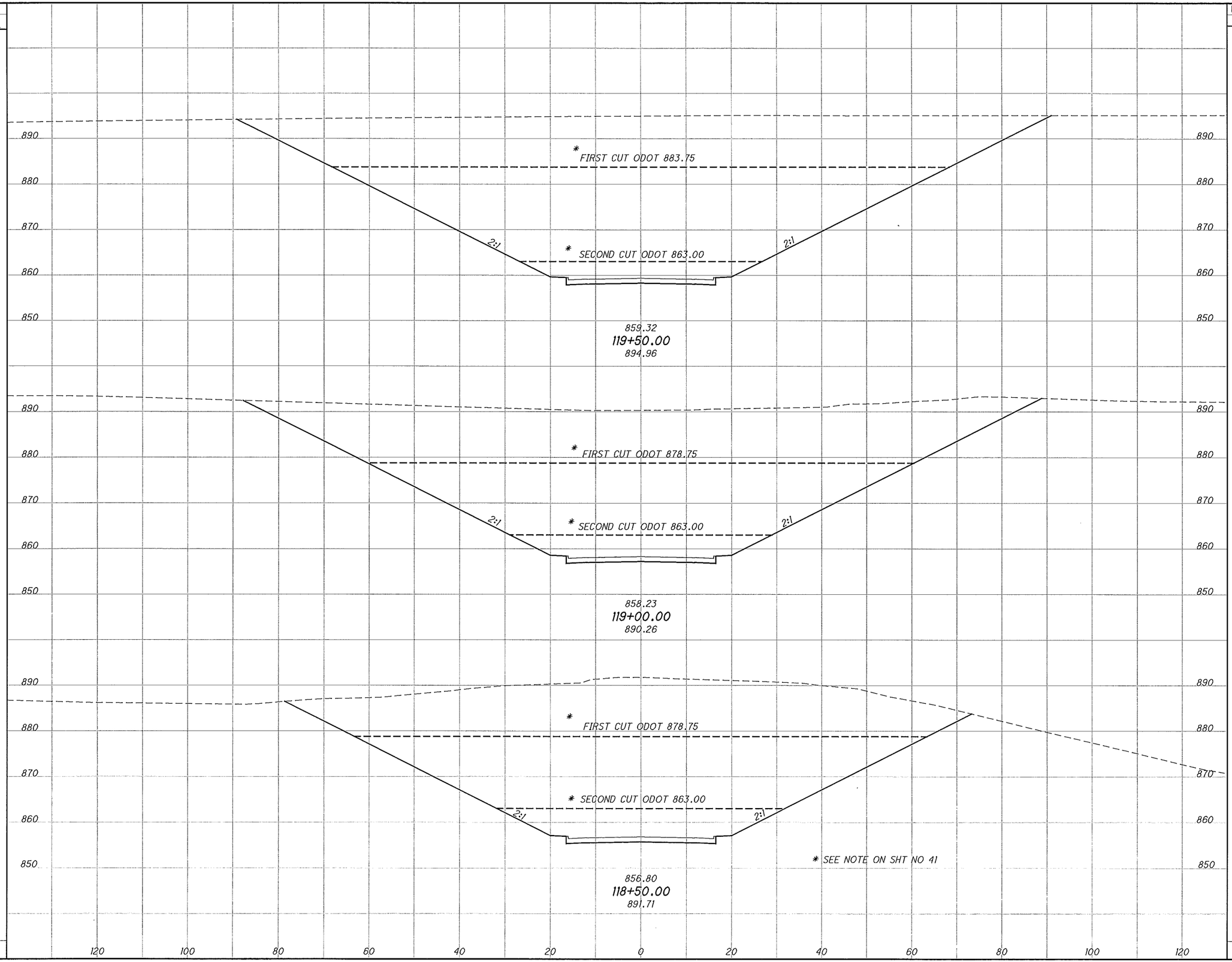
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS AICHOLTZ RD
STA 118+50.00 TO STA 119+50.00

CLE-CR 3-0.00

42

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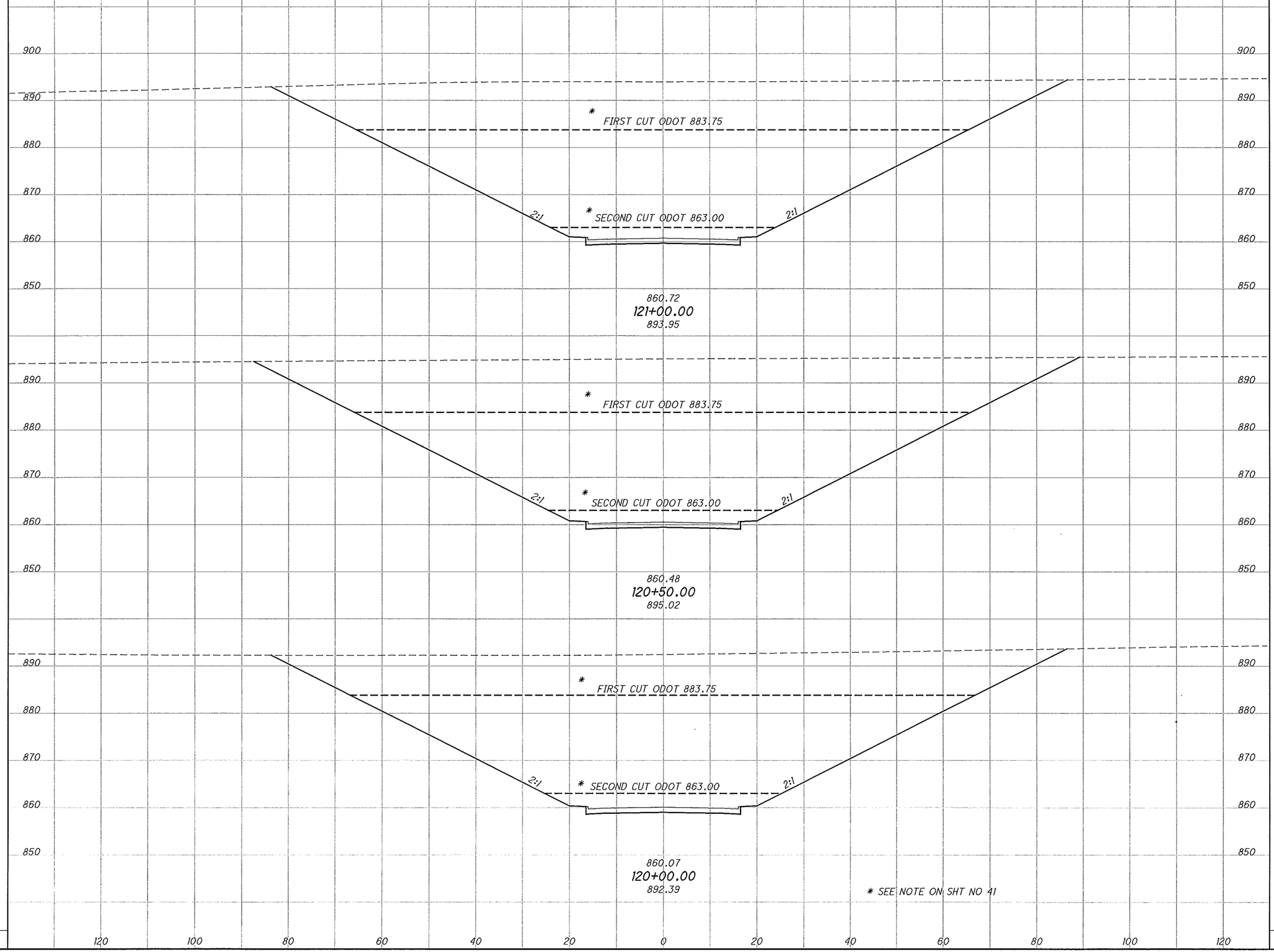
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS AICHOLTZ RD
STA 120+00.00 TO STA 121+00.00

CLE-CR 3-0.00

43

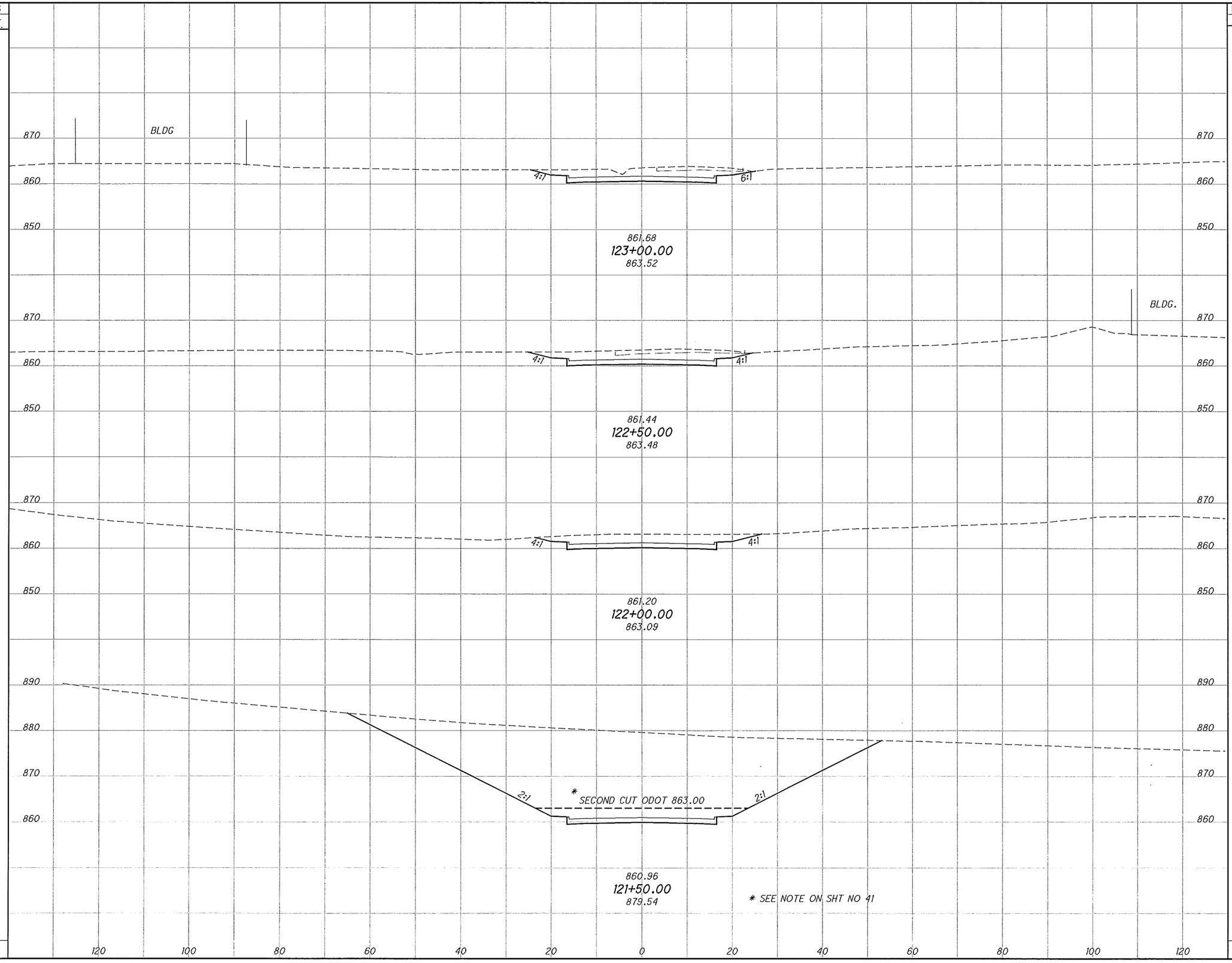
I:\Projects\CLE\82553\roadway\sheets\82553XS001.dgn 5/20/2011 2:43:51 PM 6smithl

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS AICHOLTZ RD
STA 121+50.00 TO STA 123+00.00

CLE-CR 3-0.00

44

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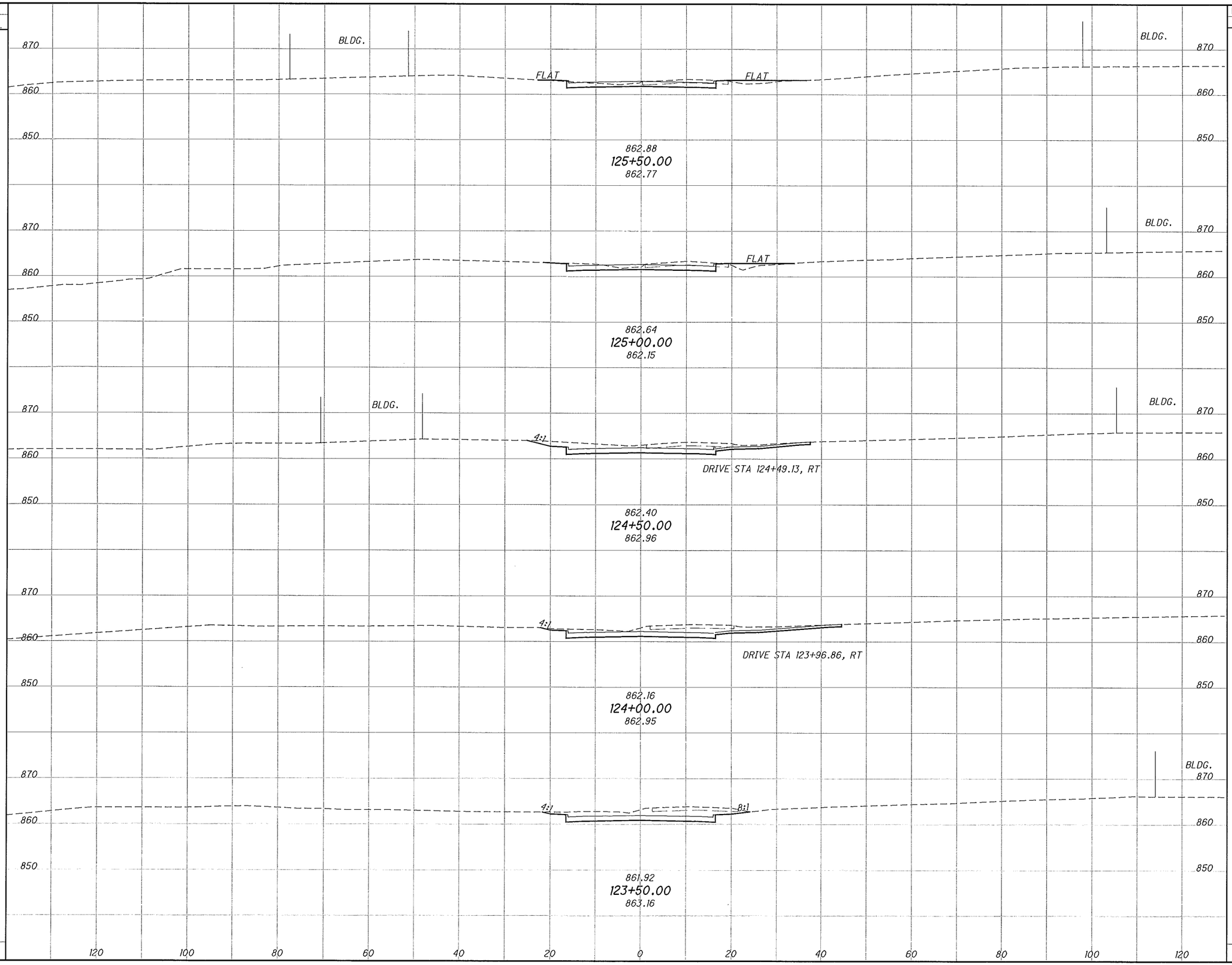

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 123+50.00 TO STA 125+50.00

CLE-CR 3-0.00

45

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SEEDING	
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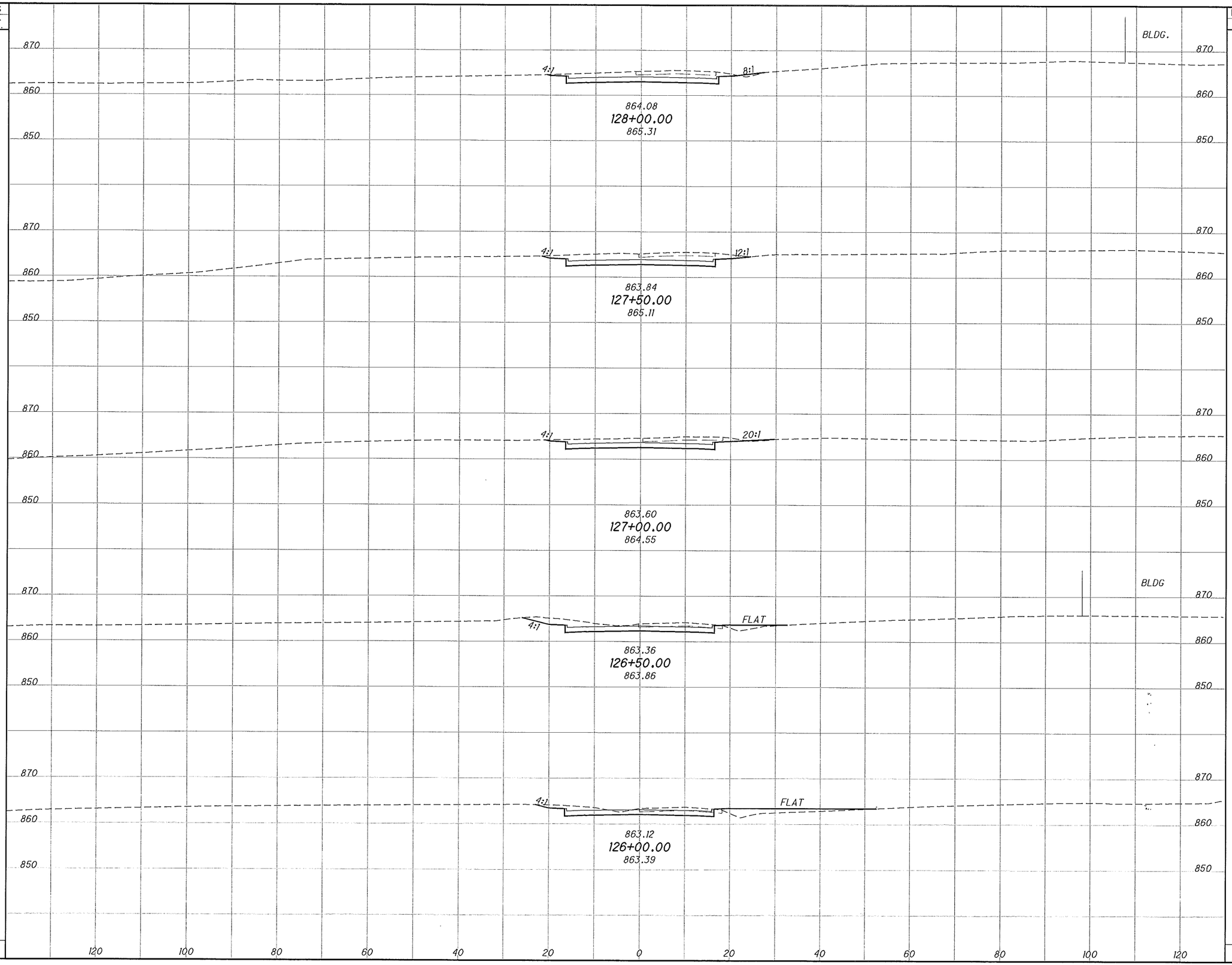

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 126+00.00 TO STA 128+00.00

CLE-CR 3-0.00

46

ATTACHMENT B4

I:\Projects\CLE\82553\roadway\sheets\82553XS001.dgn 5/20/2011 2:51:28 PM 6smithl

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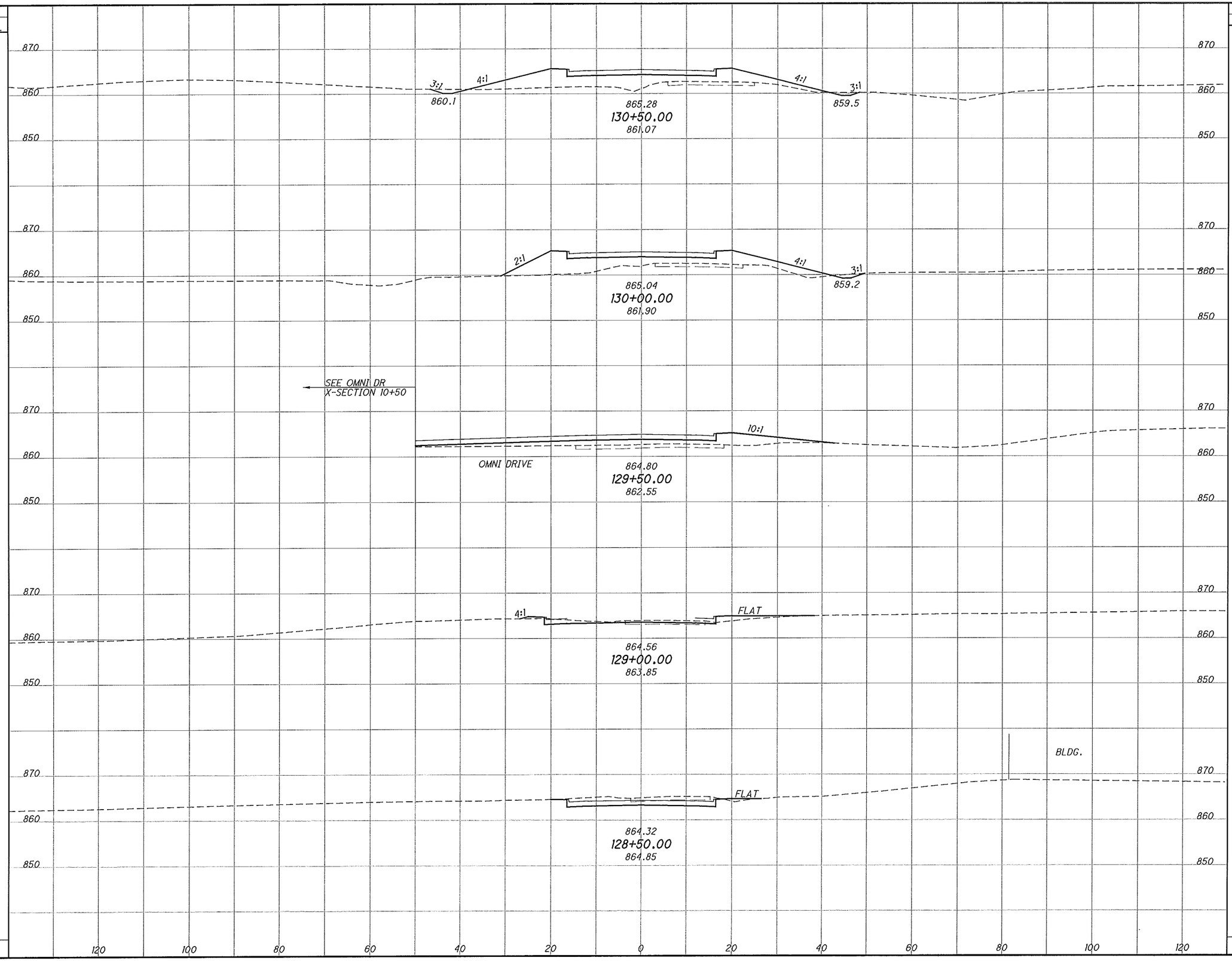


END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

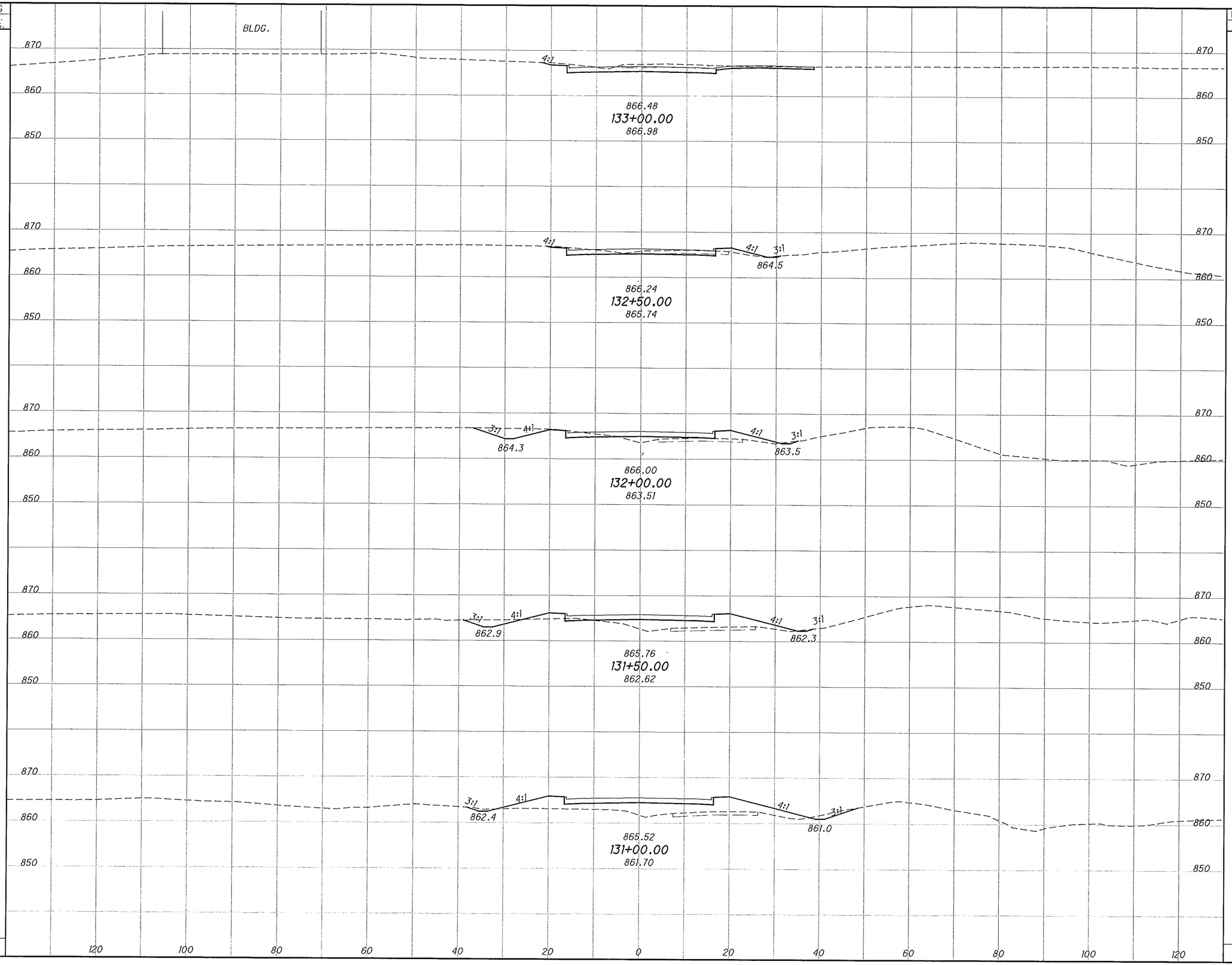
CROSS SECTIONS AICHOLTZ RD
STA 128+50.00 TO STA 130+50.00

CLE-CR 3-0.00

47

I:\Projects\CLE\82553\roadway\sheets\82553XS001.dgn 5/25/2011 1:53:59 PM 6honebi

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS
STA 131+00.00 TO STA 133+00.00

CLE-CR 3-0.00

48

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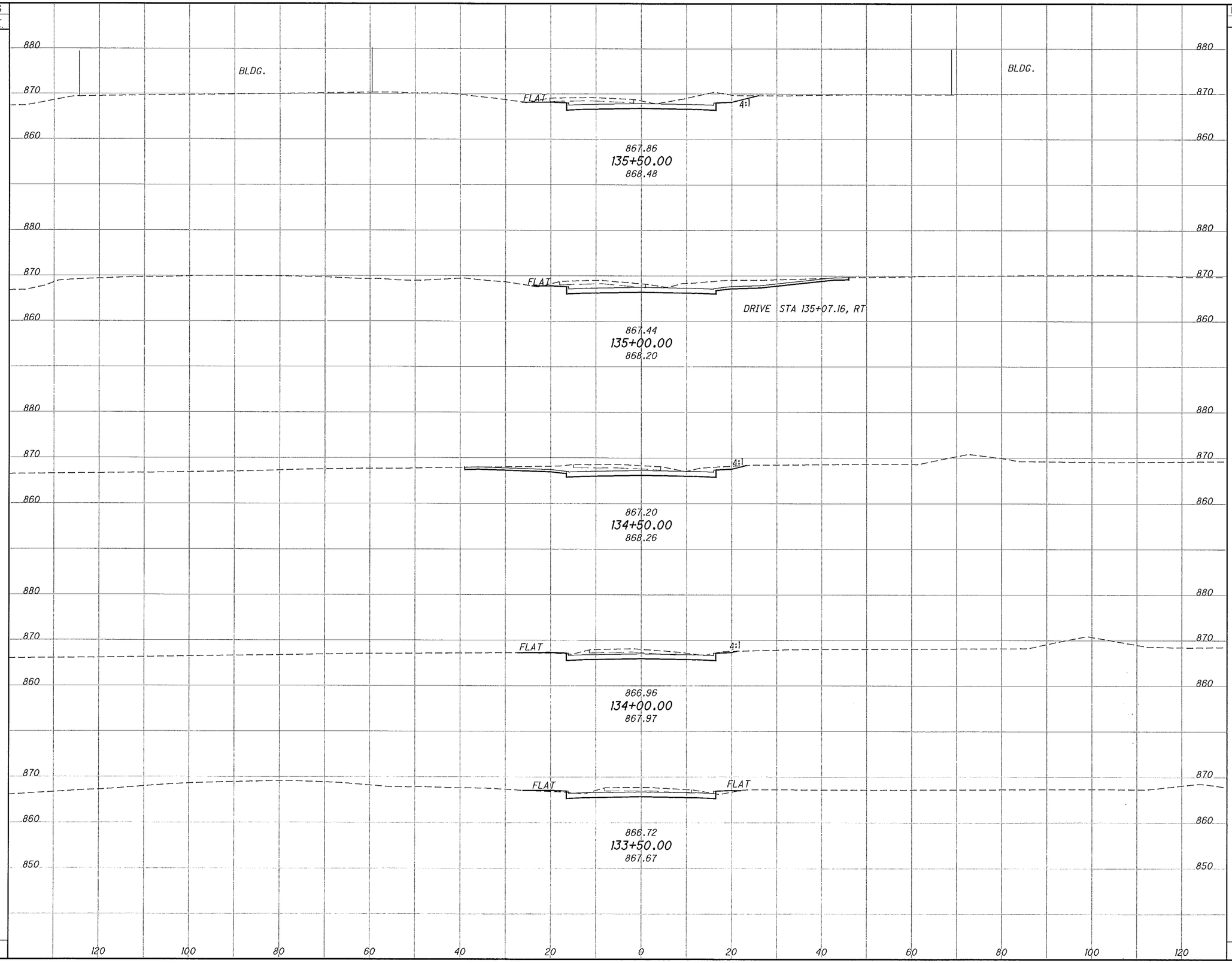

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 133+50.00 TO STA 135+50.00

CLE-CR 3-0.00

49

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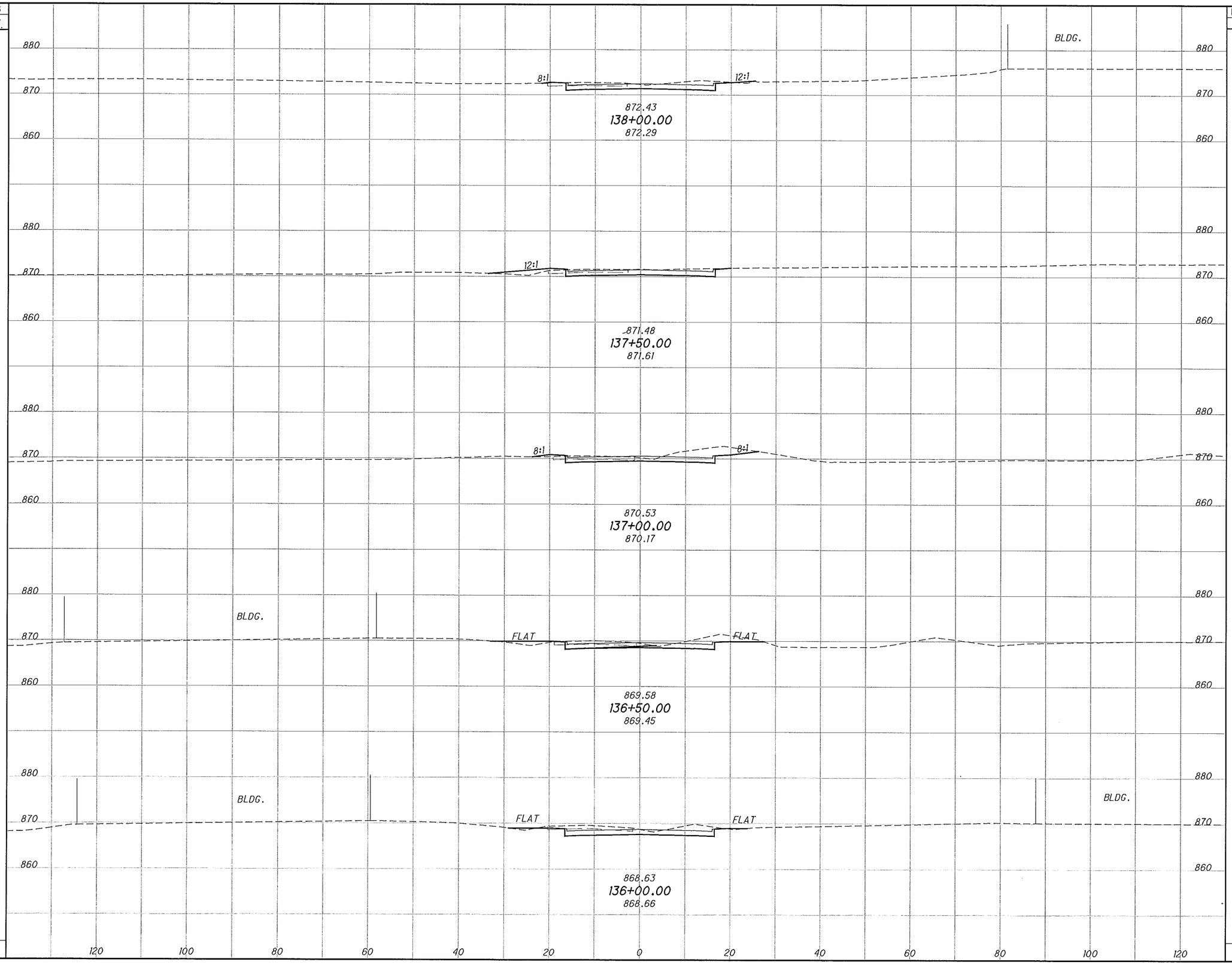
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS

STA 136+00.00 TO STA 138+00.00

CLE-CR 3-0.00

50

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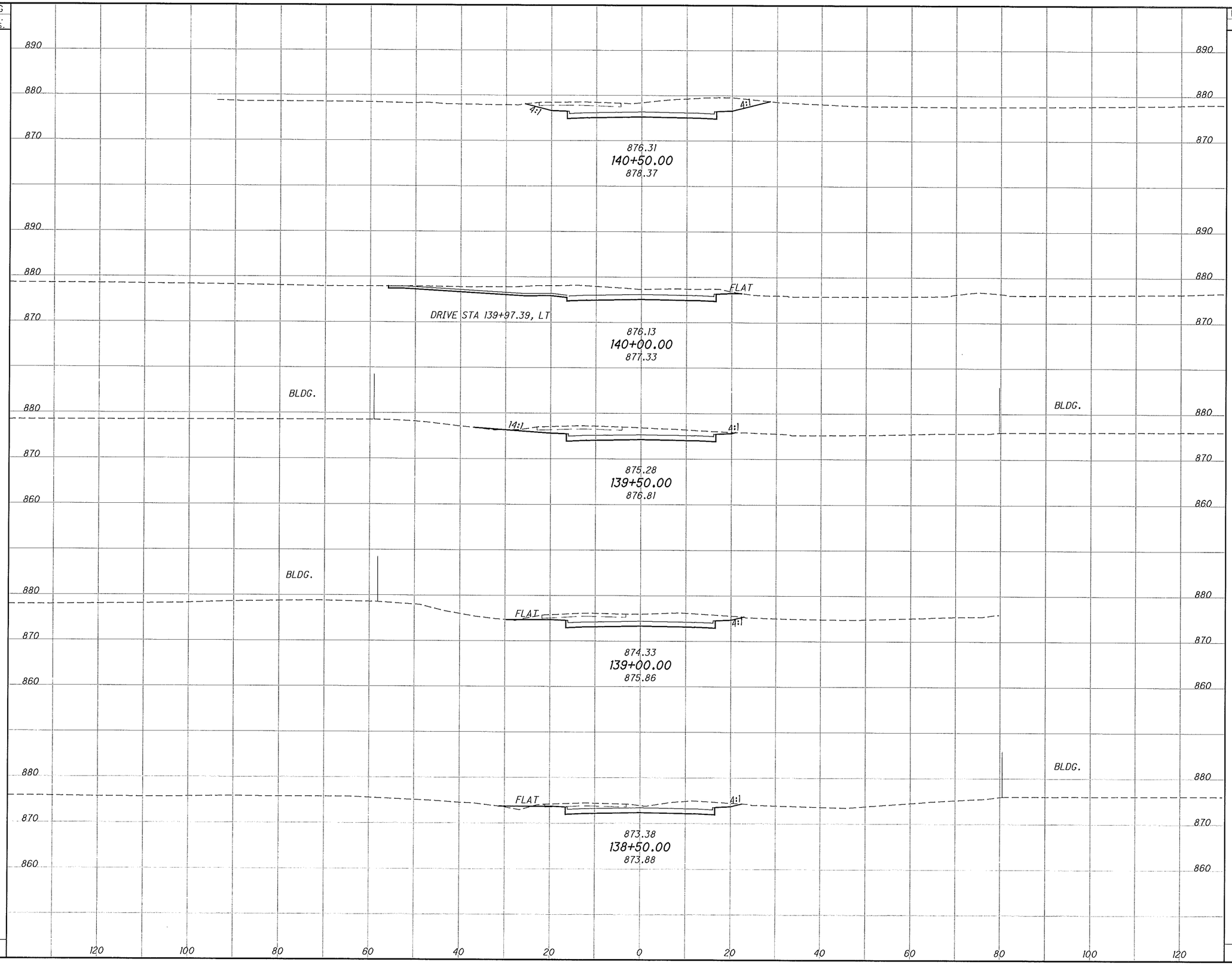
SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

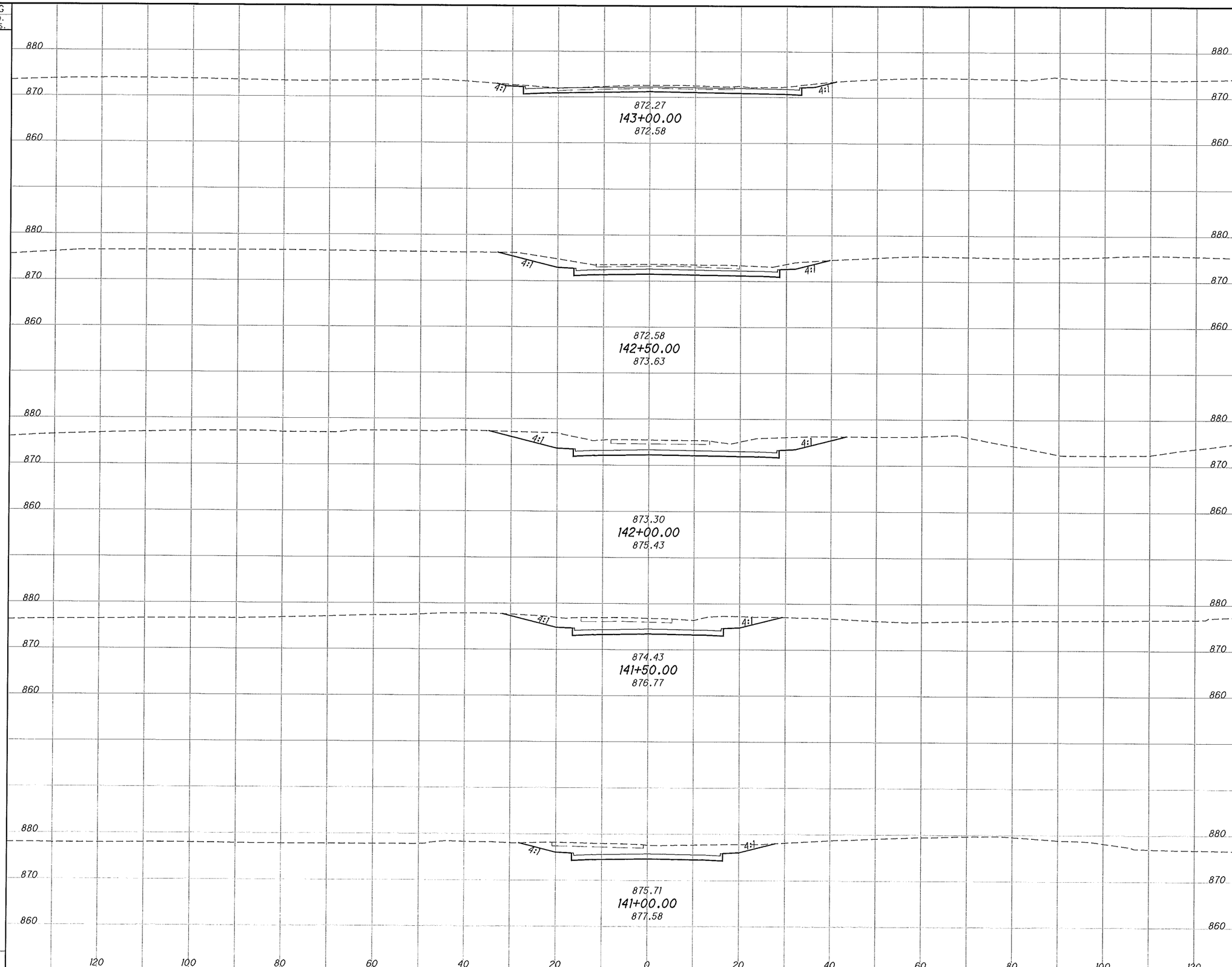
CROSS SECTIONS AICHOLTZ RD
STA 138+50.00 TO STA 140+50.00

CLE-CR 3-0.00

51

I:\Projects\CLE\82553\roadway\sheets\82553XS001.dgn 5/20/2011 3:30:12 PM Gsmithl

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS AICHOLTZ RD
STA 141+00.00 TO STA 143+00.00

CLE-CR 3-0.00

52

ATTACHMENT B4

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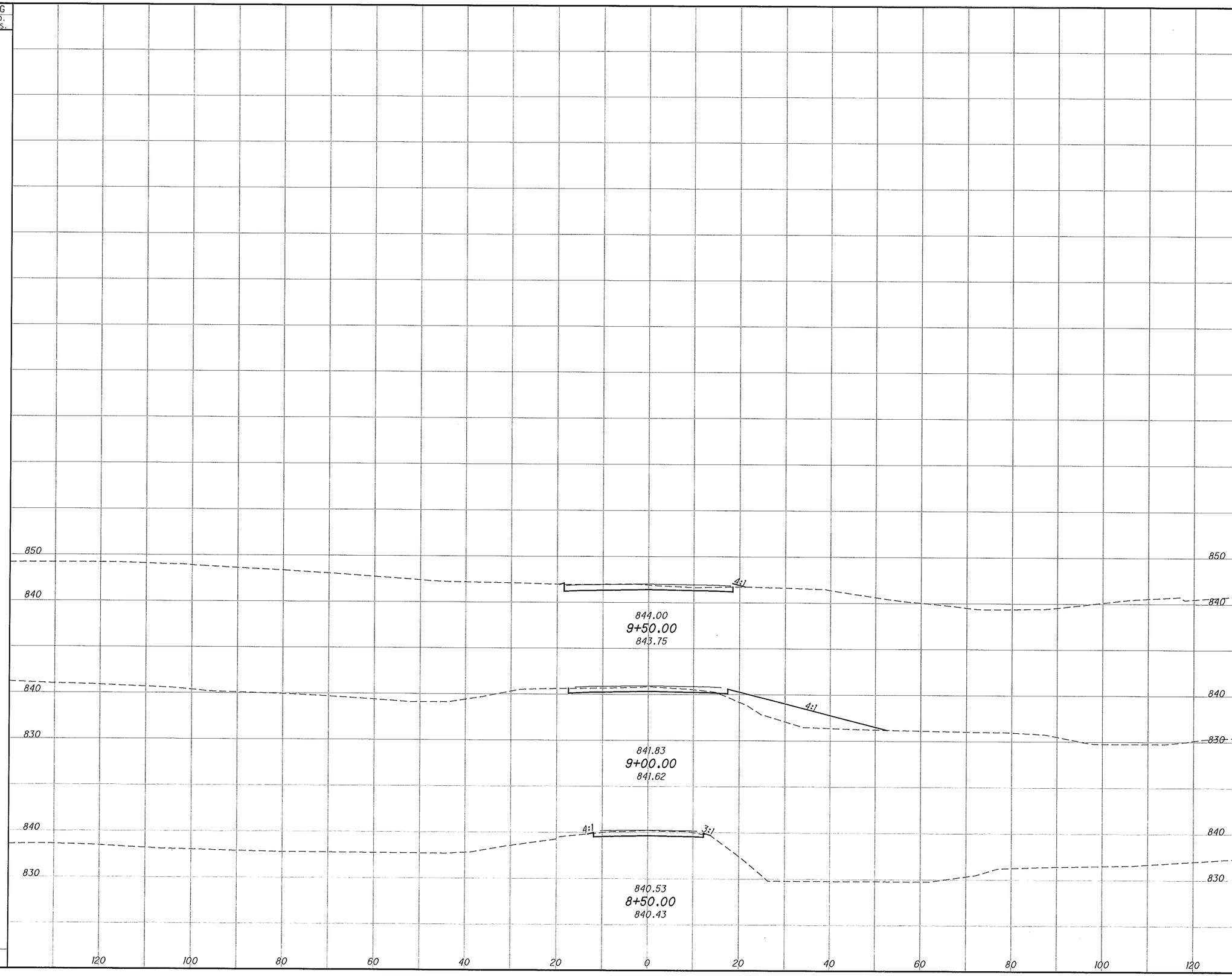
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

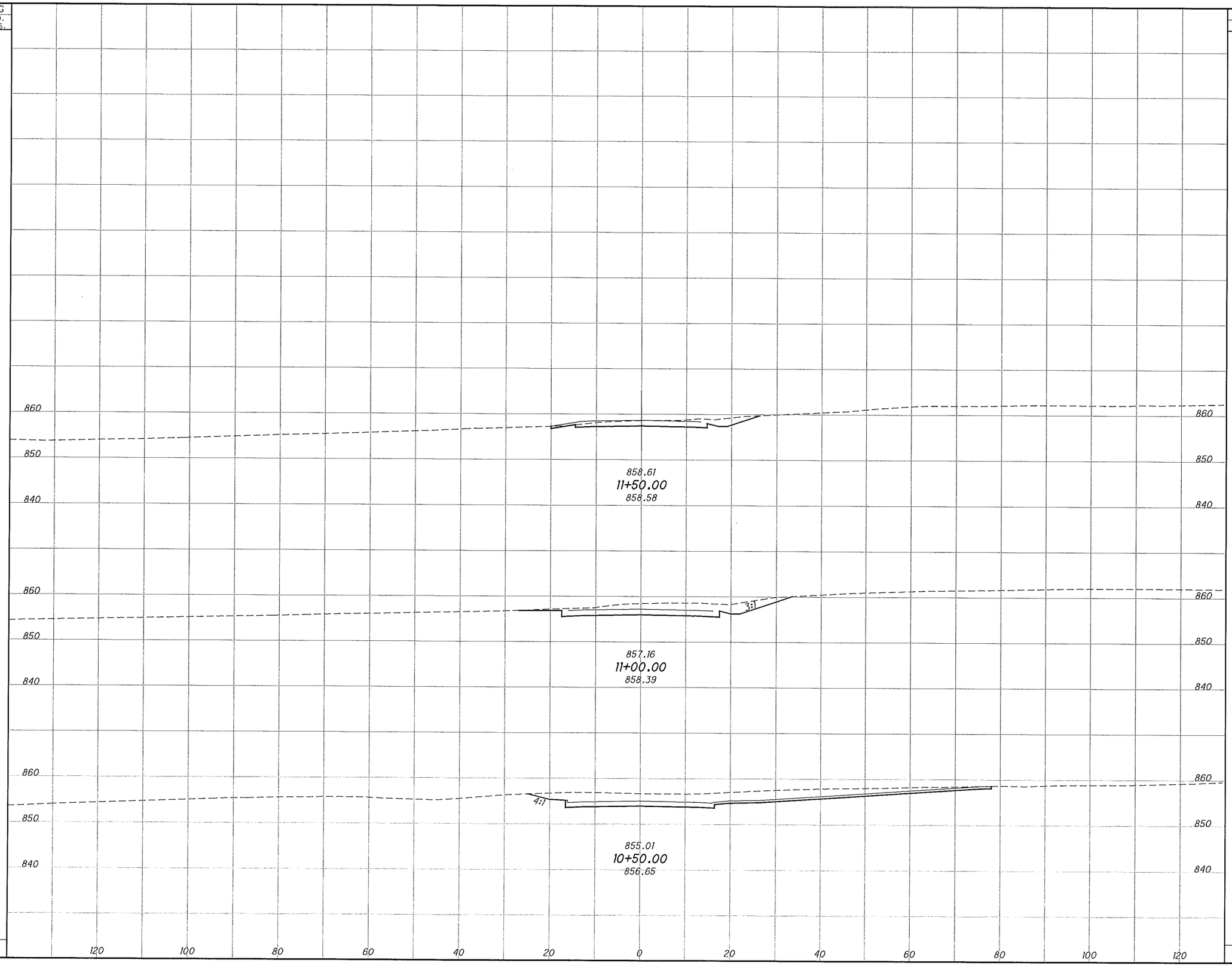
CROSS SECTIONS FOREST TRAIL
STA 8+50.00 TO STA 9+50.00

CLE-CR 3-0.00

53

I:\Projects\CLE\82553\roadway\sheets\82553XS002.dgn 5/20/2011 4:02:17 PM 6smithl

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS OLD AICHOLTZ
STA 10+50.00 TO STA 11+50.00

CLE-CR 3-0.00

54

ATTACHMENT B4

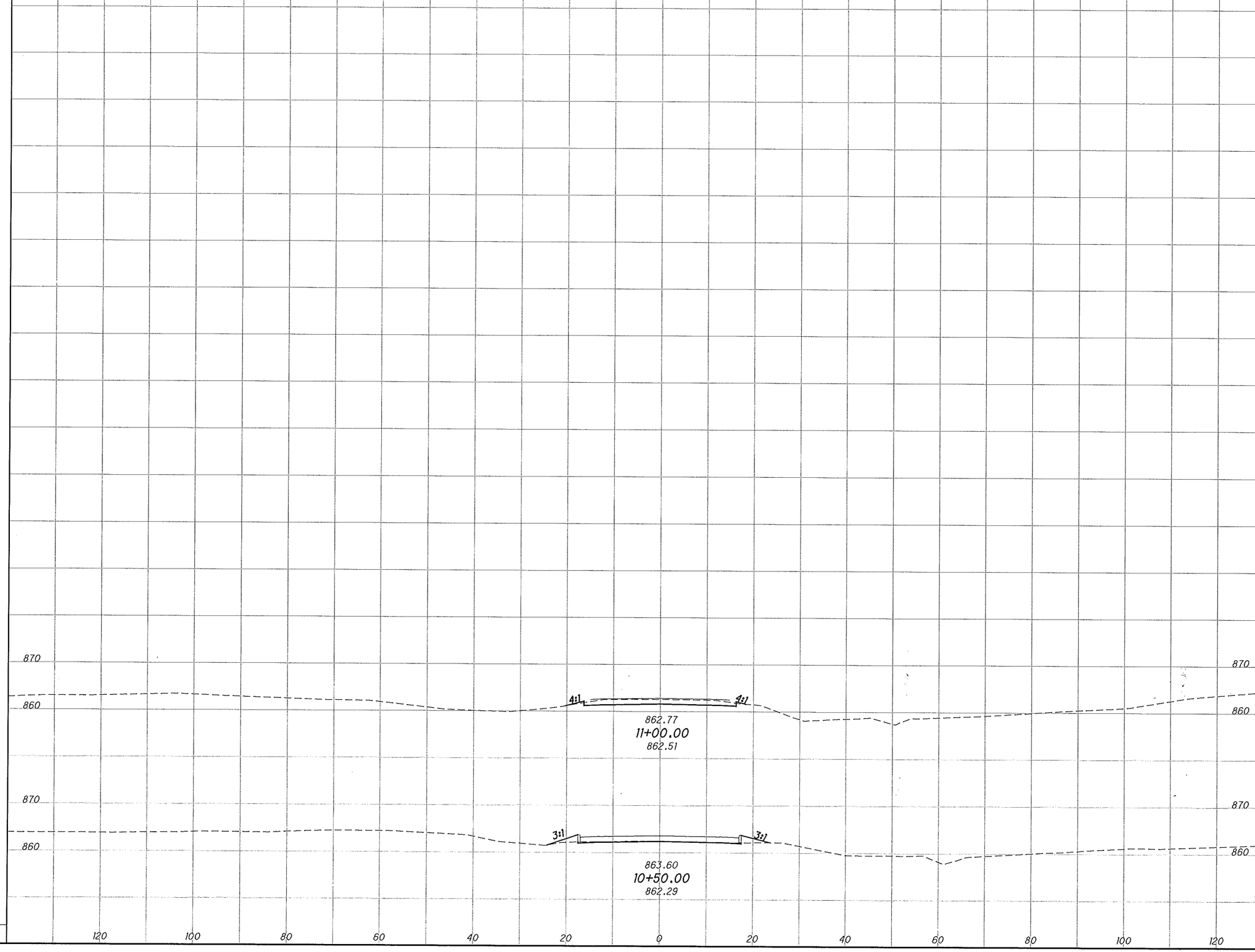
I:\Projects\CLE\82553\roadway\sheets\82553XS004.dgn 5/20/2011 4:10:14 PM 6smithi

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS OMNI DRIVE
STA 10+50.00 TO STA 11+00.00

CLE-CR 3-0.00

55

I:\Projects\CLE\82553\roadway\sheets\82553XS003.dgn 5/20/2011 4:09:41 PM 6smithl

ATTACHMENT C

ECOLOGICAL RESOURCES

Attachment C1	CLE-275-10.15 Ecological Study Area and Agency Comments/Clearances
Attachment C2	Literature Review Materials
Attachment C3	Indiana Bat Guidance Email from ODOT
Attachment C4	Ecological Resources Clearance

ATTACHMENT C1

CLE-275-10.15 Ecological Study Area and Agency Comments/Clearances

Exhibit 3c

Ecological Features and Terrestrial Habitats in the Project Study Area

Ecological Survey Report (Level 1)
CLE-275/SR 32 Interchange
PID #22972

Balke American for Ohio Department of Transportation

Base: Clermont County GIS (2003)
Scale: 1" = 500' (1:6,000)

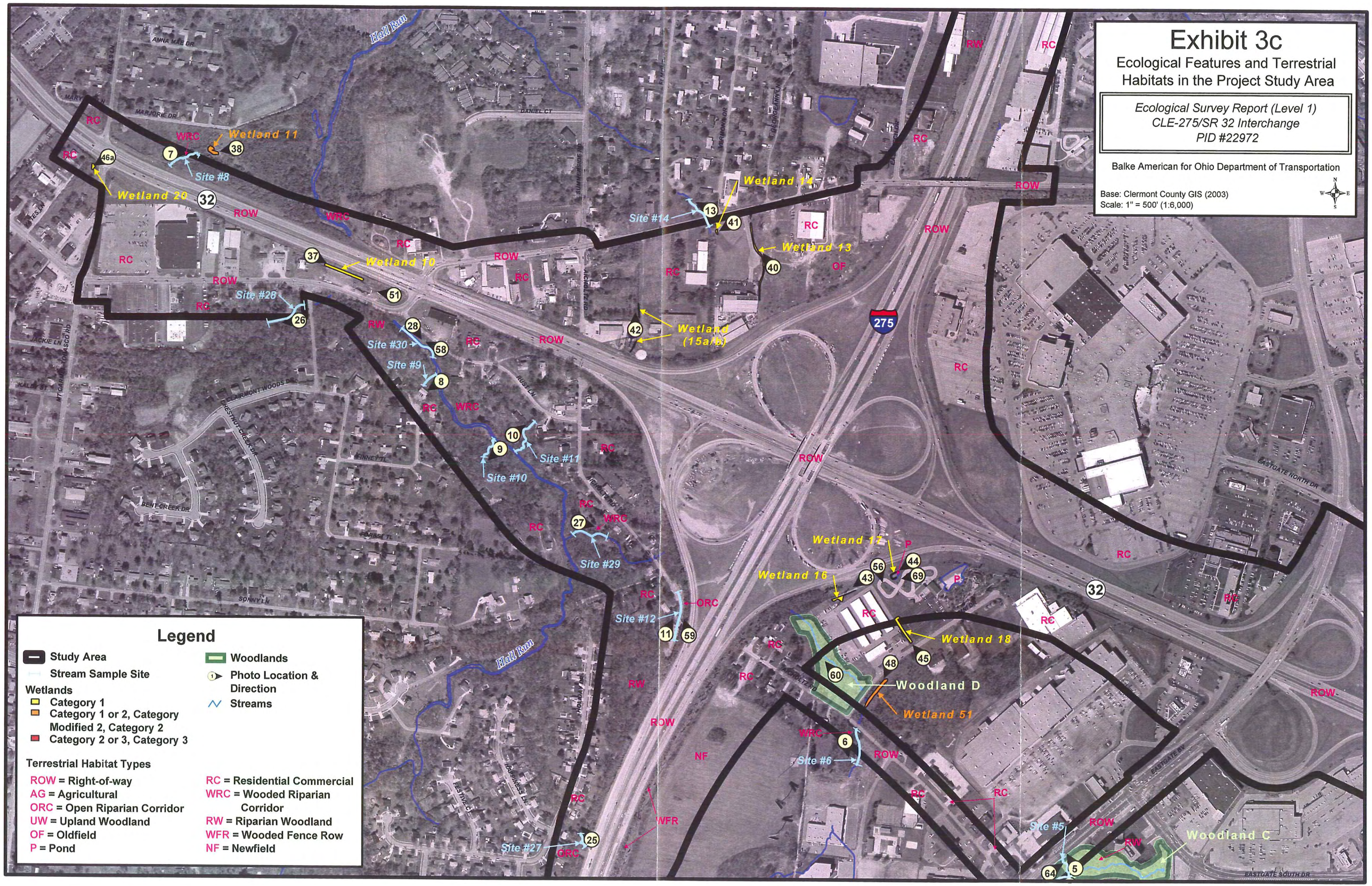


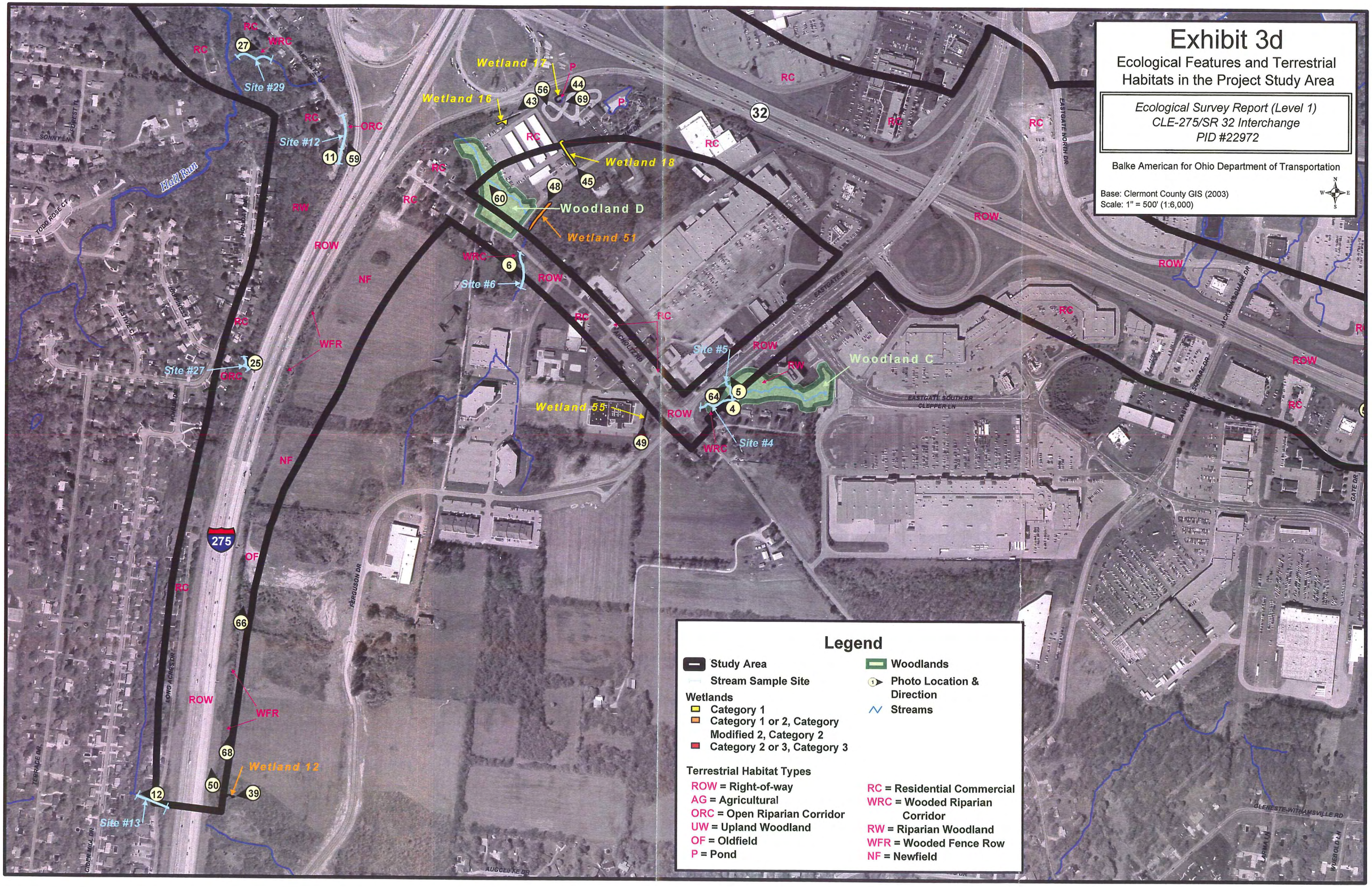
Exhibit 3d

Ecological Features and Terrestrial Habitats in the Project Study Area

Ecological Survey Report (Level 1)
CLE-275/SR 32 Interchange
PID #22972

Balke American for Ohio Department of Transportation

Base: Clermont County GIS (2003)
Scale: 1" = 500' (1:6,000)



Legend

- Study Area
- Stream Sample Site

Wetlands
- Category 1
- Category 1 or 2, Category Modified 2, Category 2
- Category 2 or 3, Category 3

- Woodlands
- Photo Location & Direction
- Streams

Terrestrial Habitat Types
- ROW = Right-of-way
- AG = Agricultural
- ORC = Open Riparian Corridor
- UW = Upland Woodland
- OF = Oldfield
- P = Pond
- RC = Residential Commercial
- WRC = Wooded Riparian Corridor
- RW = Riparian Woodland
- WFR = Wooded Fence Row
- NF = Newfield

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
6950 Americana Parkway, Suite H
Reynoldsburg, Ohio 43068-4127

(614) 469-6923
FAX (614) 469-6919

RECEIVED

DEC 27 2004

OFFICE OF
ENVIRONMENTAL SERVICES

December 14, 2004

Timothy M. Hill
Office of Environmental Services
Ohio Department of Transportation
P.O. Box 899
Columbus, OH 43216-0899

Re: CLE-IR275-10.40

Dear Mr. Hill:

This is in response to your Ecological Survey Report (ESR) and accompanying letter of October 18, 2004, requesting concurrence or comments on your determination of effects for Federally listed species resulting from the above-referenced project. The project consists of improvement of the IR 275/SR32 interchange in Clermont County. The purpose of the project is to improve safety and capacity at the interchange and adjacent portions of SR 32. Aquatic resource impacts include 0.19 acre of six Category 1 wetlands, and 2,025.7 linear feet of stream caused by stream relocations and culvert lengthening. Proposed impacts also include 5.5 acres of wooded habitat, including riparian and upland woodlots, and fence rows. Approximately forty trees exhibiting characteristics of Indiana bat summer roosts would be removed during project construction. These trees would only be cut between September 15 and April 15, to avoid impacting bats during the summer roosting period (per conversation with Chris Staron, 11-23-04).

The Service recommends that impacts to Hall Run be avoided, except for those resulting from culvert extension needed to widen State Route 32. Any necessary improvements to Old State Route 72 and/or Rust Lane should be conducted in a manner to prevent further impacts to this perennial stream (designated Warmwater Habitat). Any unavoidable impacts to streams and wetlands should be properly mitigated to replace all lost functions of the impacted resource.

You have determined that the proposed project **may affect, but is not likely to adversely affect**, the Federally endangered **Indiana bat**. Impacts would occur to approximately 40 trees that exhibit characteristics of suitable summer roosts, some of which could be suitable for maternity colonies. However, most trees are along major roads (Interstate 275, and State Route 32), which likely limits their potential as important roosts for Indiana bats. These trees would only be removed during the non-roosting period between September 15 and April 15. Because impacts are limited to areas along right of way for existing major roads, these impacts will not result in further fragmentation of suitable roosting or foraging habitat. Stream and wetland fills would also occur, however, most of these are restricted to limited-quality resources, and, as with the forest impacts, the majority of aquatic resource impacts would occur in or directly adjacent to the existing right of way. You have also submitted aerial photographs that show forest patches and forested stream corridors in the areas surrounding the proposed project, and you have indicated that the suitable roost trees to be impacted by the project are only a small percentage of the

that the suitable roost trees to be impacted by the project are only a small percentage of the available roosting habitat in the immediate area. In addition, no known records for Indiana bats occur within five miles of the proposed project area. Because on-site roosting and foraging habitat is limited and will only be impacted adjacent to existing right of way, no fragmentation of existing habitat is to occur, undisturbed habitat is available in the surrounding area, and no records of Indiana bats are located within 5 miles, the **Service concurs that the project, as proposed, is not likely to adversely affect the Indiana bat**.

You have determined that the proposed project will have no effect on the Federally-endangered **running buffalo clover**. John Baird has reviewed the ESR and stated that based on his knowledge and past sampling in the area, there is no suitable habitat for the species within the project site. The Service agrees that no effects to the running buffalo clover would be expected as a result of the proposed project.

You have determined that the project would have no effect on the **rayed bean** and **sheepnose mussel**, two Federal Candidate species. This determination was made because no suitable habitat for these species is located within the study area. Although no concurrence from the Service is required when an action agency determines that a project will have **no effect** on a listed species, we encourage you to account for indirect impacts when making effects-determinations. For example, although no rayed bean would be expected in the immediate project area, rayed bean may be found downstream of this site in suitable habitat. Effects of the proposed activities, such as temporary increases in sedimentation, and long term changes in the stream hydrograph and pollutant-loading resulting from road run-off, can affect the rayed bean and other mussels downstream. These types of indirect impacts should be considered when determining the effects of a proposed action on listed species.

In summary, the Service concurs with your determination that the proposed project is not likely to adversely affect the Indiana bat. Our concurrence is not required for your determinations of no effects to listed species (running buffalo clover, sheepnose mussel, rayed bean mussel), however, indirect impacts should be evaluated before effects-determinations are made. In addition, we recommend that project plans be designed to avoid impacts to Hall Run resulting from upgrades to Old State Route 74 and Rust Lane.

Should additional information on listed or proposed species or their critical habitat become available or if new information reveals effects of the action that were not previously considered, this concurrence may be reconsidered. If project plans change or if portions of the proposed project were not evaluated, it is our recommendation that you contact our office for further review.

This technical assistance letter is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Endangered Species Act, of 1973, as amended, and is consistent with the intent of the National Environmental Policy Act of 1969, and the U. S. Fish and Wildlife Service's Mitigation Policy. If you have questions, or if we may be of further assistance in this matter, please contact Jeromy Applegate at extension 21 in this office.

Sincerely,

Kenneth Sanders

for Mary Knapp, Ph.D.
Supervisor

cc: ODNR, DOW, SCEA Unit, Columbus, OH

Ohio EPA
State of Ohio Environmental Protection Agency

STREET ADDRESS:
Lazarus Government Center
122 S. Front Street
Columbus, Ohio 43215

TELE: (614) 644-3020 FAX: (614) 644-3184

MAILING ADDRESS:
P.O. Box 1049
Columbus, OH 43216-1049

November 18, 2004

RECEIVED
NOV 22 2004
OFFICE OF
ENVIRONMENTAL SERVICES

Timothy M. Hill, Administrator
Ohio Department of Transportation
Office of Environmental Services
PO Box 899
Columbus, Ohio 43216-0899

Re: Ecological Coordination (Pre-Application)
Ecological Survey Report: Level 1
CLE-IR275-10.40, PID 22972

Dear Mr. Hill:

We wish to thank you for submitting the above -referenced Ecological Survey Report (Level 1) for our review. We received this document in our office on October 25, 2004.

The report provides ecological information on a project (preliminary Preferred Alternative) ODOT is proposing that involves improvements to the Interstate 275/State Route (SR) 32 interchange, and the consolidation and management of access along a section of SR 32 in Union Township, Clermont County, Ohio. Construction activities will result in an estimated 2,052.7 linear feet of stream impacts and 0.19 acres of wetland impacts.

Based on the scale and nature of the estimated impacts to the aquatic resources described in the report, our rules require Individual 401 water quality certification (WQC) for the project. A definitive decision will be based on our receipt and review of the Army Corps of Engineers (Louisville District) jurisdictional and regulatory information on the proposal, as usual.

Other than a few quality aquatic resources identified within the project area, most of the estimated impacts to aquatic resources appear to be minor and associated with habitat disturbed by transportation or human-related activities. However, we encourage ODOT to consider additional refinements to the preliminary Preferred Alternative to lower direct and indirect impacts to ecological resources, especially wooded habitats, Class II PHWH streams, and Hall Run. Please accept our brief comments on the proposal:

1. We would appreciate clarification as to the purpose of study area established east of Gleneste-Withamsville Road (Exhibits 1b, 3e), especially the irregular segments north and south of SR 32 containing Woodlot A and Woodlot B, respectively. With

respect to the diagrams, the boundaries of the north and south segments do not seem to contain existing or proposed roadway or transportation-related facilities (except for the southern-most tip of the south segment). Are any project construction activities and ecological impacts planned within the boundaries of these segments?

2. Will any of the relocated segments of impacted streams be restored or used in on-site compensatory mitigation?

3. Are there any opportunities for conducting compensatory mitigation and establishing conservation easements in Woodlots A and B?

We appreciated the opportunity to review the survey report. If you would like a further discussion with me on the proposal, contact me at (614) 644-2138.

Sincerely,

Arthur L. Coleman, Jr.

Arthur L. Coleman, Jr.
Environmental Specialist
Division of Surface Water

cc: Max Hagan, Louisville District, USACOE/Ohio Field Office (Cincinnati)
William Cody, Asst. Administrator, OES/ODOT
Mike Pettegrew, Supervisor, OES/ODOT
Megan Michael, OES/ODOT
Kenneth Lammers, USFWS
Mary Knapp, USFWS
Randy Sanders, ODER
Diana Zimmerman, Ohio EPA/SWDO

From: Keith Smith [Keith.Smith@dot.state.oh.us]
Sent: Wednesday, November 17, 2004 8:36 AM
To: Osborne, Deborah
Subject: Fw: 04-0255; ODOT EC CLE-IR275-10.40 (PID 22972)

Deb,

These just came in.

Thanx,

Keith

Keith Smith, P.E.
Environmental Engineer, ODOT D-8
Keith.Smith@dot.state.oh.us
1-800-831-2142 or 513-933-6590

----- Forwarded by Keith Smith/Planning/D08/ODOT on 11/17/2004 08:34 AM -----

Chris Staron

11/17/2004 08:07 AM

To: Keith Smith/Planning/D08/ODOT@ODOT, Hans Jindal/Planning/D08/ODOT@ODOT, Mark Clark/Planning/D08/ODOT@ODOT
cc:
Subject: Fw: 04-0255; ODOT EC CLE-IR275-10.40 (PID 22972)

Here are ODNR's comments on the subject project, if you have any questions or comments, please contact me.

Thanks

Chris

----- Forwarded by Chris Staron/Environmental/CEN/ODOT on 11/17/2004 08:04 AM -----

"Sanders, Randy" <Randy.Sanders@dnr.state.oh.us>

11/15/2004 04:19 PM

To: <megan.michael@dot.state.oh.us>, <chris.staron@dot.state.oh.us>
cc: <fredric.steck@dot.state.oh.us>
Subject: 04-0255; ODOT EC CLE-IR275-10.40 (PID 22972)

ODNR COMMENTS TO ODOT, Ecological Coordination CLE-IR275-10.40 (PID 22972)

Location: Western Clermont County and extends along existing SR 32 and I-275 in the Eastgate area.

Project: Includes safety, access and capacity improvements to the I-275/SR 32 Interchange and an approximately 2.5 mile segment of State Routes 32. Proposed improvements involve modifying the configuration of the existing I-275/SR 32 and Eastgate Boulevard interchanges, and consolidating and managing access along SR 32. The project also includes improved access at Bells Lane/ SR 32 and Glen-Este-Withamsville Road/SR 32, a new connection of Aicholtz Road Under I-275, elimination of Old SR 74/SR 32 intersection, and construction of an Old SR 74 overpass over SR 32 to connect with Aicholtz Road.

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, Ohio Revised Code and other applicable laws and regulations. These comments are also based on ODNR's experience as the state natural resource management agency and do not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

Rare and Endangered Species: The ODNR Natural Heritage Database contains no new or additional data to report and no other comments.

Fish and Wildlife: Provided mitigation is provided for the unavoidable impacts to streams and wetlands, the ODNR, Division of Wildlife has no comments regarding this project. Work should be done in such a way that it does no impact mussels or their habitat.

ODNR appreciates the opportunity to provide these comments. Please contact Randy Sanders at 614.265.6344 if you have questions about these comments or need additional information.

Randall E. Sanders

Environmental Administrator

Division of Real Estate & Land Management

Ohio Department of Natural Resources

2045 Morse Rd, C4

Columbus, Ohio 43229-6693

614.265.6344

Fax 614.267.4764

randy.sanders@dnr.state.oh.us

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS, OHIO FIELD OFFICE
10557 MCKELVEY ROAD
CINCINNATI, OHIO 45240-3929
http://www.lrl.usace.army.mil

October 26, 2004

RECEIVED
NOV 01 2004
OFFICE OF ENVIRONMENTAL SERVICES

Operations Division
Regulatory Branch (North)
ID No. 200401374-cmh

Mr. Timothy M. Hill
Ohio Department of Transportation
Post Office Box 899
Columbus, OH 43216-0899

Dear Mr. Hill:

This is in regard to your letter of transmittal dated October 18, 2004, enclosing a Level I Ecological Survey Report for the proposed Interstate Route 275 and State Route 32 interchange improvement project (PID 22972) in Clermont County, Ohio.

The Corps of Engineers exercises regulatory authority under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344). The data you furnished indicate authorizations under Section 404 may be required before you begin the work. However, the information given is insufficient for us to be certain of the need for permits on this particular proposal. We will need additional detail on the project design, scope, and construction methods in order to determine whether a Department of the Army (DA) permit is required.

Authorization pursuant to Section 404 is required for the placement of dredged or fill material into any "waters of the United States." This includes the Salt Run and Hall Run, unnamed tributaries to these streams and to Shayler Run extending into the headwaters and any jurisdictional adjacent wetlands in the survey area. These streams may be perennial, intermittent, or ephemeral having defined bed-and-bank features with an ordinary high water mark.

Jurisdictional wetland determinations need to be conducted in accordance with the 1987 Corps of Engineers Manual and supplemental data. Adjacency is indicated as being contiguous, bordering, or neighboring jurisdictional streams. We will implement regulation of isolated wetlands only with a substantiated interstate commerce nexus.

The avoidance, minimization, or potential mitigation will be required to minimize adverse impact to aquatic resources. This scoping process should be included in the alternative analysis and the feasible alternative selection process. Appurtenances such as access roads, staging areas, and borrow sites require review along with construction activities.

We do not concur with the inclusiveness of the report of investtigations and findings provided for our review for a jurisdictional determination of streams and wetlands subject to the provisions of Section 404. Waters of the United States generally do not include upland drainage ditches or artificial lakes and ponds created by excavating and/or diking dry land. We will be available to meet with you, representatives from your office, and/or your consultants so that we may verify onsite jurisdiction determinations and delineations once you have developed a conceptual project plan.

It is best to ultimately submit a formal DA permit application once the feasible alternative selection process is completed. Should an individual permit be required, we can then begin processing your request immediately. Enclosed is a packet that contains the information and forms needed to apply for a DA permit. You are reminded that all drawings must be submitted on 8½- by 11-inch paper and be of reproducible quality. Please allow sufficient time for the processing of the permit application.

Thank you for the opportunity to review and comment on this ecological survey report. This proposal has been assigned our Identification Number 200401374. Please reference this number on all correspondence pertaining to this project. If we can be of further assistance, please contact this office by writing to the above address or by calling me at 513-825-1901.

Sincerely,

Max Hagan

Mr. Max Hagan
Team Leader
Ohio Field Office

Enclosure

Copy Furnished: ODOT (Tatman)

DEPARTMENT OF THE ARMY
HUNTINGTON DISTRICT, CORPS OF ENGINEERS
502 EIGHTH STREET
HUNTINGTON, WEST VIRGINIA 25701-2070

February 21, 2008

Operations and Readiness Division
Regulatory Branch
Hall Run and UnTribs to Salt Run – 2007-385-ELM
CLE-275-10.15, PID: 76289

Timothy M. Hill
Office of Environmental Services
Ohio Department of Transportation
Post Office Box 899
Columbus, Ohio 43216-0899

Dear Mr. Hill:

This letter is in response to the Level 1 Ecological Survey Report (ESR) received by this office on May 2, 2007 requesting comments and jurisdictional determinations for water resources located within the study area of the proposed roadway upgrades to the IR-275 and SR-32 Interchange and the extension of Old SR 74 located in Union Township, Clermont County, Ohio.

The Corps of Engineers' authority to regulate waters of the United States is based on the definitions and limits of jurisdiction contained in 33 CFR 328 and 33 CFR 329. Section 404 of the Clean Water Act requires that a Department of the Army (DA) permit be obtained prior to placing dredged or fill material into waters of the United States, including wetlands. Section 10 of the Rivers and Harbors Act of 1899 requires that a DA permit be obtained for any work in, on, over or under a navigable water.

Based on the information provided and site visit conducted on August 1, 2007, it has been determined that Wetland 50 (0.08 ac) and Wetland 57 (0.06 ac) abut the relatively permanent water (RPW) identified as Unnamed Tributary (UT) 7; RPWs 6 and 7 are tributaries to Hall Run (RPW), which is a direct tributary to the East Fork of the Little Miami River, a traditional navigable water (TNW); RPWs 16, 19, 20, and 24 are tributaries to Salt Run, which is also a direct tributary to the East Fork of the Little Miami River; and non-RPW 18, an indirect tributary to Salt Run, was determined to exhibit a significant nexus to the East Fork of the Little Miami River. In addition, the open-water area identified as Pond 1 was determined to be an impoundment of UT 7. Therefore, Hall Run, the streams listed above, Pond 1, and Wetlands 50 and 57 are subject to regulation under Section 404 of the CWA.

Wetlands 16 (0.03 ac), 17 (0.01 ac) and 56 (0.005 ac) are surrounded by upland and are not part of a surface water tributary system of a water of the United States. Based on the absence of

Printed on Recycled Paper

a hydrological connection or adjacency to a water of the United States, these wetlands were determined to be isolated waters. Isolated waters are only regulated under Section 404 of the Clean Water Act when the use, degradation or destruction of which could affect interstate or foreign commerce. These wetlands exhibit no apparent connection to interstate or foreign commerce and are therefore, not subject to the provisions of Section 404 of the CWA. However, you should contact Mr. Arthur Coleman with the Ohio Environmental Protection Agency, Division of Surface Water at 614-644-2001, to determine state permitting requirements for isolated wetlands.

Finally, open water areas identified as Ponds 2 and 3 were determined to be artificial decorative features created by excavating and/or diking dry land as part of a go-cart and miniature golf course. Ponds 2 and 3 are not waters of the U.S.

This determination has been conducted to identify the limits of the Corps of Engineers' Clean Water Act jurisdiction for the sites identified within the study area of the ESR. This jurisdictional verification is approved and is valid for a period of five years from the date of this letter unless new information warrants revision of the delineation prior to the expiration date. Should you disagree with our jurisdictional determination, you have the right to file an administrative appeal under the Corps regulations at 33 CFR Part 331.

Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form. If you request to appeal this determination, you must submit a completed RFA form to the Great Lakes and Ohio River Division Office at the following address:

Mr. Mike Montone
Great Lakes and Ohio River Division
550 Main Street, Room 10032
Cincinnati, Ohio 45202-3222
Phone: (513) 684-6212

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by **April 21, 2008**. **It is not necessary to submit an RFA form to the Division office if you do not object to the determination in this letter.**

This determination has been conducted to identify the limits of the Corps of Engineers' Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are United States Department of Agriculture (USDA) program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service (NRCS), prior to starting work.

If you have any questions concerning the above, please contact Peter Clingan of the Ohio Regulatory Transportation Office at (614) 692-4654.

Sincerely,

Rebecca Rutherford
Chief, North Regulatory Section

Enclosures

Copy Furnished w/o enclosure via email:

Mr. Art Coleman
Ohio Environmental Protection Agency
Division of Surface Water
P.O. Box 1049
Columbus, Ohio 43215

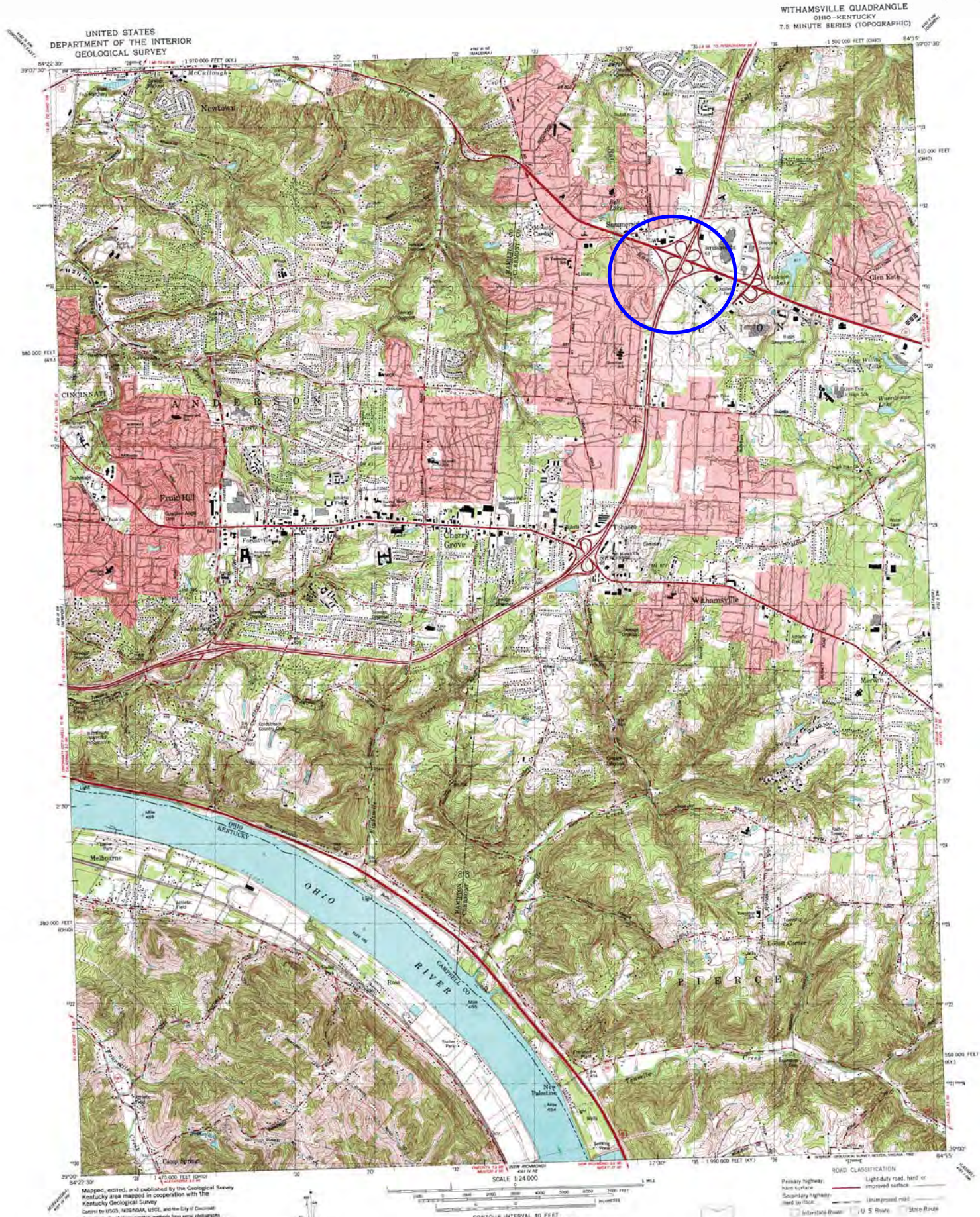
Mr. Ric Queen
Ohio Environmental Protection Agency
Division of Surface Water
P.O. Box 1049
Columbus, Ohio 43215

Mr. Michael Pettegrew
Office of Environmental Services
Ohio Department of Transportation
Post Office Box 899
Columbus, Ohio 43216-0899

Mr. Donald Rostofer
Office of Environmental Services
Ohio Department of Transportation
Post Office Box 899
Columbus, Ohio 43216-0899

ATTACHMENT C2

Literature Review Materials


UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
WITHAMSVILLE QUADRANGLE
OHIO - KENTUCKY
7.5 MINUTE SERIES (TOPOGRAPHIC)
Newtown
Summerside
Glen Este
CINCINNATI
ANDERSON
Fruit Hill
Forestville
Cherry Grove
Tobasco
Withamsville
Merwin
Melbourne
OHIO
KENTUCKY
RIVER
PIERCE
New Palestine
Clear Spring
SCALE 1:24 000
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR RESTON, VIRGINIA 22092,
KENTUCKY GEOLOGICAL SURVEY, LEXINGTON, KENTUCKY 40506,
AND KENTUCKY DEPARTMENT OF COMMERCE, FRANKFORT, KENTUCKY 40601
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST
ROAD CLASSIFICATION
Mapped, edited, and published by the Geological Survey
Kentucky area mapped in cooperation with the
Kentucky Geological Survey
WITHAMSVILLE, OHIO-KY
1963
REVISED 1992

Custom Soil Resource Report
Soil Map

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Map Units

Special Point Features

Blowout

Borrow Pit

Clay Spot

Closed Depression

Gravel Pit

Gravelly Spot

Landfill

Lava Flow

Marsh or swamp

Mine or Quarry

Miscellaneous Water

Perennial Water

Rock Outcrop

Saline Spot

Sandy Spot

Severely Eroded Spot

Sinkhole

Slide or Slip

Sodic Spot

Spoil Area

Stony Spot

Very Stony Spot

Wet Spot

Other

Special Line Features

Gully

Short Steep Slope

Other

Political Features

Cities

Water Features

Oceans

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

MAP INFORMATION

Map Scale: 1:11,000 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: UTM Zone 16N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clermont County, Ohio
Survey Area Data: Version 9, Nov 9, 2009

Date(s) aerial images were photographed: 6/24/2004

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Clermont County, Ohio (OH025)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
AvA	Avonburg silt loam, 0 to 2 percent slopes	6.7	5.9%
AvB	Avonburg silt loam, 2 to 6 percent slopes	22.0	19.6%
AvB2	Avonburg silt loam, 2 to 6 percent slopes, moderately eroded	1.4	1.3%
AwA	Avonburg-Urban land complex, nearly level	4.5	4.0%
CcC2	Cincinnati silt loam, 6 to 12 percent slopes, moderately eroded	0.1	0.1%
EbD2	Edenton loam, 12 to 18 percent slopes, moderately eroded	16.1	14.3%
Ee	Eel silt loam	13.1	11.7%
HkD2	Hickory loam, 12 to 18 percent slopes, moderately eroded	6.3	5.6%
RpB	Rossmoyne silt loam, 2 to 6 percent slopes	16.0	14.2%
RpC2	Rossmoyne silt loam, 6 to 12 percent slopes, moderately eroded	5.1	4.5%
RtB	Rossmoyne-Urban land complex, gently sloping	19.3	17.1%
Sh	Shoals silt loam	1.9	1.7%
Totals for Area of Interest		**112.4**	**100.0%**

U.S. Fish and Wildlife Service

National Wetlands Inventory

CLE-CR 3-0.00 (Aicholtz Connector)

Jan 6, 2011

Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

Status

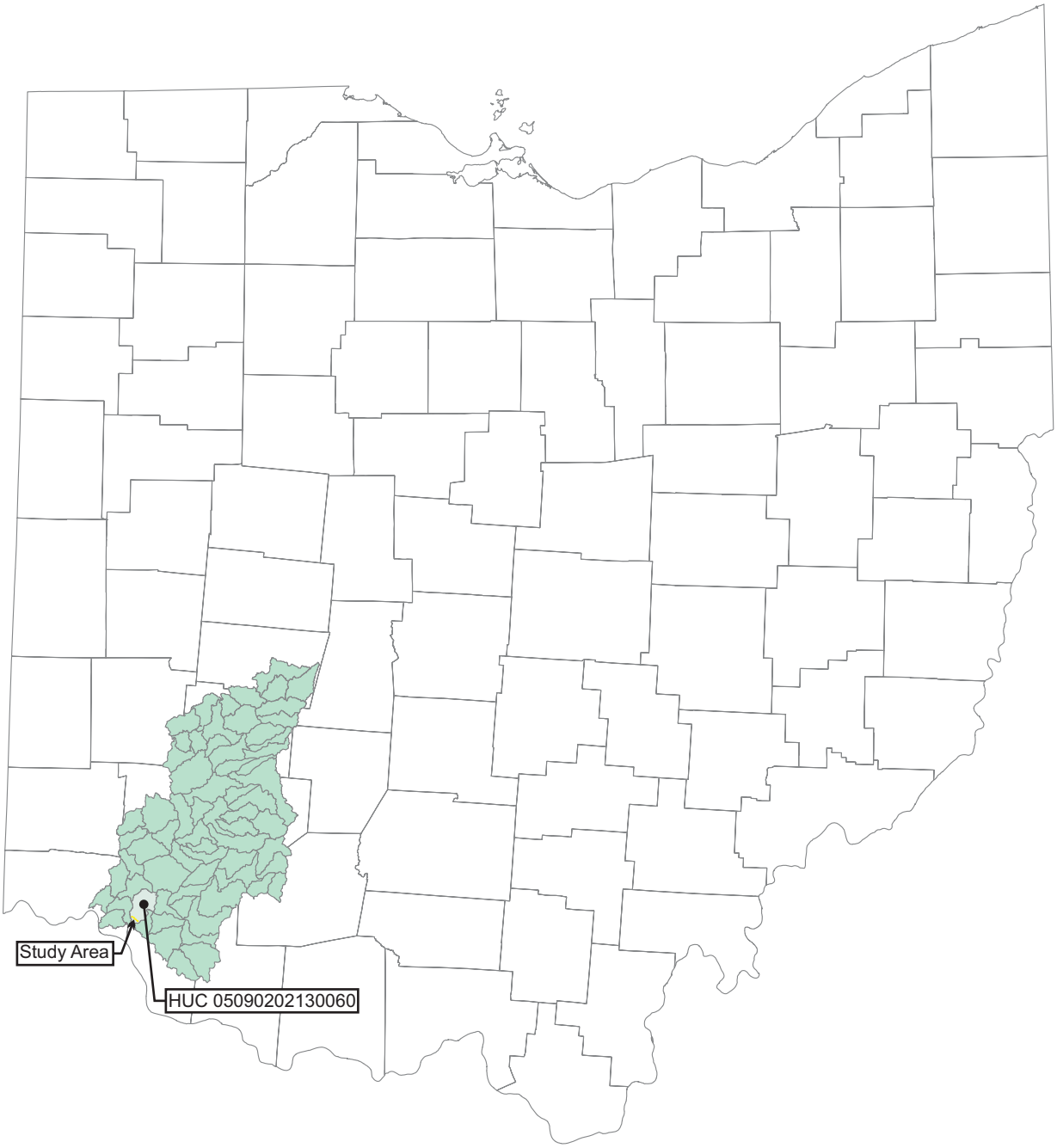
- Digital
- Scan
- Non-Digital
- No Data

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

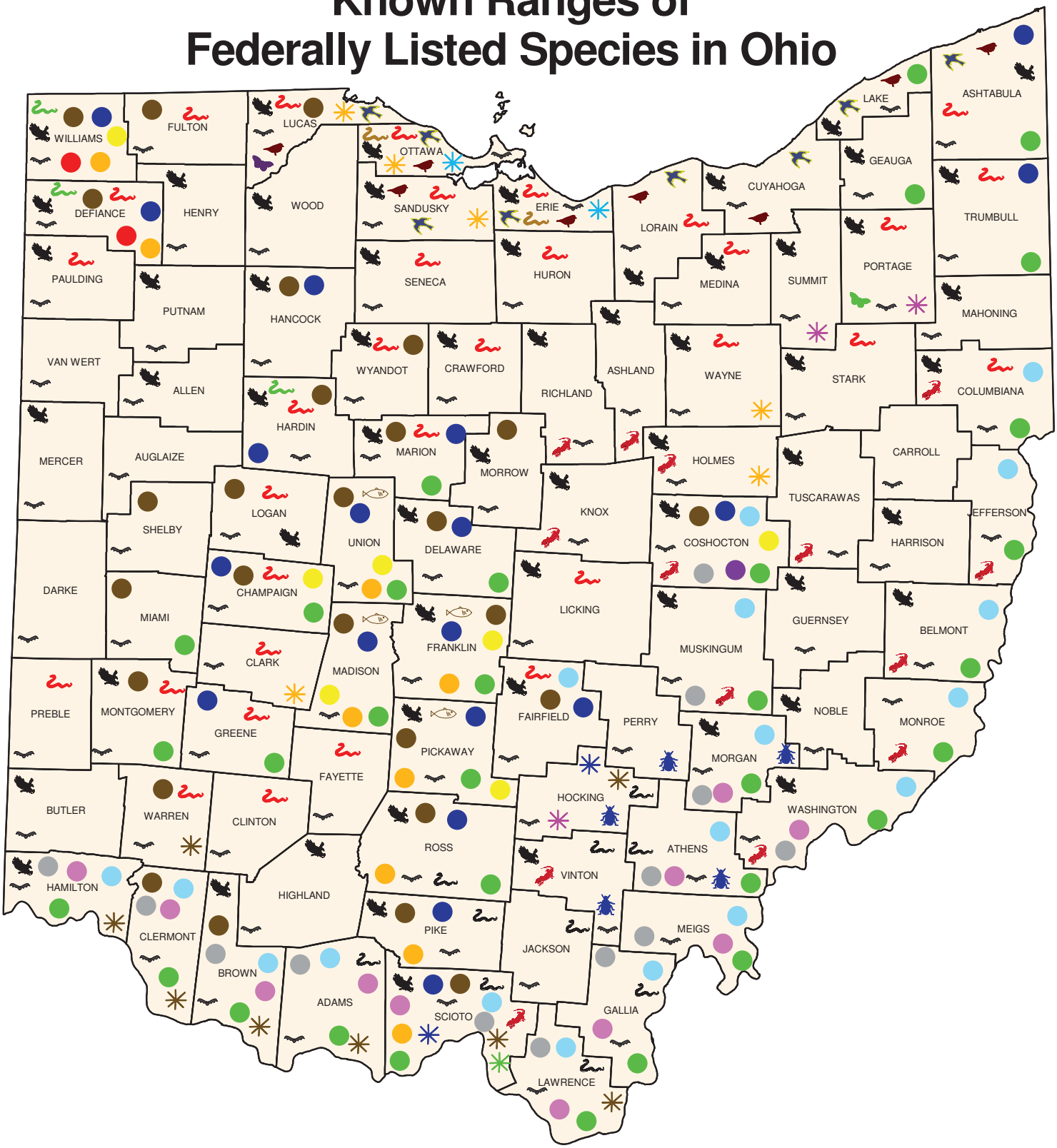
User Remarks:

NWI Mapped Wetlands

LITTLE MIAMI RIVER
14 DIGIT WATERSHEDS



Known Ranges of Federally Listed Species in Ohio



ENDANGERED

- Indiana Bat
- Kirtland's Warbler
- Piping Plover
- Scioto Madtom
- Karner Blue Butterfly
- Mitchell's Satyr
- American Burying Beetle
- Running Buffalo Clover
- Clubshell Mussel
- Fanshell Mussel
- Northern Riffleshell Mussel
- Pink Mucket Pearly Mussel
- Purple Cat's Paw Pearly Mussel
- White Cat's Paw Pearly Mussel

THREATENED

- Copperbelly Watersnake
- Lake Erie Watersnake
- Eastern Prairie Fringed Orchid
- Lakeside Daisy
- Northern Monkshood
- Small Whorled Pogonia
- Virginia Spiraea

PROPOSED ENDANGERED

- Rayed Bean Mussel
- Snuffbox Mussel

CANDIDATE

- Eastern Massasauga Rattlesnake
- Sheepnose Mussel
- Rabbitsfoot Mussel

SPECIES OF CONCERN

- Timber Rattlesnake
- Bald Eagle
- Eastern Hellbender

Ohio Department of Natural Resources

TED STRICKLAND, GOVERNOR

SEAN D. LOGAN, DIRECTOR

Division of Natural Areas and Preserves
Steven D. Maurer, Chief
2045 Morse Rd., Bldg. F-1
Columbus, OH 43229-6693
Phone: (614) 265-6453; Fax: (614) 267-3096

September 28, 2009

Michael de Villiers
Entran
1848 Summit Rd.
Cincinnati, OH 45237

Dear Mr. de Villiers:

After reviewing our Natural Heritage maps and files, I find the Division of Natural Areas and Preserves has no records of rare or endangered species in the CLE-CR3 Aicholtz Connector (PID 82553) project area, including a one mile radius, in Union Township, Clermont County, and on the Withamsville Quad (6090015). We also have no records for Indiana Bat (*Myotis sodalis*, state endangered, federal endangered) capture locations within a five mile radius or hibernacula within a ten mile radius of the project site.

There are no state nature preserves or scenic rivers at the project site. We are also unaware of any unique ecological sites, geologic features, animal assemblages, state parks, state forests or state wildlife areas within a one mile radius of the project area.

Our inventory program has not completely surveyed Ohio and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area. Although we inventory all types of plant communities, we only maintain records on the highest quality areas.

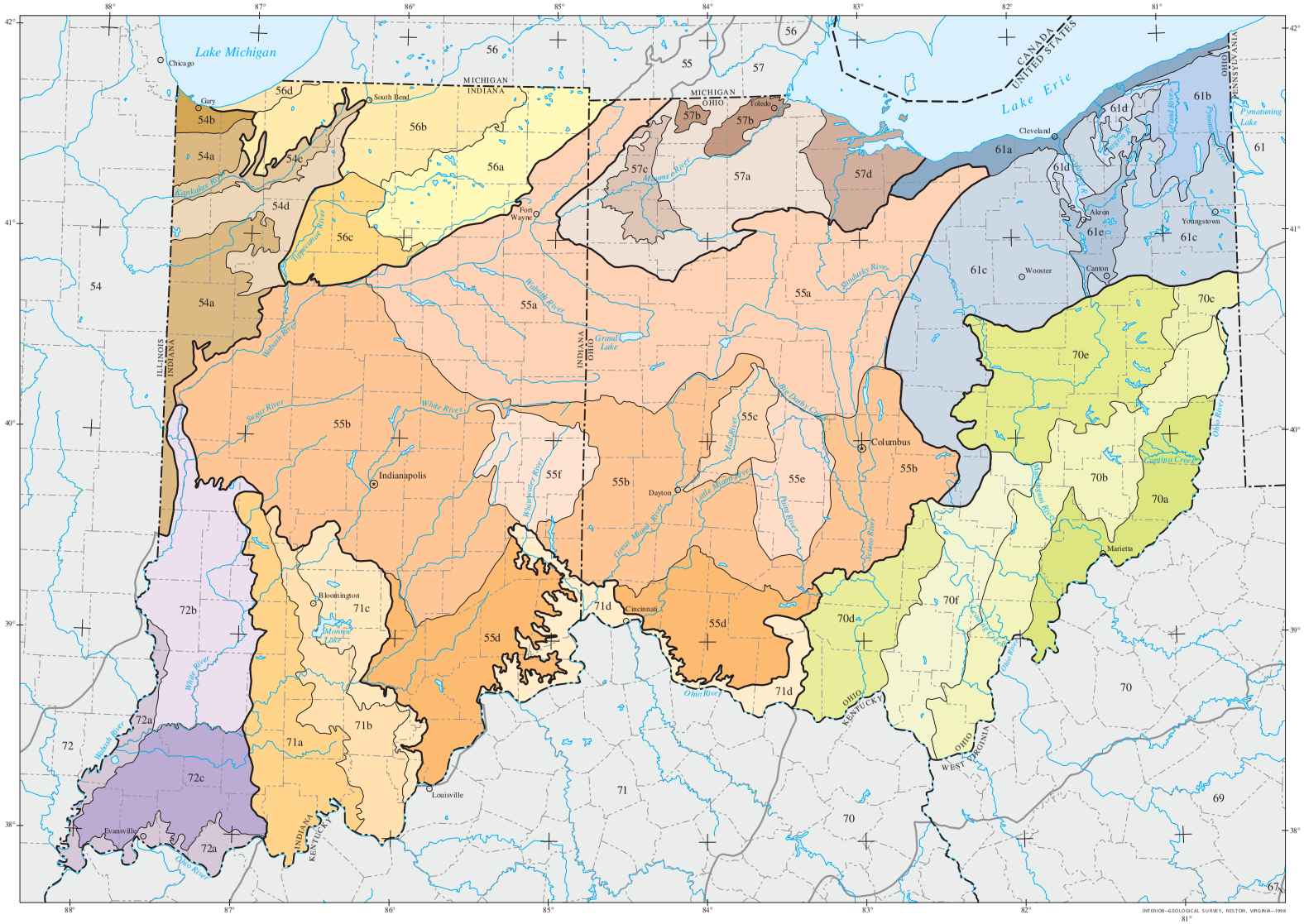
Please contact me at 614-265-6818 if I can be of further assistance.

Sincerely,

Debbie Woischke

Debbie Woischke, Ecological Analyst
Natural Heritage Program

Ecoregions of Indiana and Ohio



54 Central Corn Belt Plains
- 54a Illinois/Indiana Prairies
- 54b Chicago Lake Plain
- 54c Kankakee Marsh
- 54d Kankakee Sand Area

55 Eastern Corn Belt Plains
- 55a Clayey, High Lime Till Plains
- 55b Loamy, High Lime Till Plains
- 55c Mad River Interlobate Area
- 55d Pre-Wisconsinan Drift Plains
- 55e Darby Plains
- 55f Whitewater Interlobate Area

56 Southern Michigan/Northern Indiana Drift Plains
- 56a Lake Country
- 56b Elkhart Till Plains
- 56c Middle Tippecanoe Plains
- 56d Michigan Lake Plain

57 Huron/Erie Lake Plains
- 57a Maumee Lake Plains
- 57b Oak Openings
- 57c Paulding Plains
- 57d Marblehead Drift/Limestone Plain

61 Erie/Ontario Drift and Lake Plain
- 61a Erie Lake Plain
- 61b Mosquito Creek/Pymatuning Lowlands
- 61c Low Lime Drift Plain
- 61d Erie Gorges
- 61e Summit Interlobate Area

70 Western Allegheny Plateau
- 70a Permian Hills
- 70b Monongahela Transition Zone
- 70c Pittsburgh Low Plateau
- 70d Lower Scioto Dissected Plateau
- 70e Unglaciated Upper Muskingum Basin
- 70f Ohio/Kentucky Carboniferous Plateau

71 Interior Plateau
- 71a Crawford Uplands
- 71b Mitchell Plain
- 71c Norman Upland
- 71d Northern Bluegrass

72 Interior River Lowland
- 72a Wabash Bottomlands
- 72b Glaciated Wabash Lowlands
- 72c Southern Wabash Lowlands

- Level III ecoregion
- Level IV ecoregion
- County boundary
- State boundary
- International boundary

15 10 5 0 30 60 mi
30 20 10 0 60 120 km

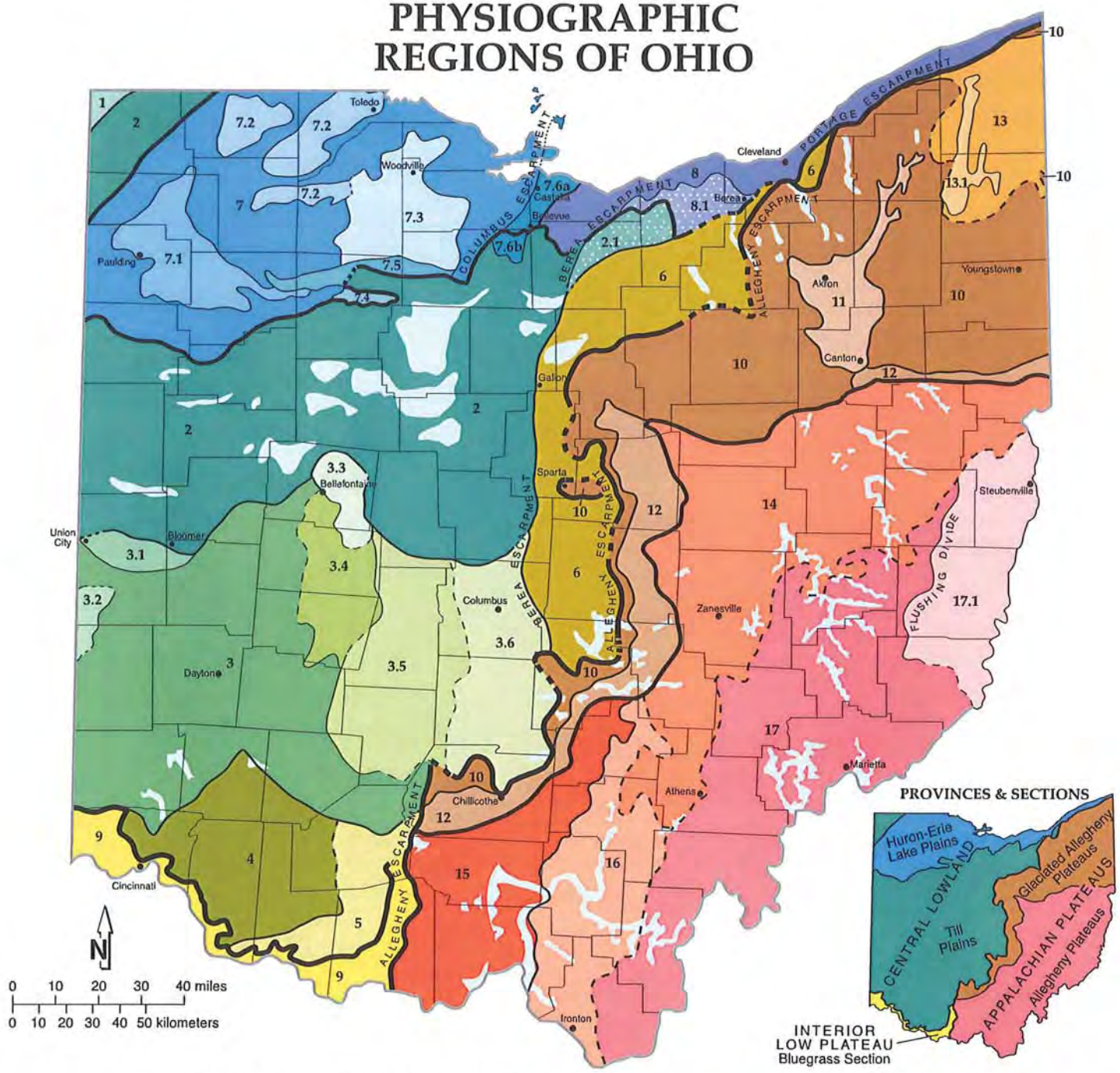
Albers equal area projection
standard parallels 38° 40′ N and 41° 20′ N

STATE OF OHIO
Ted Strickland, Governor

DEPARTMENT OF NATURAL RESOURCES
Sean D. Logan, Director

DIVISION OF GEOLOGICAL SURVEY
Lawrence H. Wickstrom, Chief

PHYSIOGRAPHIC REGIONS OF OHIO



Till Plains

- 1. Steuben Till Plain
- 2. Central Ohio Clayey Till Plain
  - 2.1. Berea Headlands of the Till Plain
- 3. Southern Ohio Loamy Till Plain
  - 3.1. Union City-Bloomer Transitional Terrain
  - 3.2. Whitewater Interlobate Plain
  - 3.3. Bellefontaine Upland
  - 3.4. Mad River Interlobate Plain
  - 3.5. Darby Plain
  - 3.6. Columbus Lowland
- 4. Illinoian Till Plain
- 5. Dissected Illinoian Till Plain
- 6. Galion Glaciated Low Plateau

Transitional boundary

Lake basin/deposits outside Huron-Erie Lake Plains

Huron-Erie Lake Plains

- 7. Maumee Lake Plains
  - 7.1. Paulding Clay Basin
  - 7.2. Maumee Sand Plains
  - 7.3. Woodville Lake-Plain Reefs
  - 7.4. Findlay Embayment
  - 7.5. Fostoria Lake-Plain Shoals
  - 7.6a and 7.6b. Bellevue-Castalia Karst Plain
- 8. Erie Lake Plain
  - 8.1. Berea Headlands of the Erie Lake Plain

Bluegrass Section

- 9. Outer Bluegrass Region

Glaciated Allegheny Plateaus

- 10. Killbuck-Glaciated Pittsburgh Plateau
- 11. Akron-Canton Interlobate Plateau
- 12. Illinoian Glaciated Allegheny Plateau
- 13. Grand River Low Plateau
  - 13.1 Grand River Finger-Lake Plain

Allegheny Plateaus

- 14. Muskingum-Pittsburgh Plateau
- 15. Shawnee-Mississippian Plateau
- 16. Ironton Plateau
- 17. Marietta Plateau
  - 17.1. Little Switzerland Plateau

4/98

Recommended citation: Ohio Division of Geological Survey, 1998, Physiographic regions of Ohio: Ohio Department of Natural Resources, Division of Geological Survey, page-size map with text, 2 p., scale 1:2,100,00.

PHYSIOGRAPHIC REGIONS OF OHIO

Major Divisions	Provinces	Sections *	DISTINGUISHING CHARACTERISTICS OF REGIONS & DISTRICTS	GEOLOGY	BOUNDARIES
INTERIOR PLAINS	CENTRAL LOWLAND	Till Plains	**1. Steuben Till Plain.** Hummocky terrain with rolling hills, interspersed flats and closed depressions; wetlands, few streams, deranged drainage; only a small part of the region is in Ohio, elevation 950'-1100', moderately low relief (60')	Wisconsinan-age (latest Ice-Age) loamy till from a northern source (Saginaw glacial lobe) over Mississippian-age Coldwater Shale	Southeast: edge of Wabash Moraine
			2. Central Ohio Clayey Till Plain. Surface of clayey till; well-defined moraines with intervening flat-lying ground moraine and intermorainal lake basins; no boulder belts; about a dozen silt-, clay- and till-filled lake basins range in area from a few to 200 square miles; few large streams; limited sand & gravel outwash; elevation 700'-1150', moderate relief (100')	Clayey, high-lime Wisconsinan-age till from a northeastern source (Erie glacial lobe) and lacustrine materials over Lower Paleozoic-age carbonate rocks and, in the east, shales; loess thin to absent	North: Lake Plain; northeast: limit of Berea Sandstone; east: Berea Escarpment, south: Powell and Union City/Bloomer Moraines; northern segment boundaries: Wabash Moraine and lake plain
			2.1. Berea Headlands of the Till Plain. Gently rolling to flat terrain of thin drift descending to Lake Erie; punctuated by more than 20 streamlined "whalebacks" of Berea Sandstone, 0.5 to 2.5 miles long, 30'-60' high, somewhat poorly drained; elevation 800'-1000', low relief (20')	Thin, clayey, medium-lime Wisconsinan-age till over resistant Mississippian-age Berea Sandstone	South: limit of Berea Sandstone; elsewhere: Berea Escarpment and/or margin of highest Pleistocene lake
			3. Southern Ohio Loamy Till Plain. Surface of loamy till; end and recessional moraines, commonly associated with boulder belts, between relatively flat-lying ground moraine, cut by steep-valleyed large streams; stream valleys filled with outwash and alternate between broad floodplains and narrows; buried valleys common; elevation 530'-1150', moderate relief (200')	Loamy, high-lime Wisconsinan-age till, outwash, and loess over Lower Paleozoic-age carbonate rocks and, in the east, shales	East: Berea and Allegheny Escarpments; north: Powell and Union City/Bloomer Moraines; south: limit of Wisconsinan-age till
			3.1. Union City-Bloomer Transitional Terrain. Well-defined moraines with low-relief, hummocky ground moraine like the Central Ohio Clayey Till Plain to the north; loamy till with loess cap like Southern Ohio Loamy Till Plain to the south; elevation 920'-1075', moderately low relief (30')	Loamy, high-lime Wisconsinan-age till with thin loess cap over Silurian-age dolomites	North: Bloomer Moraine and limit of loamy till; south: Union City Moraine
			3.2. Whitewater Interlobate Plain. An upland between two converging glacial lobes with hummocky moraines, moraine complexes, kames, boulder belts, and broad outwash trains/plains; contains highest elevations in Indiana (1257') and in adjacent Ohio counties (1240'); elevation in Ohio 980'-1240', moderate relief (150')	Loamy, high-lime Wisconsinan-age till and sand and gravel outwash over resistant Silurian-age carbonate rocks (north) and less resistant Ordovician-age shales and limestones (south)	North: limit of Knightstown/Farmersville Moraines and kame fields; east: high, dissected hills draining to Whitewater River
			3.3. Bellefontaine Upland. Moderately high relief (250') dissected topography with moraine complexes, boulder belts, high-gradient major streams, caves and sinkholes; few glacial depressions/kettles compared to surrounding areas; elevation 1100'-1549', includes highest elevation in Ohio (Campbell Hill, 1549')	Loamy, high-lime Wisconsinan-age till over generally deeply buried Silurian- to Devonian-age carbonate rocks and Ohio Shale	North: areas with hilltops above 1200'; elsewhere: hilltops above about 1300'
			3.4. Mad River Interlobate Plain. Area between two major converging glacial lobes with extensive outwash, outwash terraces, and bordering moraines; springs and cool, ground-water-fed surface waters; elevation 800'-1350', moderate relief (200')	Loamy, high-lime Wisconsinan-age till and sand and gravel outwash over Silurian- to Devonian-age carbonate rocks and Ohio Shale	East and north: rear edge of Cable Moraine Complex; south: outwash to Clifton Gorge; west: western edge of Mad River Outwash
			3.5. Darby Plain. Moderately low relief (25'), broadly hummocky ground moraine with several broad, indistinct recessional moraines; between hummocks are broad, poorly drained swales which held wet prairies/meadows in pioneer days; few large streams; elevation 750'-1100'	Loamy, high-lime Wisconsinan-age till and sparse outwash over Silurian- and Devonian-age carbonate rocks and Ohio Shale in the southeast	South and west: front of Reesville and rear of Cable Moraines; north: Powell Moraine; east: increasing eastward slope (see 3.6)
			3.6. Columbus Lowland. Lowland surrounded in all directions by relative uplands, having a broad regional slope toward the Scioto Valley; many larger streams; elevation 600'-850' (950' near Powell Moraine), moderately low relief (25')	Loamy, high-lime (west) to medium-lime (east) Wisconsinan-age till and extensive outwash in Scioto Valley over deep Devonian- to Mississippian-age carbonate rocks, shales, and siltstones	North: Powell Moraine; east and south: Berea and/or Allegheny Escarpments; west: flatter and higher Darby Plain
			4. Illinoian Till Plain. Rolling ground moraine of older till generally lacking ice-constructional features such as moraines, kames, and eskers; many buried valleys; modern valleys alternating between broad floodplains and bedrock gorges; elevation 600'-1100', moderately low relief (50')	Silt-loam, high-lime, Illinoian-age till with loess cap; soils leached several feet; underlain by Ordovician- and Silurian-age carbonate rocks and calcareous shales	North: Wisconsinan glacial margin (Cuba and Hartwell Moraines); elsewhere: limit of common till-covered hillslopes
			5. Dissected Illinoian Till Plain. Hilly former till plain in which glacial deposits have been eroded from many valley sides; relatively high stream density; elevation 600'-1340', moderate relief (200')	Hilltops of high-lime Illinoian-age till with loess cap; slopes of bedrock- and till-derived colluvium and Ordovician- and Silurian-age carbonate rocks and calcareous shales	East: maximum glacial margin; elsewhere: limit of general absence of till on hillslopes
			6. Galion Glaciated Low Plateau. Rolling upland transitional between the gently rolling Till Plain and the hilly Glaciated Allegheny Plateau; mantled with thin to thick drift; elevation 800'-1400', moderate relief (100')	Medium- to low-lime Wisconsinan-age till over Mississippian-age shales and sandstones	North: limit of Berea Sandstone; west: Berea Escarpment; south and east: Allegheny Escarpment
		Huron-Erie Lake Plains	**7. Maumee Lake Plains.** Flat-lying Ice-Age lake basin with beach ridges, bars, dunes, deltas, and clay flats; contained the former Black Swamp; slightly dissected by modern streams; elevation 570'-800', very low relief (5')	Pleistocene-age silt, clay, and wave-planed clayey till over Silurian- and Devonian-age carbonate rocks and shales	Northeast: Lake Erie; elsewhere: margin of highest Pleistocene lake
			7.1. Paulding Clay Basin. Nearly flat lacustrine plain; most clayey of all Lake Plain subregions; low-gradient, highly meandering streams; easily ponded soils; elevation 700'-725', extremely low relief (less than 5')	Pleistocene-age lacustrine clay over clay till and Silurian-age dolomites	Northeast: subdued ("drowned") remnant of Defiance Moraine; elsewhere: limit of lacustrine clay
			7.2. Maumee Sand Plains. Lacustrine plain mantled by sand; includes low dunes, inter-dunal pans, beach ridges, and sand sheets of glacial lakeshores; well to poorly drained; elevation 600'-800', very low relief (10')	Late Wisconsinan-age sand over clay till and lacustrine deposits; Silurian- and Devonian-age carbonate rocks and shales buried deeply	Limit of sandy deposits and/or low dunes
			7.3. Woodville Lake-Plain Reefs. Very low relief (10') lacustrine plain with low dunes and lake-margin features, punctuated by more than 75 ancient bedrock reefs rising 10' to 40' above the level of the plain and ranging in area from 0.1 to 3.0 square miles; the oblong reefs are thinly draped with drift; elevation 600'-775'	Thin to absent Wisconsinan-age wave-planed clay till, lacustrine deposits, and sand over Silurian-age reefal Lockport Dolomite	Limit of thinly mantled Lockport Dolomite (Bowling Green Fault to the west and the Defiance Moraine to the south)
			7.4. Findlay Embayment. Very low relief (10'), broadly rolling lacustrine plain; embayment of ancestral Lake Erie in which relatively coarse lacustrine sediments collected; elevation 775'-800'	Silty to gravelly Wisconsinan-age lacustrine deposits and wave-planed clayey till over Silurian-age Lockport Dolomite	West: 775' beach ridge; north: Defiance Moraine; south: margin of highest Pleistocene lake level
			7.5. Fostoria Lake-Plain Shoals. Portion of the Defiance Moraine lightly eroded by shallow Lake Maumee with low north-south trending hillocks and shallow, closed depressions; many sandy areas; elevation 750'-825', low relief, decreasing westward (10'-15')	Silty to gravelly Wisconsinan-age lacustrine deposits and wave-planed clay till over deeply covered Silurian-age dolomite	South and east: unmodified Defiance Moraine; elsewhere: very low-relief lake plain
			7.6a and 7.6b. Bellevue-Castalia Karst Plain. Hummocky plain of rock knobs and numerous sinkholes, large solution features, and caves; large springs; thinly mantled by drift; region straddles both Lake Plain (7.6a) and Till Plain (7.6b); 7.6a has greatest relief of any Lake Plain region (25'), elevation 570'-825'	Columbus and Delaware Limestones overlain by thin clay till in 7.6b, and thin silty and sandy Wisconsinan-age lacustrine deposits and wave-planed clay till in 7.6a	Limit of thinly mantled Columbus and Delaware Limestones, which is marked in the west by the Columbus Escarpment
	INT. LOW PLATEAUS	Bluegrass Section	**8. Erie Lake Plain.** Edge of very low-relief (10') Ice-Age lake basin separated from modern Lake Erie by shoreline cliffs; major streams in deep gorges; elevation 570'-800'	Pleistocene-age lacustrine sand, silt, clay, and wave-planed till over Devonian- and Mississippian-age shales and sandstones	North: Lake Erie; south: margin of highest Pleistocene lake
			8.1 Berea Headlands of the Erie Lake Plain. Portion of the Erie Lake Plain underlain by resistant Berea Sandstone; several large sandstone headlands jut into the Ice-Age lake basin; contains several streamlined "whalebacks" of Berea Sandstone, 0.5 to 2.0 miles long, 20'-35' high, poorly drained; elevation 670'-800', very low relief (10')	Thin lacustrine deposits over thin, wave-planed, clayey, medium-lime Wisconsinan-age till; underlain by resistant Berea Sandstone	North: portion of Lake Plain underlain by soft shales; south: margin of highest Pleistocene lake
			9. Outer Bluegrass Region. Moderately high relief (300') dissected plateau of carbonate rocks; in east, caves and other karst features relatively common; in west, thin, early drift caps narrow ridges; elevation 455'-1120'	Ordovician- and Silurian-age dolomites, limestones, and calcareous shales; thin pre-Wisconsinan drift on ridges in west; silt-loam colluvium	Eastern segment: maximum glacial margin and high eastern ridges capped by noncarbonate rocks; connected by Ohio River bluffs to western segment which is bounded by nondissected till plain
APPALACHIAN HIGHLANDS	APPALACHIAN PLATEAUS	Glaciated Allegheny (Southern New York) Plateaus	**10. Killbuck-Glaciated Pittsburgh Plateau.** Ridges and flat uplands generally above 1200', covered with thin drift and dissected by steep valleys; valley segments alternate between broad drift-filled and narrow rock-walled reaches; elevation 600'-1505', moderate relief (200')	Thin to thick Wisconsinan-age clay to loam till over Mississippian- and Pennsylvanian-age shales, sandstones, conglomerates and coals	West and north: resistant sandstones of the Allegheny and Portage Escarpments; south and east: Wisconsinan glacial margin
			11. Akron-Canton Interlobate Plateau. Hummocky area between two converging glacial lobes dominated by kames, kame terraces, eskers, kettles, kettle lakes, and bogs/fens; deranged drainage with many natural lakes; elevation 900'-1200', moderate relief (200')	Sandy Wisconsinan-age and older drift over Devonian- to Pennsylvanian-age sandstones, conglomerates and shales	Limit of common, sandy ice-contact features and deposits
			12. Illinoian Glaciated Allegheny Plateau. Dissected, rugged hills; loess and older drift on ridgetops, but absent on bedrock slopes; dissection similar to unglaciated regions of the Allegheny Plateau; elevation 600'-1400', moderate relief (200')	Colluvium and Illinoian-age till over Devonian- to Pennsylvanian-age shales, siltstones and sandstones	North and west: Wisconsinan glacial margin; south and east: Illinoian (maximum) glacial margin
			13. Grand River Low Plateau. Gently rolling ground and end moraine having thin to thick drift; poorly drained areas and wetlands relatively common; elevation 760'-1200', low relief (20') except near Grand River Valley (200')	Clayey, low-lime Wisconsinan-age till over deeply buried, soft Devonian-age shales and near-surface Mississippian-age sandstones and shales	North: Portage Escarpment; south and west: Defiance Moraine; southeast: increasing relief from proximity of buried Pennsylvanian-age sandstones
			13.1. Grand River Finger-Lake Plain. Very low relief (10') lake deposits in steep-sided troughs (200' relief) within the Grand River Low Plateau; cut by glacial and stream erosion; extensive wetlands; elevation 800'-900'	Surficial lacustrine clay and drift over deeply buried, soft Devonian-age shales	Margins of steeply sloping troughs containing the Grand River and parts of Rock and Mosquito Creeks
		Allegheny (Kanawha) Plateaus	**14. Muskingum-Pittsburgh Plateau.** Moderately high to high relief (300'-600') dissected plateau having broad major valleys that contain outwash terraces, and tributaries with lacustrine terraces; medium-grained bedrock sequences coarser than those in Marietta Plateau (17) but finer than those in Ironton Plateau (16); remnants of ancient Teays-age drainage system uncommon; elevation 650'-1400'	Mississippian and Pennsylvanian-age siltstones, shales, sandstones and economically important coals and claystones; Wisconsinan-age sand, gravel, and lacustrine silt; silt-loam colluvium	North and west: maximum glacial margin; southeast: transition to finer grained bedrock; southwest: transition to coarser grained bedrock
			15. Shawnee-Mississippian Plateau. High relief (400'-800'), highly dissected plateau of coarse and fine grained rock sequences; most rugged area in Ohio; remnants of ancient lacustrine clay-filled Teays drainage system are extensive in lowlands, absent in uplands; elevation 490'-1340'	Devonian- and Mississippian-age shales, siltstones, and locally thick sandstones; Pleistocene-age sandy outwash in Scioto River; Teays-age Minford Clay; silt-loam and channery colluvium	North: Maximum glacial margin; west: carbonate bedrock; east: limit of Mississippian-age bedrock
			16. Ironton Plateau. Moderately high relief (300') dissected plateau; coarser grained coal-bearing rock sequences more common than in other regions of the Allegheny Plateau; common lacustrine clay-filled Teays Valley remnants; elevation 515'-1050'	Pennsylvanian-age (Pottsville, Allegheny and Conemaugh Groups) cycles of sandstones, siltstones, shales and economically important coals; Pleistocene (Teays)-age Minford Clay; silt-loam and channery colluvium	West: limit of common Pennsylvanian-age bedrock; north and east: gradation to finer rock sequences
			17. Marietta Plateau. Dissected, high-relief (generally 350', to 600' near Ohio River) plateau; mostly fine-grained rocks; red shales and red soils relatively common; landslides common; remnants of ancient lacustrine clay-filled Teays drainage system common; elevation 515'-1400'	Pennsylvanian-age Upper Conemaugh Group through Permian-age Dunkard Group cyclic sequences of red and gray shales, and siltstones, sandstones, limestones and coals; Pleistocene (Teays)-age Minford Clay; red and brown silty-clay loam colluvium; landslide deposits	North and west: transition to medium-grained Lower Conemaugh rocks; east: Flushing Divide
			17.1. Little Switzerland Plateau. Highly dissected, high-relief (generally 450', to 750' along Ohio River) plateau; mostly fine-grained rocks; red shales and red soils relatively common; landslides common; high-gradient shale-bottomed streams subject to flash flooding; no remnants of ancient Teays drainage system; elevation 540'-1400'	Similar to Marietta Plateau but lacking Pleistocene (Teays)-age Minford Clay	North: transition to medium-grained rocks; west and south: Flushing Divide; east: Ohio River

* Section names modified from Fenneman (1938, 1946).

ATTACHMENTS C3

Indiana Bat Guidance Email from ODOT

deVilliers, Mike

From: Megan.Michael@dot.state.oh.us
Sent: Thursday, February 04, 2010 10:10 AM
To: Mike.Pettegrew@dot.state.oh.us
Cc: deVilliers, Mike; Keith.Smith@dot.state.oh.us
Subject: Re: Fw: CLE CR3 Aicholtz Connector (PID# 82553): Requesting OES Guidance on Indiana Bat
Attachments: ATT19550.gif; ATT19551.gif

This project is entirely within the Cincinnati Urban Area. No further habitat surveys for the Indiana bat are required for this project. Please instruct the consultant to include this email in the Ecological Survey Report. If you have any questions, please contact me.

Megan Michael, Environmental Specialist
ODOT-CO-OES Ecological Section
1980 West Broad Street, Floor 3
Columbus, Ohio 43223
(614) 644-7099/megan.michael@dot.state.oh.us

Mike Pettegrew/Environmental/CEN/ODOT

02/04/2010 09:49 AM

To Megan Michael/Environmental/CEN/ODOT@ODOT
cc
Subject Fw: CLE CR3 Aicholtz Connector (PID# 82553): Requesting OES Guidance on Indiana Bat

Megan

Can you please investigate this inquiry and reply back to the district/consultant. Thanks in advance.

Michael Pettegrew
Environmental Supervisor, ODOT-Central Office
Office of Environmental Services (OES), Ecological Section
1980 West Broad Street-3rd Floor, Columbus, OH 43223
(614)-466-7102 / fax (614)-728-7368
mike.pettegrew@dot.state.oh.us

----- Forwarded by Mike Pettegrew/Environmental/CEN/ODOT on 02/04/2010 09:45 AM -----

Keith Smith/Planning/D08/ODOT

02/03/2010 07:13 AM

To Mike Pettegrew/Environmental/CEN/ODOT@ODOT
cc
Subject Fw: CLE CR3 Aicholtz Connector (PID# 82553): Requesting OES Guidance on Indiana Bat

Mike,

The Consultant is requesting guidance on the determination of Indian Bat Habitat and whether or not this project requires full coordination. Please look over and comment.

Thanx,

Keith

Keith Smith, P.E.
Acting Planning & Environmental
Engineer / Team Leader, ODOT D-8
Keith.Smith@dot.state.oh.us
1-800-831-2142 or 513-933-6590

----- Forwarded by Keith Smith/Planning/D08/ODOT on 02/03/2010 07:10 AM -----

"deVilliers, Mike" <MdeVilliers@entran.us>

02/02/2010 02:28 PM

To <Keith.Smith@dot.state.oh.us>
cc "Osborne, Deborah" <DOsborne@entran.us>
Subject FW: CLE CR3 Aicholtz Connector (PID# 82553): Requesting OES Guidance on Indiana Bat

Keith,
As per our telephone conversation today (2/2/10) I am forwarding the original email request for OES guidance on Indiana bat for the CLE CR3 Aicholtz Connector project (PID# 82553). Please see below. Thank you.

Michael de Villiers
Senior Environmental Specialist

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Cincinnati, OH 45237
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F 513.761.1728
www.entran.us

From: deVilliers, Mike
Sent: Thursday, September 24, 2009 2:19 PM
To: 'Keith.smith@dot.state.oh.us'
Cc: Osborne, Deborah
Subject: CLE CR3 Aicholtz Connector (PID# 82553): Requesting OES Guidance on Indiana Bat

Keith,
We are drafting the Level 2 Ecological Survey Report (ESR) for the CLE CR3 Aicholtz Connector project (ODOT PID# 82553). The study area, located in Clermont County, is within the "Generalized Urban Areas" as identified on Page 63 of the Ecological Manual (September 2009). As directed in the Ecological Manual we are requesting OES guidance on how to proceed with discussion of Indiana Bat for this project. A USGS base Study Area map is attached for your use. The study area is located on the Withamsville USGS quadrangle. Please let me know if you need additional information. I can be reached by phone at (513) 761-1700 or via email at mdevilliers@entran.us
Thank you in advance for your timely response.

Michael de Villiers
Senior Environmental Specialist

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ENTRAN Job#: 6090015[attachment "Attachment USGS Map.pdf" deleted by Megan Michael/Environmental/CEN/ODOT]

ATTACHMENTS C4

Ecological Resources Clearance

May 31, 2011

MOA Project Notifications

DISTRICT	C-R-S	PID	WATERBODY	WETLANDS
1	VAN-697-1.78	84565	Little Auglaise River	N/A
2	FUL/HEN-2/66-0.00/2.87	86886	2 U.T. of Brush Creek U.T. of Owl Creek	N/A
2	WOO-US 23/281/795	85250	Henry Creek	N/A
2	WOO-SR 281-0.00/12.93	86499	2 U.T. of Beaver Creek 3 U.T. of Cutoff Creek Cutoff Ditch	N/A
4	STA-172-0.00	76341	West Sippo Creek Sugar Creek Elm Run	N/A
5	LIC-70-13.67	85540	U.T. South Fork Licking River U.T. South Fork Licking River	NA
5	LIC/PER-668-0.10/22.07	91040	U.T. to Valley Run	N/A
6	UNI-245-0.42	87257	Big Darby Creek (non-scenic section)	N/A
7	**AUG-East Auglaize**	**89055**	**N/A**	**N/A.**
7	**CLA-George Rogers Clark Park Estel Wenrick Parking Lot Expansion**	**89507**	**N/A**	**N/A**
8	CLE-CR3-0.00 (Aicholtz Road)	82553	Trib to Hall Run (2 crossings)	N/A
8	**GRE-New Germany Trebein Road**	**84222**	**N/A**	**N/A**
8	**HAM-IR74-3.54/VAR**	**82961**	**Dry Fork Whitewater River**	**N/A**
8	**WAR-US42-3.47**	**87209**	**Trib to Muddy Creek**	**N/A**
9	**ADA-US52-23.32**	**None**	**Trib to Ohio River**	**N/A**
9	**ADA-SR73-13.06**	**89132**	**N/A**	**N/A**
9	**ADA-SR348-2.10**	**None**	**Trib to Ohio Brush Cr**	**N/A**
9	**BRO-SR41-1.00**	**87811**	**N/A**	**N/A**
9	**BRO-SR221-1.25**	**80617**	**White Oak Creek**	**N/A**
9	**BRO-SR221-2.38**	**83095**	**Cane Run**	**N/A**

9	**BRO-SR286-3.42**	**83907**	**E. Fk. Five Mile Creek**	**N/A**
9	**HIG-TR194-1.48**	**80746**	**Ohio Brush Creek**	**N/A**
9	**JAC-SR139-11.64**	**75441**	**Trib to MacDowell Run**	**N/A**
9	**LAW-CR22-0.06**	**81561**	**Storms Creek**	**N/A**
9	**SCI-SR139-0.16**	**80605**	**N/A**	**N/A**
10	GAL-7-19.54	86822	Clark Run	N/A
10	HOC-33-13.13	87515	Threemile Creek	N/A
10	**HOC-180-4.03**	**83261**	**Long Run**	**N/A**
10	MRG-San Toy Covered Bridge	86768	San Toy Creek	N/A

Projects listed in bold are projects that May Affect a federally listed species and require full USFWS review.

* Projects with no waterway impacts that are sent only to USFWS for Indiana bat coordination.

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
4625 Morse Road, Suite 104
Columbus, Ohio 43230
(614) 416-8993 / FAX (614) 416-8994

July 20, 2011

TAILS: 31420-2011-I-0856 (PID 85540)
31420-2011-I-0832 (PID 89055)
31420-2011-I-0833 (PID 89507)
31420-2011-I-0835 (PID 84222)
31420-2011-I-0836 (PID 82961)
31420-2011-I-0837 (PID 87209)
31420-2011-I-0838 (PID None)
31420-2011-I-0839 (PID 89132)
31420-2011-I-0840 (PID None)
31420-2011-I-0841 (PID 87811)
31420-2011-I-0842 (PID 80617)
31420-2011-I-0843 (PID 83095)
31420-2011-I-0844 (PID 83907)
31420-2011-I-0834 (PID 80746)
31420-2011-I-0846 (PID 75441)
31420-2011-I-0847 (PID 81561)
31420-2011-I-8048 (PID 80605)
31420-2011-I-0849 (PID 83261)

Timothy M. Hill, Administrator
Office of Environmental Services
Ohio Department of Transportation
P.O. Box 899
Columbus, OH 43216-0899

Attn: Michael Pettegrew, Megan Michael

RE: **MOA Project Notifications, May 31, 2011**

Dear Mr. Hill,

This is in response to your May 31, 2011 MOA Project Notifications letter, requesting U.S. Fish & Wildlife Service (Service) review and comments on eighteen projects involving bridge or culvert replacements and/or roadway improvements on essentially existing alignments, and other projects that meet a Nationwide 404 Permit. These project notifications are in accordance with the Memorandum of Agreement (MOA) for Interagency Coordination for Highway Projects Which Involve Stream Crossings and/or Minor Wetland Fills and the Programmatic Consultation (PC) between USFWS, FHWA, and ODOT.

We recommend that unavoidable impacts to streams, wetlands, and other important habitats be mitigated. On projects that include plans to replace culverts, we recommend that they be placed to allow free movement of aquatic fauna. Also, on projects that include plans to use riprap or similar materials for channel protection, we recommend using native vegetation to control erosion, or, at a minimum, using native vegetation in combination with these materials. On all pertinent projects, we recommend that existing riparian habitat zones be maintained to the maximum extent possible. In addition, staging areas should be kept well away from streams and wetlands, and all disturbed areas in the project vicinity should be mulched and revegetated with native plant species.

The Service supports and recommends mitigation activities that reduce the likelihood of invasive plant spread and encourage native plant colonization. Prevention of non-native, invasive plant establishment is critical in maintaining high quality habitats. We recommend that the proposed project also include the seeding of all disturbed areas during construction to encourage establishment of vegetation cover and decrease erosion.

INDIANA BAT (*MYOTIS SODALIS*) COMMENTS

We note and appreciate your thorough description of project-specific conditions regarding potential Indiana bat roosting and maternity habitat and efforts to avoid impacts to such habitat. On bridge replacement projects, we recommend that, prior to any bridge removal, the underside of the bridge be carefully examined for the presence of bats, especially from April 1 to September 30. If any bats are found roosting on the underside of the bridge, please immediately contact this office to provide this information.

Regarding impacts to the Indiana bat, the following projects fall under the PC1-a or PC1-b category of impacts within the PC: **LIC-70-13.67 (PID 85540), AUG-East Auglaize (PID 89055), ADA-SR73-13.06 (PID 89132), BRO-SR41-1.00 (PID 87811), BRO-SR221-1.25 (PID 80617)*, BRO-SR221-2.38 (PID 83095)*, HIG-TR194-1.48 (PID 80746),** and **JAC-SR139-11.64 (PID 75441).** The Service concurs with your determination that these projects, as proposed, *may affect but are not likely to adversely affect* the Indiana bat. We have no objection to these projects, provided that conditions in the PC are followed and that best management practices (BMPs) are implemented during and following construction activities to minimize water quality impacts and impacts to fish and wildlife habitats. *Although winter tree clearing is not required for PC1-level projects under the Programmatic Consultation (PC), the Service requests that ODOT adhere to the current cutting date restrictions, clearing only between September 30 and April 1, on these and all other projects, whenever practicable. If some tree removal must be conducted between April 1 and September 30, we request that trees containing suitable Indiana bat roosting habitat be marked for avoidance during these months, if at all possible. The Service is making this request in light of the severe stress being imposed on bat populations by the rapid spread of white-nose syndrome (WNS).*

Please note that your May 31, 2011 letter categorized the **LIC-70-13.67** project under the PC2 level of impacts in the 2007 PC, requiring seasonal clearing restrictions. However, based on the information provided, this project does not meet the criteria for category PC2. In an email dated July 20, 2011, Megan Michael (ODOT OES) clarified that the project was misclassified and should be reviewed under the PC1 category. Also, workers at the **LIC-70-13.67** project site should be notified that historic records for the **eastern massasauga rattlesnake** (*Sistrurus catenatus*) indicate that this species, a candidate for federal listing as endangered, had been known to occur near the Hebron Fish Hatchery and Buckeye Lake, both within close proximity to the LIC-70-13.67 project site. ***Although no impacts to the eastern massasauga are anticipated, all workers should be instructed not to harm or kill the snakes, if encountered, and to use caution, as the eastern massasauga is a venomous species.***

It should also be noted that the January 27, 2011 Ecological Survey Report (ESR) for the **BRO-SR41-1.00** project indicated that forty potential roost trees and six potential maternity roost trees would be impacted by the project. However, the project write-up stated that up to eighteen suitable roost trees and no maternity roost trees would be impacted by the project. In an email from Megan Michael, dated July 20, 2011, she stated that the write-up provided the correct information and that the roost tree data provided in the write-up, based on a February 16, 2011 field review by ODOT OES, were meant to supersede the data in the ESR.

The following projects fall under the PC2 category of impacts within the PC: **CLA-George Rogers Clark Park Estel Wenrick Parking Lot Expansion (PID 89507), GRE-New Germany Trebein Road (PID 84222),** and **SCI-SR139-0.16 (PID 80605)***. The Service concurs with your determination that these projects, as proposed, *may affect, but are not likely to adversely affect* the Indiana bat. The Service appreciates ODOT's commitment to follow conservation measure A-1 of the Programmatic Consultation

* Additional comments on this project are included later in this letter.

for these projects, under which trees within the project area will be cleared only between September 15 and April 15. Please note that the Service encourages the use of the revised guidelines of tree removal between September 30 and April 1, if possible, as Indiana bats have been observed arriving at their traditional summer areas earlier in the spring and staying longer in the fall than previously documented.

Please note on all projects that involve tree clearing: If an applicant plans to clear trees prior to issuance of a 404 and/or 401 permit, the following two conditions must be adhered to: 1) Section 7 consultation with the Service must be completed; and 2) No tree clearing on any portion of the project should occur until both the U.S. Army Corps of Engineers and Ohio EPA anticipate that issuance of both a 404/NWP and a 401 permit authorizing the project as a whole is imminent. This will ensure that clearing will be limited to the footprint of whichever alternative is ultimately permitted, and that no unnecessary clearing will occur. No tree clearing should occur until these two conditions have been satisfied.

ADDITIONAL SPECIES AND PROJECT COMMENTS

The following projects lie within the range of the **rayed bean** (*Villosa fabalis*), a freshwater mussel species proposed for federal listing as endangered: **HAM-IR74-3.54/VAR (PID 82961)** and **BRO-SR221-1.25 (PID 80617)**. Your letter and supporting documentation indicate that approximately 140 linear feet of Dry Fork Creek, a direct tributary to the Whitewater River, will be impacted by the **HAM-IR74** project; and approximately 400 linear feet of White Oak Creek, designated as an Exceptional Warm Water Habitat within the project area and a direct tributary to the Ohio River, will be impacted by the **BRO-SR221-1.25** project. We understand that both sites were surveyed for rayed bean by Megan Michael (ODOT OES) on June 1, 2011. Although some suitable habitat for the species existed at both project locations, no live mussels or dead shells were found at either site. Based on this information, the Service concurs with your determination that these projects *may affect but are not likely to adversely affect* the rayed bean.

The following projects lie within the range of the **running buffalo clover** (*Trifolium stoloniferum*), a plant species federally listed as endangered: **WAR-US42-3.47 (PID 87209), ADA-US52-23.32 (PID None), ADA-SR348-2.10 (PID None), BRO-SR221-1.25 (PID 80617), BRO-SR221-2.38 (PID 83095), BRO-SR286-3.42 (PID 83907), LAW-CR22.0.06 (PID 81561), SCI-SR139-0.16 (PID 80605),** and **HOC-180-4.03 (PID 83261)**. We understand from your documentation that these project areas were surveyed for running buffalo clover by ODOT OES biologists in either May 2010 or May or June 2011. Although some suitable habitat was identified at each site during these surveys, no individual plants of the species were found. Based on this information, the Service concurs with your determination that this project *may affect but is not likely to adversely affect* running buffalo clover.

The **SCI-SR139-0.16 project (PID 80605)** lies within the range of the **timber rattlesnake** (*Crotalus horridus horridus*), a federal species of concern. As stated in your supporting documentation on this project, provided in an email from Megan Michael (ODOT OES) dated June 20, 2011, we understand that no denning habitat for the timber rattlesnake exists in the project area, but suitable habitat was found adjacent to the project area in a mature forest that will not be impacted by the project. Based on this information, the Service concurs with your determination that this project *may affect but is not likely to adversely affect* the timber rattlesnake. ***Although no impacts to the timber rattlesnake are anticipated, this species could possibly be found traveling through or basking within the project area. Due to the potential for the snakes to occur in this area, all workers should be instructed not to harm or kill the snakes and to use caution, as the timber rattlesnake is a venomous species.***

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Endangered Species Act, of 1973, as amended, and are

consistent with the intent of the National Environmental Policy Act of 1969, and the U.S. Fish and Wildlife Service's Mitigation Policy.

This concludes consultation on these actions as required by section 7(a)(2) of the Endangered Species Act. Should, during the term of these actions, additional information on listed or proposed species or their critical habitat become available, or if new information reveals effects of the actions that were not previously considered, consultation with the Service should be reinitiated to assess whether the determinations are still valid.

If you have questions, or if we may be of further assistance in this matter, please contact Karen Hallberg at extension 23 in this office.

Sincerely,

Mary Knapp

Mary Knapp, Ph.D.
Field Supervisor

cc: ODNR, DOW, SCEA Unit, Columbus, OH (*email only*)
USACE, Ohio Regulatory Transportation Office, Columbus, OH (*email only*)
OEPA, Columbus, OH (*email only*)

Osborne, Deborah

From: Keith.Smith@dot.state.oh.us
Sent: Wednesday, July 27, 2011 1:51 PM
To: Osborne, Deborah
Subject: CLE-CR Aicholtz PID 82553 ODNR Comments on the May 2011, MOA
Attachments: MOA List.docx

Hi Deb,

Please find attached the ODNR comments for CLE-CR Aicholtz PID 82553. There were no specific comments related to this project. Please include this information in the final CE document.

If you should have any questions, feel free to contact me.

Thanx,

Keith

Keith Smith, P.E.
Environmental Engineer/Team Leader, ODOT D-8
Keith.Smith@dot.state.oh.us
1-800-831-2142 or 513-933-6590

----- Forwarded by Keith Smith/Planning/D08/ODOT on 07/27/2011 01:45 PM -----

Chris Staron/Environmental/CEN/ODOT

07/27/2011 01:14 PM

To CEN.EnvironmentalDEC
cc Mike Pettegrew/Environmental/CEN/ODOT@ODOT, Megan Michael/Environmental/CEN/ODOT@ODOT
Subject ODNR Comments on the May 2011, MOA

All,

Below are ODNR comments on the May 2011, MOA.

LIC-70-13.67 (PID 85540) - A plan note will need to be added to the project discussing if the snake is found within the project area ODNR will need to be notified.

UNI-245-0.42 (PID 87257) - A mussel survey will be required for this project, contact Megan Michael to discuss the survey

HAM-IR74-3.54/VAR (82961) - OES is currently discussing the need for cave salamander surveys, contact this office for further information.

Please forward any comments or questions to this office.

Thanks

Chris

"Mitch, Brian" <Brian.Mitch@dnr.state.oh.us>

07/25/2011 02:09 PM

To <tim.hill@dot.state.oh.us>
cc <Megan.Michael@dot.state.oh.us>, <Mike.Pettegrew@dot.state.oh.us>
Subject 11-0254; ODOT MOA Dated May 31st, 2011

ODNR COMMENTS TO Tim Hill, ODOT Office of Environmental Services, 1980 West Broad Street, Columbus, Ohio 43223

Project: The ODOT MOA Dated May 31st, 2011 includes the following PID's: 84565, 86886, 85250, 86499, 76341, 85540, 91040, 87257, 89055, 89507, 82553, 84222, 82961, 87209, 89132, 87811, 80617, 83095, 83907, 80746, 75441, 81561, 80605, 86822, 87515, 83261 and 86768. These projects will require bridge or culvert replacements and/or roadway improvements on essentially the existing alignments.

Location: The projects in the ODOT MOA Dated May 31st, 2011 will be located in ODOT Districts 1, 2, 4, 5, 6, 7, 8, 9 and 10.

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, Ohio Revised Code and other applicable laws and regulations. These comments are also based on ODNR's experience as the state natural resource management agency and do not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

Fish and Wildlife: The ODNR, Division of Wildlife (DOW) has the following comments.

LIC-70-13.67 (PID 85540): This project is near an area of known records for the Eastern massasauga (*Sistrurus catenatus*), a state endangered and a Federal candidate snake species. It appears that impacts will occur in areas that are routinely disturbed by mowing or farming. Therefore, the project is not likely to impact this species. However, if an eastern massasauga is encountered, ODOT should immediately stop construction, and the DOW should be contacted as soon as possible.

UNI-245-0.42 (PID 87257): The Ohio Biodiversity Database has records within Big Darby Creek about one mile downstream of the bridge site for the wavy-rayed lampmussel (*Lampsilis fasciola)*, a state species of concern, the rayed bean (V*illosa fabalis*), a state endangered mussel, the clubshell (*Pleurobema clava)*, a state and federal endangered mussel species, and the snuffbox (*Epioblasma triquetra)*, a state endangered species. The DOW agrees with ODOT that this project will require a mussel survey and relocation prior to construction, if in-stream work cannot be avoided. The DOW requests the opportunity to review and comment on any survey that is done for this project.

HAM-IR74-3.54/VAR (82961): The project is within the range of the cave salamander (*Eurycea lucifuga*), a state endangered species. Records show this species has been found near the proposed project area. After consultation with a herpetologist, due to the project's proximity to current records, a habitat survey is required on the proposed site. At a minimum, the survey should include the area on the east side of Dry Fork Creek and the bridge as shown by the eastern area circled in yellow on the attached map. The survey must be done by a professional herpetologist approved by the DOW. Unless the herpetologist determines that the presence of the cave salamander is highly unlikely, a presence/absence survey will be required.

CLA-George Rogers Clark Park Estel Wenrick Parking Lot Expansion (PID 89507): The Ohio Biodiversity Database shows this project site is actually within about 1,500 feet of the Prairie Fringed Orchid population (*Platanthera leucophaea)*, a state threatened & federal threatened species, that is located within the Estel Wenrick Wetlands park and within about 200 feet of the closest known population that is on private property, not one mile as stated in the rare species write-up. However, since the project site is in upland habitat, we do not see any potential for negative impact on the orchids, assuming that wetlands are avoided in all aspects of the project.

Boating and Navigation: The ODNR, Division of Watercraft, Scenic Rivers Program has the following comments.

ODOT PID 87257: UNI-245-0.42

1. A sediment and erosion control plan should be developed for the site and implemented before earthwork commences. Particular attention should be given to any drainage ways, ditches and streams that could convey sediment laden water directly to the river. Properly installed (framed and entrenched) sediment fence should be utilized around the work site perimeter and storm water inlets. Appropriately designed rock-check dams and other erosion controls should be utilized in ditches and drainage ways. All controls should be properly maintained until final site stabilization is achieved. All sediment and erosion controls should be removed upon stabilization of the project area with vegetation. Straw bales should not be permitted as a form of erosion control. All denuded areas, including ditches, culverts and river/stream banks, should be permanently seeded and mulched (or fiber mat) immediately upon completion of earthwork or temporarily seeded and mulched (or fiber mat) within seven days if the area is to remain idle for more than thirty days. Access roads constructed on slopes should be graveled to prevent erosion from surface runoff.

2. Idle equipment, petrochemicals and toxic/hazardous materials should not be stored in the floodplain or near any drainage ways, ditches or streams that could convey such materials to the river. Petrochemicals and toxic/hazardous materials should not be discharged into the river, its floodplain or any drainage ways, ditches or streams. Refueling of equipment should not occur in the floodplain or near any drainage ways, ditches or streams. A spill containment and cleanup plan should be generated prior to the start of the project.

3. Where feasible, for replacement structures or bridges on new alignments; no in-stream structural components should be permitted. All piers and abutments should be placed above the normal high water mark of the stream bank and should be placed as far back from the top of the bank as is possible. Columnar piers are preferred over flat faced piers. Every attempt should be made to expand the structural opening to accommodate the one-hundred year flood flow.

4. All components of the existing structure (piers, abutments, etc.) should be completely removed. Piers should be removed down to the same elevation as the surrounding riverbed. Every effort should be made to keep deck material and other debris out of the river during removal. Asphalt deck material should be removed before any portion of the bridge is removed. If any material falls into the water, it should be removed immediately. All debris, excess fill material and material excavated from the river bottom should be disposed of at an approved upland site (above 100 year flood elevations).

5. If feasible, storm water drainage from the completed bridge deck should be discharged into the road-side ditches rather than draining to the bridge and being discharged over the side of the bridge or through scuppers.

6. All near-stream work should be conducted during low flow period (July 1 through October 31). If feasible, pier construction utilizing drilled shafts and holding pits (for sediment laden water and excess concrete) is recommended.

7. Rip- rap used should be kept to the minimum amount needed to prevent scour and should consist of clean rock only (free of any toxic or fine material). All fill material used as rip rap, work platforms or cofferdams shall be a minimum of three inches in diameter and be washed to remove fine particulate matter (clay, silt, sand and soil). If necessary, work platforms should be kept to the absolute minimum size needed to facilitate in-stream work. In-stream work should be conducted through the use of water diversions not requiring the placement of earthen fill (sheet piling, membrane dams, etc.) wherever possible. Any fill should be completely removed from the streambed immediately upon completion of in-stream work. If feasible, the use of Aqua Barriers is recommended.

8. If dewatering is necessary to facilitate in-stream work or pier construction, all wastewater should be pumped onto a vegetated area a sufficient distance from the river to allow for complete infiltration. No wastewater of any kind should be discharged directly into the river or any other drainage ways, ditches or streams. All storm water drainage should be directed onto a vegetated area to allow for complete infiltration. If discharge to a vegetated area is not feasible, then wastewater should be discharged into a sediment filter bag or into a temporary detention/retention pond with sufficient retention time to permit for the settling of all suspended solids.

9. All streambank vegetation should be left undisturbed to the maximum extent possible. Areas where vegetation is removed should be re-vegetated with native tree species. Any disturbed streambanks should be returned to previously existing contours and elevations. Trees should be one inch in diameter and balled/ burlap nursery stock. After a full growing season for the trees, any stakes and guide wires should be removed and properly disposed of. Any trees that die during the first growing season should be replaced. Cutting or clearing of any riparian vegetation within 1000 feet of the river beyond the existing right-of-way should be avoided at all costs. Care should be taken not to girdle or scuff tree trunks or damage any standing trees.

10. If painting, sand or water blasting any portion of the bridge is necessary then appropriate aprons should be utilized to provide for complete containment of all paint debris particles and other debris. Appropriate aprons should be utilized to provide for complete containment of all paint and/or sealant over-spray. Any such debris should be removed immediately and disposed of at an upland site (above 100 year flood elevations).

ODNR appreciates the opportunity to provide these comments. Please contact Brian Mitch at (614) 265-6378 if you have questions about these comments or need additional information.

Brian Mitch, Environmental Review Manager
Ohio Department of Natural Resources
Environmental Services Section
2045 Morse Road, Building E-3
Columbus, Ohio 43229-6693
Office: (614) 265-6378
Fax: (614) 262-2197
brian.mitch@dnr.state.oh.us

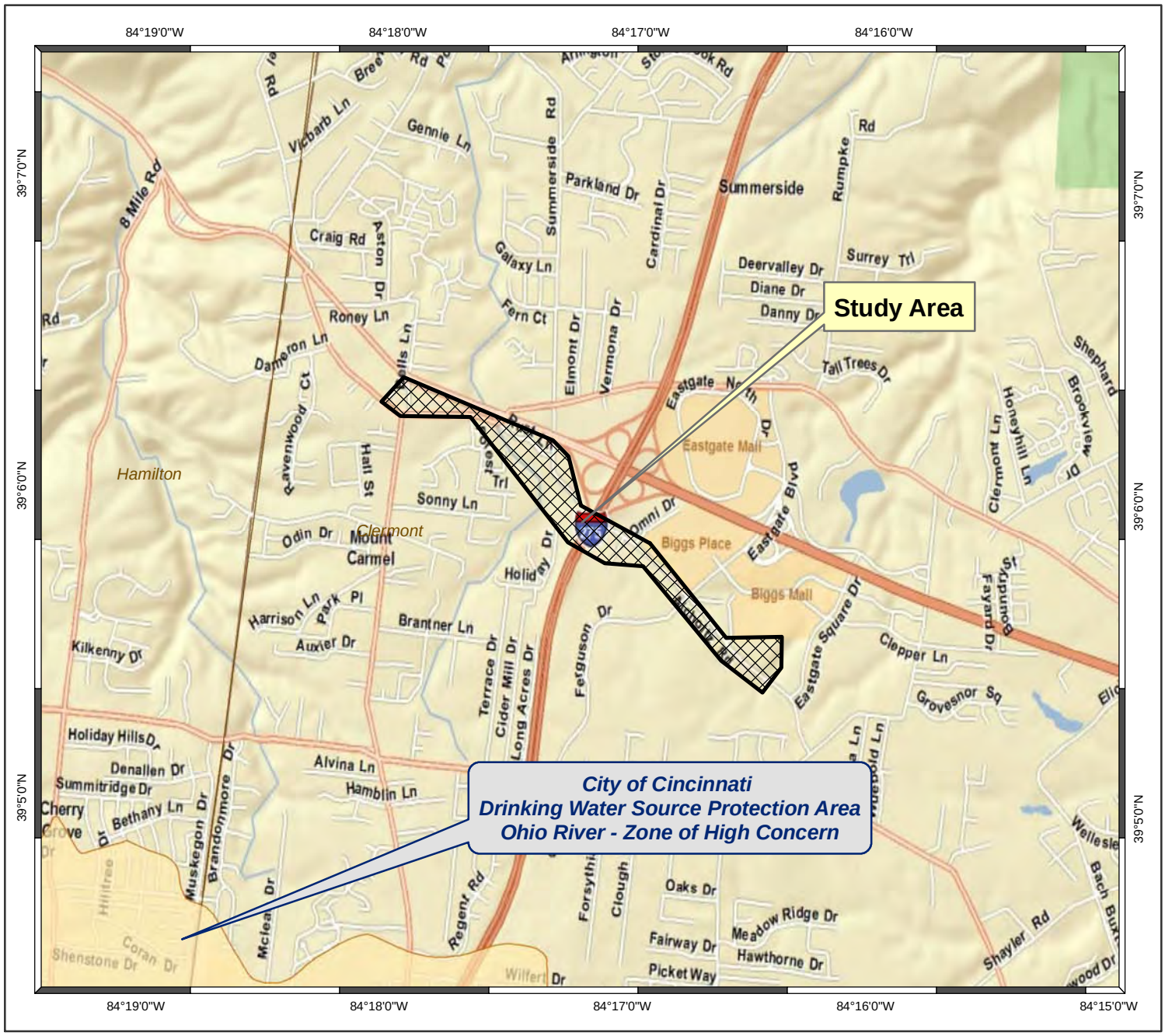
ATTACHMENT D

OTHER RESOURCES

Attachment D1	OEPA Drinking Water Resources Map
Attachment D2	FEMA Flood Insurance Rate Map
Attachment D3	Farmland Screening Sheet

ATTACHMENT D1

OEPA Drinking Water Resources Map



Legend

- Public Water System Wells
- Public Water System Surface Intakes
- Ohio Sole Source Aquifers

Source Water Protection Areas (ground water)

- Inner Management Zone (1-year time of travel)
- Drinking Water Source Protection Area (5-year time of travel)

Source Water Protection Areas (surface water)

- Emergency Management Zone
- Corridor Management Zone
- Source Water Area
- Zone of Critical Concern - Ohio River
- Zone of High Concern - Ohio River
- Source Water Area - Ohio River
- Critical Area Zone - Lake Erie
- Potential Influence Zone - Lake Erie

Project Request

Drinking Water Source Protection Areas, Public Water System wells and intakes, and Sole Source Aquifers near Aicholtz Road and Interstate 275, Clermont County.

Requested by: Mike DeVilliers, Entran
Map completed by: Linda Slattery, DDAGW
Date: February 19, 2010

Disclaimer: Delineation of source water protection areas are ongoing. As a result, this map may not include all source water protection areas for public water systems in the area depicted.

0 2,000 4,000 8,000 Feet

Ohio Environmental Protection Agency
Division of Drinking and Ground Waters

Drinking Water Source Protection Areas

http://epa.ohio.gov/ddagw/swap.aspx

ATTACHMENT D2

FEMA Flood Insurance Rate Map

FIRM
FLOOD INSURANCE RATE MAP

CLERMONT COUNTY, OHIO
AND INCORPORATED AREAS

MAP INDEX

SHEET 1 OF 2

PANELS PRINTED: 18, 19, 38, 39, 102, 104, 106, 108, 109, 116, 117, 118, 119, 127, 131, 132, 135, 138, 139, 143, 144, 145, 155, 160, 165, 170, 226, 227, 229, 233, 235, 260

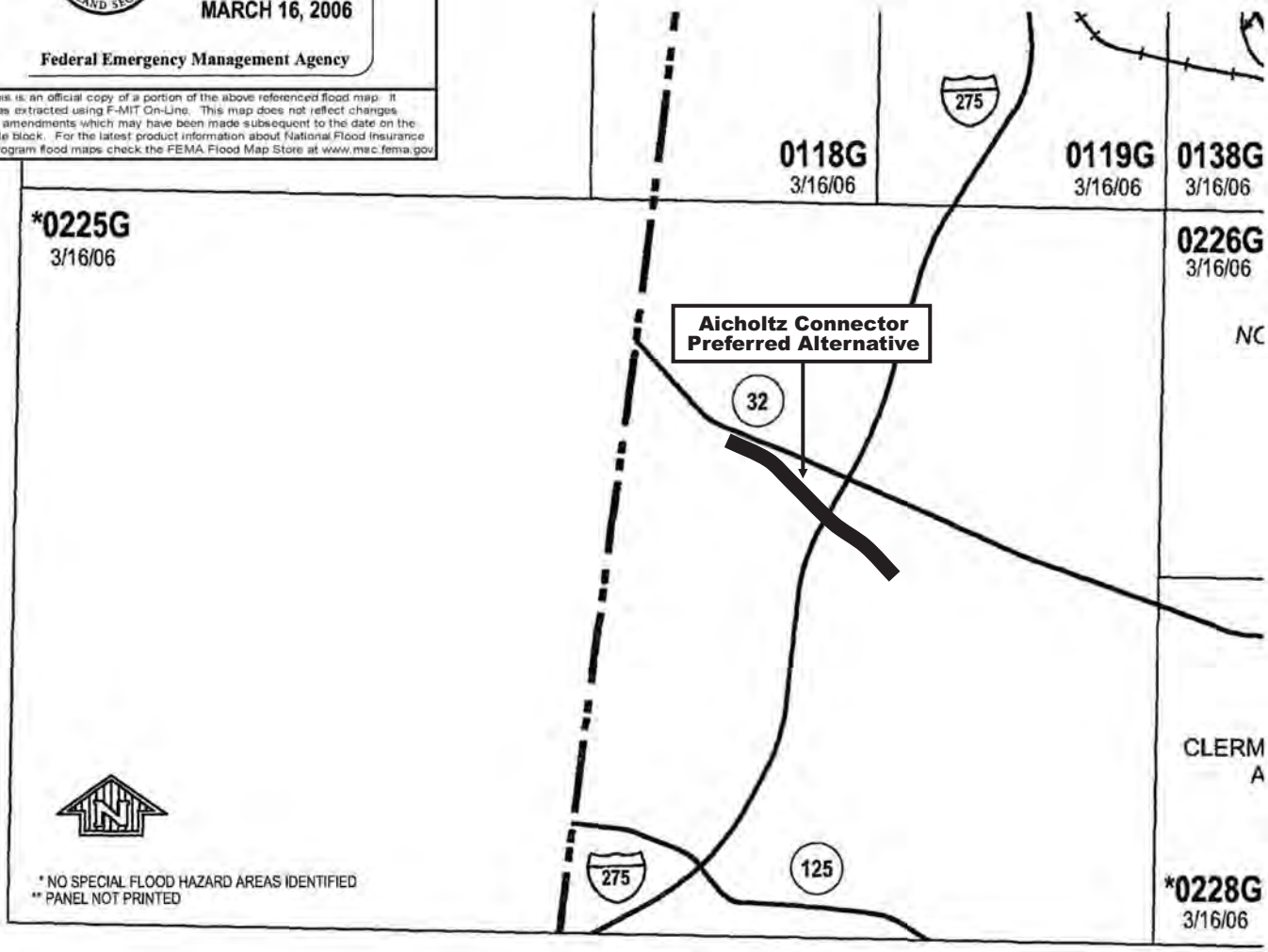
(SEE SHEET 2 FOR ADDITIONAL PANELS PRINTED)

MAP NUMBER
39025CIND1A

EFFECTIVE DATE
MARCH 16, 2006

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



NOT TO SCALE

NORTH

JULY 2011

ENTRAN

Categorical Exclusion Level 2
CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

Attachment D2
FEMA Floodplain Map

ATTACHMENT D3

Farmland Screening Sheet

Ohio Department of Transportation, Office of Environmental Services
FARMLAND PROTECTION POLICY ACT
PROJECT SCREENING SHEET

I. PROJECT INFORMATION:

A. County-Route-Section: CLE-CR3-Aicholtz Connector
PID: 82553 **Length:** 1.3 miles

B. Brief Description: The Aicholtz Connector is a local roadway network improvement located between Mount Carmel-Tobasco Road and Eastgate Boulevard in Union Township, Clermont County, Ohio. Proposed improvements (widening, minor realignment) primarily follow existing Old SR 74/Rust Lane/Aicholtz Road with a reconnection of Aicholtz Road under I-275. The total project length is about 1.3 miles. The purpose of the Aicholtz Connector project is to improve local connectivity and access in the Eastgate area and help reduce congestion on SR 32.

C. Screening Criteria for Land to be Acquired (only one need be marked if it applies to *entire* project area; if *none* can be marked, FCIR form is required):

[x] **Developed** with a density of *at least 30 structures per 40 acres*.
See attached aerial photograph.

[ ] Identified as **"urbanized area" (UA)** on U.S. Census Bureau Map.

[x] Identified as **urban area mapped with a "tint overprint"** on USGS topographical map(s). **Most of study area - see attached USGS map.**

[ ] Identified as **"urban-built-up"** on USDA Important Farmland Map(s).

[ ] **Bridge replacement** requiring *less than 1 acre* of new R/W –
(approx. _____ acre required).

[ ] **Widening** *or* **intersection improvement** requiring *less than 3 acres* of new R/W –
(approx. _____ acres required).

[ ] **Temporary R/W** to be returned to existing or greater productive capability –
(approx. _____ acres required).

[ ] **Channel easement** for shaping existing channel – (approx. ____ acres required).

II. CONCURRENCE:

It is hereby determined that completion of the Farmland Conversion Impact Rating form (USDA Form AD-1006) is not required because the project will not affect farmland as defined in 7 CFR Part 658, as amended, or because the project falls within the criteria in the 1984 Memorandum of Understanding between ODOT, FHWA and USDA/SCS.

Andrew J Flugeman
District Environmental Coordinator

5/9/11
Date

Revised 10/31/00

ATTACHMENT E

CULTURAL RESOURCES AND SECTION 4(f)/6(f) RESOURCES

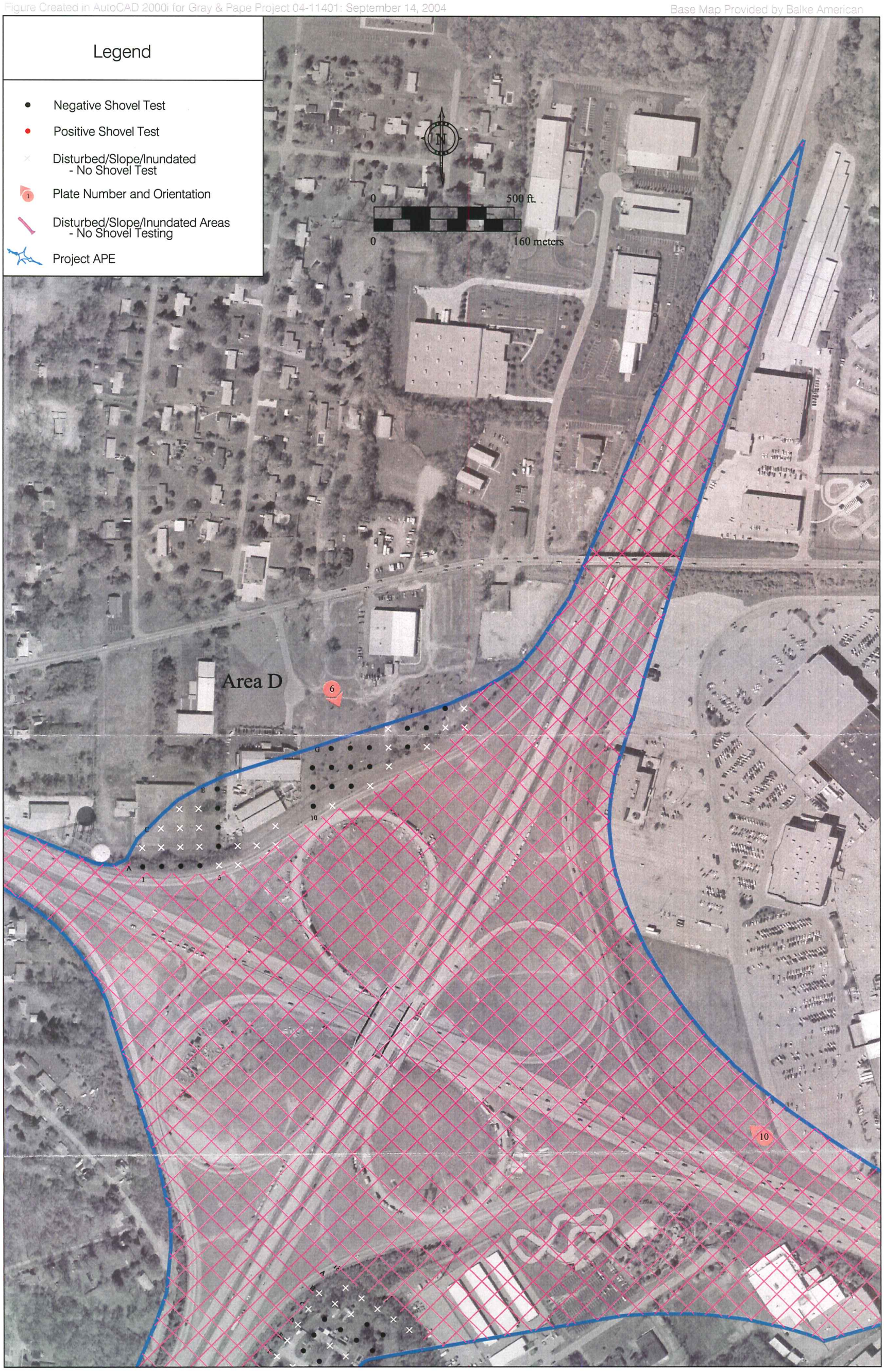
Attachment E1	CLE-275-10.15 Cultural Resources Study Area and Agency Comments/Clearances
Attachment E2	Phase I History/Architecture Clearance
Attachment E3	Phase I Archaeology Clearance
Attachment E4	Land &Water Conservation Fund Grant Listing for Clermont County

ATTACHMENT E1

CLE-275-10.15 Cultural Resources Study Area and Agency Comments/Clearances

Figure Created in AutoCAD 2000i for Gray & Pape Project 04-11401: September 14, 2004

Base Map Provided by Balke American



NOTE: No archaeological resources were identified.

Survey Coverage of IR 275/SR 32 Interchange Project APE
in Clermont County, Ohio (Sheet 2 of 4)

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure 6

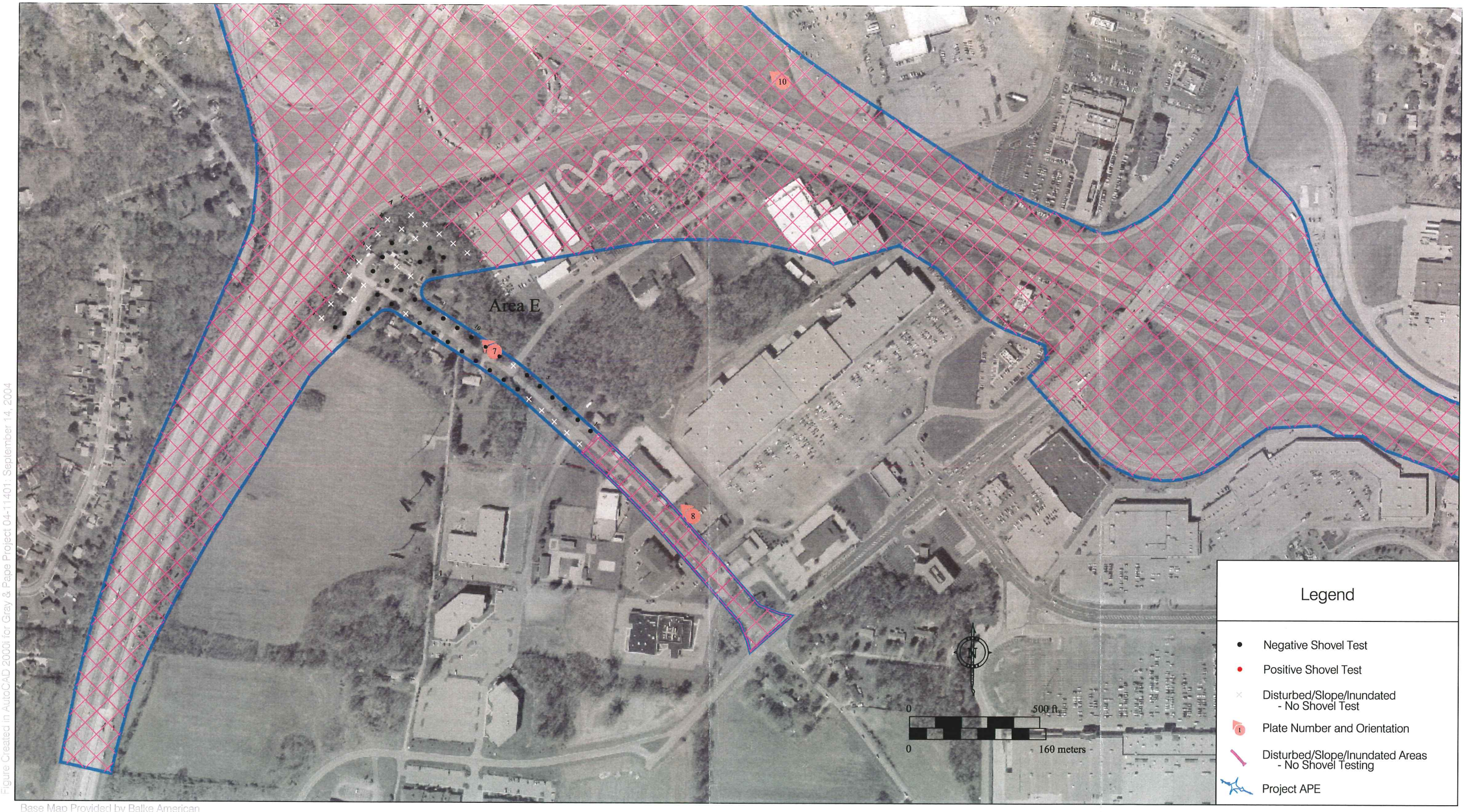


Figure Created in AutoCAD 2000i for Gray & Pape Project 04-11401: September 14, 2004

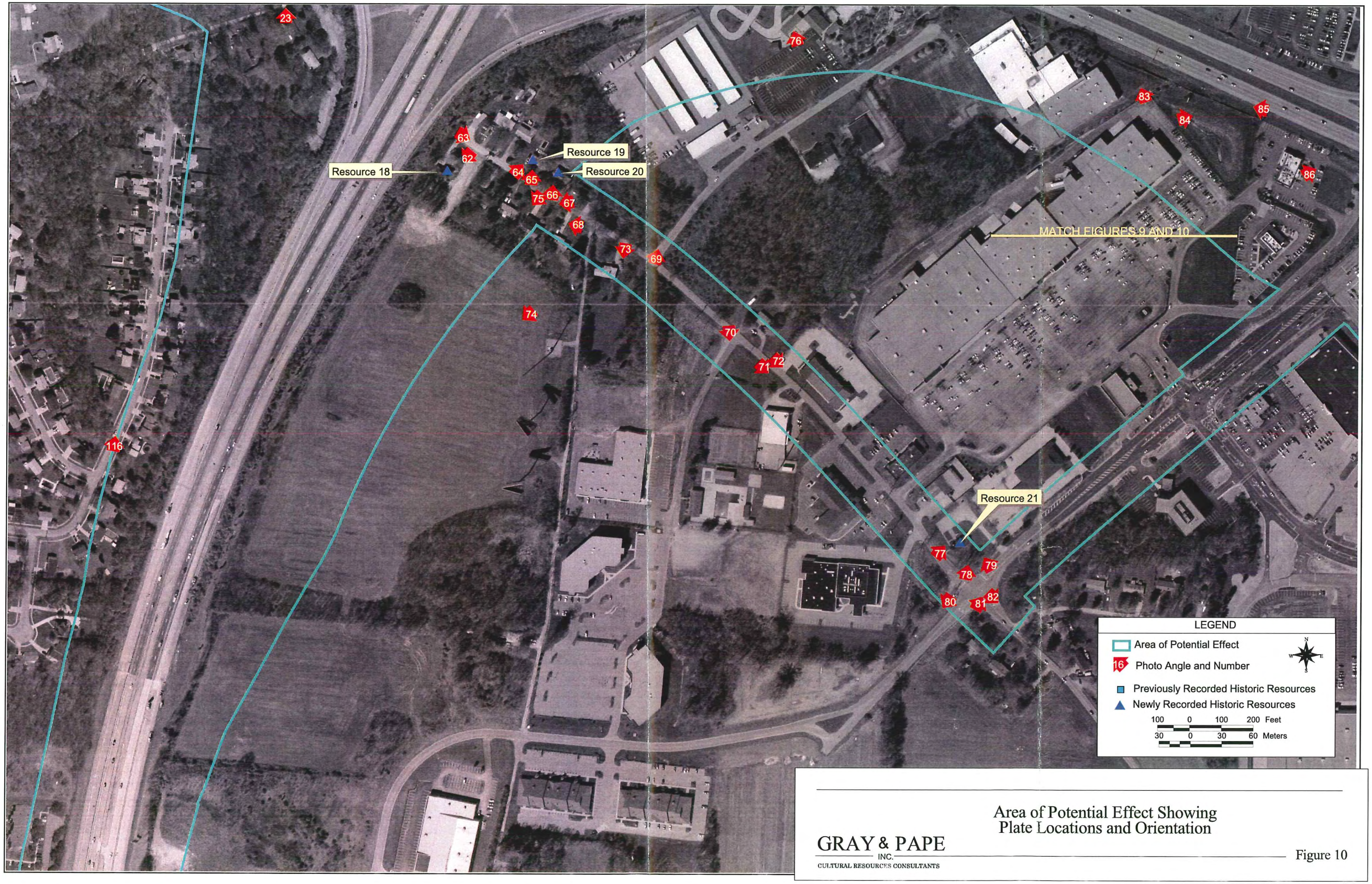
Base Map Provided by Balke American

NOTE: No archaeological resources were identified.

Survey Coverage of IR 275/SR 32 Interchange Project APE
in Clermont County, Ohio (Sheet 3 of 4)

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure 6



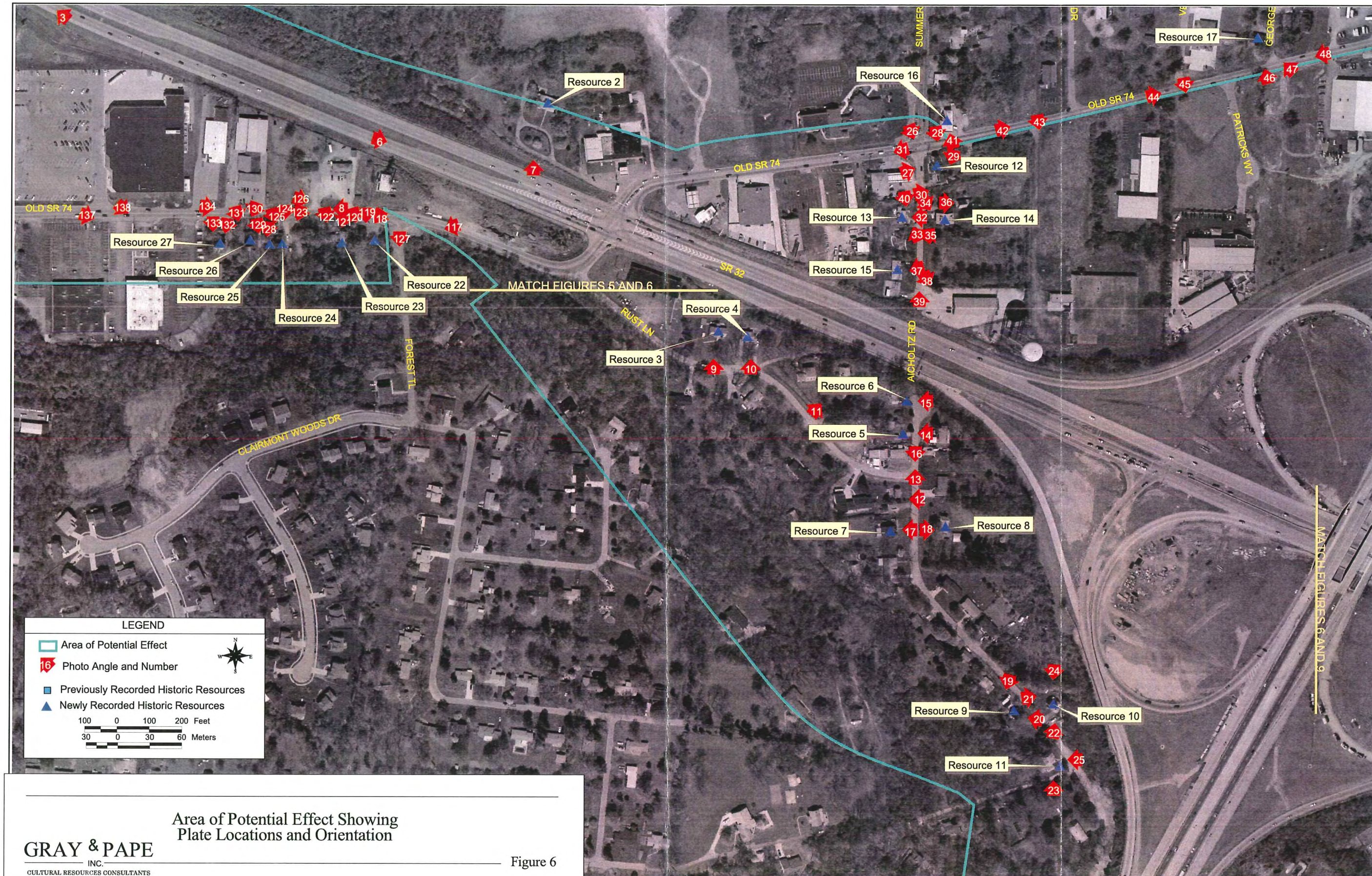
Area of Potential Effect Showing
Plate Locations and Orientation

GRAY & PAPE
INC.
CULTURAL RESOURCES CONSULTANTS

Figure 10

NOTE: None of the identified resources were determined to meet the minimum criteria for inclusion in the National Register of Historic Places.

Figure created in ArcView 3.2 for Gray & Pape Project No. 04-11401 - Final of 9-14-2004



Area of Potential Effect Showing
Plate Locations and Orientation

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure 6

NOTE: None of the identified resources were determined to meet the minimum criteria for inclusion in the National Register of Historic Places.

Figure created in ArcView 3.2 for Gray & Pape Project No. 04-11401 - Final of 9-14-2004

REC'D BY OHPO OCT 1 4 2004

OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, P.O. BOX 899, COLUMBUS, OHIO 43216-0899

OFFICE OF ENVIRONMENTAL SERVICES

RECEIVED
NOV 23 2004
OFFICE OF ENVIRONMENTAL SERVICES

October 12, 2004

Mr. Mark Epstein, Department Head
Resource Protection and Review
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, Ohio 43211

Attn: Mary K. Smith, ODOT Review Manager, History/Architecture

Subject: CLE-IR 275-10.40 PID: 22972

Re: Phase I History/Architecture Survey

Dear Mr. Epstein:

Enclosed for your review are aerial photographs illustrating the preferred alternative in relation to the parcel boundaries of Ohio Historic Inventory properties; copies of Ohio Historic Inventory forms prepared as a result of this survey; and the *Standard Report Phase I History/Architecture Investigations for the Proposed Improvement of the IR f2756/SR 32 Interchange (CLE-IR 275-10.40; PID 22972), Union Township, Clermont County, Ohio* prepared by Gbray & Pape, Septembver 14, 2004.

Project Description
The scope of work includes improvements to the existing IR 275/SR 32 interchange, and consolidation and management of access points along SR 32 from approximately Bells Lane east to Elick Road.

Literature Review
Thirteen (13) previously identified history/architecture resources were identified within the 2-kilometer study area, all of which are OHI properties.

Field Review
4 ~~Eight (8)~~ properties fifty years of age were recorded on OHI forms as representative examples. Twenty-seven (27) properties were recorded on the History/Architecture Resources Table.

Conclusions and Recommendations
All twenty-seven (27) architectural resources meet the age requirement for inclusion on the National Register of Historic Places. These resources are common structural types in the area. All have been modified with additions, replacement windows, and replacement siding. Historical research did not reveal any evidence that these resources are or were associated with a significant pattern or trend of development in the local community's history, nor were the buildings directly associated with a historically significant individual. Therefore, the twenty-seven (27) identified history/architecture resources do not meet the minium criteria for inclusion on the National Register of Historic Places.

In accordance with the Advisory Council on Historic Preservation's current regulations, we request concurrence that no significant history/architecture resources will be affected by the proposed project as planned and no further history/architecture investigations are warranted.

On behalf of the FHWA, and in accordance with 36 CFR Part 800.3(c)(4), we request your comments on the enclosed by 30 days after your receipt of this letter. If no objection is received within 30 days, in accordance with the Advisory Council On Historic Preservation's current regulations under 36 CFR Part 800.3(c)(4), FHWA's and ODOT's responsibilities under Section 106 are fulfilled.

Respectfully,

Timothy M. Hill, FOR

Timothy M. Hill
Administrator
Office of Environmental Services

OHIO STATE HISTORIC PRESERVATION OFFICE CONCURRENCE:

Thomas Gibson 11/23/04
(Date)

TMH:sg
Enclosure

c: Keith Smith, District 8, DEC; Project file w/att.; Reading file

REC'D BY OHPO DEC 0 3 2004

OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, P.O. BOX 899, COLUMBUS, OHIO 43216-0899

OFFICE OF ENVIRONMENTAL SERVICES

RECEIVED
DEC 1 6 2004
OFFICE OF ENVIRONMENTAL SERVICES

3 December 2004

Mark J. Epstein, Department Head
Resource Protection and Review
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, Ohio 43211-1030

Attention: Thomas Grooms, Transportation Reviews Manager

Re: CLE-IR275-10.40 (PID 22972) Eastgate Project
Cultural Resources Coordination

Dear Mr. Epstein:

Enclosed for your review is one copy of a report entitled *Phase I Archaeological Investigations for the Proposed Improvements of the IR 275/SR 32 Interchange (CLE-IR 275-10.40; PID 229720), Union Township, Clermont County, Ohio,* submitted by Gray & Pape of Cincinnati, Ohio. The History/Architectural survey report was submitted under separate cover to OHPO on 12 October 2004. The History/Architecture report was coordinated and the non-objection was agreed to on November 23, 2004 (copy attached).

This project is described as including improvements to the existing IR 275/SR 32 interchange and consolidation and management of access points along SR 32 from approximately just west of Bells Lane to just east of Gleneste-Withamsville Road. The APE included 214.75 acres (86.9 hectares) of land. The area consists mainly of commercial retail, road construction , utility construction and residential housing. After submission of the Phase I report, additional areas were added to the lane extensions. Minor narrow strips of new right-of-way (5 to maximum 45 feet wide) along I-275 to the northeast, northwest and southeast of the existing interchange were added (see attached aerial map and photos). Gray & Pape reviewed the new right-of-way areas and concluded that these were previously disturbed. OES did an additional review which was in agreement with Gray & Pape's assessment. Photos numbered 3353, 3348, and 3343 are shown on the aerial indicate these disturbances.

A literature review conducted by Gray & Pape, Inc., at the Ohio Historic Preservation Office within a 1.2 mile (2km) study radius identified 29 archaeological sites within the study radius, but none within one mile of the study radius on Mills' Atlas. Page 26 of the report describes site types. The literature review for history/architecture is described in the October 12, 2004 coordination for history/architecture.

Methods used to locate sites included shovel testing of the entire project area based on low ground surface visibility (less than 25%). Shovel testing was conducted within 50 foot or 65 foot grid systems (50 foot for potentially intact soils [23.2 acres], and 65 foot for areas with evidence of historic development (191.54 acres). One newly identified prehistoric site (33 Ct 652) consisted of a shaping/finishing flake with no evidence for an extension of the site based on neighboring shovel tests.

OES is requesting the review of this report and a determination of non-objection to our cultural resources findings. In accordance with the Advisory Council on Historic Preservation's current regulations, ODOT-OES has determined:

1) that Site 33 Ct 652 did not contain sufficient information to be considered eligible for the National Register of Historic Places (NRHP), and;

2) that additional right-of way areas are disturbed by erosion, slope, embankments, and fence placement, and require no archaeological investigations, and;

3) that the history/architecture findings were concurred with on 11/23/04 by OHPO and a copy of said concurrence is attached, and;

4) that based on evidence gathered, ODOT has determined that the subject project will have no effect on any historic properties. On behalf of FHWA and in accordance with 36 CFR 800.4(d)(1), OES has determined that a finding of "no historic properties affected" is appropriate for the subject project and that FHWA's and ODOT's responsibilities under Section 106 are fulfilled

Should the scope of the proposed work change, further cultural resource investigations and coordination may be necessary.

We would appreciate the return of this letter, signed to indicate concurrence. If no response is received within 30 days, in accordance with 36 CFR Part 800.4(d)(1), it will be presumed that the State Historic Preservation Officer agrees with the determination made in the above coordination.

If you have any questions or comments, please contact Marilyn Orr, Staff Archaeologist at 614-752-8279 or by e-mail at "morr@envsrv@projmgmt."

Respectfully,

WBL, for

Timothy M. Hill
Administrator
Office of Environmental Services

TMH:mro

Enclosures

c: Hans R. Jindal, DEC, ODOT,D-8; File w/attachments; Reading File

STATE HISTORIC PRESERVATION OFFICE

Thomas Sun 12/16/04
Date

REC'D BY OHPO MAY 02 2007

OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, 1980 WEST BROAD STREET, COLUMBUS, OH 43223

OFFICE OF ENVIRONMENTAL SERVICES

April 27, 2007

RECEIVED
MAY 08 2007
OFFICE OF
ENVIRONMENTAL SERVICES

Mr. Mark Epstein, Department Head
Resource Protection and Review
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, Ohio 43211

Attn: Nancy Campbell, ODOT Review Manager, History/Architecture
Thomas Grooms, ODOT Review Manager, Archaeology

Subject: CLE-275-10.15, PID: 76289

Re: *Addendum to the Phase I History/Architecture and Archaeological Investigations for the Proposed Improvement of the I-275/SR32 Interchange (CLE-275-10.15), Union Township, Clermont County, Ohio.*

Dear Mr. Epstein:

In this letter we seek your concurrence on properties we believe are eligible for the National Register of Historic Places (NRHP) which are associated with the subject undertaking. This is an addendum to the Phase I report that was coordinated in 2004. The Cultural Resources Survey report was coordinated and the non-objection was signed on November 23, 2004 (copy attached). Enclosed for your review is a paper copy of the Addendum to the Phase I History/Architecture and Archaeological Investigations (Gray & Pape Inc., April 2007).

The proposed project is intended to improve safety and capacity at the IR 275/SR 32 interchange and an approximately 2.2 mile segment of SR 32 in Union Township, Clermont County, Ohio, locally referred to as the Eastgate area. This project is included in the Eastern Corridor Multi-Modal Projects. An addendum to the Phase I report was required due to the proposed Old SR 74 extension, and the relocation of the existing signalized interchange with SR 32. west of I-275 and east of Bells Lane. This additional project area consists of approximately 32 acres, located primarily on the north side of SR 32 between Bells Lane and existing Old SR 74. This area is predominately undeveloped, scrubby woodland with a few residences along Bells Lane and Marjorie Drive to the west and south, respectively, and commercial/utility development along SR 32 and Old SR 74 to the south and east.

ODOT's NRHP Eligibility Recommendations

History/Architecture
Both a literature review and field investigations were conducted for this additional area within the APE. No buildings or structures in the APE are previously recorded in the Ohio Historic Inventory. The buildings in the APE include seven mid twentieth century single family houses, none of which have any know significance under any National Register Criteria. They do not possess any distinctive design characteristics, nor does the subdivision, as a whole, posses any National Register Significance. There is also one church in the APE. Although it was built in 1852, it has had several large additions, in 1939, 1956, 1973 and 1996, and does not possess any National Register significance for its role in the history of the area, for any person of historic significance, or for its design or aesthetic characteristics. None of these buildings are eligible for listing in the National Register of Historic Places. No further research is recommended for these properties.

Archaeology

Methods used to locate sites included visual inspection, GPS, shovel testing, and walkover of the areas of potential impact which had not been previously surveyed. Shovel tests were used to determine the thickness and composition of soil layers at various locations throughout the project area. Field data, including survey conditions, work perform, and observed cultural materials, if any, were recorded on standard forms. Sketch maps and GPS generated maps were prepared for the survey area to show the location of the shovel tests and field conditions. Photographs were taken of the project area and surroundings to document field conditions at the time of the survey. No artifacts or other cultural materials were located using these methods. Therefore, no further archaeological work is recommended for this project.

On behalf of FHWA and in accordance with 36 CFR 800.4(d)(1), we have determined that a finding of "no historic properties affected" is appropriate for the subject project based on the following:

1) that no archaeological sites were identified during the archaeological survey work, and;

2) that no NRHP listed or eligible buildings/structures are located within or adjacent to the proposed project area, and will not be affected by construction for the proposed project, and;

3) that no land from within the National Register of Historic Places boundaries will be incorporated into a transportation facility, and;

4) that based on evidence gathered, ODOT has determined that the subject project will have no effect on any historic properties.

Should the scope of the proposed work change, further cultural resource investigations and coordination may be necessary.

On behalf of the FHWA, and in accordance with 36 CFR Part 800.4(a)(1), we request your comments on the enclosed in 30 days after your receipt of this letter. If no objection is received within 30 days, in accordance with the Advisory Council On Historic Preservation's current regulations under 36 CFR Section 800.3(c)(4), FHWA and ODOT will proceed to the next step in the process based on these findings.

Respectfully,

Paul Graham, for

Timothy M. Hill
Administrator
Office of Environmental Services

OHIO STATE HISTORIC PRESERVATION OFFICE CONCURRENCE:

Thomas Wilson 5/8/07
(Date)

TMH:mlk
Enclosure

c: M. VonderEmbse, FHWA
Keith Smith, D-8, DEC, ODOT
Project File, w/att.

ATTACHMENT E2

Phase I History/Architecture Clearance

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Hans Jindal, District 8 Deputy Director **DATE:** June 25, 2010
Attention: Keith Smith, District Environmental Coordinator

FROM: Timothy M. Hill, Administrator, and Office of Environmental Services

SUBJECT: Identification of Significant History/Architecture Resources

PROJECT: **CLE-CR 3 Aicholtz Connector, PID 82553**

In regard to the subject undertaking, staff members from the ODOT Office of Environmental Services (OES), the ODOT District 8 office, and the Ohio State Preservation Office (OSHPO) conducted a project meeting and a field meeting on June 16, 2010. A copy of the *Phase I History/Architecture Survey for the Aicholtz Connector, (CLE-CR3-Aicholtz Connector), PID #82553, Clermont County, Ohio*, prepared by Gray & Pape, Inc., March 2, 2010, was forwarded to the OSHPO for review. Subsequently, the OSHPO provided clarification regarding the locations of properties inventoried on Ohio Historic Inventory forms in the area and referenced by the Phase I report. The OSHPO prepared the attached tables documenting the locations of the previously identified resources and confirmed the resources were not located within or adjacent to the subject undertaking's area of potential effect (APE) (Figure 1).

Project Description and Area of Potential Effects

The subject undertaking will provide a new network connection from Mt. Carmel-Tabasco Road on Old State Route 74 approximately 7000 feet to Eastgate Boulevard. The APE includes the footprint of the undertaking and all adjacent parcels. Right-of-way will be required; however, refined design is not available at this stage in the project development process. The intent of the improvement is to provide passage of the Wasson Rail Transit Corridor. The proposed improvement requires the construction of a tunnel under existing SR 32 along two separate sections of Aicholtz Road.

History-Architecture Analysis

The Phase I survey identified two previously documented history/architecture properties within the APE: CLE-00696-06 (4476 Aicholtz Road) and CLE-00693-06 (4495 Aicholtz Road). Consultation with the OSHPO included the following: a meeting was conducted with the project management team at the ODOT-District 8 office on June 16, 2010 where the project description, APE, and the history of the undertaking were discussed; a field review with members of the project management team on June 16, 2010; a review of the Phase I survey; and the results of the subsequent OSHPO literature review and analysis. Based on the consultation efforts, it was concluded no properties within the APE are eligible for inclusion on the National Register of Historic Places due to lack of significance. Remnants of suburban neighborhoods remain. The setting has been compromised and no longer is representative of significant event or pattern in history. Individual properties representative of an architectural style, method of construction or associated with a significant person or event were not identified within the APE. No further history/architecture investigations are recommended.

Archaeology Analysis

Archaeology will be addressed as a separate Section 106 submission.

Conclusion

In accordance with Stipulation 3E of the *Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The Ohio Historical Society, State Historic Preservation Office, And The State of Ohio, Department of Transportation Regarding The Implementation Of The Federal-Aid Highway Program In Ohio (Agreement No. 12642)* executed July 17, 2006, and in compliance with 36 CFR § 800.4(b), ODOT's Office of Environmental Services (OES) has determined the following:

- No significant history/architecture resources are located within the APE of the subject undertaking.

The effect of the undertaking will be addressed upon the completion of the archaeological investigations. Any questions or concerns regarding the affect of the undertaking on historic resources that cannot be addressed prior to the environmental commitment date and the approval of the environmental document, the appropriate measures to address questions or concerns will be stipulated by the environmental document in consultation with the OSHPO. Questions or comments may be forwarded to Susan Gasbarro, at 614-728-0719, ODOT-OES.

TMH: sg/Attachments
C: M. Epstein, OSHPO, w/attachments; Section 106 PA file; Project File; Reading file

FIGURE 1

"Nancy Campbell"
<ncampbell@ohiohistory.org>

06/17/2010 10:28 AM

To <Susan.Gasbarro@dot.state.oh.us>
cc
bcc
Subject CLE-CR3 - no overlap of properties

Susan – I checked the addresses on the current submission for CLE-CR 3-Aicholz Connector, and found that none of the properties was evaluated in the earlier surveys.

Nancy Campbell
Architecture Transportation Reviews Manager
Ohio Historic Preservation Office
Phone: 614-298-2000
ncampbell@ohiohistory.org

"Nancy Campbell"
<ncampbell@ohiohistory.org>

06/17/2010 10:07 AM

To <Susan.Gasbarro@dot.state.oh.us>
cc
bcc
Subject Aicholz Connector

Susan –

I have attached two lists of properties in the Aicholz Road area that were surveyed in 2004 and in 2007.

ODOT found that all of the properties were not eligible for the National Register, and OHPO concurred.

Nancy Campbell
Architecture Transportation Reviews Manager
Ohio Historic Preservation Office
Phone: 614-298-2000
ncampbell@ohiohistory.org

100614-CLE-IR275-1040 - list of properties.xls 100614-CLE-IR275-1040 Addendum - list of properties.xls

CLE-IR 275-10.15, PID 76289 - List of Properties (Addendum)

#1012666, 2005-CLE-12460-3, May 8, 2007

	Photo ID #	OHI #	Number*	Street	Town/City	ZIP Code	Eligible?
1	*001*		546	Marjorie Drive	Union Twp.	45244	NO
2	*002*		558	Marjorie Drive	Union Twp.	45244	NO
3	*003*		4568	Bells Lane	Union Twp.	45244	NO
4	*004*		4558	Bells Lane	Union Twp.	45244	NO
5	*005*		4572	Bells Lane	Union Twp.	45244	NO
6	*006, 007*		638	Old SR 74	Union Twp.	45244	NO
7	*008*		4545	Yates Road	Union Twp.	45244	NO
8	*009*		4543	Yates Road	Union Twp.	45244	NO

CLE-IR 275-10.40, PID 22972 - List of Properties

#104736, 2005-CLE-12460-1, Nov. 23, 2004

	Photo ID #	OHI #	Number*	Street	Town/City	ZIP Code	Eligible?
1	*005*		4543	Yates Road	Union Twp.	45244	NO
2	*007*		602	Old SR 74	Union Twp.	45244	NO
3	*009*		624	Rust Lane	Union Twp.	45244	NO
4	*010*		630	Rust Lane	Union Twp.	45244	NO
5	*014*		4507	Aicholtz Road	Union Twp.	45245	NO
6	*015*		4511	Aicholtz Road	Union Twp.	45245	NO
7	*017*	*CLE0069306*	4495	Aicholtz Road	Union Twp.	45245	NO
8	*018*		4496	Aicholtz Road	Union Twp.	45245	NO
9	*019*		4475	Aicholtz Road	Union Twp.	45245	NO
10	*021*	*CLE0069606*	4476	Aicholtz Road	Union Twp.	45245	NO
11	*025*		4469	Aicholtz Road	Union Twp.	45245	NO
12	*026*	*CLE0069506*	651	Old SR 74	Union Twp.	45245	NO
13	*032*		4533	Aicholtz Road	Union Twp.	45245	NO
14	*034*		4532	Aicholtz Road	Union Twp.	45245	NO
15	*038*		4529	Aicholtz Road	Union Twp.	45245	NO
16	*041*		653	Old SR 74	Union Twp.	45245	NO
17	*046*	*CLE0069406*	696	Old SR 74	Union Twp.	45245	NO
18	*062*		4449	Aicholtz Road	Union Twp.	45245	NO
19	*064*		4450	Aicholtz Road	Union Twp.	45245	NO
20	*066*		4448	Aicholtz Road	Union Twp.	45245	NO
21	*077*		4412	Aicholtz Road	Union Twp.	45245	NO

CLE-IR 275-10.40, PID 22972 - List of Properties

#104736, 2005-CLE-12460-1, Nov. 23, 2004

	Photo ID #	OHI #	Number*	Street	Town/City	ZIP Code	Eligible?
22	*118*		583	Old SR 74	Union Twp.	45245	NO
23	*121*		579	Old SR 74	Union Twp.	45245	NO
24	*123*		573	Old SR 74	Union Twp.	45245	NO
25	*128*		571	Old SR 74	Union Twp.	45245	NO
26	*130*		567	Old SR 74	Union Twp.	45245	NO
27	*132*		565	Old SR 74	Union Twp.	45245	NO

ATTACHMENT E3

Phase I Archaeology Clearance

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
OFFICE OF ENVIRONMENTAL SERVICES

TO: Steve Mary, District 08 Deputy Director **DATE:** May 11, 2011
Attention: Andy Fluegemann, District Environmental Coordinator

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: **Cultural Resource Coordination**

PROJECT: **CLE-CR 3-Aicholtz Road Connector PID 82553**

In response to your May 02, 2011 IOC received in our office on May 06, 2011, our cultural resource staff reviewed and accepts the document entitled *Short Report Phase I Cultural Resource Investigation for CLE-CR 3 Aicholtz Connector; Union Township, Clermont County, Ohio, PID* 82553 prepared by Gray & Pape Inc. from Cincinnati for ENTRAN also from Cincinnati, and the Clermont County Transportation Improvement District. Our staff found the report concise, well written and properly illustrated. The only error occurs in the title, which should reflect that the report covers only a Phase I archaeological resource investigation rather than a cultural resource investigation. The Phase I history/ architecture resource report was previously coordinated.

PROJECT DESCRIPTION

The proposed reconnection of Aicholtz Road through a tunnel under IR 275 between Mt. Carmel-Tobasco Road and Eastgate Boulevard improves the local roadway network by providing a local east-west access to the Eastgate area thus alleviating congestion of SR 32 at and around the IR 275 interchange. The proposed reconnection further supports a long term multimodal strategy for the reconfiguration of the interchange area which will include light rail and pedestrian components. The proposed construction limits of the Aicholtz Road reconnection extend approximately 7000 feet and vary in width from 60 to 90 feet.

The construction work limits delineate the area of potential effects (APE) for this project

PREVIOUS SECTION 106 COORDINATION

Previous coordination dated June 25, 2010 (see attached) found no significant history/architecture resource within the APE (defined by the project footprint and all adjacent parcels) in accordance with Stipulation 800.3(E) of the *Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The Ohio Historical Society, State Historic Preservation Office, And The State Of Ohio, Department Of*

CLE-CR3-AICHOLTZ RD
PID 82553
BWA BWA
SWB SWB
SG SG
ES ES

Transportation Regarding The Implementation Of The Federal-Aid Highway Program In Ohio (Agreement No 12642) executed July 17, 2006

ARCHAEOLOGOCAL REVIEW

No previously inventoried archaeological resource occurs within the APE. Previous cultural resource investigations overlap the western terminus and a middle segment of the proposed connector.

The majority of the proposed connector involves disturbed existing road right-of-way through developed residential and commercial areas. Anticipated minor temporary and permanent strip takes from the residential and commercial frontage are also disturbed and/or of inconsequential width (less than 10 feet). Four broader areas for possible minor alignment adjustments and storm water management features in the detail design contain open ground which during shovel testing exhibited a mixture of disturbed and natural soil profiles. The shovel test units encountered no cultural resource in these areas.

DETERMINATION

Based on the scope of work, the results of the archaeological literature and field reviews, and the previous coordination of the Phase I history/architecture survey report, the proposed 7000 foot long Aicholtz Road connector will not impact any significant cultural resource.

In accordance with Stipulation 4B of the *Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The Ohio Historical Society, State Historic Preservation Office, And The State Of Ohio, Department Of Transportation Regarding The Implementation Of The Federal-Aid Highway Program In Ohio (Agreement No 12642)* executed July 17, 2006, and in compliance with 36 CFR Section 800.4(d)(1), ODOT-OES determines "no historic properties affected" as the appropriate finding for the proposed highway project based on the following:

1.) No archaeological resource occurs within the APE.
2.) No significant historical/architectural resource occurs in the APE.

This completes the Section 106 review and no further cultural resource investigation is required pending completion of a 15 day review and comment period at the State Historic Preservation Office (SHPO). If we receive no comment or objection from the SHPO during that period, pursuant with the Programmatic Agreement, you may then process the environmental document with no further comment or involvement from ODOT-OES, unless the scope of the proposed undertaking was to change.

Should the SHPO provide comment on or object to the finding, ODOT-OES will assist your office on a response to the SHPO prior to finalization of the environmental document. In some instances this may necessitate the handling of such responses as environmental commitments in the environmental document. Please note the date of this IOC for project Section 106 clearance in the environmental document, as well as the date of the July 17, 2006 Programmatic Agreement as the basis for the Section 106 approval. Please attach a copy of this

IOC, and any subsequent consultation resulting from SHPO comments, to the environmental document.

Please address any questions or comments regarding the cultural resource determination Dr. Bruce W. Aument, Staff Archaeologist, by e-mail at bruce.aument@dot.state.oh.us or by telephone at 614-466-5230.

TMH:bwa

c: Project File

ATTACHMENT E4

Land & Water Conservation Fund Grant Listing for Clermont County

United States Department of the Interior
National Park Service
Land & Water Conservation Fund

Detailed Listing of Grants Grouped by County

Today's Date: 6/1/2011

OHIO - 39

Grant ID & Element	Type	Grant Element Title	Grant Sponsor	Amount	Status	Date Approved	Exp. Date	Cong. District
CLERMONT								
305 - XXX	A	STONELICK STATE PARK	DEPT. OF NATURAL RESOURCES	$198,459.85	C	4/18/1974	12/31/1976	2
502 - XXX	D	SYCAMORE PARK	CLERMONT COUNTY	$29,650.00	C	1/20/1977	12/31/1979	2
538 - XXX	D	PLUM STREET PARK	VILLAGE OF NEW RICHMOND	$13,554.00	C	3/22/1977	12/31/1980	2
576 - XXX	C	D/MONROE TOWNSHIP PK	TOWNSHIP OF MONROE	$18,600.00	C	7/27/1978	12/31/1980	2
665 - XXX	A	D/CROOKED RUN	DEPT. OF NATURAL RESOURCES	$50,000.00	C	10/17/1978	12/31/1983	2
863 - XXX	C	D/LOVELAND PARK	CITY OF LOVELAND	$86,769.92	C	2/17/1981	12/31/1986	2
954 - XXX	C	D/RIVERFEST PARK	VILLAGE OF NEW RICHMOND	$23,915.80	C	6/24/1983	12/31/1988	2
1066 - XXX	D	UNION TOWNSHIP PARK	TOWNSHIP OF UNION	$66,782.47	C	5/27/1986	12/31/1991	2
1136 - XXX	D	UNION TOWNSHIP PARK	TOWNSHIP OF UNION	$86,211.00	C	6/1/1989	12/31/1993	2
1165 - XXX	D	PIERCE TOWNSHIP PARK	TOWNSHIP OF PIERCE	$94,098.40	C	8/19/1991	12/31/1996	2
1184 - XXX	D	MIAMI TOWNSHIP PARK	TOWNSHIP OF MIAMI	$29,354.68	C	8/26/1992	12/31/1997	2
1214 - XXX	A	KELLEY NATURE PRESERVE	CLERMONT COUNTY	$92,402.00	C	3/31/1995	12/31/1999	2
1352 - XXX	R	STATE OF OHIO - EAST FORK STATE PARK	DEPT. OF NATURAL RESOURCES	$456,500.00	A	5/3/2010	12/31/2012	2
			CLERMONT County Total:	**$1,246,298.12**		**County Count:**		**13**

ATTACHMENT F

AIR QUALITY AND NOISE

Attachment F1	PM2.5 Coordination, Agency Comments, and FHWA Conformity Determination
Attachment F2	Quantitative MSAT Analysis (CLE-275-10.15) and OEPA Clearance
Attachment F3	Noise Impact Analysis and ODOT IOC

ATTACHMENT F1

PM2.5 Coordination, Agency Comments, and FHWA Conformity Determination

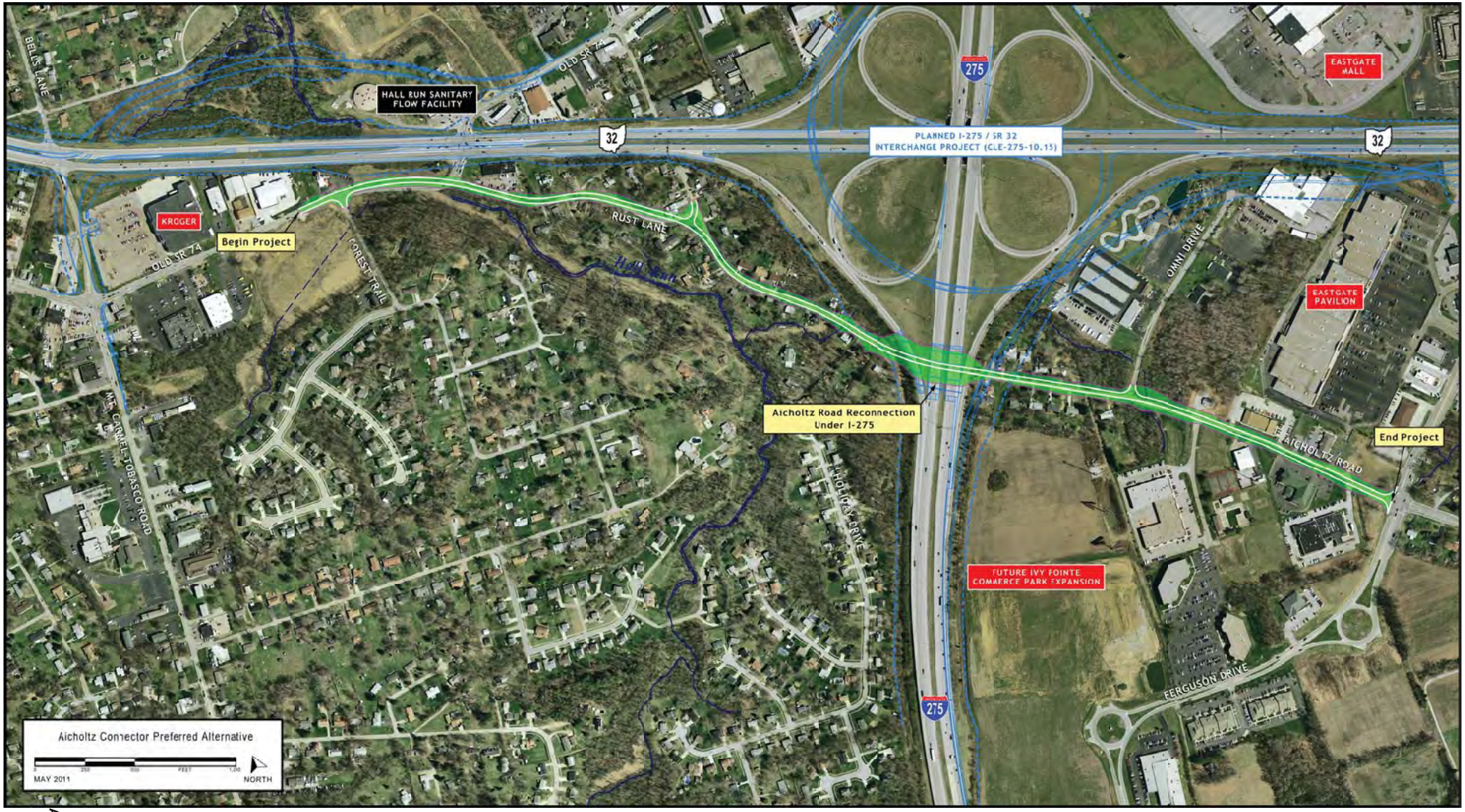
ENTRAN

1848 Summit Road, | Cincinnati, OH 45237
p: 513.761.1700 f: 513.761.1728

TECHNICAL MEMORANDUM

Date:	May 11, 2011
To:	Pat Manger, P.E., Clermont County Transportation Improvement District Keith Smith, P.E., ODOT District 8
From:	Jesse Binau, Deputy Environmental Services Manager
Subject:	**PM2.5 Coordination Information**
Project:	Aicholtz Connector (CLE-CR 3-Aicholtz Connector)
PID:	82553
County:	Clermont
ODOT District:	8
Sponsoring Agency:	Clermont County Transportation Improvement District
Construction Year:	FY 2014
Project Description:	The Aicholtz Connector is a local road improvement project located between Forest Trail Drive and Eastgate Boulevard in Union Township, Clermont County, Ohio. Proposed improvements primarily follow existing Old SR 74/Rust Lane/Aicholtz Road with a reconnection of Aicholtz Road under I-275. Total length is about 1.3 miles. The purpose of the Aicholtz Connector is to improve local connectivity and access in the Eastgate area and help reduce congestion on SR 32. The project is being sponsored by the Clermont County Transportation Improvement District (CCTID) in cooperation with the Clermont County Engineer, ODOT and Union Township. The Aicholtz Connector is being coordinated with ODOT's planned improvement of the I-275/SR 32 interchange (CLE-275-10.15) and future multimodal improvements associated with the Eastern Corridor (HAM/CLE-32F-2.50). The focus of the project is to reconnect Aicholtz Road under I-275 in conjunction with construction of ODOT's I-275 bridges at this location, and to provide the geometric and intersection improvements needed to address safety and capacity issues in support of the Aicholtz Road reconnection. As part of the long-term multimodal strategy for the area, the reconnection of Aicholtz Road under I-275 is being planned to accommodate rail transit and pedestrian components of the Eastern Corridor which will be developed in detail at a future time.
Purpose and Need Summary:	The Aicholtz Connector is listed in OKI's *2011 Transportation Improvement Program (TIP)* and in the *CCTID Regional Transportation Plan* as a Group 1 Transportation System Management (TSM) project for the I-275/SR 32 interchange area. Project goals developed for the Aicholtz Connector by the study team and confirmed through public involvement conducted to date include the following: • Improve access and travel efficiency in the Eastgate area by providing for local trips off SR 32. • Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor. • Plan for future pedestrian access and rail transit opportunities as part of a phased approach. • Protect the natural environment by preserving greenspace and managing stormwater. • Maximize use of existing public right-of-way. The Aicholtz Connector is an independent project, and the need for it centers on the lack of an east-west connection (from the east side of I-275 to the west side of I-275) in the Eastgate area south of SR 32. This lack of connectivity is hampering access to and from local businesses and residential areas, forcing local traffic onto SR 32 and adding to congestion in the I-275 interchange area. The lack of a complete (circular) local road connection around the Eastgate area also forces traffic to take indirect routes within the local network. Reconnecting Aicholtz Road between Mount Carmel-Tobasco Road and Eastgate Boulevard will re-establish a vital link in the local network that provides better access to Eastgate area businesses and reduces congestion on SR 32 (2 percent to 18 percent reduction in 2030 traffic volumes depending on location).

Preferred Alternative:	A Preferred Alternative for the Aicholtz Connector was identified on the basis of environmental impacts, construction and right-of-way costs, and ability to address the project goals listed above, and has been confirmed through public involvement. The proposed typical section includes two 12-foot lanes with 4-foot shoulders and a 6-inch vertical curb. The Preferred Alternative begins just east of Mount Carmel-Tobasco Road at Forest Trail Drive and extends east approximately 1.3 miles to Eastgate Boulevard. The proposed alignment closely follows existing Old SR 74/Rust Lane/Aicholtz Road right-of-way, and the proposed reconnection under I-275 links the segments of Aicholtz Road east and west of the I-275 corridor (see attached exhibit).
Traffic Volumes:	<u>Existing Traffic Volumes</u> Traffic counts taken by the Clermont County Engineer in 2002 on Aicholtz Road between Rust Lane and the cul-de-sac at I-275 (west of I-275) indicated an average daily traffic volume of 73 vehicles per day. Traffic counts taken by the Clermont County Engineer in 2000 on Aicholtz Road between Eastgate Boulevard and the cul-de-sac at I-275 (east of I-275) indicated an average daily traffic volume of 122 vehicles per day. Truck % not available. <u>2010 Build Traffic</u> ODOT-Certified Opening Day (2010) traffic for the Aicholtz Connector project (January 2010) indicates that 12,160 vehicles per day will use the Aicholtz Connector east of Mount Carmel-Tobasco Road and 4,570 vehicles per day will use the Aicholtz Connector west of Eastgate Boulevard (with 2% truck traffic). These volumes account for the closure of the Old SR 74/SR 32 intersection (under CLE-275-10.15), a new Aicholtz Road connection under I-275, and improvements to Rust Lane/Aicholtz Road (see attached exhibit). <u>2030 Build Traffic</u> ODOT-Certified Opening Day (2010) traffic for the Aicholtz Connector project (January 2010) indicates that 14,830 vehicles per day will use the Aicholtz Connector east of Mount Carmel-Tobasco Road and 7,710 vehicles per day will use the Aicholtz Connector west of Eastgate Boulevard (with 2% truck traffic). These volumes account for the closure of the Old SR 74/SR 32 intersection (under CLE-275-10.15), a new Aicholtz Road connection under I-275, and improvements to Rust Lane/ Aicholtz Road (see attached exhibit).


BELLS LANE
HALL RUN SANITARY FLOW FACILITY
OLD SR 74
32
PLANNED I-275 / SR 32 INTERCHANGE PROJECT (CLE-275-10.15)
275
EASTGATE MALL
KROGER
Begin Project
OLD SR 74
FOREST TRAIL
RUST LANE
Hall Run
OMNI DRIVE
EASTGATE PAVILION
MT. CARMEL-TOBASCO ROAD
Aicholtz Road Reconnection Under I-275
AICHOLTZ ROAD
End Project
AICHOLTZ DRIVE
FUTURE IVY POINTE COMMERCE PARK EXPANSION
FERGUSON DRIVE
Aicholtz Connector Preferred Alternative
0
250
500
FEET
1,000
MAY 2011
NORTH

Binau, Jesse

Subject: FW: Fw: CLE-Aicholtz Connector; PID# 82553- PM2.5 Project Level Conformity Determination Request for Nonexempt Project

Morris.Patricia@epamail.epa.gov

05/16/2011 10:48 AM

To Noel.Alcala@dot.state.oh.us
cc Paul.Braun@epa.state.oh.us, Keith.Smith@dot.state.oh.us, "Binau, Jesse" <JBinau@entran.us>, leigh.oesterling@dot.gov, Erica.Schneider@dot.state.oh.us
Subject Re: CLE-Aicholtz Connector; PID# 82553- PM2.5 Project Level Conformity Determination Request for Nonexempt Project

Noel,
I concur that based on the expected traffic for this project, it is not a project of air quality concern as defined by the conformity rule.
Pat
Patricia Morris
Environmental Scientist
USEPA Region 5
(312) 353-8656
morris.patricia@epa.gov

-----Noel.Alcala@dot.state.oh.us wrote: -----

To: Patricia Morris/R5/USEPA/US@EPA, Paul.Braun@epa.state.oh.us
From: Noel.Alcala@dot.state.oh.us
Date: 05/13/2011 10:02AM
cc: Keith.Smith@dot.state.oh.us, "Binau, Jesse" <JBinau@entran.us>, leigh.oesterling@dot.gov, Erica.Schneider@dot.state.oh.us
Subject: CLE-Aicholtz Connector; PID# 82553- PM2.5 Project Level Conformity Determination Request for Nonexempt Project

Patricia/Paul:

The subject non-exempt project is located in a PM2.5 non-attainment area, however, is a project that we believe is not a project of air quality concern and has met the statuatory requirements of the Clean Air Act and is exempt from PM2.5 Hotspot Analysis. The project is located east of Cincinnati in Summerside, Ohio in Clermont County. See attached project location mapping and description.

This project is listed on OKI's 2011 TIP. This project does not have an ADT >125,000 AND diesel trucks >8% in the design year. This project requires a project level conformity determination from FHWA in accordance with 40CFR93 and the FHWA and EPA Transportation Conformity Guidance for Qualitative Hot Spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas. Attached is the traffic information for the project. As you can see, the traffic volumes are very low. **Please let me know if you agree that this project is not a project of air quality concern and no PM2.5 hotspot analysis is required so that we can request FHWA issuance of their project level conformity determination for this project. A response by May 20, 2011 (1 week) would be greatly appreciated.**

This project is listed on OKI's 2011 TIP. This project does not have an ADT >125,000 AND diesel trucks >8% in the design year. This project requires a project level conformity determination from FHWA in accordance with 40CFR93 and the FHWA and EPA Transportation Conformity Guidance for Qualitative Hot Spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas. Attached is the traffic information for the project. As you can see, the traffic volumes are very low. **Please let me know if you agree that this project is not a project of air quality concern and no PM2.5 hotspot analysis is required so that we can request FHWA issuance of their project level conformity determination for this project. A response by May 20, 2011 (1 week) would be greatly appreciated.**

If you have any questions or concerns, please do not hesitate to call or send an email.

Noel Alcala, P.E., Noise and Air Quality Coordinator
ODOT, Office of Environmental Services
Phone: 614-466-5222

[attachment "Aicholtz Connector - PM2.5 Coordination.pdf" removed by Patricia Morris/R5/USEPA/US]

Ohio Environmental Protection Agency Unless otherwise provided by law, this communication and any response to it constitutes a public record.

Ohio Environmental Protection Agency Unless otherwise provided by law, this communication and any response to it constitutes a public record.

Binau, Jesse

Subject: FW: CLE-Aicholtz Connector; PID# 82553- PM2.5 Project Level Conformity Determination Request for Nonexempt Project

"Paul Braun" <Paul.Braun@epa.state.oh.us>

05/16/2011 12:24 PM

To <Noel.Alcala@dot.state.oh.us>, <Morris.Patricia@epamail.epa.gov>
cc <leigh.oesterling@dot.gov>, <Erica.Schneider@dot.state.oh.us>, <Keith.Smith@dot.state.oh.us>, "Jesse Binau" <JBinau@entran.us>
Subject Re: CLE-Aicholtz Connector; PID# 82553- PM2.5 Project Level Conformity Determination Request for Nonexempt Project

Noel,

I also concur based on the expected traffic.

Thanks for the opportunity to review.
Paul

Paul J. Braun, P.E.
State Implementation Plan Development and Rulemaking
Ohio EPA, Division of Air Pollution Control
614-644-3734

>>> <Morris.Patricia@epamail.epa.gov> 5/16/2011 10:48 AM >>>
Noel,
I concur that based on the expected traffic for this project, it is not a project of air quality concern as defined by the conformity rule.
Pat
Patricia Morris
Environmental Scientist
USEPA Region 5
(312) 353-8656
morris.patricia@epa.gov

-----Noel.Alcala@dot.state.oh.us wrote: -----

To: Patricia Morris/R5/USEPA/US@EPA, Paul.Braun@epa.state.oh.us
From: Noel.Alcala@dot.state.oh.us
Date: 05/13/2011 10:02AM
cc: Keith.Smith@dot.state.oh.us, "Binau, Jesse" <JBinau@entran.us>, leigh.oesterling@dot.gov, Erica.Schneider@dot.state.oh.us
Subject: CLE-Aicholtz Connector; PID# 82553- PM2.5 Project Level Conformity Determination Request for Nonexempt Project

Patricia/Paul:

The subject non-exempt project is located in a PM2.5 non-attainment area, however, is a project that we believe is not a project of air quality concern and has met the statuatory requirements of the Clean Air Act and is exempt from PM2.5 Hotspot Analysis. The project is located east of Cincinnati in Summerside, Ohio in Clermont County. See attached project location mapping and description.

If you have any questions or concerns, please do not hesitate to call or send an email.

Noel Alcala, P.E., Noise and Air Quality Coordinator
ODOT, Office of Environmental Services
Phone: 614-466-5222

[attachment "Aicholtz Connector - PM2.5 Coordination.pdf" removed by Patricia Morris/R5/USEPA/US] [attachment "F1 - MSAT and Clearance.pdf" deleted by Noel Alcala/Environmental/CEN/ODOT]

U.S. Department of Transportation
Federal Highway Administration

Ohio Division

200 North High Street, Rm 328
Columbus, Ohio 43215
614-280-6896
614-280-6876
@dot.gov

July 7, 2011

In Reply Refer To:
HDA-OH

Jerry Wray
Director
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

Dear Director Wray:

This letter responds to ODOT-Office of Environmental Services request, dated May 17, for a project level conformity determination for the following project: *PID 82553 (CLE-Aicholtz Connector)*. The FHWA Ohio Division has reviewed and consulted with the Environmental Protection Agency-Region 5 (EPA) to determine the status of this project.

The Clean Air Act (CAA) states that all projects in nonattainment and maintenance areas are subject to transportation conformity. The conformity rule requires hot-spot analyses to be performed for projects of air quality concern. EPA has determined that projects not identified as projects of air quality concern have met the statutory requirements and are exempt from further hot-spot analysis. (40 CFR 93.116 and 93.123)

Based upon our review of the project and through consultation with EPA, we find that PID 82553 is not a project of air quality concern and is exempt from further hot-spot analysis. Further, PID 82553 is part of a conforming transportation plan and TIP and the project scope has not changed significantly from that of the plan and TIP. Therefore, PID 82553 has met the statutory requirements of the CAA and conforms to the state implementation plan. Documents prepared to satisfy NEPA requirements for this project should cite this letter when discussing the status of project level conformity.

If you have any questions or comments, please contact Ms. Leigh Oesterling, Planning & Environmental Team Leader, at (614) 280-6837, or leigh.oesterling@fhwa.dot.gov.

Sincerely,

For: Laura S. Leffler
Division Administrator

ATTACHMENT F2

Quantitative MSAT Analysis (CLE-275-10.15) and OEPA Clearance

Quantitative Mobile Source Air Toxics (MSAT) Analysis

CLE-275-10.15; PID 76289
Clermont County, Ohio

Prepared for:

The Ohio Department of Transportation, District 8
505 South SR 741
Lebanon, Ohio 45036

Prepared by:

ENTRAN

Engineering
Planning
Surveying
Environmental

1848 SUMMIT ROAD
CINCINNATI, OHIO 45237-2804
513.761.1700 / FAX 513.761.1728

September 2007

I. APPLICABILITY & BACKGROUND

A. Applicability

Section 112(b) of the federal Clean Air Act currently lists 189 air toxics, also known as *hazardous air pollutants* (HAPs). Air toxics are emitted by a variety of industrial sources and by motor vehicles, and present a threat of adverse effects to human health and/or the environment. The United States Environmental Protection Agency (EPA) has assessed this list of air toxics and has identified a subset of 21 of these toxics as "Mobile Source Air Toxics" (MSATs), which are set forth in the EPA final rule: *Control of Emissions of Hazardous Air Pollutants from Mobile Sources* (66 FR 17235). The EPA has also extracted six of these 21 MSATs and labeled them "priority" MSATs; these are: *benzene, formaldehyde, acetaldehyde, diesel particulate matter / diesel exhaust organic gases, acrolein,* and *1,3-butadiene*.

While these six MSATs are considered the priority transportation toxics, the EPA stresses that these lists are subject to change and may be adjusted in future rules. The EPA has not established regulatory concentration targets for the six relevant MSAT pollutants appropriate for use in the project development process.

Highway air toxics assessment procedures, coordination requirements, and mitigation measures are based on:

- *Federal Highway Administration's* (FHWA) *Interim Guidance on Air Toxic Analysis in NEPA Documents* (February 3, 2006)
- *FHWA Title 23 Code of Federal Regulations Part 771*
- *FHWA Title 40 Code of Federal Regulations Part 93*
- *FHWA Title 66 Code of Federal Regulations 17235*
- *FHWA Title 40 Code of Federal Regulations Part 1502*
- *The Ohio Department of Transportation (ODOT) Office of Environmental Services (OES) Technical Guidance TG-POL-01-06* dated August 1, 2006

The FHWA and ODOT guidance divides projects into four categories: those that require no analysis, those that have no potential for meaningful MSAT effects, those with low potential for MSAT effects, and those with higher potential for MSAT effects.

This project meets the criteria for "higher potential MSAT effects" since it adds capacity and adds new travel lanes. The analysis quantifies the MSAT effects of construction of the CLE-275-10.15 project. The FHWA Interim Guidance on Air Toxic Analysis in NEPA Documents (February 3, 2006) requires this analysis for capacity-adding highway construction projects with predicted traffic volumes exceeding 140,000 – 150,000 vehicles per day (if adjacent land uses are sensitive to MSAT effects).

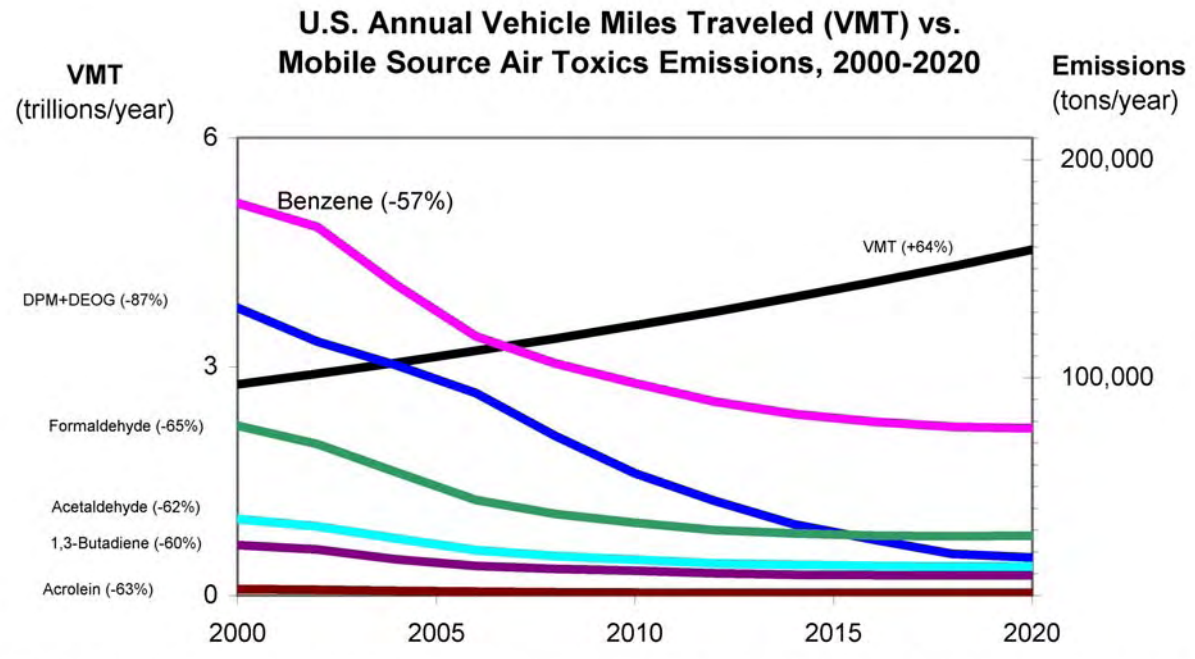
B. MSAT Background Information

In addition the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners), and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics (MSATs) are a subset of the 189 air toxics defined by the Clean Air Act (CAA). The MSATs are compounds emitted by highway vehicles and non-road equipment. Some toxics are present in fuel and emitted into the air when the fuel evaporates or passes through the air unburned. Other toxics are emitted

from the incomplete combustion of fuels or secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the CAA, and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources (66 FR 17229; March 29, 2001). This rule was issued under the authority in Section 2020 of the CAA. In its rule, the EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel sulfur control requirements. Even with a projected 64-percent increase in VMT between 2000 and 2020, FHWA estimates that these programs will reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 to 65 percent, as shown in the following graph:



Notes: For on-road mobile sources. Emissions factors were generated using MOBILE6.2. MTBE proportion of market for oxygenates is held constant, at 50%. Gasoline RVP and oxygenate content are held constant. VMT: *Highway Statistics 2000*, Table VM-2 for 2000, analysis assumes annual growth rate of 2.5%. "DPM + DEOG" is based on MOBILE6.2-generated factors for elemental carbon, organic carbon and SO4 from diesel-powered vehicles, with the particle size cutoff set at 10.0 microns.

As a result, the EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control MSATs. The agency is preparing another rule under authority of CAA Section 202(l) that will address these issues and could make adjustments to the full 21 and the six primary MSATs.

C. Existing Conditions

The CLE-275-10.15 project consists of proposed capacity and safety improvements to SR 32 and the existing I-275/SR 32 and Eastgate Boulevard interchange areas in Union Township in western Clermont County, Ohio (locally referred to as the "Eastgate Area"; see Exhibits 1 and 2). The project begins on SR 32 about 0.3 miles west of Bells Lane and proceeds east through the I-275/SR 32 interchange and the Eastgate Boulevard interchange, to a point about 0.2 miles east of Eastgate Square Drive. The project also involves an approximately

2.9-mile section of I-275 beginning approximately 1.1 miles north of the existing I-275/SR 32 interchange and extending south to a point approximately 1.2 miles south of the existing I-275/SR 32 interchange.

The CLE-275-10.15 project was developed out of the Eastern Corridor Multi-Modal Projects study, a comprehensive transportation study and improvement program involving a 200 square-mile portion of eastern Hamilton County and western Clermont County (commonly referred to as Cincinnati's "Eastern Corridor"). Western Clermont County is currently the only Cincinnati suburb area that is not directly connected by interstate or major controlled-access highway to the employment and economic core of Cincinnati and Hamilton County. Consequently, commuter traffic heading west toward Cincinnati from Clermont County and other eastern outlying areas, and the reverse commuter traffic heading east toward Clermont County, is forced to use the substandard and inefficient SR 32 corridor, or one of the other local or regional non-expressway facilities serving the Eastern Corridor (such as Clough Pike, SR 125 or US 50).

Additionally, SR 32, in combination with I-275, is a key route for the regional, intrastate and interstate movement of goods and services in the eastern sector of the Cincinnati metropolitan area and OKI region. SR 32 is part of the national Appalachian Development Highway System (ADHS) network. The ADHS network connects all of the multi-state Appalachian Region to important eastern seaboard export markets, as well as midwestern, north-central and south-central regional markets. The vicinity surrounding the project area is home to numerous businesses, restaurants, and retail shopping centers. In addition to handling substantial commuter traffic and freight movement, the SR 32 corridor and the surrounding local road network is handling a substantial amount of the local and regional traffic trying to access this major commerce area.

The combination of commuter traffic, freight movement, and local business/shopping traffic in and through the Eastgate Area is resulting in high traffic volumes that, for the most part, are expected to substantially increase by 2030. The efficiency of travel and the effective movement of goods and services will continue to degrade in the project area unless capacity and access / safety improvements are implemented. Without the proposed improvements, declining transportation conditions will critically hinder the efficient movement of freight and services, as well as the ability of people to connect with local and regional employment and economic centers.

Transportation needs in the Eastern Corridor study area, including the CLE-275-10.15 project area, were evaluated in Tier 1 of the Eastern Corridor Multi-Modal projects study and has been documented in the Eastern Corridor Tier 1 EIS (September 30, 2005) and Record of Decision (June 2, 2006). Key purpose and need elements identified for the Eastern Corridor included: a) existing transportation network deficiencies within the corridor, affecting capacity, safety and accessibility, b) limited availability of alternative transportation options (modes), c) inadequate regional linkage and mobility between social and economic destinations, and d) expected future economic expansion and population growth in the project area. These corridor-level transportation issues apply to all of the multi-modal projects included in the Eastern Corridor Tier 1 recommended plan, including the CLE-275-10.15 project. Specific transportation goals for the CLE-275-10.15 project area, in support of the overall purpose and need for the Eastern Corridor Multi-Modal projects program, include the following:

- Improve safety on I-275 and SR 32 by addressing merge/weave problems, reducing motorist confusion, eliminating access point conflicts, and addressing stop-and-go conditions and left-turn conflicts.

- Meet ODOT Macro-Corridor goals for SR 32 by beginning to establish limited-access east of I-275, including, where appropriate, access point removal or consolidation and grade separations.

- Improve connectivity and establish a coordinated mainline and local road network improvement program to provide better handling of different trip types (local versus regional) and vehicular modes.

- Provide capacity to achieve minimum Level of Service "D" for peak period key elements.

- Ensure that the SR 32 and Eastgate area improvements do not result in any degradation of level-of-service on I-275.

- Preserve and possibly enhance access to the Eastgate Mall area and surrounding retail complex.

- Provide opportunity for enhanced transit access and service.

The project area is extensively developed and comprised of mixed land uses, including commercial/retail, industrial, office, and single and multi-family residential (see Exhibit 2). The larger commercial/retail facilities in the area include Eastgate Mall, Eastgate Pavilion, Eastgate Crossing, Eastgate Station, Biggs Place, Meijer and Wal-Mart. Smaller businesses occur as strip development along SR 32, including a variety of restaurants, gas stations, automotive repair/service facilities, motels, and banks. Residential development in the area mostly occurs west of the I-275/SR 32 interchange along Bells Lane, Mt. Carmel-Tobasco Road, Old SR 74 and Aicholtz Road, and to the north and south of SR 32 east of Gleneste-Withamsville Road.

Existing I-275 in the project area is classified as an Urban Interstate. SR 32 is classified as an Urban Principal Arterial. Old SR 74 serves as an alternative east-west route that crosses SR 32 at both the east and west ends of the project area. Access from the major roadways to shopping centers, businesses, and residential development in the area is provided from local side roads and drives that run both perpendicular and parallel to SR 32 (see Exhibit 2).

D. Proposed Improvements

The CLE-275-10.15 project is the first of several roadway improvement projects to be implemented as part of the Eastern Corridor work program identified in the Tier 1 EIS. The CLE-275-10.15 project is the initial stage of action for the Eastgate Area of the Eastern Corridor, and focuses on addressing transportation inadequacies associated with the existing I-275/SR 32 and Eastgate Boulevard interchanges and the adjacent segment of SR 32 from approximately Bells Lane to Gleneste-Withamsville Road. Specifically, the CLE-275-10.15 project will improve levels-of-service to "D" or better in the I-275/SR 32 and SR 32/Eastgate Boulevard interchanges and on SR 32 in the project area, and improve motorist safety by addressing high traffic volumes and access point conflicts through implementation of the following design plan (see Exhibit 3):

- Widen SR 32 from a four-lane facility to (primarily) a six-lane facility.

- Remove the existing Old SR 74/SR 32 intersection and extend Old SR 74 to the west to intersect with Mt. Carmel-Tobasco Road to provide adequate spacing between the I-275/SR 32 interchange ramps and the Old SR 74/SR 32 intersection, and eliminate the existing merge/weave problem on SR 32 in this area.

- Eliminate the existing SR 32/Bells Lane intersection to provide better traffic flow on SR 32 in the vicinity of the proposed Old SR 74/Mt. Carmel-Tobasco Road/SR 32 intersection.

- Replace the existing cloverleaf ramps in the I-275/SR 32 interchange with a combination of directional and loop ramps and appropriately-spaced signalized intersections on SR 32 in order to eliminate the merge/weave problem in the I-275/SR 32 interchange area.

- Construct a series of braided ramps between the I-275/SR 32 and SR 32/Eastgate Boulevard interchanges to eliminate the merge/weave problem on SR 32 in this area.

- Reconfigure the SR 32/Eastgate Boulevard interchange from a partial cloverleaf design to a modified diamond interchange, eliminate one signalized intersection in the SR 32/Eastgate Boulevard interchange area, and improve intersection spacing in the SR 32/Eastgate Boulevard interchange area to improve traffic

flow on Eastgate Boulevard and level-of-service and safety throughout the SR 32/Eastgate Boulevard interchange area.

- Eliminate the existing SR 32/Eastgate Square Drive and Jackson Square Drive right-in/right-out intersection to improve traffic flow and safety between the SR 32/Eastgate Boulevard interchange and the SR 32/Gleneste-Withamsville Road intersection.

In conjunction with this project, a number of other local projects are also being developed under the Eastern Corridor Tier 1 work program umbrella to improve local road network travel along the SR 32 Corridor in the Eastgate Area vicinity. The following is a summary of these local projects:

- Tina Drive Extension: This project (PID 82558) involves an extension of Tina Drive from Bells Lane to Old SR 74 (relocated/extended as part of CLE-275-10.15) to allow for the elimination of the existing SR 32/Bells Lane at-grade intersection.

- Eastgate North Frontage Road: This project (PID 82555) involves widening and other improvements to the Eastgate North Frontage Road, and is a local road network project being coordinated with improvements to the Eastgate Boulevard interchange under CLE-275-10.15.

- Old SR 74 Improvements: This is a planned local road project that involves widening and other improvements to old SR 74 between Eastgate Boulevard and Elick Lane/Bach-Buxton Road (PID 82557).

- Aicholtz Road Connector: This project (PID 82552) involves the construction of a connector road (Aicholtz Road) from relocated Old SR 74 at Mt. Carmel-Tobasco Road southeast to Eastgate Boulevard.

Since these projects are being developed in conjunction with the CLE-275-10.15 project (or are in close proximity to CLE-275-10.15), they have been included in the 2010/2030 Build condition, as shown on Exhibit 3.

II. MSAT ANALYSIS

A. Analysis Objectives

The analysis of MSAT is an emerging science with limited project-level analysis techniques. This project meets the "higher potential MSAT effects" criteria, thus requiring a quantitative MSAT analysis. ODOT has developed a quantitative analysis procedure through coordination with FHWA, U.S. EPA, and Ohio EPA. This procedure uses a variation of the conformity analysis based on regional travel demand models to calculate the regional MSAT contribution from project alternatives in the opening and design year scenarios. The analysis then compares the contribution from each project alternative and provides a recommendation based on the comparison.

In the case of the subject project, the preferred alternative was selected prior to the MSAT analysis requirement; therefore, this analysis is limited to a comparison of the preferred Build and No Build alternatives in the Opening Year (2010) and the Design Year (2030).

B. Sensitive Areas

Land uses which are sensitive to MSAT effects include residential development, schools, hospitals, nursing homes, day care facilities, and other land uses where vulnerable populations exist. An MSAT analysis focuses on land uses that are located within approximately 500 feet of the proposed edge of pavement; this distance was selected for MSAT analysis projects through coordination with Ohio EPA and FHWA, as it is consistent with the area of effect for PM2.5 (particulate matter).

The majority of MSAT-sensitive land uses within 500 feet of the proposed edges of pavement in the project area are located in residential subdivisions in the northwest and southwest quadrants of the I-275 / SR 32 interchange (see Exhibit 4). A lesser number of MSAT-sensitive land uses are located in the southeast quadrant of the I-275 / SR 32 interchange, and in the northwest quadrant of the SR 32 / Eastgate Boulevard interchange. A breakdown of approximate number and land use type of MSAT-sensitive receptors within 500 feet of the edge of pavement of roadways with planned improvements associated with this project is provided below:

I-275 / SR 32 Interchange, Northwest Quadrant

- 35 single-family residences along or adjacent to Cardinal Drive
- 20 single-family residences along Summerside Road, Elmont Drive, Vermona Drive, and Georgeann Lane
- 14 single-family residences along Bells Lane, Marjorie Drive, and Anna Mae Drive
- 10 single-family residences along Roney Lane
- 4 apartment buildings on Bells Lake Drive (Bells Lane Apartments)

I-275 / SR 32 Interchange, Southwest Quadrant

- 35 single-family residences along Rust Lane and Aicholtz Drive
- 45 single-family residences along Holiday Drive, Festive Court, Happiness Lane, and Ho Hum Drive
- 60 single-family residences along Cider Mill Drive
- 5 apartment buildings along Long Acres Drive

I-275 / SR 32 Interchange, Northeast / Southeast Quadrants

- 20 single-family residences along Melody Lane, Deer Valley Drive, Diane Drive, and Danny Drive
- 10 single-family residences along Glenridge Drive, just northeast of the SR 32/Eastgate Blvd. interchange
- 8 single-family residences along Aicholtz Road, between I-275 and Omni Drive

C. Traffic

Average Daily Traffic (ADT) volumes on I-275 and SR 32 in the project area are expected to exceed the 140,000-150,000 criterion level by 2030, thus requiring a quantitative MSAT analysis for the project. Table 1 (below) displays the traffic volume data for the primary roadways with project-related realignments or capacity improvements which could potentially impact pollution-sensitive land uses:

Table 1: Traffic Data

Roadway Segment	Base Year (2000)		Opening Year (2010) ***		Design Year (2030) ***	
	ADT	Truck %	ADT	Truck %	ADT	Trucks %
I-275						
North of SR 32	73,090*	7%	68,800	4%	75,200	4%
South of SR 32	65,770*	6%	60,500	4%	65,500	4%
SR 32						
West of I-275	30,980*	4%	33,000	3%	43,700	3%
Between I-275 and Eastgate Blvd.	64,610*	6%	77,900	2%	95,900	2%
East of Eastgate Blvd.	41,250*	5%	53,200	2%	71,900	2%
Old SR 74						
North of SR 32	14,075**	N/A	11,600	2%	16,300	2%
South of SR 32	10,815**	N/A	16,000	2%	27,000	2%

Roadway Segment	Base Year (2000)		Opening Year (2010) ***		Design Year (2030) ***	
	ADT	Truck %	ADT	Truck %	ADT	Trucks %
Eastgate Boulevard						
North of SR 32	20,191**	N/A	13,300	2%	14,200	2%
South of SR 32	17,318**	N/A	20,000	2%	21,100	2%
Eastgate North Drive						
East of Eastgate Blvd.	4,517**	N/A	10,400	2%	11,300	2%

* Source: ODOT-OTS website (2000 traffic counts).
** Source: Clermont County Engineer's Office Website (2001, 2004 and 2006 traffic counts).
*** Source: Derived from February 2007 ODOT-Certified Traffic (DHV / 10%)

III. EFFECTS ANALYSIS

The MSAT modeling for this project was performed by the ODOT-Office of Technical Services using MOBILE 6.2 conformity analysis modeling software. Regional modeling included a project Base Year (2000) scenario, Opening Day (2010) Build and No Build scenarios, and Design Year (2030) No Build and Build scenarios. Model results (divided into regional contribution for each of the six priority MSATs) are provided in the following table:

Table 2: MOBILE 6.2 Results – Project Contribution to Regional MSATs (in tons)

	Daily Exhaust					Daily Evaporative	Daily MSAT	Daily PM2.5	Totals
	Benzene	1,3 Butadiene	Formaldehyde	Acrolein	Acetaledhyde	Benzene			
Base (2000)	3.1351	0.4378	1.3921	0.0631	0.6992	0.5269	6.2542	5.0050	11.2592
2010 No Build	1.5107	0.2101	0.6686	0.0321	0.3426	0.2926	3.0567	3.1410	6.1977
2010 Build	1.5041	0.2092	0.6657	0.0319	0.3411	0.2913	3.0433	3.1340	6.1773
2010 Build - 2010 No Build	- 0.0066	- 0.0009	- 0.0029	- 0.0002	- 0.0015	- 0.0013	**- 0.0134**	**- 0.0070**	**- 0.0204**
2010 Build - 2000 Base							**- 3.2109**	**- 1.8710**	**- 5.0819**
2030 No Build	0.8194	0.1148	0.3728	0.0197	0.1922	0.1283	1.6472	2.2960	3.9432
2030 Build	0.8174	0.1145	0.3717	0.0197	0.1917	0.1281	1.6431	2.2950	3.9381
2030 Build - 2030 No Build	- 0.0020	- 0.0003	- 0.0011	0.0000	- 0.0005	- 0.0002	**- 0.0041**	**- 0.0010**	**- 0.0051**
2030 No Build - 2000 Base							**- 4.6070**	**- 2.7090**	**- 7.3160**
2030 Build - 2000 Base							**- 4.6111**	**- 2.7100**	**- 7.3211**

Both the Opening Day (2010) and Design Year (2030) Build scenarios show a reduction in MSAT emissions over the Base Year (2000) levels. The total contribution from the five toxins known to be affected by vehicle speed is combined, and particulate matter under 2.5 microns (PM2.5) is reported separately. The results for the 2030 No Build scenario show a 2.709-ton decrease in PM2.5-related MSAT contributions from the Base Year (2000) scenario, while results for the 2030 Build scenario show a 2.710-ton decrease in PM2.5-related MSAT from Base Year contributions. The difference in PM2.5-related MSAT contributions between the 2030 No Build and Build scenarios is 0.001 tons.

Given the decrease in overall contribution between the Base Year (2000) scenario and the Design Year (2030) Build scenario, and the slight decrease in MSAT contribution of the Design Year (2030) Build alternative compared to the Design Year (2030) No Build alternative, the construction of the proposed project will result in an overall improvement in MSAT effects.

IV. HEALTH EFFECTS OF MSAT

A. Unavailable Information for Project-Specific MSAT Impact Analysis

This air toxics analysis includes a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools do not provide for an accurate prediction of project-specific health impacts of the emissions changes associated with the alternatives. Due to these limitations, the following discussion is included (in accordance with CEQ regulations [40 CFR 1502.22(b)]) regarding incomplete or unavailable information:

Incomplete or Unavailable Information

Evaluating the environmental and health impacts of project-related MSAT emissions would involve several key elements, including emissions modeling, dispersion modeling (in order to estimate ambient concentrations resulting from the estimated emissions), exposure modeling (in order to estimate human exposure to the estimate concentrations), and final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science which prevents a more complete determination of this project's MSAT-related health impact.

1. Emissions

The tools used by the EPA to estimate MSAT emissions from motor vehicles are not sensitive to key variables in the context of highway projects. While MOBILE 6.2 is a useful utility in the prediction of regional emissions, it has limited applicability at the project level.

MOBILE 6.2 is a trip-based model which projects emission factors based on a typical trip of 7.5 miles at average travel speeds. This means that MOBILE 6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE 6.2 can only approximate the operating speeds and levels of congestion that are likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects.

MOBILE 6.2 model results are not sensitive to the average trip speed for particulate matter (although other MSAT emission rates are dependant upon trip speeds). Furthermore, emissions rates used in MOBILE 6.2 for both particulate matter and MSAT are based on a limited number of tests, performed on mostly older-technology vehicles. Lastly, in its discussions of PM under the conformity rule, EPA has identified problems with MOBILE 6.2 as an obstacle to quantitative analysis.

These deficiencies compromise the capability of MOBILE 6.2 to estimate MSAT emissions. MOBILE 6.2 is an adequate tool for projecting emissions trends and for performing relative analyses between alternatives for very large projects. However, it does not adequately capture the effects of travel changes relative to smaller projects, nor does it adequately predict emissions near specific roadside locations.

2. Dispersion

The tools which predict how MSATs disperse are limited. The EPA's current regulatory models (CALINE3 and CAL3QHC) were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of carbon monoxide in determining compliance with the NAAQS. These dispersion models are more suitable for predicting the maximum concentrations which occur at random times and locations within a geographic area; they are less suitable for predicting accurate exposure patterns at specific times and locations within an urban area for the purpose of assessing potential health risk. Along with the general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas, which can be used in establishing project-specific MSAT background concentrations.

The National Cooperative Highway Research Program (NCHRP) is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work will also focus on identifying appropriate methods of documenting MSAT impacts in the NEPA process and reporting these impacts to the general public.

3. Exposure Levels and Health Effects

Beyond the difficulties in accurately predicting emission levels and MSAT concentrations, the ability to reach meaningful conclusions about project-specific health impacts is further complicated by certain shortcomings in current techniques for assessing exposure and analyzing risk. Exposure assessments are hindered by the difficulty in calculating annual MSAT concentrations near roadways and quantifying human exposure to these concentrations at a specific location over the course of a calendar year. These difficulties are magnified for 70-year cancer assessments, particularly because such assessments would hinge on unreliable assumptions regarding the changes in travel patterns and vehicle technology (which affect emissions rates) over a 70-year period. Other factors such as low-dose extrapolation and translation of occupational exposure data present considerable uncertainties associated with current estimates of MSAT toxicity.

Due to these shortcomings, any calculated difference in predicted health impacts between alternatives is likely to be much less significant than the uncertainties associated with assessing the health impacts themselves. Consequently, the results of any such assessment would not be useful in the project decision-making process, as this information would be weighed against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to the Evaluation of MSAT Impacts

Research into the health impacts of MSATs is ongoing. Certain epidemiological studies based on emissions levels in occupational settings show that some emission types are associated with adverse health outcomes. Other studies have shown that certain animals demonstrate adverse health outcomes when exposed to large doses of MSATs.

A number of EPA efforts have focused on exposure to toxics. Most notable among these efforts is the 1996 National Air Toxics Assessment (NATA), which was conducted to evaluate modeled estimates of human exposure to air toxics at the county level. While not intended for use as a measure of, or benchmark for, local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a state or national level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database (http://www.epa.gov/iris) of human health effects that may result from exposure to various substances found in the environment. The following toxicity information was taken from the IRIS database *Weight of Evidence Characterization* summaries for each of the six prioritized MSATs, and represents the EPA's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures:

- **Benzene** is classified as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.

- **Acetaldehyde** is a probable human carcinogen, based on increased evidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel Exhaust** (DE) is likely to be carcinogenic to humans by inhalation from environmental exposure.
- **Diesel Exhaust** also represents chronic respiratory effects, which is possibly the primary non-cancer hazard of MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies which address MSAT health impacts resulting from proximity to roadways. The Health Effects Institute (a non-profit organization funded by the EPA, FHWA, and industry) has undertaken a major series of studies which, among other topics, research near-roadway MSAT hotspots and the health implications of the entire mix of mobile source pollutants. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes – particularly respiratory problems[1]. Much of this research is not specific to MSATs, and instead surveys the full spectrum of air pollutants. The FHWA cannot evaluate the validity of these studies; more importantly, these studies do not provide information that would be useful in eliminating the uncertainties detailed above, and therefore do not allow for a more comprehensive evaluation of the health impacts specific to this project.

Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of Impacts Based upon Theoretical Approaches or Research Methods Generally Accepted in the Scientific Community

Because of the uncertainties outlined above, a quantitative assessment of the effects of air toxics emissions on human health cannot be made at the project level. While available tools do allow for a reasonable prediction of relative emissions differentials between alternatives for larger projects, the amount of MSAT emissions, contributions, or exposures from each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. Therefore, it is not possible to determine whether any of the alternatives would have a "significant or adverse impact on the human environment" in regard to MSAT emissions.

In this document, FHWA has provided a quantitative analysis of MSAT emissions relative to the project alternatives, and has acknowledged that the project may result in increased exposure to MSAT emissions in certain locations. Since the concentrations and duration of these exposures are uncertain, the health effects of these emissions cannot be estimated.

V. MSAT MITIGATION STRATEGIES

The objective of lessening the effects of MSAT should be considered for projects with substantial construction-related MSAT emissions that are likely to occur over an extended building period, as well as for post-construction scenarios where the NEPA analysis indicates potentially meaningful MSAT levels. Such mitigation efforts should be evaluated based on the circumstances associated with individual projects, and may not be appropriate in all cases. There are, however, a number of available mitigation strategies and solutions for countering the effects of MSAT emissions.

[1] *Multiple Air Toxic Exposure Study – II*, South Coast Air Quality Management District, 2000; *Highway Health Hazards*, Sierra Club, 2004 (summarizing 24 studies on the relationship between health and air quality); *Uncertainty in the Federal Legal Scheme Controlling Air Pollution for Motor Vehicles*, NEPA, Environmental Law Institute, 35 ELR 10273 (2005).

Mitigating Construction MSAT Emissions

Construction activities may generate a temporary increase in MSAT emissions. Project-level assessments that render a decision to pursue construction emission mitigation will benefit from a number of technologies and operational practices that should help lower short-term MSAT. In addition, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has emphasized a host of diesel retrofit technologies in its Congestion Mitigation and Air Quality Improvement Program (CMAQ) provisions – technologies that are designed to lessen a number of MSATs.[2]

Construction mitigation includes strategies that reduce engine activity or reduce emissions per unit of operating time. Operational agreements that reduce or redirect work or shift times to reduce community exposures can have benefits when sites are near vulnerable populations. For example, agreements that stress work activity outside normal hours of an adjacent school campus would constitute operations-oriented mitigation. Other strategies that may be appropriate might include the application technological adjustments to construction equipment (off-road dump trucks and bulldozers, etc.) to reduce emissions. Such technological fixes could include the use of particulate matter traps, oxidation catalysts, and other devices that provide after-treatment of exhaust emissions. The use of clean fuels, such as ultra-low sulfur diesel, can also be a very cost-beneficial strategy.

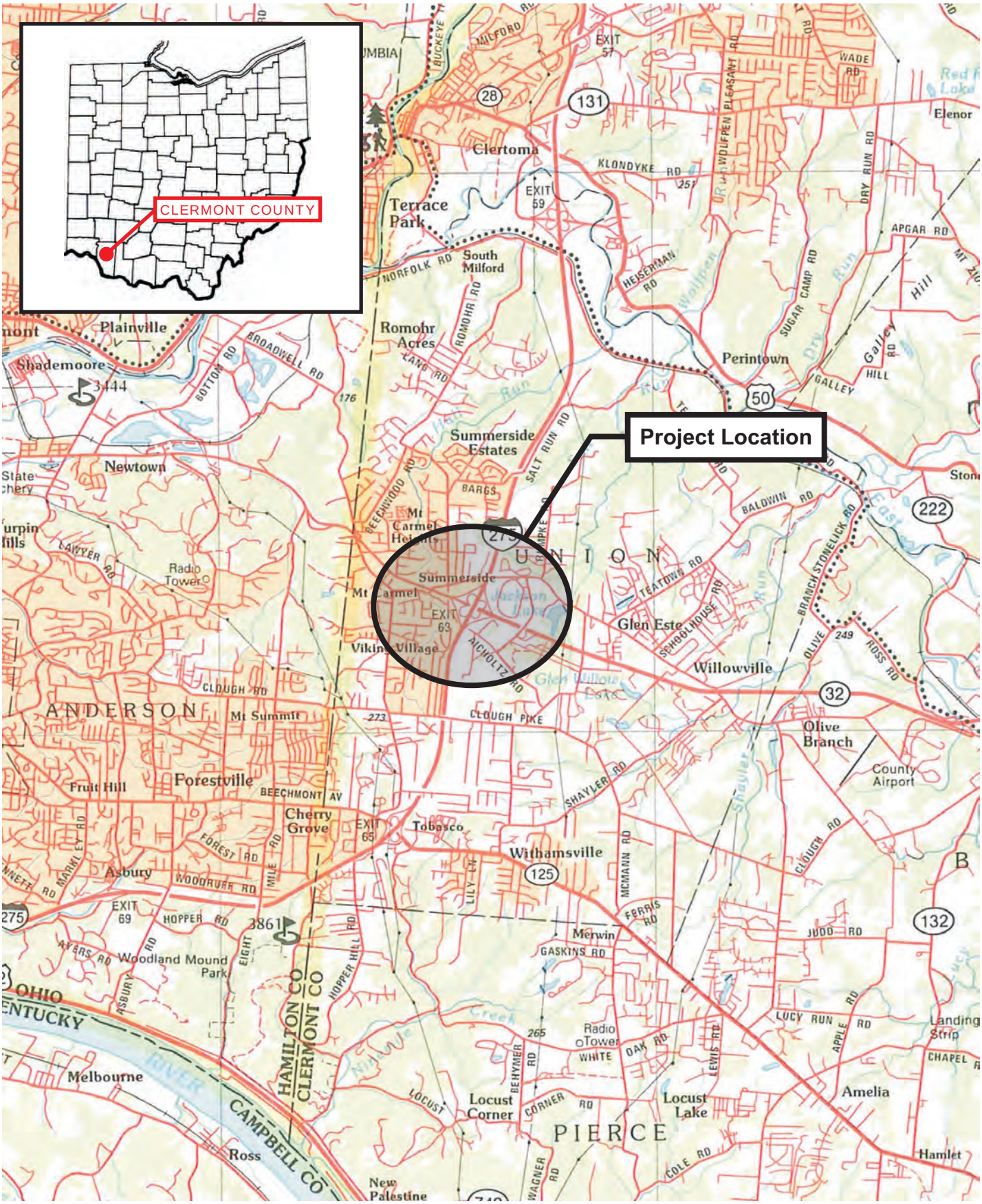
The EPA has listed a number of approved diesel-retrofit technologies; many of these technologies can be utilized as measures to mitigate emissions from construction equipment. This listing can be found at www.epa.gov/otaq/retrofit/retroverifiedlist.htm.

Longer-term MSAT emissions can be more difficult to control, as daily traffic and vehicle mix can vary. Operational strategies that focus on the enforcement of speed limits or the implementation of traffic management policies may help reduce MSAT emissions even beyond the benefits of fleet turnover. Well-traveled highways with high proportions of heavy-duty diesel truck activity may benefit from active Intelligent Transportation System programs, such as traffic management centers or incident management systems. Similarly, anti-idling strategies, such as truck-stop electrification can complement projects that focus on new or increased freight activity.

Planners may also want to consider the benefits of establishing buffer zones between new or expanded highway alignments and areas of vulnerable populations. Modifications of local zoning or the development of guidelines that are more protective may also be useful in separating emissions and receptors.

The initial decision to pursue MSAT emissions mitigation should be the result of interagency consultation at the earliest juncture. Options available to project sponsors should be identified through the careful gathering of information and the required level of deliberation to assure an effective course of action.

[2] SAFETEA-LU, Public Law 109-59, August 10, 2005



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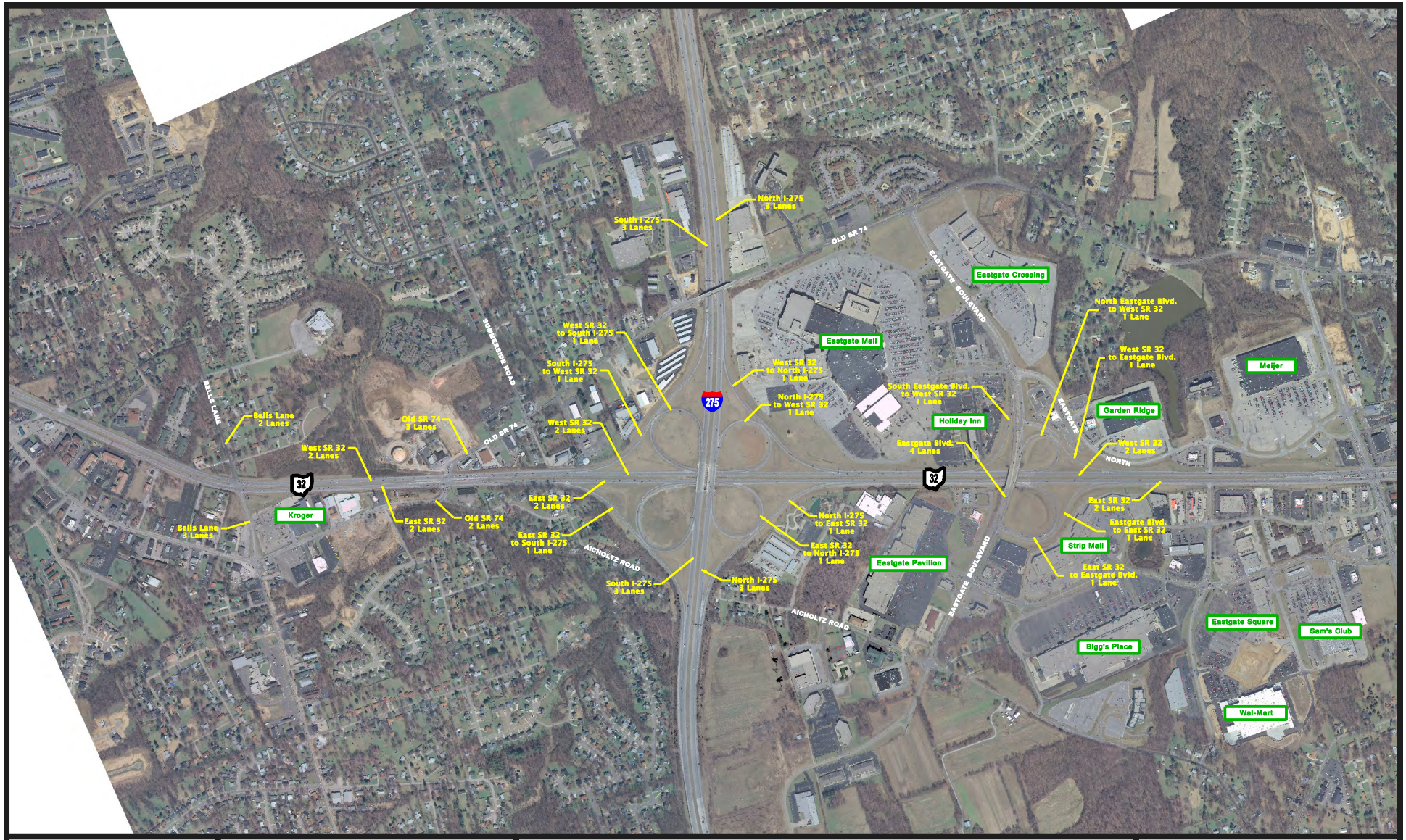
0 FEET 7,000 NORTH

SEPTEMBER 2007

Quantitative Mobile Source Air Toxics (MSAT) Analysis

I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

EXHIBIT 1
Project Location



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SEPTEMBER 2007

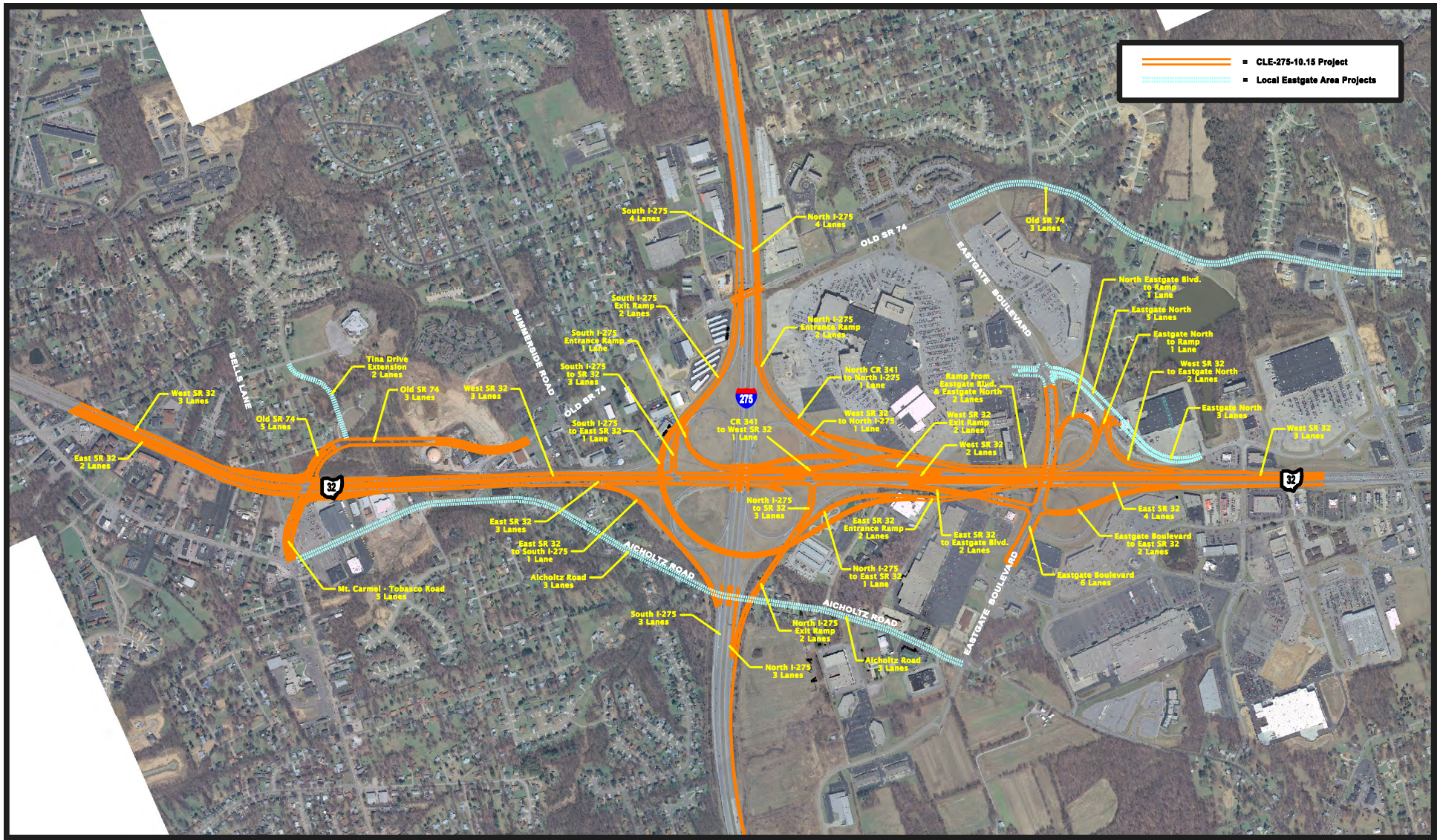
NORTH

ENTRAN

Quantitative Mobile Source Air Toxics (MSAT) Analysis

I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

EXHIBIT 2
Existing Conditions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= Local Eastgate Area Projects
South I-275 4 Lanes
North I-275 4 Lanes
OLD SR 74
Old SR 74 3 Lanes
EASTGATE BOULEVARD
North Eastgate Blvd. to Ramp 1 Lane
Eastgate North 5 Lanes
Eastgate North to Ramp 1 Lane
West SR 32 to Eastgate North 2 Lanes
Eastgate North 3 Lanes
West SR 32 3 Lanes
South I-275 Exit Ramp 2 Lanes
South I-275 Entrance Ramp 1 Lane
South I-275 to SR 32 3 Lanes
South I-275 to East SR 32 1 Lane
SUMMERSIDE ROAD
OLD SR 74
BELLS LANE
Tina Drive Extension 2 Lanes
Old SR 74 3 Lanes
West SR 32 3 Lanes
Old SR 74 5 Lanes
East SR 32 2 Lanes
32
275
North I-275 Entrance Ramp 2 Lanes
North CR 341 to North I-275 1 Lane
Ramp from Eastgate Blvd. & Eastgate North 2 Lanes
West SR 32 to North I-275 1 Lane
West SR 32 Exit Ramp 2 Lanes
West SR 32 2 Lanes
CR 341 to West SR 32 1 Lane
North I-275 to SR 32 3 Lanes
East SR 32 3 Lanes
East SR 32 to South I-275 1 Lane
Aicholtz Road 3 Lanes
AICHOLTZ ROAD
Mt. Carmel - Tobasco Road 3 Lanes
South I-275 3 Lanes
North I-275 Exit Ramp 2 Lanes
North I-275 3 Lanes
Aicholtz Road 3 Lanes
East SR 32 Entrance Ramp 2 Lanes
North I-275 to East SR 32 1 Lane
East SR 32 to Eastgate Blvd. 2 Lanes
EASTGATE BOULEVARD
East SR 32 4 Lanes
Eastgate Boulevard to East SR 32 2 Lanes
Eastgate Boulevard 6 Lanes
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SEPTEMBER 2007
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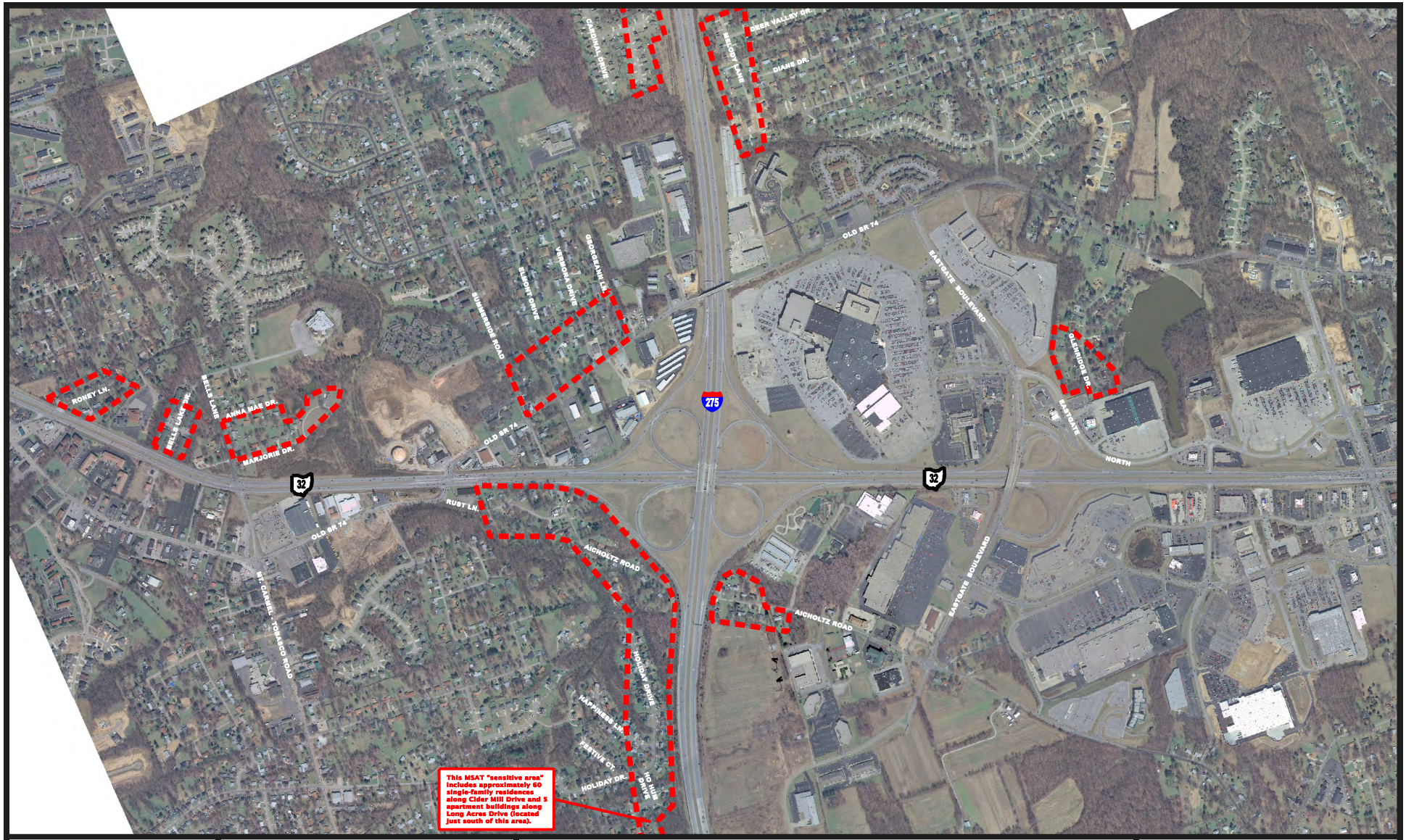
Quantitative Mobile Source Air Toxics (MSAT) Analysis
I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289
EXHIBIT 3
Proposed Improvements



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I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

EXHIBIT 4
Sensitive Areas

From: Binau, Jesse
To: Young, Chris; Osborne, Deborah;
CC:
Subject: FW: CLE-275-10.15 MSAT Analysis
Date: Tuesday, March 04, 2008 9:58:36 AM
Attachments:

OEPA Concurrence

Jesse Binau
Deputy Environmental Services Manager

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1848 Summit Road
Cincinnati, Ohio 45237
513-761-1700 (phone)
513-619-6457 (direct)
513-761-1728 (fax)

From: Adam.Alexander@dot.state.oh.us [mailto:Adam.Alexander@dot.state.oh.us]
Sent: Tuesday, March 04, 2008 9:45 AM
To: Binau, Jesse
Subject: Fw: CLE-275-10.15 MSAT Analysis

OEPA's concurrence is below. I thought we already had this one, but I guess not.

Adam Alexander
Environmental Specialist
ODOT-Office of Environmental Services
614-466-2848
adam.alexander@dot.state.oh.us

----- Forwarded by Adam Alexander/Environmental/CEN/ODOT on 03/04/2008 09:43 AM -----

"Sam MacDonald" <sam.macdonald@epa.state.oh.us>

03/04/2008 09:40 AM

To <Adam.Alexander@dot.state.oh.us>

cc

Subject Re: CLE-275-10.15 MSAT Analysis

Hello Adam

You didn't find my concurrence because I never sent you one. Can't believe I missed this one. I concur that CLE-275-10.15 meets the criteria for a project with higher potential for MSAT effects. In my opinion, this is a very well done MSAT analysis. One minor suggestion....a brief description/ expansion of what "providing opportunity for enhanced transit access and service" (pg 4) includes.

Please let James and Andrea know that Carolina Prado should receive the MSAT and Hot Spot reviews...until my position is filled.

Thanks Adam and very sorry for the oversight.
Take good care,
Sam

>>> <Adam.Alexander@dot.state.oh.us> 3/4/2008 9:11 AM >>>

Sam,

I am trying to find your concurrence email for this project and I'm not having any luck. Can you forward it to me?

Thanks,
Adam

ATTACHMENT F3

Noise Impact Analysis and ODOT IOC

Noise Impact Analysis

Aicholtz Connector
CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

Prepared By:

ENTRAN

April 2011

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APPENDIX

FHWA TNM 2.5 Roadway Input Tables, Receptor Input Tables, and Sound Level Results Tables

I. INTRODUCTION

Project Description

The Aicholtz Connector is a local roadway network improvement located between Mt. Carmel-Tobasco Road and Eastgate Boulevard, just south of the I-275/SR 32 interchange in Union Township, Clermont County, Ohio (see Exhibit 1). Proposed improvements primarily follow existing Old SR 74/Rust Lane/Aicholtz Road with a reconnection of Aicholtz Road under I-275 (see Exhibit 2). Total length is about 1.3 miles. The purpose of the Aicholtz Connector is to improve local connectivity and access in the Eastgate area and help reduce congestion on SR 32. The project is being administered by the Clermont County Transportation Improvement District (CCTID) in cooperation with the Clermont County Engineer, ODOT, and Union Township.

The Aicholtz Connector is being coordinated with ODOT's planned improvement of the I-275/SR 32 interchange (CLE-275-10.15) and future multimodal improvements associated with the Eastern Corridor (HAM/CLE-32F-2.50). The focus of the project is to reconnect Aicholtz Road under I-275 in conjunction with construction of the ODOT I-275 bridges, and to provide the geometric and intersection improvements needed to address safety and capacity issues in support of the Aicholtz Road reconnection. As part of the long-term multimodal strategy for the area, the reconnection of Aicholtz Road under I-275 is being planned to accommodate rail transit and pedestrian components of the Eastern Corridor which will be developed in detail at a future time.

Purpose and Need

The Aicholtz Connector is listed in OKI's 2011 Transportation Improvement Program (TIP) and in the CCTID Regional Transportation Plan as a Group 1 Transportation System Management (TSM) project for the I-275/SR 32 interchange area. The Aicholtz Connector is an independent project, and its need centers on the lack of an east-west connection south of SR 32 in the I-275/Eastgate area. This lack of connectivity is hampering access to and from local businesses and residential areas, forcing local traffic onto SR 32 and adding to congestion in the I-275 interchange area. The lack of a complete (circular) connection around the Eastgate area also forces local traffic to take indirect routes within the local network. Reconnecting Aicholtz Road between Mt. Carmel-Tobasco Road and Eastgate Boulevard will create a vital link in the local network that provides better access for Eastgate-area businesses and reduces congestion on SR 32.

Project goals developed for the Aicholtz Connector by the study team and confirmed through the public involvement process conducted to date include the following:

- Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off SR 32.
- Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor.
- Plan for future pedestrian access and rail transit opportunities as part of a phased approach.
- Protect the existing natural environment by preserving/enhancing greenspace and managing stormwater runoff.
- Maximize use of existing public right-of-way.

Preferred Alternative

A Preferred Alternative for the Aicholtz Connector was identified on the basis of environmental impacts, construction and right-of-way costs, and ability to address the project goals listed above, and has been confirmed through public involvement. The proposed typical section includes two 12-foot lanes with 4-foot shoulders and a 6-inch vertical curb. The Preferred Alternative begins just east of Mt. Carmel-Tobasco Road at Forest Trail and extends

east approximately 1.3 miles to Eastgate Boulevard. The proposed alignment closely follows existing Old SR 74/Rust Lane/Aicholtz Road right-of-way, and the proposed reconnection under I-275 links the segments of Aicholtz Road east and west of the interchange (see Exhibit 2).

II. NOISE IMPACT ANALYSIS OVERVIEW

This Noise Impact Analysis was completed as part of Step 3 of the Minor Project Development Process (PDP), and was conducted in accordance with Section I.B.2 of the ODOT noise policy (*Standard Procedure for Analysis and Abatement Of Highway Traffic Noise; Standard Procedures No. 417-001(SP), February 5, 2010*), FHWA Title 23 Code of Federal Regulations Section 772.13, and guidance from ODOT-District 8 and ODOT-Office of Environmental Services.

The analysis predicts sound levels for Existing (2008) and Design Year (2030) Build conditions for 40 receptors (referred to as Receptors 1-40 in this report) representing noise-sensitive land uses immediately adjacent to the project Preferred Alternative in the project area (see Exhibit 3). All receptors included in this analysis represent single-family residences located along existing Aicholtz Road and Rust Lane in the vicinity of the I-275/SR 32 interchange. Field measurement of ambient sound levels was conducted at 8 of the 40 residential receptors included in this analysis to serve as a baseline for evaluating noise modeling results (measurement results are included in Table 2).

Traffic Conditions

Nine-hour turning movement counts were collected in 2008 by HNTB at the existing Old SR 74/Mt. Carmel-Tobasco Road intersection (west of I-275) and at the existing Aicholtz Road/Eastgate Boulevard intersection (east of I-275). Existing afternoon peak-hour volumes of 960 vehicles and 222 vehicles, respectively, were reported for Old SR 74 just east of Mt. Carmel-Tobasco Road and for Aicholtz Road just west of Eastgate Boulevard (HNTB, December 2009).

A substantial portion of the 960 vehicles reported on Old SR 74 east of Mt. Carmel-Tobasco are using the existing SR 32/Old SR 74 intersection instead of continuing east into the residential 'cul-de-sac' segment of Rust Lane/Aicholtz Road. Consequently, for the purposes of this noise analysis, the peak-hour volumes collected by HNTB in 2008 do not accurately reflect existing traffic volumes in the immediate vicinity of the noise-sensitive receptors located along Rust Lane and Aicholtz Road in the project corridor. This is supported by manual traffic counts collected by ENTRAN in October 2009 along Rust Lane and Aicholtz Road, which indicate a substantially smaller afternoon peak-hour volume of 24 vehicles in the residential area along Rust Lane/Aicholtz Road west of I-275, and an afternoon peak-hour volume of 12 vehicles in the residential area along Aicholtz Road east of I-275. The 2008 HNTB counts were, however, utilized to update the existing traffic volume data for SR 32 in the project area. These updated traffic volumes were used in the TNM analysis of existing conditions for this study, in conjunction with the traffic volumes previously modeled (1995) for I-275 mainline and interchange ramp segments in the vicinity of the Aicholtz project area.

ODOT-Certified Design Year (2030) traffic for the project (January 2010) indicates that 1,380 vehicles will use the Aicholtz Connector just east of Mt. Carmel-Tobasco Road and 640 vehicles will use the Aicholtz Connector just west of Eastgate Boulevard during the afternoon peak-hour period. These Design Year (2030) traffic volumes account for the closure of the Old SR 74/SR 32 intersection (under CLE-275-10.15), a new Aicholtz Road connection under I-275, and improvements to Rust Lane/Aicholtz Road (see Exhibit 2). With the closure of the Old SR 74/SR 32 intersection and the new Aicholtz Road connection under I-275, a substantial increase in traffic is anticipated in the vicinity of residences located along existing Rust Lane and Aicholtz Road. Therefore, for the purposes of this analysis, a worst-case Design Year (2030) traffic volume scenario for the Aicholtz Connector is assumed for the noise-sensitive residential areas along existing Rust Lane and Aicholtz Road in the project corridor (i.e. 1,380 vehicles in the afternoon peak hour).

The Design Year (2030) traffic volumes for I-275 mainline and interchange ramp segments used in this analysis were derived from ODOT-Certified afternoon (p.m.) peak-hour volumes that were provided for the CLE-275-10.15 project (January 27, 2004 and February 23, 2007). Design Year (2030) truck volumes for all roadway segments

included in this analysis were calculated using percentages listed in the ODOT-Certified traffic data, and medium/heavy truck splits are based on field observations. This Noise Impact Analysis accounts for the construction of the CLE-275-10.15 project, which is currently planned for 2015. Thus, the No Build and Build-condition traffic volumes used in this analysis are identical for SR 32 and I-275 mainline and interchange ramp segments. Table 1, below, presents the Existing (2008) and Design Year (2030) peak-hour volumes used in the sound level modeling conducted for this analysis:

TABLE 1: Traffic Data Used in TNM 2.5 Sound Level Modeling

Existing Condition Roadway Segment	Existing (2008) Peak-Hour DHV			No Build / Build Condition Roadway Segment	Design Year (2030) Peak-Hour DHV		
	Cars	Medium Trucks	Heavy Trucks		Cars	Medium Trucks	Heavy Trucks
Westbound SR 32				Westbound SR 32			
East of Ramps I & G	1,941	36	24	East of Ramp H	1,135	20	15
Ramps I & G to Ramp F	1,153	23	12	Ramp H to Ramp L	1,668	29	23
Ramp F to Old SR 74	1,806	34	22	West of Ramp L	2,008	34	28
West of Old SR 74	1,059	20	13				
Eastbound SR 32				Eastbound SR 32			
West of Old SR 74	1,158	21	14	West of Ramp N	2,231	41	28
Old SR 74 to Ramp J	1,409	26	17	Ramp N to Ramp L	1,911	36	23
Ramp J to Ramps K & M	1,202	23	14	Ramp L to Ramp C	2,891	52	38
East of Ramps K & M	1,807	32	24	Ramp C to Ramp A	2,541	46	32
Northbound I-275				Northbound I-275			
Ramp L to Ramp M	1,554	22	56	Ramp B to Ramp C	1,747	25	47
Southbound I-275				Southbound I-275			
Ramp K to Ramp J	2,146	31	58	Ramp K to Ramp N	2,170	32	59
Interchange Ramps				Interchange Ramps			
Ramp J	208	3	3	Ramp B	2,076	32	32
Ramp K	906	14	14	Ramp C	349	5	5
Ramp L	1,184	18	18	Ramp N	320	5	5
Ramp M	301	5	5	Ramp M	999	15	15
Old SR 74	1,184	16	8	Old SR 74/Rust Lane/Aicholtz Road*	24	0	0
Aicholtz Road							
West of I-275 (Rust Lane / Aicholtz Rd.)	24	0	0	Proposed Aicholtz Connector**	1352	14	14
East of I-275	12	0	0				

* The Design Year (2030) No Build condition accounts for the construction of the CLE-275-10.15 project, which currently proposes the closure of the existing Old SR 74/SR 32 intersection. As a result, the remaining segment of Old SR 74 located east of Forest Trail would only serve traffic accessing the residences located along Rust Lane and Aicholtz Road. ** Build-condition only.

Field Measurement of Existing Sound Levels

Existing sound levels were measured at select residential receptors in the project area. These sound level measurements serve as a baseline for evaluating the noise modeling results, and if necessary, to calibrate the FHWA TNM software. Field measurements were performed on October 13 and October 21, 2009, during afternoon peak traffic (3:00 p.m. to 6:00 p.m.). Instruments used included a Larson Davis Model 820 sound level meter, a Larson Davis Model CAL200 acoustic calibrator, and a Larson Davis Model PRM828 preamp with a PCB Piezotronics Model 377B02 free-field microphone. Measurement results are provided in Table 2; receptor locations are displayed on Exhibit 3.

Modeling of Existing and Design Year Sound Levels

The noise modeling for this Noise Impact Analysis was performed using the FHWA TNM 2.5 program, which predicts sound levels at selected receptors based on many factors, including (but not limited to): distance between and elevations of receptors and roadways, roadway pavement type, traffic volumes and speed, vehicle mix, topographical site data, and atmospheric considerations. Existing (2008) and Design Year (2030) sound levels were predicted for a total of 40 noise-sensitive receptors (identified as Receptors 1-40 in this report). Sound level results are provided in Table 2, below:

TABLE 2: FHWA TNM 2.5 Sound Level Results

Receptor	Location	Field Measurement Sound Level (dBA)	Existing (2008) Sound Level (dBA $L_{eq}h$)	Design Year (2030) No Build Sound Level (dBA $L_{eq}h$)	Design Year (2030) Build Sound Level (Preferred Alternative) (dBA $L_{eq}h$)	Design Year (2030) Build Condition dBA $L_{eq}h$ Increase (Over Existing)
1	624 Rust Lane	70.5	68.3	72.1	72.2	3.9
2	621 Rust Lane	--	54.3	56.3	59.1	4.8
3	625 Rust Lane	--	58.2	61.7	66.8	8.6
4	630 Rust Lane	--	65.9	70.3	70.7	4.8
5	629 Rust Lane	--	59.0	62.5	67.4	8.4
6	641 Rust Lane	--	63.1	66.8	68.2	5.1
7	631 Rust Lane	--	55.3	58.1	60.8	5.5
8	645 Rust Lane	--	65.7	69.1	69.4	3.7
9	631 Rust Lane	55.0	55.5	58.1	61.3	5.8
10	4511 Aicholtz Road	66.6	67.5	69.9	70.0	2.5
11	4507 Aicholtz Road	--	62.8	66.2	66.6	3.8
12	4503 Aicholtz Road	--	59.6	62.4	66.0	6.4
13	637 Rust Lane	--	55.7	58.2	64.3	8.6
14	4506 Aicholtz Road	--	63.8	67.8	68.0	4.2
15	4504 Aicholtz Road	--	60.4	63.9	64.7	4.3
16	4500 Aicholtz Road	--	58.4	61.8	64.2	5.8
17	4495 Aicholtz Road	--	56.2	58.3	66.9	10.7
18	4496 Aicholtz Road	--	57.5	60.6	64.7	7.2
19	4491 Aicholtz Road	53.8	55.7	57.7	64.9	9.2
20	4486 Aicholtz Road	54.6	56.0	58.5	66.4	10.4
21	4485 Aicholtz Road	--	55.0	56.7	65.1	10.1
22	4484 Aicholtz Road	--	55.5	58.2	65.8	10.3
23	4481 Aicholtz Road	--	55.2	57.2	64.7	9.5
24	4482 Aicholtz Road	--	55.6	58.3	65.7	10.1
25	4477½ Aicholtz Road	--	54.9	57.5	62.6	7.7
26	4477 Aicholtz Road	--	54.1	56.8	59.0	4.9
27	4475 Aicholtz Road	--	54.6	57.2	60.3	5.7
28	4476 Aicholtz Road	--	54.3	56.9	62.2	7.9
29	4469 Aicholtz Road	--	54.4	57.2	62.1	7.7
30	4465 Aicholtz Road	--	55.7	58.2	65.4	9.7
31	4463 Aicholtz Road	--	57.0	59.1	65.7	8.7
32	4452 Aicholtz Road	60.8	60.0	64.1	67.5	7.5
33	4447 Aicholtz Road	58.6	60.3	63.2	66.4	6.1
34	4450 Aicholtz Road	--	59.4	62.7	68.1	8.7
35	4445 Aicholtz Road	--	59.1	62.4	65.7	6.6
36	4448 Aicholtz Road	--	58.6	61.9	67.4	8.8
37	4443 Aicholtz Road	--	58.3	60.9	65.1	6.8
38	4439 Aicholtz Road	55.6	57.2	59.1	64.4	7.2
39	4441 Aicholtz Road	--	55.6	56.3	64.0	8.4
40	4426 Aicholtz Road	--	51.7	51.9	64.2	12.5

A bold, gray-shaded value indicates that the predicted sound level approaches (falls within 1 dBA) or exceeds the applicable Noise Abatement Criteria of 67 dBA, or constitutes a Build-condition increase of 10 dBA or greater over the Existing-condition sound level. Both conditions constitute a noise "impact". See Section III of this document for further discussion of noise impacts.

As shown in Table 2 (above), Design Year (2030) Build-condition sound levels at residential receptors located along the Aicholtz Connector Preferred Alternative are predicted to experience increases ranging from 2.5 dBA (Receptor 10) to 12.5 dBA (Receptor 40) over Existing-condition levels. Among the 40 receptors analyzed, the average Build-condition sound level increase is 7.2 dBA over Existing-condition levels, compared to the average No Build-condition sound level increase of 2.8 dBA.

The predicted sound level increases associated with the Build condition are attributed primarily to the significant increase in traffic volumes predicted for the Aicholtz Connector facility compared to that of existing Rust Lane and Aicholtz Road. However, the planned CLE-275-10.15 project improvements, in conjunction with projected traffic volume increases for I-275 and SR 32 under Design Year (2030) conditions, also contribute to predicted sound level increases at select receptors.

III. ASSESSMENT OF PREDICTED IMPACTS

ODOT considers noise mitigation when analysis results identify a noise impact. According to current ODOT noise policy, a noise-sensitive receptor is considered to experience a noise "impact" under either of the following conditions:

- When a predicted (design year) sound level "approaches" (falls within 1 dBA) or exceeds the applicable FHWA Noise Abatement Criteria (as outlined in Table 3 below)

- When a predicted (design year) sound level substantially exceeds the existing sound level (a "substantial" increase as defined by ODOT noise policy an increase of 10 dBA or greater)

FHWA's Title 23 Code of Federal Regulations establishes the Noise Abatement Criteria (NAC) for various land use activity categories. These criteria were used in the evaluation of the sound level results predicted by the FHWA TNM 2.5 program for this analysis, and in the identification of sound level impacts under Existing (2008) and Design Year (2030) No Build and Build conditions. The criteria are outlined in the following table:

TABLE 3: FHWA Noise Abatement Criteria (23 CFR 772)

Activity Category	dBA Leq(h)	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special quantities of serenity and quiet.
B	67 (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above
D	N/A	Undeveloped lands
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums
NOTE: These sound levels are only to be used to determine impact. Noise abatement should be designed to achieve a substantial noise reduction, not to meet the Noise Abatement Criteria.		

Source: USDOT, FHWA, 1995

All land uses represented by the 40 receptors selected for this Noise Impact Analysis are applicable to Activity Category B (single-family residences). The FHWA TNM 2.5 results (see Table 2 above) show that under Existing (2008) conditions, sound levels at 2 of the 40 receptors analyzed (Receptors 1 and 10) "approach" (fall within 1 dBA) or exceed the applicable FHWA NAC of 67 dBA Leq(h) for residential receptors.

Under Design Year (2030) No Build conditions, sound levels at 7 of the 40 receptors analyzed (Receptors 1, 4, 6, 8, 10, 11, and 14) are predicted to approach or exceed the NAC of 67 dBA Leq(h). None of the receptors analyzed under Design Year (2030) No Build conditions are predicted to experience a "substantial" sound level increase.

Under Design Year (2030) Build conditions for the Aicholtz Connector Preferred Alternative, sound levels at 16 receptors (Receptors 1, 3, 4, 5, 6, 8, 10, 11, 12, 14, 17, 20, 32, 33, 34, and 36) are predicted to approach or exceed the applicable NAC of 67 dBA Leq(h). Furthermore, sound levels at 6 receptors (Receptors 17, 20, 21, 22, 24, and 40) are predicted to experience a "substantial" increase of 10 dBA or greater over the existing sound level. Two receptors (Receptors 17 and 20) are predicted to experience *both* types of noise impacts. Exhibit 3 displays the locations of the receptors included in this analysis.

Noise Abatement Considerations

ODOT Noise Policy stipulates that a cost reasonableness evaluation be performed for structural noise abatement at areas of noise-sensitive land use that are predicted to experience sound level impacts under project Build conditions as identified by the FHWA TNM 2.5 program, as long as structural noise abatement is feasible to construct. As described above, a total of 20 residential receptors are predicted to experience a noise impact under Design Year (2030) Build conditions for the Aicholtz Connector Preferred Alternative. Project design plans include provision of access to/from the Aicholtz Connector for the residential and commercial properties located along the Preferred Alternative alignment. Therefore, any effective (continuous) structural noise abatement designed for the residential properties with predicted project-related sound level impacts would not be feasible to construct because a continuous barrier would eliminate these access points. Structural noise abatement designs which are not continuous (i.e., designs which include numerous breaks or gaps in effort to preserve the planned access points) would not be effective in providing the required sound level reduction for receptors with predicted impacts. Due to these considerations, it is determined that structural noise abatement is not feasible to construct for the receptors predicted to experience sound level impacts under project Design Year (2030) Build conditions.

IV. CONSIDERATION OF OTHER NOISE ABATEMENT OPTIONS

In accordance with ODOT Noise policy and FHWA Title 23 CFR Part 772, other methods of noise abatement have been considered for receptors with predicted Build-condition sound level impacts. The consideration of these other noise abatement measures are discussed below:

- **Traffic management:** The use of traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits, and exclusive lane designations are all measures which can be implemented to reduce traffic noise. However, these noise abatement measures are not practical for the proposed Aicholtz Connector facility, and are not consistent with the purpose, need, and goals of this project.

- **Alteration of horizontal and/or vertical alignments:** Another measure to reduce traffic noise at sensitive receptors is to move the noise source(s) further away from receptors by altering the horizontal and/or vertical alignment of the roadway(s). Due to the number and nature of the design constraints which currently exist in the Aicholtz Connector project corridor, these measures are not practical for the purpose of noise abatement.

- **Acquisition of property to serve as a buffer zone:** The acquisition of properties to preempt development which would be adversely impacted by traffic noise is not considered practical for this project due to the high cost and adverse impacts related the acquisition of additional property in the project area, and is not consistent with the purpose, need, and goals of this project.

- **Acoustic insulation of public-use or non-profit institutional structures:** FHWA Title 23 CFR Part 772.13 stipulates that acoustic insulation is an alternative abatement measure for public-use or non-profit institutional structures which are predicted to experience project-related sound level impacts. There are no such structures located in the immediate project area.

V. CONSTRUCTION NOISE

With regard to construction noise, the project construction contractor shall be required to provide such equipment as sound deadening devices, shields, and physical barriers, and take such noise abatement measures which may be necessary to restrict the transmission of noise in the immediate vicinity of noise-sensitive land uses.

Measures to restrict construction noise may include, but may not necessarily be limited to, the following:

- Construction contract specifications should require that the contractor adhere to all federal, state, and local noise abatement and control requirements to reduce traffic noise.
- Construction activity in the vicinity of residences should be limited to hours between 7:00 a.m. and 7:00 p.m., or as specified by local requirements.
- A responsive communication process should be established with local residents. A telephone number should be posted at the construction site for inquiries concerning project activity.
- Construction equipment should be in good repair and fitted with "manufacturer recommended" mufflers.
- Equipment such as generators which may be used during nighttime hours should be enclosed.

It shall be the responsibility of the Ohio Department of Transportation to monitor construction noise and advise the contractor of violations of the maximum allowable noise levels

VI. CONCLUSIONS / RECOMMENDATIONS

The Noise Impact Analysis conducted for this project has identified numerous residential receptors located along the Aicholtz Connector Preferred Alternative alignment. A total of 40 receptors, each representing a single-family residence, were investigated for Existing (2008) and Design Year (2030) sound level impacts.

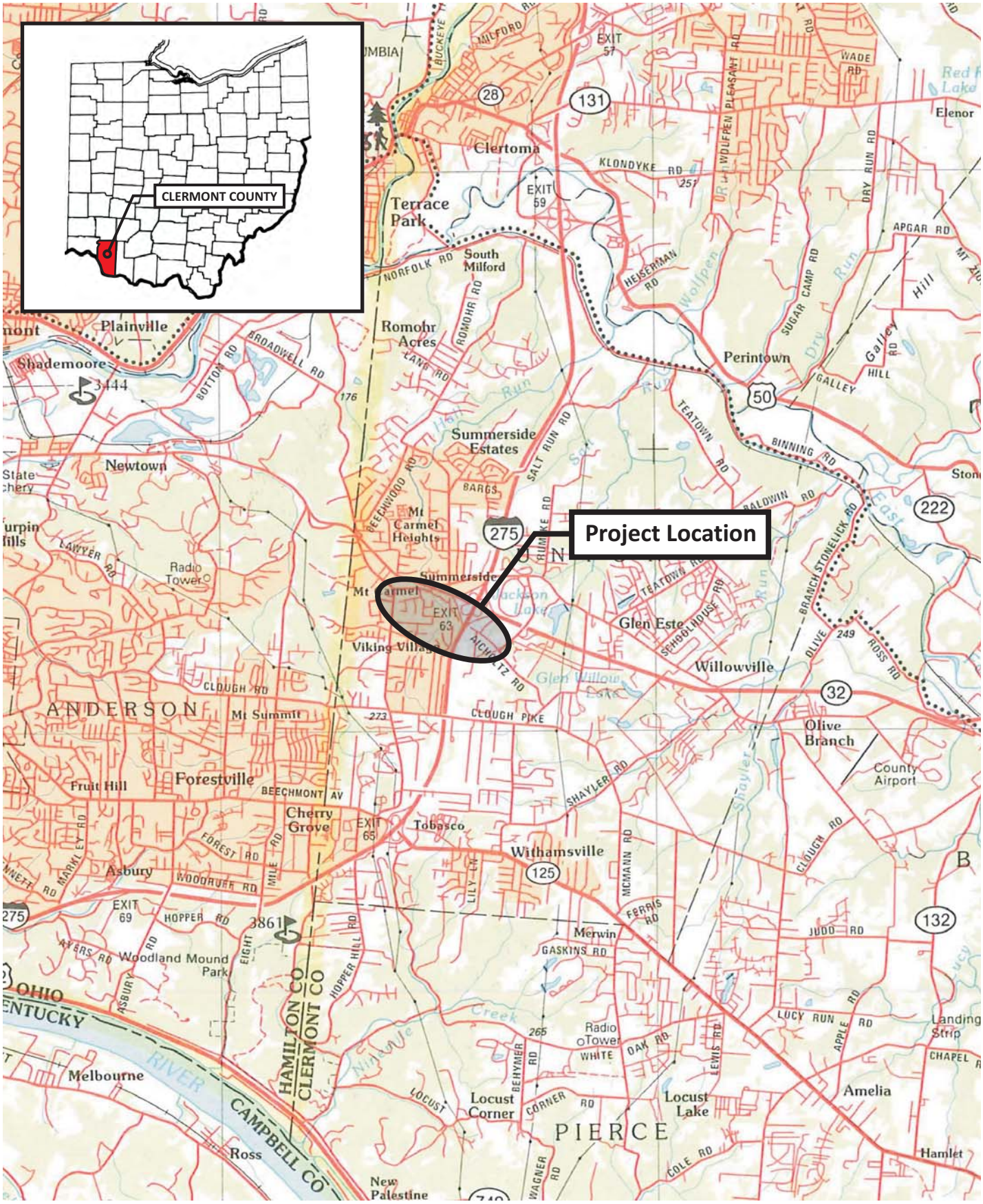
FHWA TNM 2.5 sound level analysis identified 20 receptors (Receptors 1, 3, 4, 5, 6, 8, 10, 11, 12, 14, 17, 20, 21, 22, 24, 32, 33, 34, 36, and 40) which are predicted to experience a noise impact under Design Year (2030) Build conditions for the Aicholtz Connector Preferred Alternative.

Since project design plans include provision of access to/from the Aicholtz Connector for the residential properties located along Preferred Alternative alignment, any effective (continuous) structural noise abatement designed for residential properties with predicted sound level impacts would not be feasible to construct because a continuous barrier would eliminate these access points. Structural noise abatement designs which are not continuous (i.e., designs which include numerous breaks or gaps in effort to preserve the planned access points) would not be effective in providing the required sound level reduction for receptors with predicted impacts.

Due to these considerations, structural noise abatement is not feasible to construct along the Aicholtz Connector Preferred Alternative, and no other noise abatement options considered for the mitigation of predicted Design Year (2030) Build-condition sound level impacts are practical for implementation.

EXHIBITS

Exhibit 1: Project Location
Exhibit 2: Aicholtz Connector Preferred Alternative and Planned CLE-275-10.15 Project Improvements
Exhibit 3: Noise-Sensitive Receptors and Predicted Design Year (2030) Sound Level Impacts

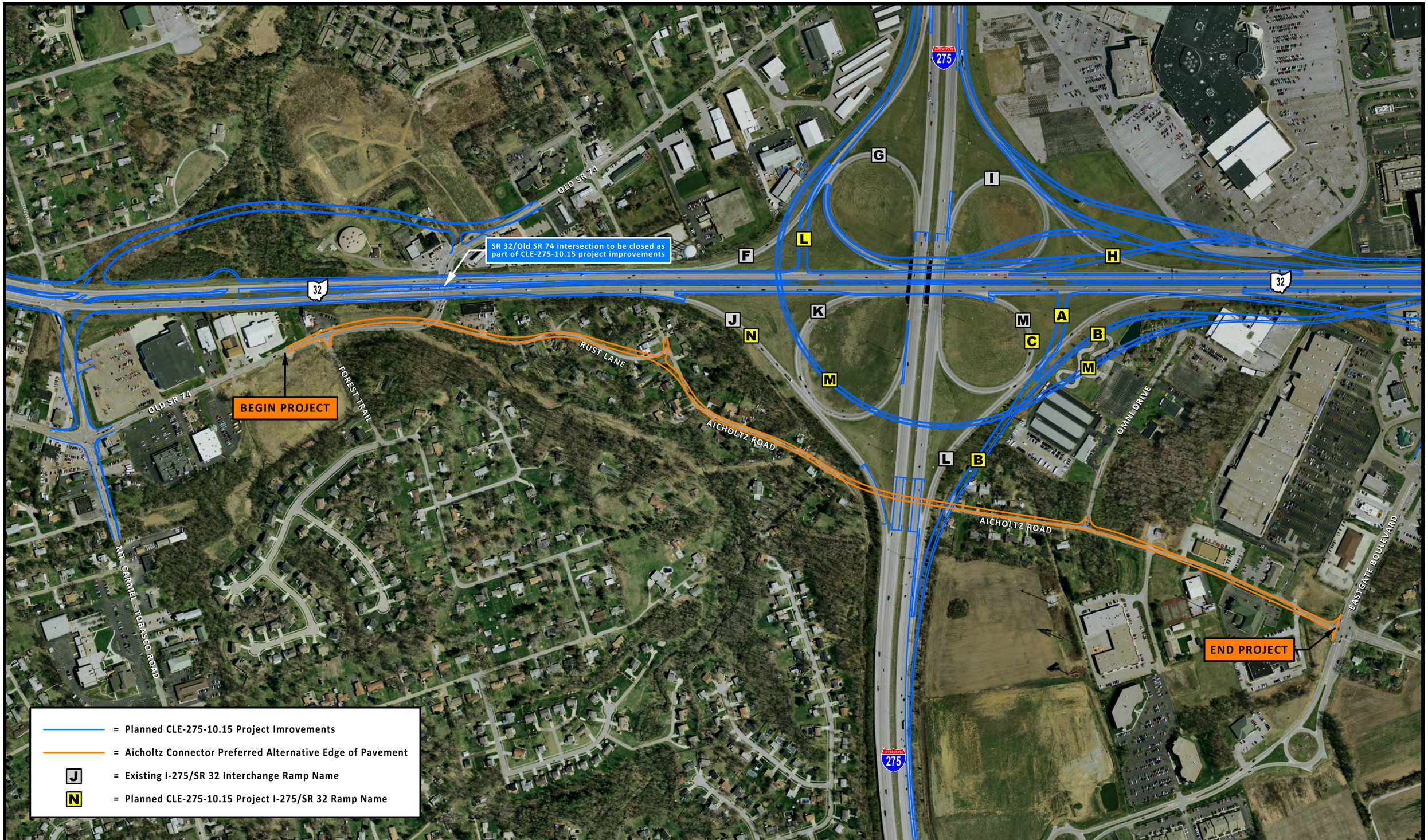


ENTRAN

Noise Impact Analysis

CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

Exhibit 1
Project Location



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APRIL 2011

NORTH

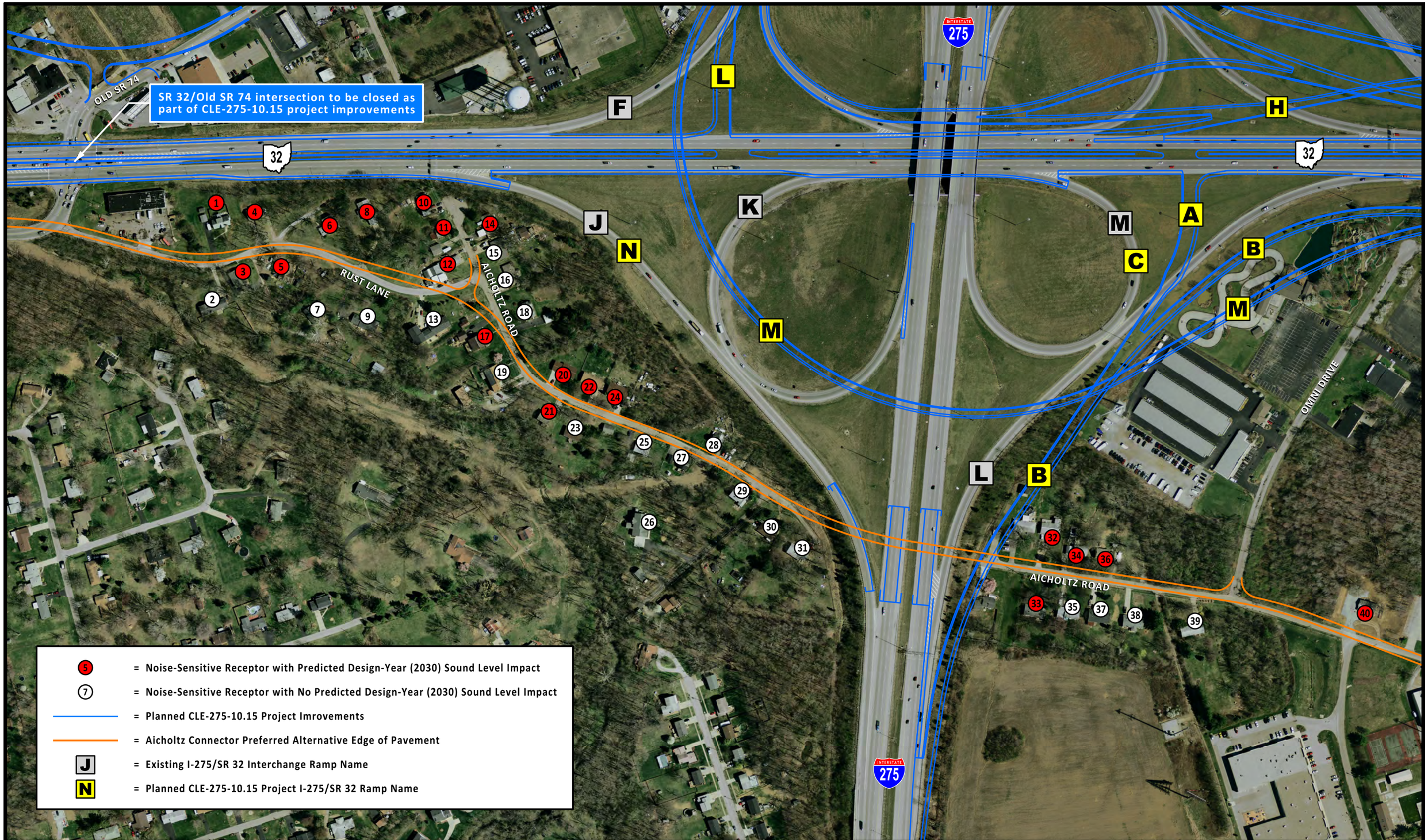
ENTRAN

Noise Impact Analysis

CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

Exhibit 2

Aicholtz Connector Preferred Alternative and Planned CLE-275-10.15 Project Improvements



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APRIL 2011

NORTH

ENTRAN

Noise Impact Analysis

CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

Exhibit 3

Residential Noise-Sensitive Receptors and Predicted Design Year (2030) Sound Level Impacts

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Hans Jindal, District 8 Deputy Director **DATE:** May 9, 2011
Attention: Keith Smith, District Environmental Coordinator

FROM: Noel Alcala P.E., Office of Environmental Services
Noel Alcala

SUBJECT: Noise Analysis dated April 2011

PROJECT: (CRS): CLE-CR3 (Aicholtz Road Connector) (PID): 82553

The subject document, prepared by Entran, was received by this office on May 6, 2011. We have reviewed the document and found it to be acceptable. 20 receptors were predicted to experience a noise impact. However, since project design plans include provision of access to/from the Aicholtz Connector for the impacted residential properties located along Preferred Alternative alignment, any effective (continuous) structural noise abatement designed for residential properties with predicted sound level impacts would not be feasible to construct because a continuous barrier would eliminate these access points. Structural noise abatement designs which are not continuous (i.e., designs which include numerous breaks or gaps in effort to preserve the planned access points) would not be effective in providing the required sound level reduction for receptors with predicted impacts. **Due to these considerations, we agree with the consultant's conclusion that structural noise abatement is not feasible to construct along the Aicholtz Connector Preferred Alternative, and no other noise abatement options considered for the mitigation of predicted Design Year (2030) Build-condition sound level impacts are practical for implementation.**

If you have any questions or concerns, please contact Noel Alcala P.E. of this Office at 614-466-5222.

NAA:na

Larry Hoffman, OES - File - Reading file

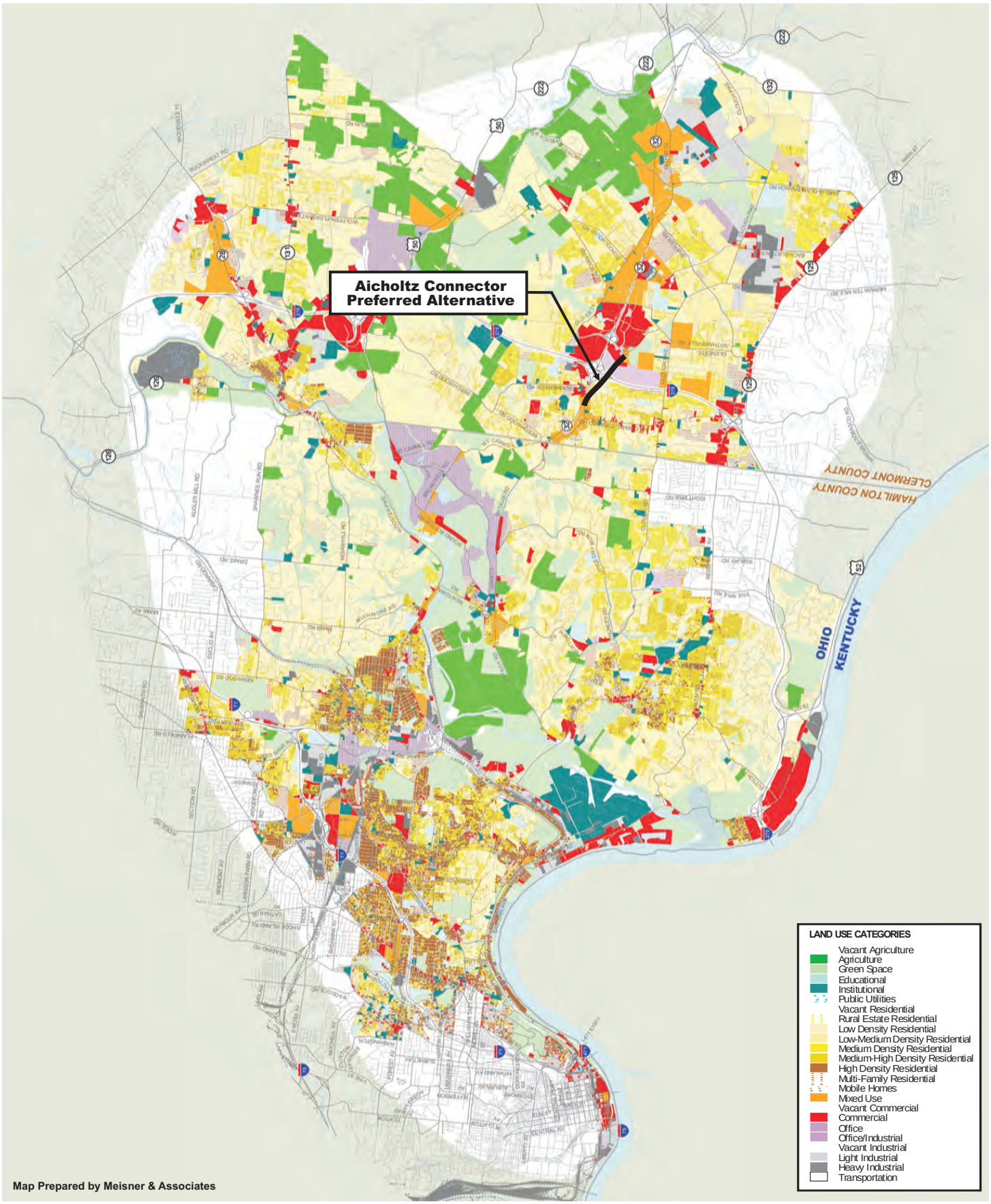
ATTACHMENT G

COMMUNITY IMPACTS

Attachment G1	Eastern Corridor Land Use Vision Plan Map
Attachment G2	Union Township Zoning Map
Attachment G3	Speaks English Less Than Well Populations Map (EJ View)
Attachment G4	Elderly Populations Maps (OKI)
Attachment G5	Disabled Populations Maps (OKI)
Attachment G6	Zero-Car Households Maps (OKI)
Attachment G7	Minority and Low Income Populations Maps and Environmental Justice Assessment (OKI and EJ View)
Attachment G8	Community/Neighborhood Resources and Considerations
Attachment G9	Community Impacts Checklist
Attachment G10	Historic Aerial Photographs
Attachment G11	Eastgate Commercial/Market Analysis Report Excerpts

ATTACHMENT G1

Eastern Corridor Land Use Vision Plan Map



NOT TO SCALE

NORTH

JULY 2011

ENTRAN

Categorical Exclusion Level 2

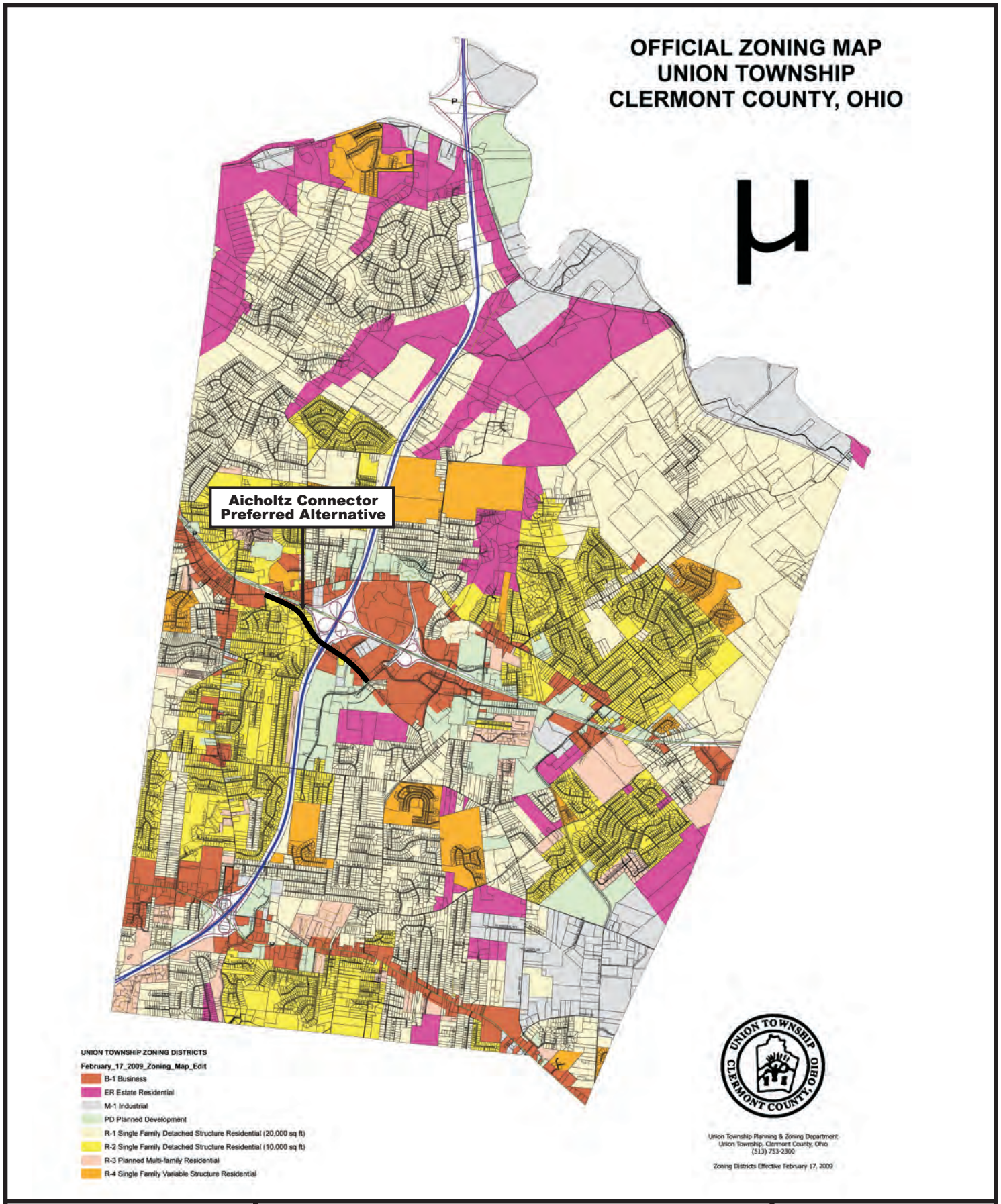
CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

Attachment G1

Eastern Corridor Land Use
Vision Plan Map

ATTACHMENT G2

Union Township Zoning Map



NOT TO SCALE

NORTH

JULY 2011

ENTRAN

Categorical Exclusion Level 2

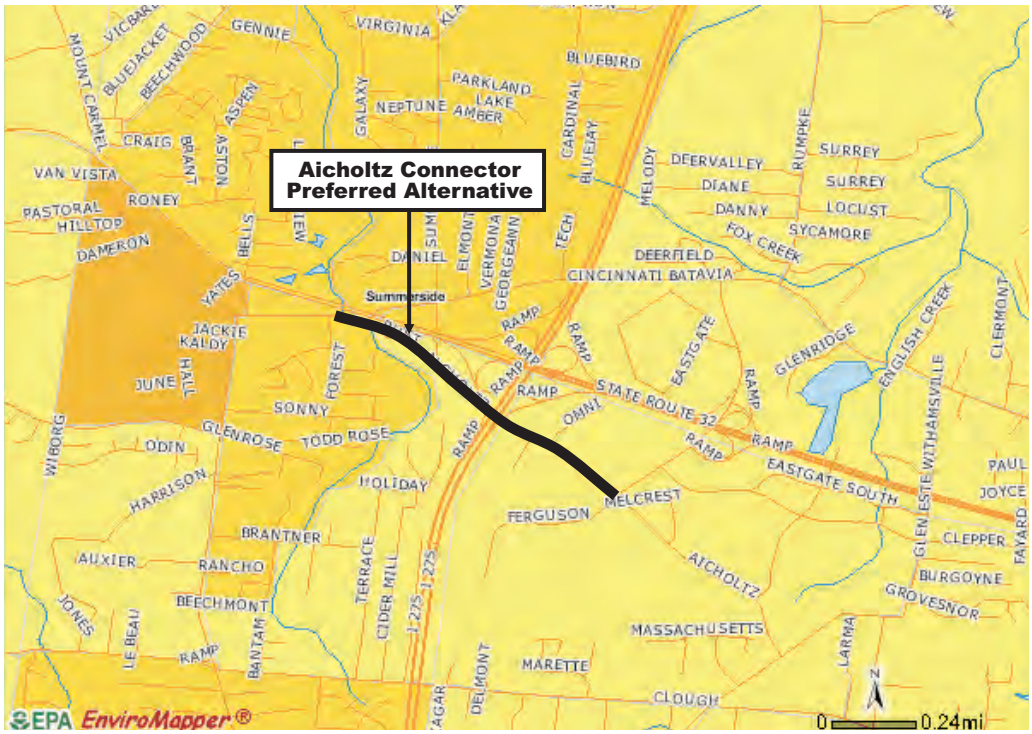
CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

Attachment G2

Union Township
Zoning Map

ATTACHMENT G3

Speaks English Less Than Well Populations Map (EJ View)



NOT TO SCALE

NORTH

JULY 2011

ENTRAN

Categorical Exclusion Level 2

CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

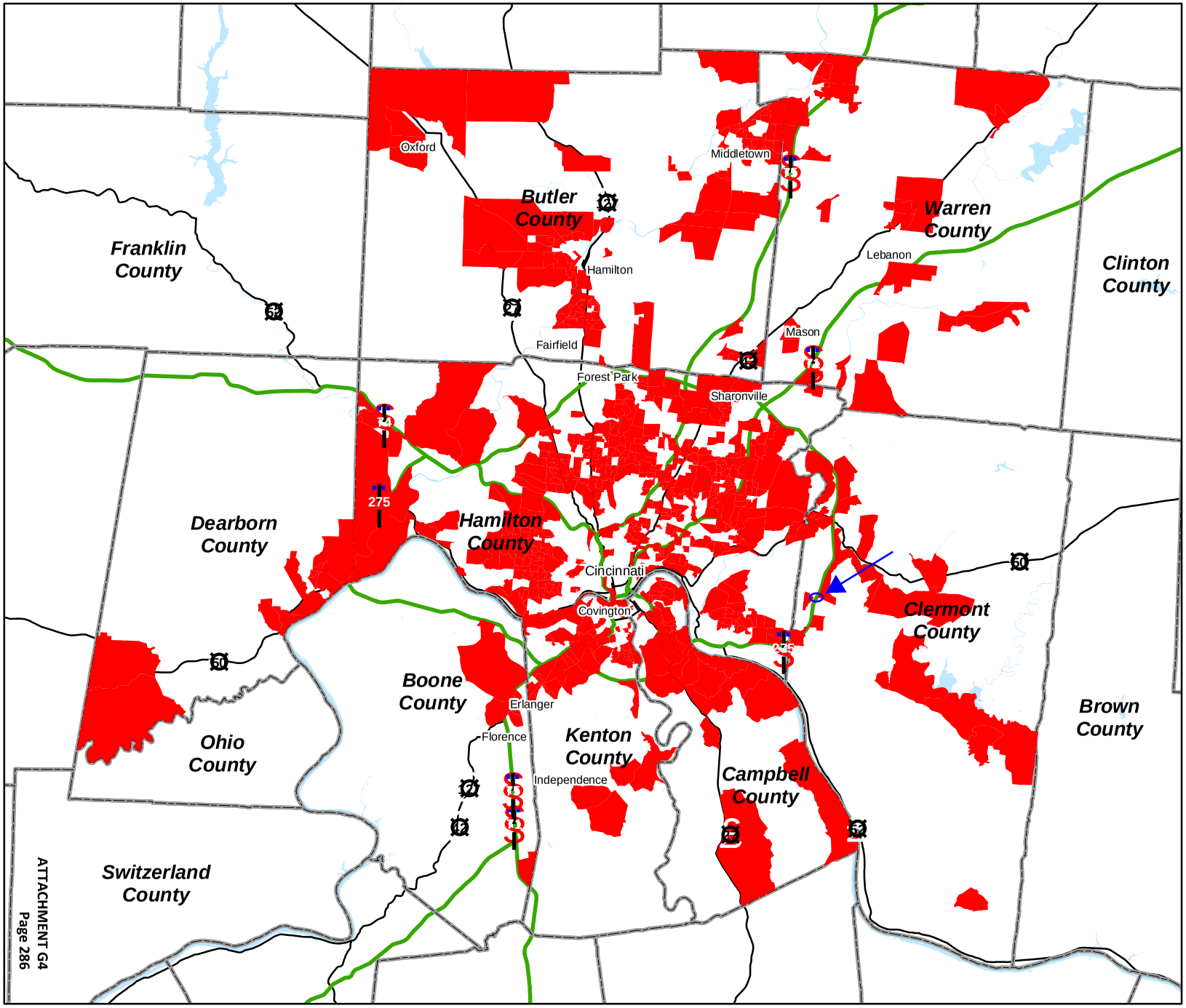
Attachment G3

Speaks English Less Than Well Populations Map

ATTACHMENT G4

Elderly Populations Maps (OKI)

Elderly Population by Census Block Group in 2000
OKI Region



Legend

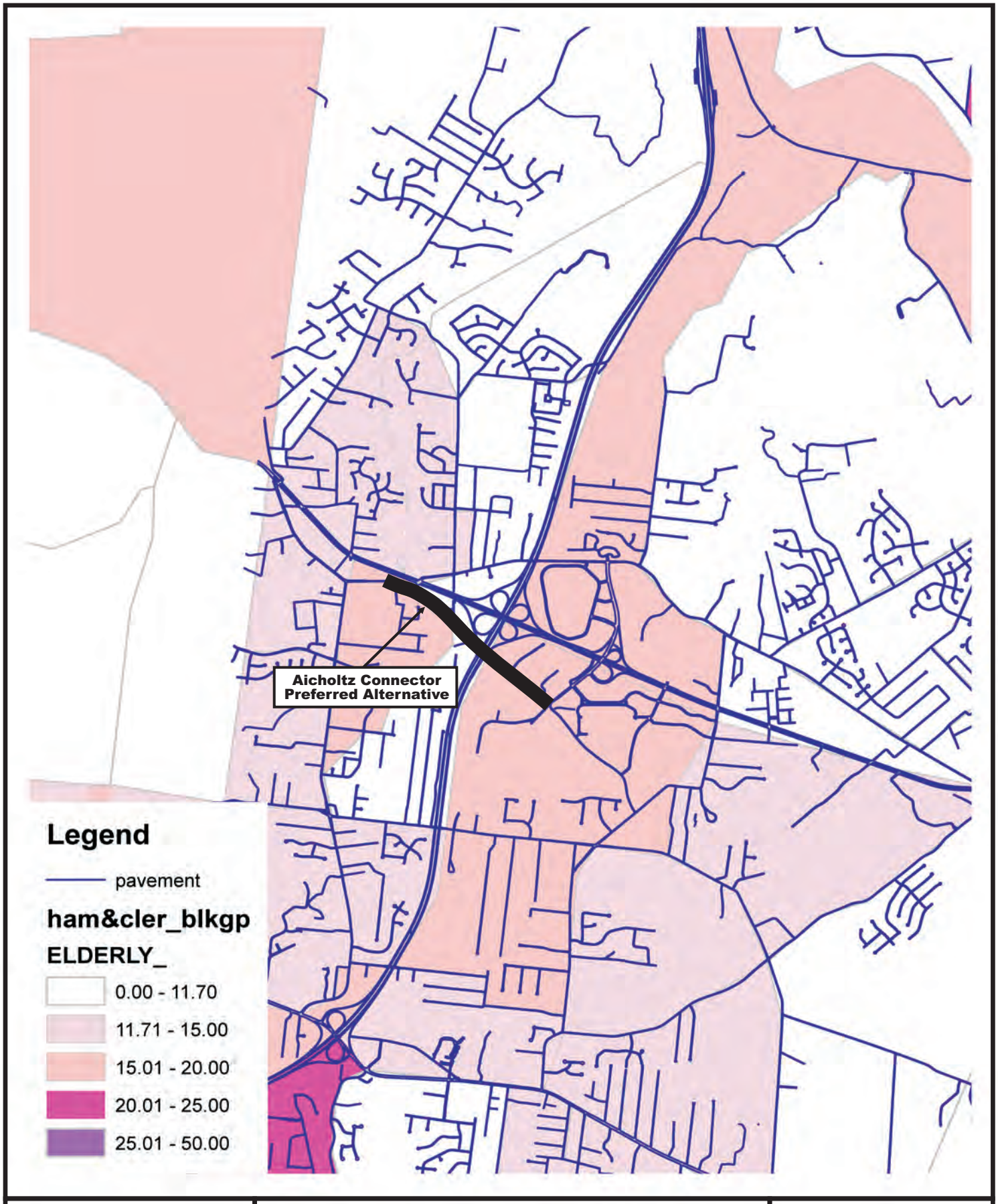
EJ Target Areas

Source: US Census Bureau, Census 2000.
Prepared by OKI Regional Council of Governments
on 3/2/07
(T:\GIS\Projects\EJ\Elderly_BG_2006Update.mxd)

Miles

0 2.5 5 10 15

OKI
Ohio · Kentucky · Indiana
Regional Council of Governments



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Categorical Exclusion Level 2

CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

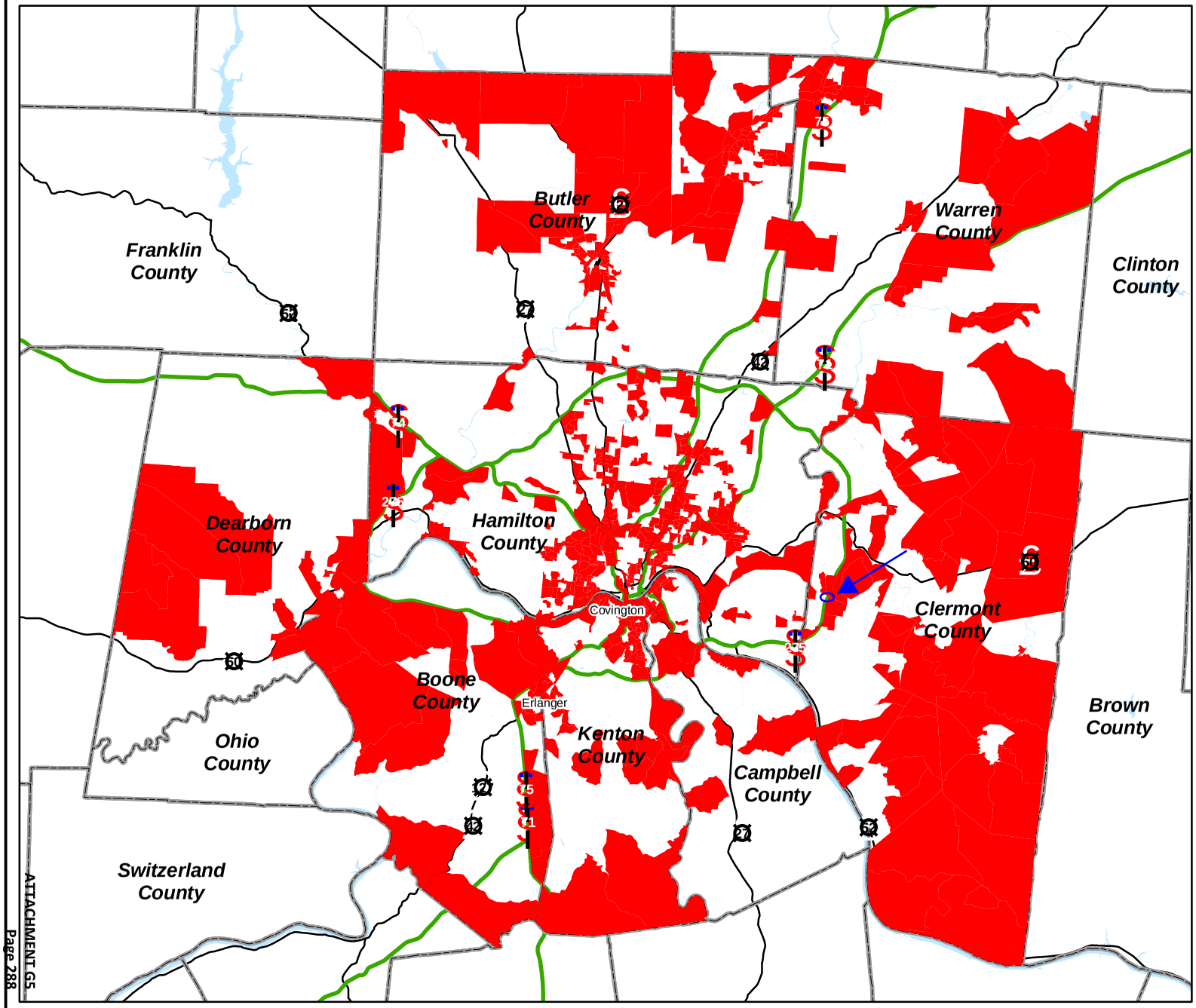
Attachment G4

Elderly Populations
Map

ATTACHMENT G5

Disabled Populations Maps (OKI)

Disabled Population by Census Block Group in 2000
OKI Region



Legend

EJ Target Areas

Source: US Census Bureau, Census 2000.
Prepared by OKI Regional Council of Governments
on 3/2/07
(T:\GIS\Projects\EJ\Disability_BG_2006Update.mxd)

Miles

0 2.5 5 10 15

OKI
Ohio · Kentucky · Indiana
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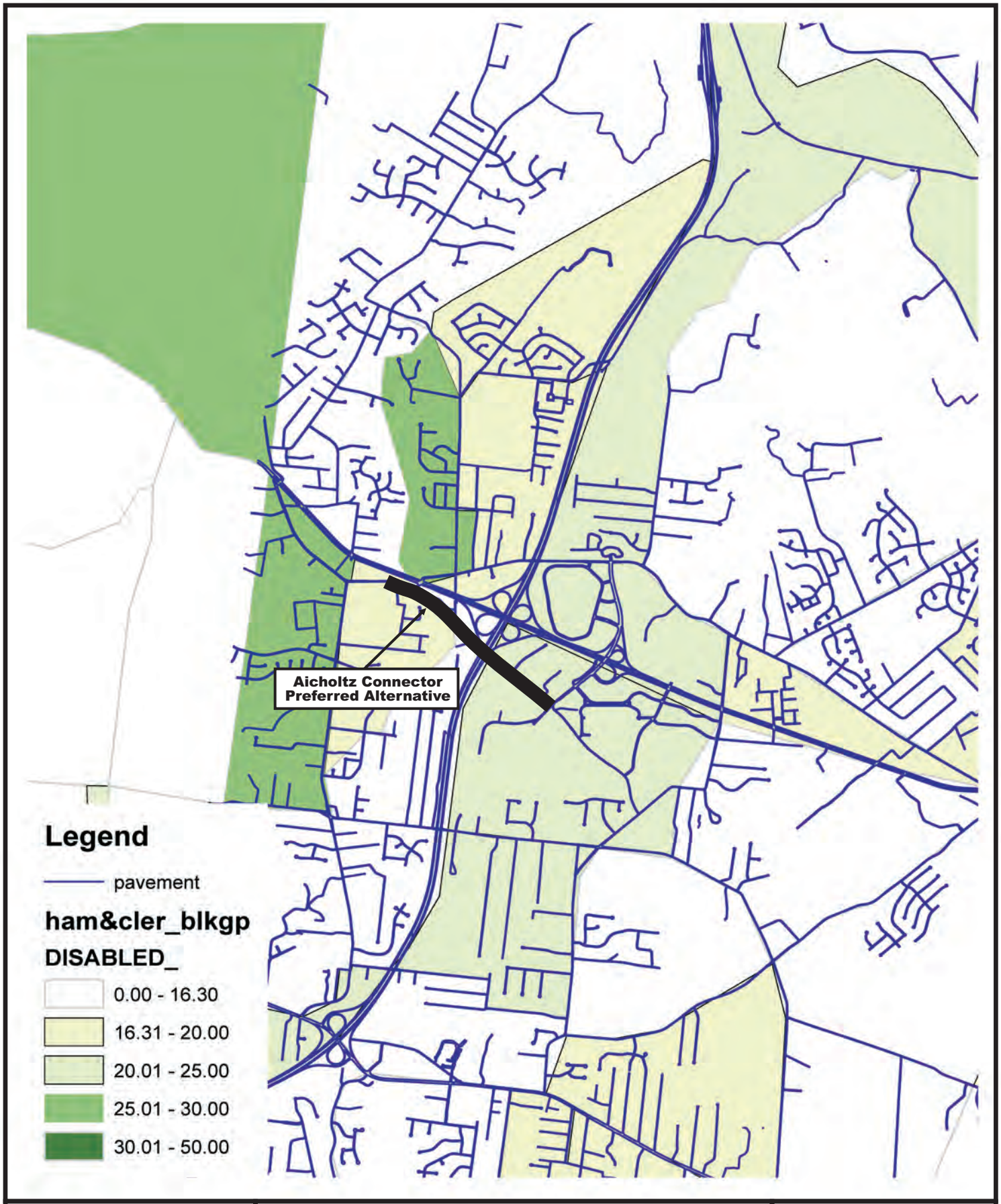

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CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

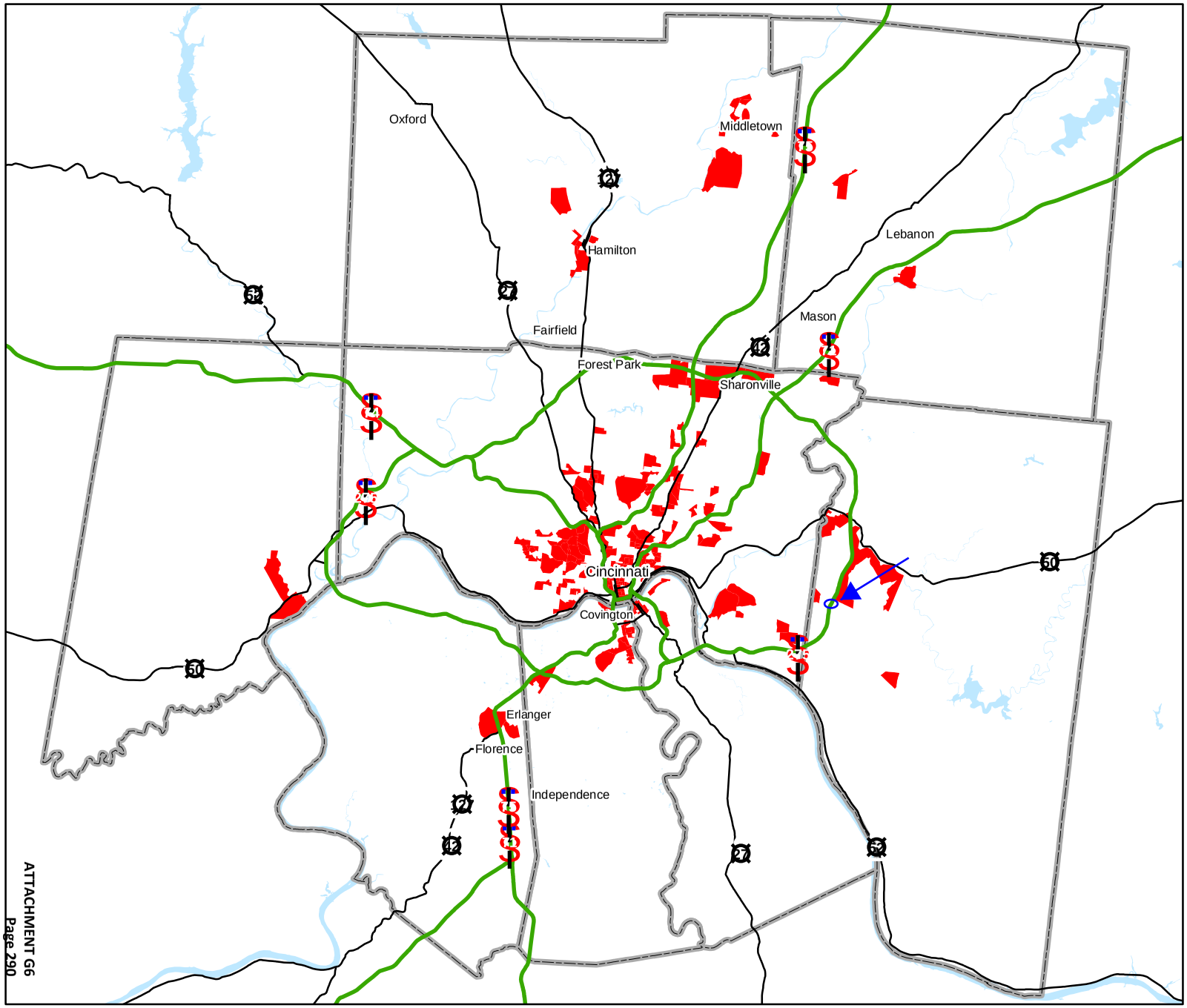
Attachment G5

Disabled Populations
Map

ATTACHMENT G6

Zero Car Households Maps (OKI)

Zero-Car Households by Census Block Group in 2000
OKI Region



Legend

EJ Target Areas

Source: US Census Bureau, Census 2000.
Prepared by OKI Regional Council of Governments
on 3/2/07
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Miles

0 2.5 5 10 15

OKI
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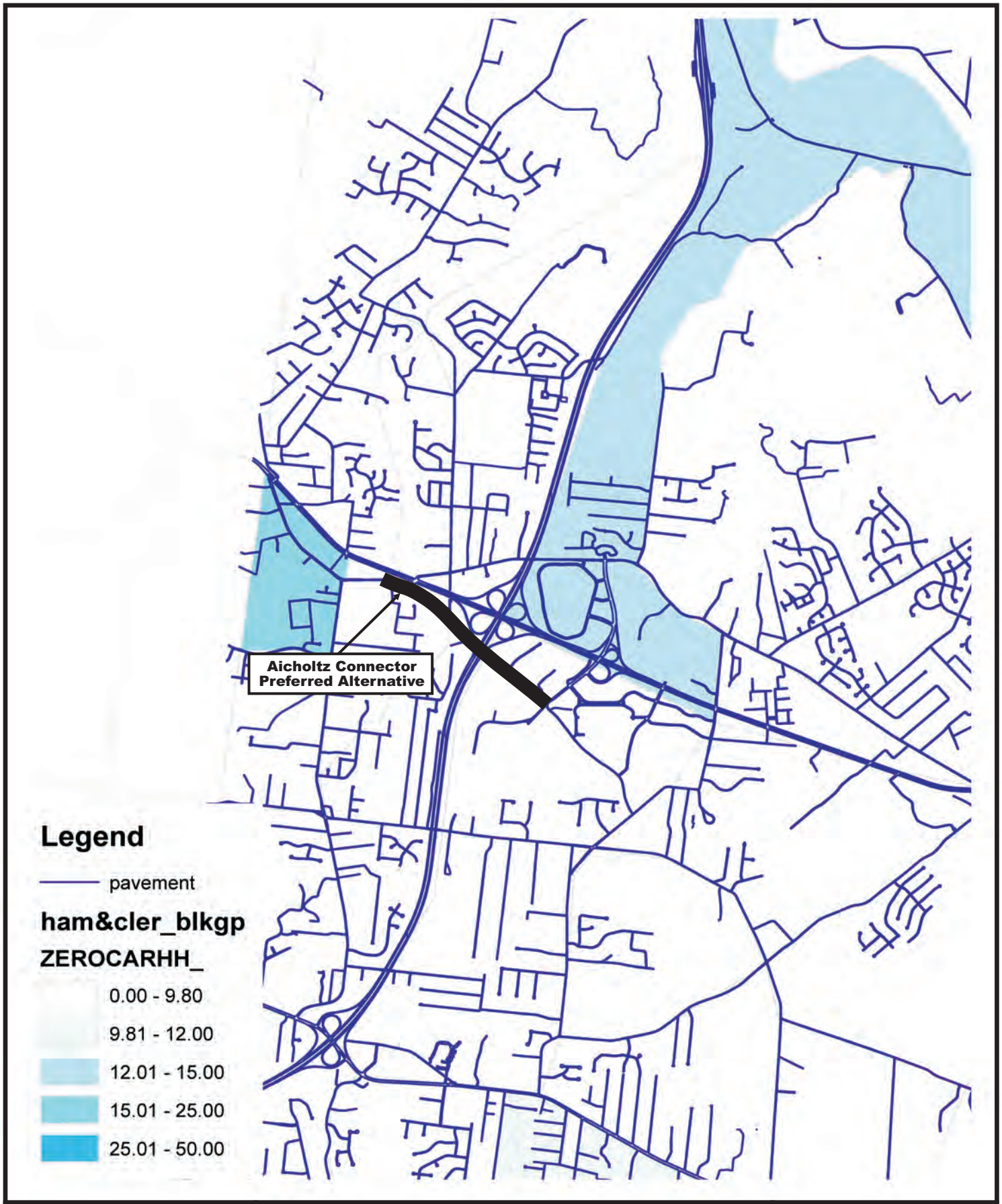

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CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

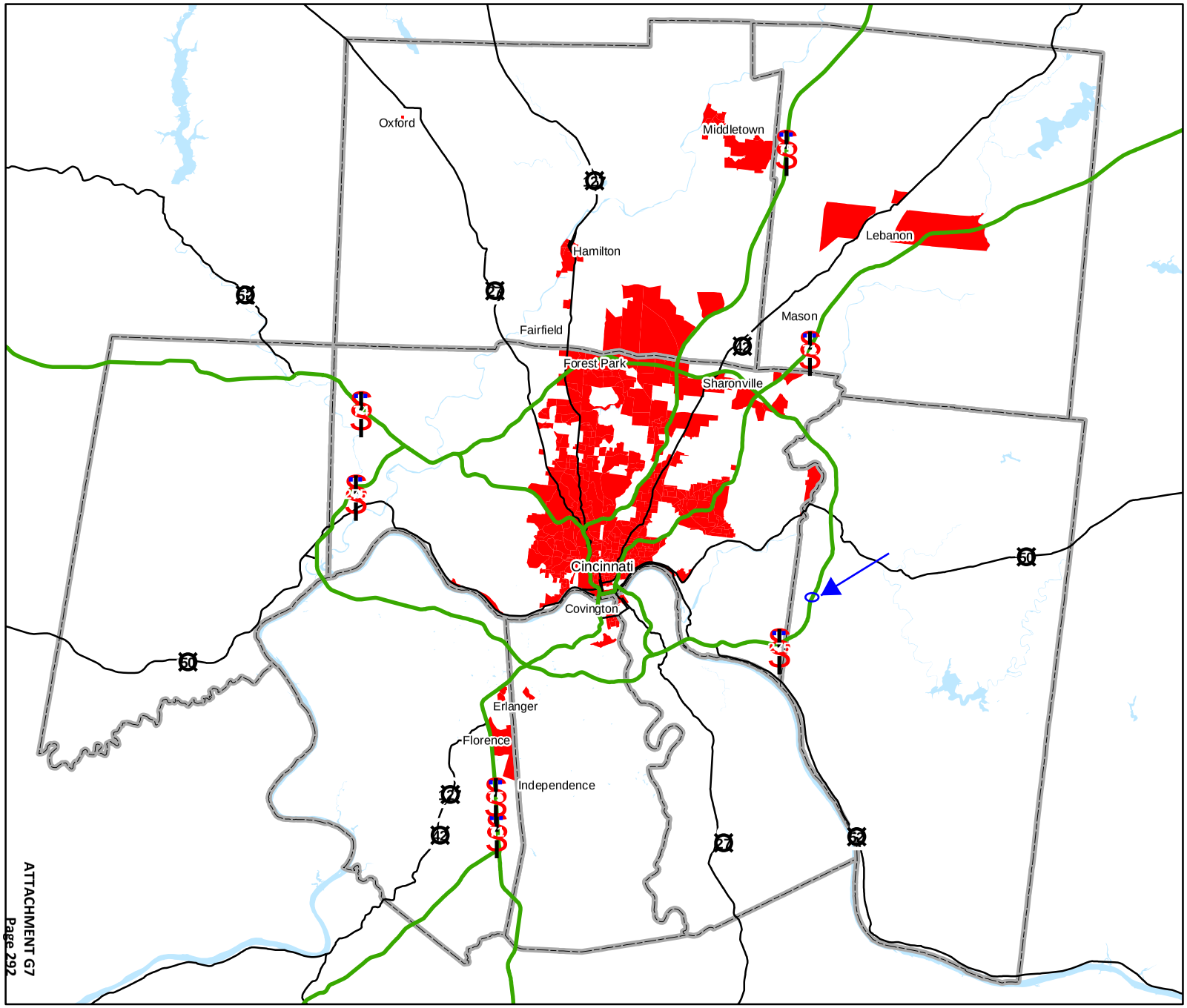
Attachment G6

Zero-Car Households
Map

ATTACHMENT G7

Minority and Low Income Populations Maps and Environmental Justice Assessment
(OKI and EJ View)

Minority Population by Census Block Group in 2000
OKI Region



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EJ Target Areas

Source: US Census Bureau, Census 2000.
Prepared by OKI Regional Council of Governments
on 12/19/2002
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Miles

0 2.5 5 10 15

OKI
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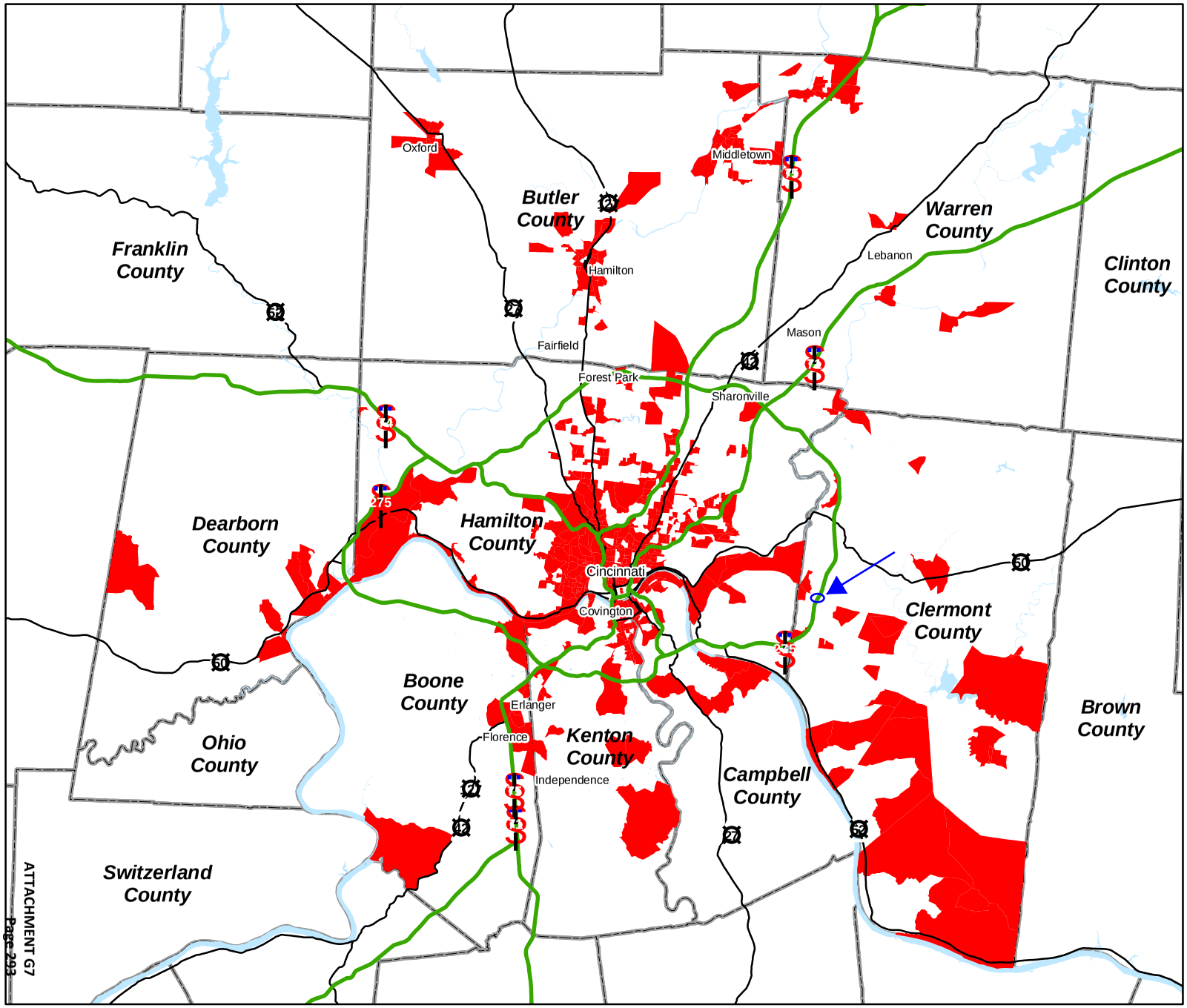
Poverty by Census Block Group in 2000
OKI Region



Legend

EJ Target Areas

Source: US Census Bureau, Census 2000.
Prepared by OKI Regional Council of Governments on 3/2/07
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Miles

0 2.5 5 10 15

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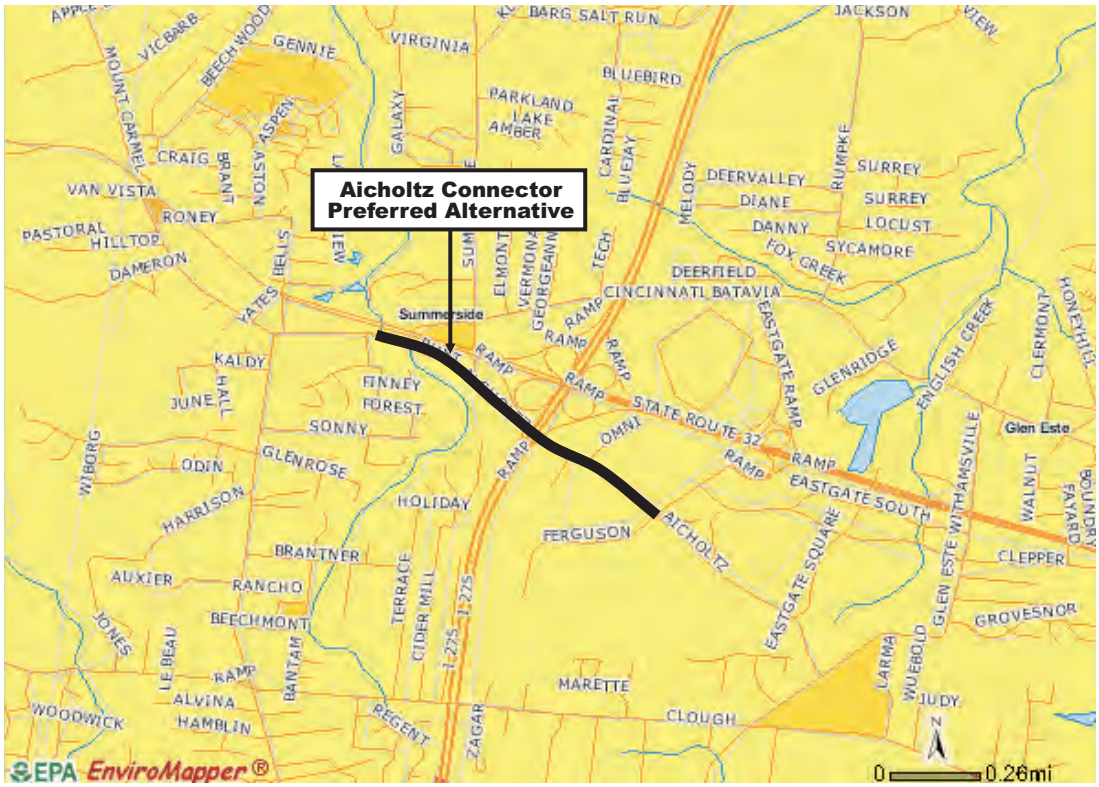
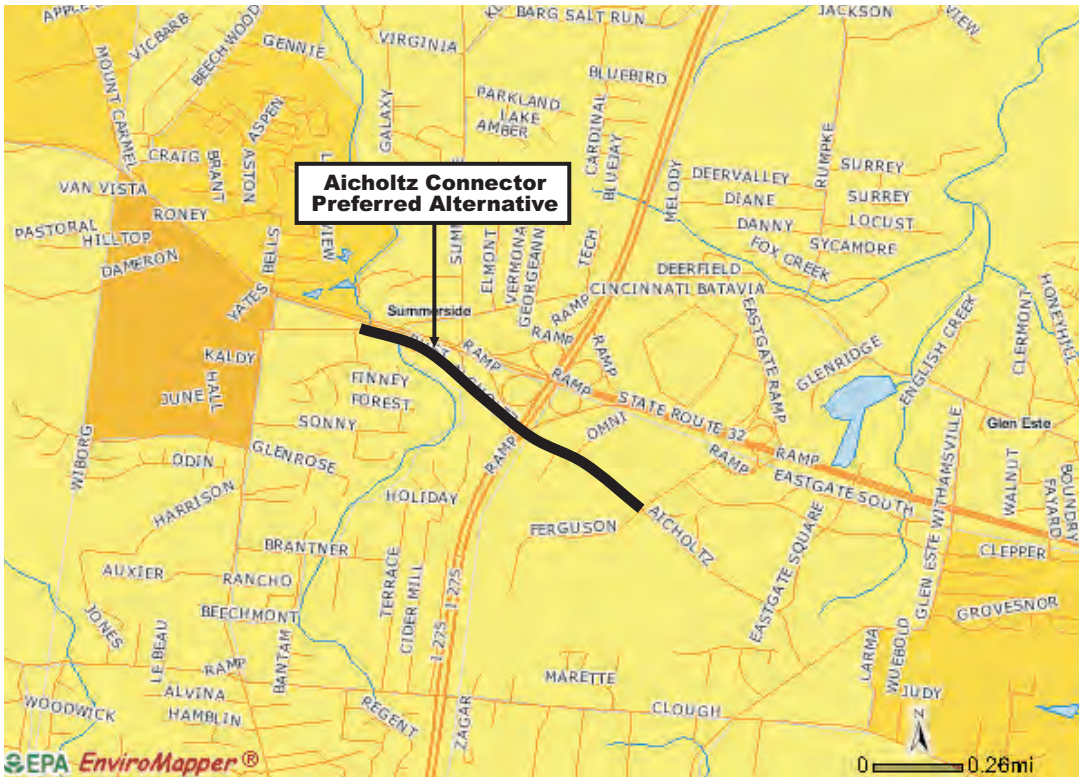


Percent Minority
by Block
0.0 - 10
10 - 20
20 - 30
30 - 40
40 - 100



Percent Below Poverty
by Blockgroup
0.0 - 10
10 - 20
20 - 30
30 - 40
40 - 100

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Clermont County, Ohio

Attachment G7

Minority and Low-Income Populations Map

EJView

You are here: EPA Home Compliance and Enforcement Environmental Justice EJView

County and State Comparison

Overview

	Study Area	CLERMONT County, OH	OHIO
Total Persons:	387	177977	11353140
Population Density:	2077.34 /sq mi	393.76 /sq mi	277.25 /sq mi
Percent Minority:	2.7%	3.4%	16%
Persons Below Poverty Level:	20 (5.2%)	12462 (7.1%)	1170698 (10.6%)
Households in Area:	148	66013	4445773
Households on Public Assistance:	0	1098	143132
Housing Units Built <1970:	49%	35%	61%
Housing Units Built <1950:	9%	13%	31%

Race

Race Breakdown	Study Area	CLERMONT County, OH	OHIO
White:	376 (97.3%)	172907 (97.2%)	9640523 (84.9%)
African-American:	1 (0.4%)	1513 (0.9%)	1288359 (11.3%)
Hispanic-Origin:	1 (0.1%)	1390 (0.8%)	213889 (1.9%)
Asian/Pacific Islander:	0 (0.0%)	1078 (0.6%)	132131 (1.2%)
American Indian:	0 (0.0%)	418 (0.2%)	26999 (0.2%)
Other Race:	0 (0.0%)	433 (0.2%)	89149 (0.8%)
Multiracial:	9 (2.4%)	1611 (0.9%)	173338 (1.5%)
(* Columns that add up to 100% are highlighted)			

Age

Age Breakdown	Study Area	CLERMONT County, OH	OHIO
Child 5 years or less:	41 (10.6%)	16016 (9.0%)	908264 (8.0%)
Minors 17 years and younger:	94 (24.3%)	49602 (27.9%)	2885141 (25.4%)
Adults 18 years and older:	293 (75.7%)	128375 (72.1%)	8467999 (74.6%)
Seniors 65 years and older:	30 (7.7%)	16816 (9.4%)	1508095 (13.3%)
(* Columns that add up to 100% are highlighted)			

Education

Education Level (Persons 25 & older)	Study Area	CLERMONT County, OH	OHIO
Less than 9th grade:	8 (3.6%)	5565 (5.2%)	331801 (4.8%)
9th -12th grade:	27 (11.7%)	14812 (13.9%)	930284 (13.3%)
High School Diploma:	113 (48.4%)	40139 (37.8%)	2674551 (38.4%)
Some College/2 yr:	54 (23.1%)	22131 (20.8%)	1471964 (21.1%)
B.S./B.A. or more:	31 (13.2%)	23557 (22.2%)	1563532 (22.4%)

Language

Ability to Speak English	Study Area	CLERMONT County, OH	OHIO
Population Age 5 and Over:	352	164386	10599968
Speak only English:	338 (91.5%)	159274 (93.6%)	9951475 (87.7%)
Non-English at Home:	15 (4.0%)	5112 (3.0%)	648493 (5.7%)
Speak English very well:	7 (2.0%)	3705 (2.2%)	414034 (3.7%)
Speak English well:	5 (1.2%)	727 (0.4%)	139804 (1.2%)
Speak English not well:	3 (0.7%)	623 (0.4%)	81170 (0.7%)
Speak English less than well:	3 (0.7%)	680 (0.4%)	94655 (0.8%)
Speak English not at all:	0 (0.0%)	57 (0.0%)	13485 (0.1%)

Close Window

SOURCE: U.S. Bureau of the Census EXIT EPA
Data represents population and housing statistics by county for Census 2000.

Go To Top Of The Page

Environmental Justice Population Concentration Identification

Concentrations of EJ populations within the OKI region were identified by establishing thresholds equal to the regional averages for the various target populations according to 2000 census data (Figure 16-3).

Figure 16-3
2000 Environmental Justice Population Thresholds

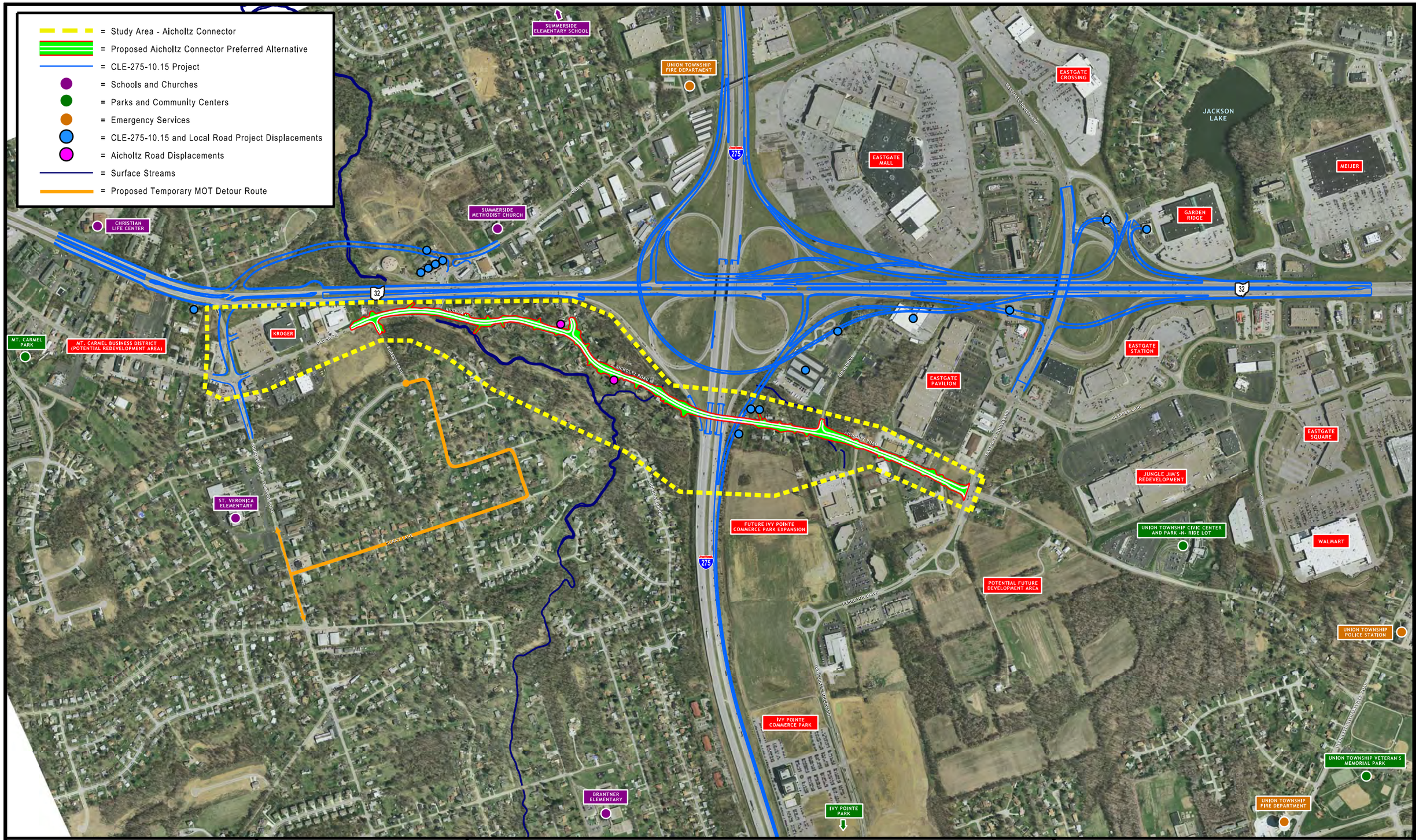
Environmental Justice Population Group	2000 OKI Region Total Population	Threshold
Elderly (65+ years)	221,093	11.7%
Minority population	300,718	15.9%
People with disabilities (16-64)	196,888	16.3%
Population in poverty	173,901	9.4%
Zero car households	71,694	9.8%

SOURCE: 2000 U.S. Census.

Data for each EJ population were aggregated by Traffic Analysis Zone (TAZ), the geographic unit used in OKI's transportation analysis. Using as a basis a methodology developed by the Ohio Department of Transportation (ODOT) and adding refinements, OKI classified geographic areas both exceeding the threshold values and having a numerical incidence of more than 100 as target zones for impact assessment purposes. Figures 16-4 through 16-8 highlight the concentrations of the target populations by TAZ in the OKI region. The maps are summarized in tabular form to more clearly determine which capacity-adding Transportation Improvement Program (TIP) amd recommended fiscally-constrained plan projects fall within a higher EJ concentrated area (Figure 16-9).

ATTACHMENT G8

Community/Neighborhood Resources and Considerations



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CLE-CR3-Aicholtz Connector; PID 82553
Clermont County, Ohio

Attachment G8

Community / Neighborhood Resources and Considerations

ATTACHMENT G9

Community Impacts Checklist

ODOT/OES
Community Impact Assessment Checklist

Date: July 15, 2011

Project Information

PID: 82553 County, Route, Section: CLE-CR3-Aicholtz Connector SJN: NA

Brief project description:

The project involves the reconnection of Aicholtz Road under I-275 to improve local connectivity and access in the Eastgate area and to help reduce congestion on SR 32 in the I-275/SR 32 interchange area. The project also involves the geometric, lane width, and intersection improvements on Old SR 74, Rust Lane and Aicholtz Road.

Purpose

What is the purpose of the project? *Check all that apply*

- [x] Reduce congestion
- [ ] Improve safety
- [x] System linkage
- [x] Economic development
- [ ] Improve bicycle/pedestrian safety
- [ ] Change to current design standards
- [ ] Other: _____

Community Facilities

Are there any of the following facilities within 1/4 mile of the proposed project? *Check all that apply*

- [ ] School
- [ ] Park
- [ ] Hospital
- [ ] Fire Station
- [x] Community/rec center
- [x] Church
- [x] Bus Stop
- [ ] Police Station
- [ ] Public Housing
- [ ] Community Pool
- [x] Grocery
- [ ] Library
- [ ] Laundromat
- [ ] Senior Center
- [ ] Other cultural resource (town gathering spot, historic building/monument)

Access

Will the project alter access to any of the facilities described above?

For vehicles Yes ___ No X Don't know ___
(Like driveway changes/restrictions, introduction of median, create severed road/cul-de-sac)

For pedestrian(s)/cyclists/other non-auto Yes ___ No X Don't know ___
(Like jersey barrier, channeling to crossing, create severed road/cul-de-sac)

If yes for either question, please describe: _____

Will the project impact driveways/parking lots? Yes X No ___ Don't know ___

Is there a bus/transit stop located along the project? Yes ___ No X Don't know ___

How will the project change the availability or convenience of obtaining transit services?

Increase X Decrease ___ Stay the same ___ Don't know ___

Community Characteristics

The project area consists primarily of:

Residential ☒ Commercial ☒ Industrial ___

Please provide a brief description of the area:
(e.g. cohesive older residential, with a few commercial uses, such as a drug store)

The Aicholtz Connector study area contains a mix of residential and commercial properties, as well as the Hall Run stream corridor. The Aicholtz Connector study area is located in the heart of the "Eastgate" area of Clermont County, which is characterized by intensive commercial land uses which have developed around the Eastgate Mall and the

Does the area surrounding the project appear to be low income? Yes ___ No ☒ Don't know ___

Does the area around the project appear to have minority populations? Yes ___ No ___ Don't know ☒

Members of the following populations observed. *Check any that apply*

☐ African-American ☐ Asian ☐ Hispanic ☐ Native American

☐ Other: _____ ☒ Don't know

Does the project area have considerable number of individuals from the following populations?

☐ Elderly ☐ Children ☐ Disabled ☒ Don't know

Describe the level of pedestrian activity in the area.

☐ High ☐ Medium ☒ Low ☐ Don't know

Is there bicycle activity in the area? Yes ___ No ___ Don't know ☒

Community Cohesion

Will the project require relocation of the following? *Check and indicate number affected*

☒ Residences 2 ☐ Businesses _____ ☐ Cemetary/graves _____

☐ Community facilities (specify) _____ ☐ Don't know

Will the project create a barrier/divide an area/neighborhood? *(Create gaps by taking homes, introduce structural barriers such as bridges, jersey barriers, noise walls)*

Yes ☒ No ___ Don't know ☒

Pedestrian/Bicycle Safety

Are there currently sidewalks along the facility?	☐ Yes	☒ No	☐ N/A (new location)	
Proposed as part of the project		☐ Yes	☒ No	☐ Don't know
Are there currently bike lanes/paths?	☐ Yes	☒ No	☐ N/A	
Proposed as part of the project		☐ Yes	☒ No	☐ Don't know
Does the project include widening the road?		☒ Yes	☐ No	☐ N/A
Will the project include a median to provide a crossing island refuge?	☐ Yes	☒ No	☐ Don't know	
How will the speed limit be changed?	☒ Increase	☐ Decrease	☒ Stay the same	

Proposed speed limit 35 mph

Describe other project features that may improve or decrease pedestrian/bicycle safety in the area. *(e.g. crosswalks, pedestrian signals, separation of road and sidewalk, driveway restrictions)*

There are currently no sidewalks or bicycle/pedestrian facilities in the project area and none are planned for this project. However, as part of the long-term multimodal strategy for the area (Eastern Corridor) the reconnection of Aicholtz Road is being planned/designed to accommodate rail transit and pedestrian components of the Eastern

Visual Impacts

Are there large/mature trees located close to the existing road?	☒ Yes	☐ No
Will the project maintain or remove existing plantings?	☒ Maintain	☒ Remove
Is there developement (houses, businesses) close to the existing road?	☒ Yes	☐ No
Will the project include a median?	☐ Yes	☒ No
What is the terrain like?	☐ Flat	☒ Hills
Does the project include any roads designated as scenic byways?	☐ Yes	☒ No

Other

Are there dense residential clusters that may need noise analysis?	☒ Yes	☐ No
Will the project cross over or closely parallel a rail line?	☐ Yes	☒ No

ATTACHMENT G10

Historic Aerial Photographs

BCH-5-35
INQUIRY #: 2637330.5
YEAR: 1938
= 750'
N

INQUIRY #: 2637330.5
YEAR: 1956
= 750'
N

INQUIRY #: 2637330.5
YEAR: 1962
= 500'
N

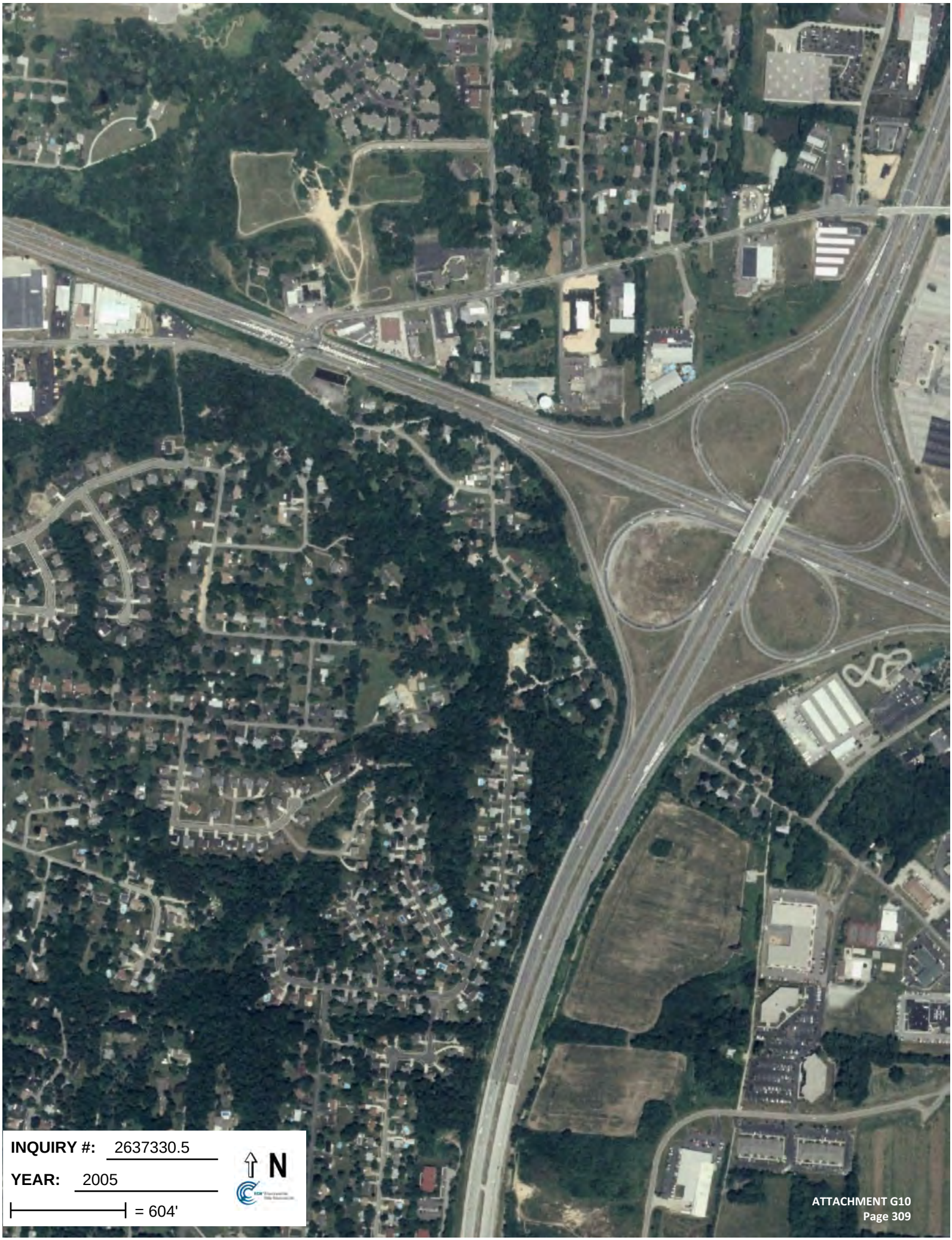
INQUIRY #: 2637330.5
YEAR: 1970
= 500'
N

INQUIRY #: 2637330.5
YEAR: 1988
= 750'
N

INQUIRY #: 2637330.5
YEAR: 1993
= 750'
N

INQUIRY #: 2637330.5
YEAR: 1998
= 750'
N

INQUIRY #: 2637330.5
YEAR: 2001
= 750'
N


INQUIRY #: 2637330.5
YEAR: 2005
= 604'
N

ATTACHMENT G11

Eastgate Commercial/Market Analysis Report Excerpts

Eastgate Market Study
Clermont County, Ohio

An Executive Summary of the Eastgate Market Study for Clermont County Transportation Improvement District

December 2007

by

Property Advisors
making place matter

INTRODUCTION

The following is an Executive Summary of the **Eastgate Market Study** utilizing conclusions drawn from the Marketplace Housing Assessment and Commercial Impact Analysis compiled for the Clermont County marketplace. Market studies were commissioned by the Clermont County Transportation Improvement District in support of their strategic investment in transportation improvements throughout Clermont County. The Housing Assessment recorded housing activity over the last five years in an 11-sector housing market within Clermont County and contiguous communities, plus specific demographics and household modeling that measure the capacity and demand for housing development within the County. This data was further supported by a specific commercial analysis of the Eastgate Corridor, taking into consideration the appropriate supply to meet the market area demand. These two studies contribute to the conclusions drawn for the Executive Summary of the Eastgate Market Study.

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Eastgate Study Area	**Page 4**
Eastgate Business Dynamics	**Page 5**
Trade Area Descriptions	**Page 6**
Demographic Overview	**Page 7**
Housing Market Performance	**Page 8**
Commercial Environment	**Page 9**
Eastgate Market Study Conclusions	**Page 10**

THE EASTGATE STUDY AREA

The future plans involving Ivy Pointe and the proposed Transportation Improvement District, in compliance with the opportunities unveiled in this summary, position Eastgate as the next focus of residential and commercial development attention in Southwest Ohio.

Prime Location

Eastgate, located in Union Township, is a **true "gateway;"** it has become a hub of economic activity for Clermont County and a natural destination. Lying on the eastern edge of Greater Cincinnati, it borders Hamilton and Clermont Counties, along the vibrant Interstate 275 highway . In addition to its convenient placement along I-275, it is also located along State Route 32, the main thoroughfare through Clermont County, identifying it as **the primary destination option for consumers to the East in Clermont and Brown counties**.

Residential Opportunity

Eastgate has a prime opportunity to develop new residential product to enhance the diversity of its housing stock and housing values. Despite the lag in the housing market, **Union Township has experienced the highest amount of housing activity within the areas studied in Clermont County**. Union Township's median home sales price is approximately $165,000. Based on the housing activity over the past five years, **there is demand for higher-priced housing** within Union Township.

Retail Opportunity

Although Eastgate is conveniently located along arterial transportation nodes and has a strong pull from the consumers to the East, it has not fully maximized its potential. There is great opportunity to capitalize on the spending power of the consumers in Eastgate and to the west. If retail is upgraded to match the demand and lifestyles of the population identified, **Eastgate could absorb an additional $500 million of Retail and Restaurant leakage annually.**

Unique Dynamics

In addition to the opportunities presented, Eastgate is also experiencing unique dynamics that make its commercial environment all the more attractive for development.

- The immediate communities surrounding Eastgate display signs of **affluence and spending power**.
- Ivy Pointe has significantly **increased daytime population growth**.
- Eastgate has a **strong consumer base**, pulling heavily from Clermont and Brown Counties.
- Clermont County Transportation Improvement District plans for the Eastgate Corridor will **dictate the success of future commercial developments**.

In general, Eastgate is a prime candidate for development and redevelopment initiatives, supported by the proposed transportation improvements, employment growth, strong consumer base, and healthy housing activity.

The findings of this study were discovered using a **market-based analysis.** The following pages of the executive summary will delve further into these findings. Property Advisors believes a strong market understanding combined with traditional planning and physical analysis will lead to powerful, economically driven and sustainable development strategies for Clermont County.

THE EASTGATE STUDY AREA

EASTGATE CORRIDOR

The Study Area, also referred to as the Eastgate Corridor, is located within Union Township along State Route 32, with boundaries beginning just east of Mt. Carmel and extending west to Olive Branch Road. Boundaries are also drawn north to Old State Route 74, and south to Clough Pike.

Historically, Eastgate's accessibility and connectivity were the highest contributing factors to its success. Eastgate was once a bustling traffic corridor of retail, entertainment, and convenient shopping destinations. However, with the increasing growth of population and employment in and around the area, and the additional number of cars on the road, what had historically brought life into the area, has now inevitably choked its further development.

With congested traffic, unpredictable drive times, and a lack of property and infrastructure upgrades, the Eastgate corridor commercial activity has suffered.

Map Courtesy of Clermont County Transportation Improvement District

SUMMARY OF IMPROVEMENTS

Recognizing the need to improve congestion and local Eastgate through-traffic, the Clermont County Transportation Improvement District has proposed improvements outlined as follows:

- ODOT reconstruction and improvements of State Route 32 and Interstate 275—planned completion by 2012.(Shaded in **Blue**)
  - Reconstruction of a new State Route 32 interchange exit off of Interstate 275
  - Depletion of signalized intersections east of Interstate 275, on State Route 32
  - Addition of interchanges to access crossroads of State Route 32

- Local road improvements — planned completion by 2015. (Shaded in **Yellow**)
  - Widening and extension of Aicholtz Road
  - Widening Old State Route 74
  - Extending Eastgate Boulevard to Clough Pike
  - Glen Este-Withamsville Road overpass across State Route 32
  - Possible light rail added along Aicholtz Road, connecting Union Township to Cincinnati and Hamilton County.

The proposed improvements will significantly ease congestion and will bring great opportunity for Union Township to advance Eastgate's business corridor development.

STUDY AREA DYNAMICS

These dynamics are unique to Eastgate and contribute to its current and potential business landscape.

Gateway to the East—Eastgate is known as the "Gateway to the East" because it is located on the eastern edge of Greater Cincinnati, along the Hamilton and Clermont County border. It contains an Interstate 275 interchange and Ohio State Route 32, providing access to the main thoroughfare to Clermont County and southeastern parts of Ohio.

Ivy Pointe Office Complex—1 million square feet of office space is planned to come online over the next 10 years. Approximately 100,000 square feet per year is to be developed, with the potential to employ approximately 5,000 new office workers at full build out. Currently, there is one 100,000 square foot office building owned and occupied by Total Quality Logistics, employer to approximately 1,000 people (more expected in the near future).

Total Quality Logistics (TQL)—Currently employs more than 1,000 employees, with most located at their new Ivy Pointe Headquarters in Eastgate. Total Quality Logistics is recognized for its ability to capture young, educated talent in their workforce. Over the past five years, TQL has increased its employee base by 2,332% and has increased revenues by 1,336%. TQL expects to grow its number of employees to 2,000 over the next five years.

Transportation Improvements—Through-traffic will be eased by minimizing the number of traffic lights and intersections east of Interstate 275 on State Route 32. Bypass arteries will be accessed by interchanges along State Route 32, rather than signalized intersections. In addition to interchanges on State Route 32, there are plans for new on/off ramps from Interstate 275 to State Route 32. These improvements will strike new interest for development and redevelopment of the properties along them.

Eastgate Mall—Located north of State Route 32, the mall has planned capital improvements to its main structure and other properties located directly across Eastgate Blvd. The previous National Amusements site has been demolished and is expected to host a new anchor tenant for the mall. The mall's current anchor tenants include retailers such as Dillard's, JCPenney, Kohls and Sears.

Eastgate South Business Corridor—Properties along State Route 32 are generally deteriorating and in need of capital improvements south of State Route 32 and along Eastgate South Drive. High-turnover tenants , including "big-box" retailers and discount retailers dominate, such as Wal-Mart, Bigg's, Rent-A-Center and Value City Furniture. Eastgate also hosts admirable regional chains, such as DSW Shoes, Dick's Sporting Goods, Bed Bath and Beyond and Cheeseburger in Paradise Restaurant.

Mass Transit—Eastgate has a Park & Ride near the Union Township Civic Center just east of Ivy Pointe. The presence of Mass Transit is attractive to potential employers and residents who could utilize such an amenity. Eastgate is also being considered for a Light Rail line along Aicholtz Road, which would enhance the mass transit amenity even more, and spur attention for further development in the area.

Available Land—Greenfield development opportunities exist in the corridors along Interstate 275, north of State Route 32 and just south of State Route 32 near Ivy Pointe.

Redevelopment Opportunity—The proposed transportation improvements will require the public taking of several properties. This will enable residual properties to be redeveloped, streamlining the focus to upgrade deteriorating properties. By making road infrastructure improvements, property owners and developers are more inclined to invest in the properties along them.

*The **Trade Areas** were established by considering several different variables, including: drive time, retail locations, office locations, municipal boundaries and census tract boundaries.*

TRADE AREA OVERVIEW

To appreciate the Eastgate Study Area, one must understand the business landscape and market environment of the area. A demographic assessment was first conducted, followed by an observation of housing activity and analysis of supply and demand. Various perspectives are defined and described below, representing the immediate trade area of Eastgate and the outlying areas from which Eastgate draws.

IMMEDIATE TRADE AREAS

The immediate area encompasses a three- and five-mile radius from the center of the Study Area located at the Union Township Civic Center. The **three-mile radius** includes areas of Anderson Township and Union Township, Cherry Grove, Dry Run and Mt. Carmel. The **five-mile radius** extends to Terrace Park, Milford, Mariemont, Withamsville and parts of Mt. Washington.

*The **Primary Trade Area**, shaded in red, and the **Secondary Trade Area**, shaded in blue, were established and examined to illustrate the commercial environment of the **Study Area**, shaded in yellow, and its surrounding submarkets.*

Because the study area draws from beyond its boundaries, an analysis of additional Trade Areas was performed as well.

PRIMARY TRADE AREA (PTA)

The Primary Trade Area encompasses the Study Area and the surrounding neighborhoods of Miami Township, Milford, Union Township, and parts of Goshen Township and Amelia in Clermont County. In Hamilton County, the PTA encompasses parts of Indian Hill, Terrace Park, Newtown and Mariemont. The boundaries of the PTA are softly drawn along the eastern border of Hamilton County, south to the Ohio River, north to the Warren County border, and east to Mt. Repose and East Fork Lake State Park boundaries.

SECONDARY TRADE AREA (STA)

The Secondary Trade Area is also captured in our study and encompasses the Primary Trade Area in its entirety, extending further into Brown County and including some of the more rural areas of Clermont County. The trade area lines were drawn south along the Ohio River and north to the Warren County line, with the western boundaries being the same lines drawn for the PTA. The STA extends east of the Study Area by approximately 20 miles.

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DEMOGRAPHIC OVERVIEW

The three-mile radius best represents the demographics of the Eastgate Corridor because it is the most relevant for retail attraction.

*The three-mile radius has **11,470 households** with incomes above $50,000. Key national retailers like to see a **healthy environment of at least 15,000 households with incomes above 50,000** in a three-mile trade area.*

Market experience provides an understanding of what retailers like to see in the surrounding environments when selecting a site.

Key Demographics

Demographics were examined from various perspectives, shown as a "snapshot" in the table to the right. In addition to the trade areas, a snapshot of Union Township and Clermont County is also included for reference.

	3-Mile	5-Mile	Union Twp	Primary Trade Area	Secondary Trade Area	County
Market Size						
Population	49,202	103,608	44,859	103,498	237,012	195,683
Pop per Sq. Mi.	1,740.2	1,319.2	1,513.4	1,033.8	349.8	426.7
Total HH	19,442	40,392	18,446	41,405	89,068	73,975
HH Growth (2006-2011)	5.58%	4.38%	9.10%	9.78%	9.93%	9.95%
Market Strength						
Median Income	$59,544	$62,749	$55,347	$56,781	$56,765	$59,444
Average Income	$68,981	$79,295	$62,939	$65,855	$69,857	$67,343
HH with Incomes above $50k	11,459	24,690	10,252	23,386	50,429	43,706
Median Home Value	$119,195	$133,438	$112,677	$119,025	$119,719	$117,991
Net Worth Index	105	125	97	103	111	106
Owner Occupancy	66.2%	69.7%	65.9%	66.2%	73.3%	66.1%
Population Summary						
% with College Degrees	29%	36%	25%	25%	24%	25%
% Now Married	60.3%	61.5%	58.3%	59.3%	61.4%	60.6%
% Never Married	22.9%	21.7%	23.7%	22.2%	21.4%	21.6%
Vehicles per HH	2.00	2.00	1.90	2.00	2.10	2.00
Median Age	35.4	37.3	34.8	36.2	36.5	36.7
% in Residence over 5 yrs (Stability)	37.09	40.34	34.28	36.27	37.76	36.59

General – Affluence is present in all Areas

- **Owner Occupancy is strong**
- **Healthy median household incomes above $55,000**
- **Positive population growth from 2006–2011**
- **Net Worth is high,** near or above an index of 100
- **Diversity of residents** as shown by the difference of Average and Median Household Incomes

Specific Areas

- **Union Township has the healthiest incomes and a high net worth**, but surprisingly, has the lowest Median Home Values.
- The **three-mile radius shows a higher concentration of incomes above $50,000** than Union Township.
- The **5-Mile radius holds the most affluent households** based net worth index, home values, and incomes.
- The **STA can be viewed as the second most affluent area** as it relates to the indicators listed above.
- Union Township has a **presence of a younger, more single, transient population than its surrounding areas,** as indicated by the percentage of residents that have never married, the young median age and percent in residency over five years.
- **Union Township is expected to grow** more over the next five years than any other community in the Immediate Trade Area.
- However, the **Distant Trade Areas are expected to have the highest population growth— near 10%.**

Eastgate has the capacity to…

- Establish retail options that will cater to the affluent households in the trade areas.
- Build new residential options that cater to the affluent households and expected population growth.
- Build attractively priced, attached housing with amenities that will cater to the young and empty-nester population.
- Establish new housing that will answer to the population growth expected within the trade areas.

HOUSING MARKET PERFORMANCE

*The Search Area map at right depicts the **Clermont County region of research**. Major roads are shown, along with a breakdown of key search area sub-communities.*

Submarkets include Loveland, City of Milford, Miami Township, Union Township, Newtown, Amelia, Cherry Grove, Pierce Township, Batavia Township, Stonelick Township and Goshen Township

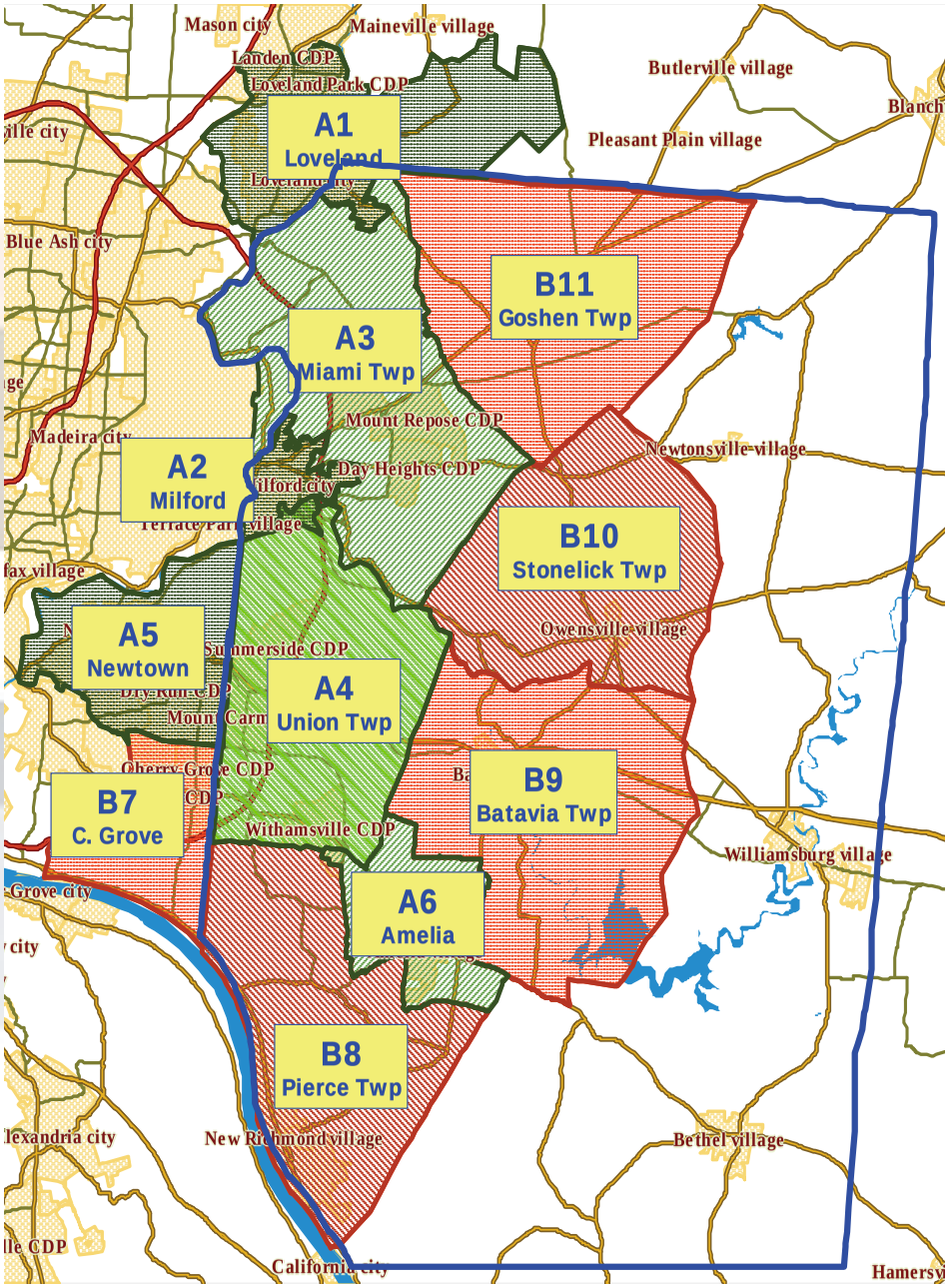
A full report of the Marketplace Housing Assessment can be found at tid.clermontcountyohio.gov

Union Township - Housing Performance

A Marketplace Housing Assessment recently conducted by Property Advisors **tracked 15,567** housing transfers of new home lots, new homes, re-sales and foreclosures over the past five years in the areas of Amelia, Loveland, Miami Township, Milford, Newtown, and Union Township, noted as *Area A* in the map to the right.

The vitality of the housing market in Eastgate has been determined by observing Union Township activity.

- Union Township has the strongest housing activity of all areas studied.
- **4,555 transfers** were found in the key neighborhoods within Union Township, representing nearly 30% of the overall housing transfers found in Area A.
- The Median Transfer Price of Single Family units sold over a five-year period was approximately **$165,000.**
- The Median Transfer Price of Condominiums sold was approximately **$97,000.**
- **Union Township has the potential to absorb a percentage of 1,100 additional for-sale condos** recommended for Area A to reach a healthy, more diverse housing mix.
- Union Township shows a lack of subdivisions with median price ranges of **$200,000 to $300,000.**



HOUSING MARKET PERFORMANCE (cont'd)

The table at right depicts the housing matrix created from a comprehensive database for the Marketplace Housing Assessment, recently conducted.

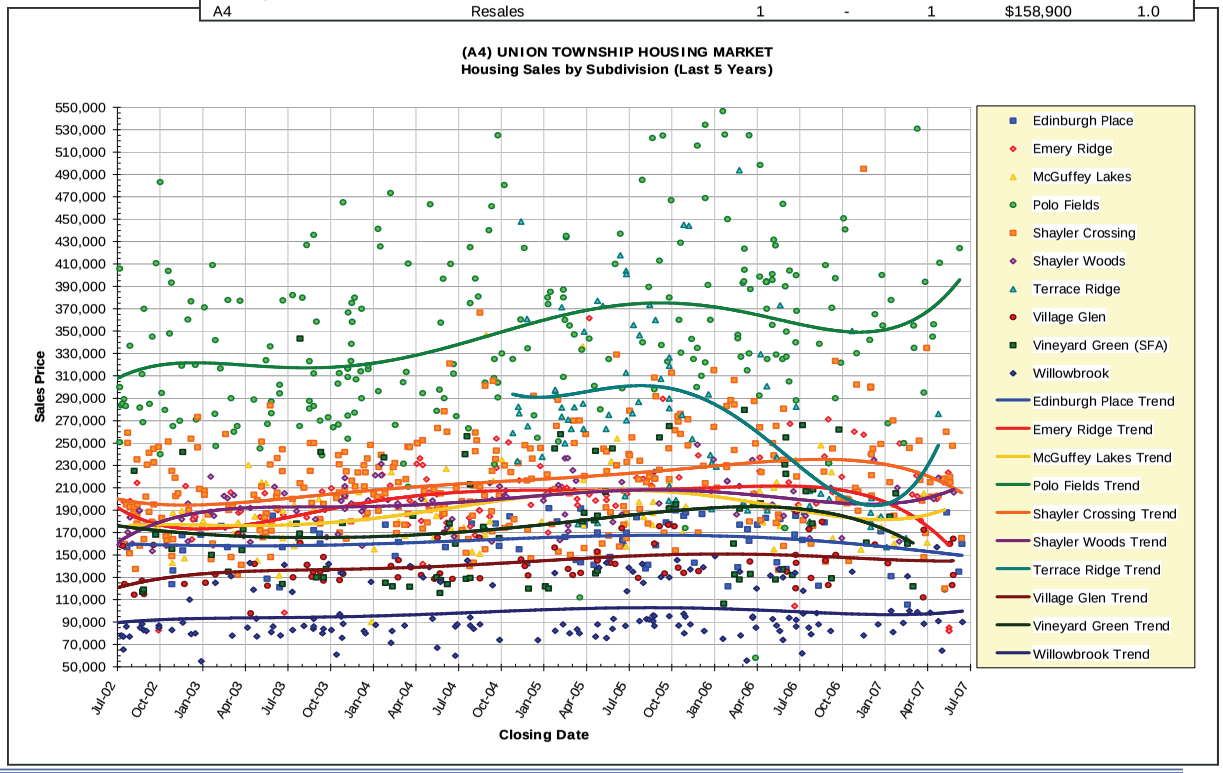
Each transfer is sorted and categorized by its inherent original community or legal subdivision. In this way, the homes are grouped by similar lot size, original builder(s) and relative year built.

The bottom right graph plots each housing transfer in Union Township and establishes a trend of the median sales price for each subdivision.

Top Performing Subdivisions of Union Township were determined by reviewing velocity of sales, price points, and quality of the homes in each subdivision. The housing stock offered by these developments indicates the type of housing that is most desired by the market.

- **Shayler Crossing** had a median transfer price of $190,000 for resale homes and $240,000 for new homes.
- **Shayler Woods** condominium development had a median transfer price for resale and new homes of approximately $197,000.
- **Terrace Ridge** had a median transfer price for resale and new homes of approximately $270,000.
- **Ivy Trails** had a median transfer price of $624,000 for new homes and $675,000 for resale homes.
- **Polo Fields** had a median transfer price of $343,000 for new homes and $325,000 for resale homes.
- **Wetherby Farms** had a median transfer price of $211,000 for new homes and $160,000 for resale homes.

Housing Community Area	Developer Builder(s)	Months of Sales	Years Built	Homes Closed	Median Home Price	Avg Mo. Sales
Ivy Trails	Eagle,Kaylor,Zicka	30	2004-2005	30	$624,034	1.0
A4	Resales	22	2004	4	$675,000	0.2
Polo Fields	Drees/ Fischer	62	2001-2005	138	$343,200	2.2
A4	Resales	61	1991-2005	95	$325,000	1.6
	Foreclosures			8	$335,000	
				7.1%	*-3.1%*	
	Rental			9	$338,500	
				8.0%	*-4.2%*	
Shayler Crossing	Drees/Buckhead/Robert Lucky	59	2000-2005	149	$239,093	2.5
A4	Resales	61	1981-2004	156	$190,000	2.6
	Foreclosures			8	$181,833	
				4.6%	*4.3%*	
	Rental			11	$199,000	
				6.3%	*-4.7%*	
Shayler Woods (SFA)	Drees	58	2001-2005	84	$195,705	1.4
A4	Resales	48	2001-2005	13	$198,000	0.3
	Rental			3	$165,000	
				18.8%	*16.7%*	
Terrace Ridge	Nvr Inc	29	2004-2005	81	$270,797	2.8
A4	Resales	1	2004	1	$276,100	1.0
	Rental			1	$275,000	
				50.0%	*0.4%*	
Wetherby Farms	M/i Homes Of Cincinnati Llc	26	2005	59	$211,095	2.3
A4	Resales	1	-	1	$158,900	1.0



COMMERCIAL ENVIRONMENT

The retail gap analysis was created utilizing data compiled from Claritas, the Bureau of Labor Statistics, and the US Census, and shows, in dollars, the difference between revenues and expenditures within the trade areas.

Retail Gap Analysis Findings

The table to the right measures the gap, or "leakage" between revenues and expenditures within the identified Trade Areas. A presence of leakage means that, there is an opportunity to capture dollars spent on retail outside of the trade area.

PTA Gap Analysis	Expenditures	Revenue	Leakage
Total Retail Sales	2,003,242,583	2,567,119,021	(563,876,438)
Restaurants/Eating Places	163,536,337	203,020,808	(39,484,471)

STA Gap Analysis	Expenditures	Revenue	Leakage
Total Retail Sales	4,269,805,102	3,761,060,963	508,744,139
Restaurants/Eating Places	339,280,971	269,908,872	69,372,099

Primary Trade Area

The opportunity gap for Retail within the Primary Trade Area is negative, indicating revenues are supported from demand outside of the trade area. This trend is typical for large retail centers such as shopping malls and regional attractions, as they draw more households than present in the immediate area, pulling largely from consumers farther away. **Retail within the PTA draws more than $560 million in sales from outside of its territory, proving it as a destination retail center.**

Secondary Trade Area

Although Eastgate currently has a strong draw from the STA, there is still a large amount of leakage indicating consumers are spending dollars outside of the trade area. **There is more than a $500 million of retail leakage found leaving the STA.** Eastgate has a unique opportunity to develop additional retail to capture the leakage found in the STA.

The supply and Demand Analysis considered relevant market factors that determine demand, dynamics of supply, and overall market trends to forecast absorption according to a five-year model.

Retail Demand

Eastgate has the potential to absorb 100,000 to 300,000 square feet of retail space to address the unmet demand found in the Primary and Secondary Trade Areas. Eastgate stakeholders should be aware that, if retail begins to develop to the East, closer to the consumers of the Secondary Trade Area, Eastgate will lose its current consumer draw from the East.

Office Demand

Office demand within the Primary Trade Area is forecasted to be able to support **70,000 to 80,000 square feet per year** over the next five years. However, with the development of Ivy Pointe office space, Eastgate may already have the square footage it is able to absorb planned.

CONCLUSIONS

In general, Eastgate is a prime candidate for development and redevelopment initiatives, and is supported by the proposed transportation improvements, employment growth, strong consumer base, and healthy housing activity.

STRENGTHS and OPPORTUNITIES

- **Demand for new Retail in the Eastgate Study Area.** There is currently more than $500 million of unmet demand in the area from which Eastgate draws (STA), and there is an opportunity to absorb 100,000 to 300,000 square feet of retail to serve that need. In addition, neighborhood retail will be necessary to cater to the expected population growth and increased daytime population produced by Ivy Pointe.

- **Demand for more upscale retail.** Demographics show strong affluence in the Eastgate area, especially to the West. Eastgate does not capture that spending power because it does not yet offer retail options that cater to the lifestyles of affluent households. Retail and entertainment options, such as those offered in a lifestyle center, would attract these households. This type of retail, added to the existing discount retail, will allow Eastgate to retain its current consumer base and draw new consumers not yet captured.

- **Need for diverse residential development.** New residential options will be needed to answer to the 10% population growth expected for Union Township over the next five years. Union Township has a younger, single population which is expected to increase as a result of the growth expected of Total Quality Logistics at Ivy Pointe. There is demand for 1,100 attached housing units, an option attractive to young people who go to work every-day in Eastgate and to the empty-nester population looking to downsize but keep the same quality of life.

- **There is new demand with viable spending power and buying power**. The increased Daytime Employment in Eastgate, fueled by Ivy Pointe and Total Quality Logistics, is expected to grow to nearly 5,000 workers over the next 10 years. These employees are talented young professionals with high disposable incomes. Eastgate has an opportunity to capture this spending power by providing retail options and amenities that cater to their life-styles, and by offering them housing that will allow them to work, shop, and play within walking distance. To capitalize on this opportunity, new retail amenities and housing will need to be developed.

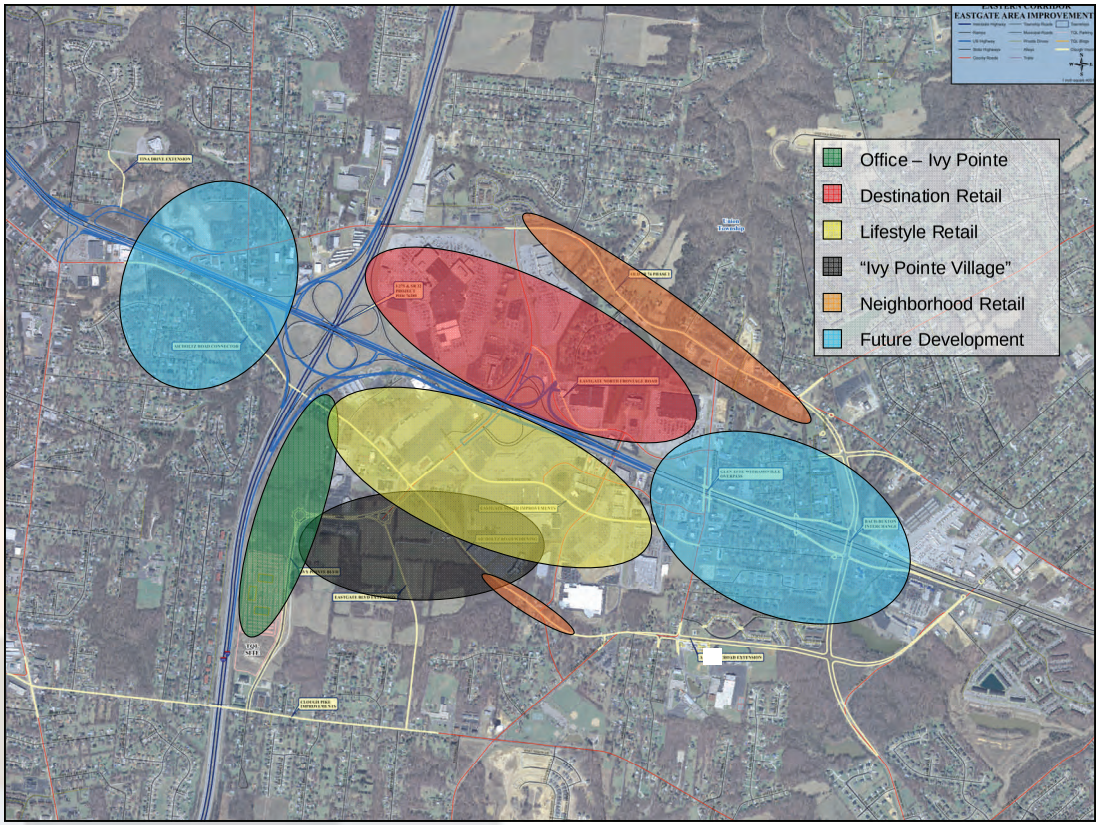
CONCERNS and CHALLENGES

- **Lack of critical mass needed to attract upscale retailers.** Although there are affluent households in the surrounding areas of Eastgate, there is not enough concentration of those households within the three- and five-mile radius of the Eastgate Corridor. Creating new upscale residential options and amenities will attract more affluent households to the area, creating a healthy density of affluent households.

- **Housing stock does not match diversity of residents.** Housing activity in Union Township has been positive, as witnessed by the transfers of higher-priced homes. Housing options need to be diverse in price and type, including a better mix of high-end single family attached homes (condos) and multi-family apartments, in addition to existing housing stock.

- **Heavy reliance on the automobile contributes to traffic congestion.** Currently in Eastgate, there are few options to walk to any neighborhood amenities; one must drive to buy a cup of coffee or quick bite. Eastgate would greatly benefit from developments designed to encourage walking and keeping cars off the road. Sidewalks, in compliance with traffic-calming measures, will provide convenience to residents and create a sense of commu-nity.

MARKET OPPORTUNITIES



BUILDING the GATEWAY

As noted earlier, Eastgate is a true Gateway in every sense. However, it has the potential to be so much more. Eastgate is experiencing exciting times, due to the dynamic influence of Ivy Pointe, the new construction at Eastgate Mall, and the extensive transportation improvements proposed. This is an optimal time to create an enhanced Eastgate Gateway that is fresh and truly reflective of Clermont County's charm, character, and people.

The high incomes and affluent households in the area support projects developed in a "Village" style concept. Village concepts have a mix of retail and residential, and are typically supported with sit-down restaurants, small businesses, neighborhood-serving retailers, and entertainment amenities, such as parks and movie theaters. Village style concepts incorporate a strategic housing mix that is reflected in a traditional neighborhood design.

Eastgate can offer a mix of destination, lifestyle, and neighborhood-serving retail, with a residential component similar to that found in Lexington Run or Wetherby Farms of Union Township.

Redevelopment Opportunities

- Invest in current retail properties to upgrade façades and entryways.
- Eastgate Mall and the out-lots north of State Route 32 should continue to be the focus of destination retail.
- Eastgate Business Corridor south of State Route 32 should explore Lifestyle retailers to encourage affluent households to shop in Eastgate.
- Rehabilitate homes to upgrade existing single-family detached housing stock.

New Development Opportunities

- Offer neighborhood retail and amenity options within walking distance of Ivy Pointe to serve local residents and the daytime workforce.
- Offer a residential mix of single-family attached (condominiums) and upscale multi-family apartments near Ivy Pointe to attract the young workforce to live in Eastgate and encourage downsizing empty-nesters to stay in Eastgate.
- Incorporate a Traditional Neighborhood Design strategy with the ability for people to walk, bike, or ride safely, creating a sense of community that is desirable to Eastgate's current and future residents.
- Take advantage of mass transit by making it more accessible to employers and consumers shopping in the area.

Economics Research Associates

Final Report

Eastgate Area Market Analysis

Prepared for

Economic Development Corporation of Clermont County

Submitted by

Economics Research Associates

March 27, 2007

ERA Project No. 16853

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Project Rationale

The purpose of the project is to protect and enhance a major asset. ERA has found that the Eastgate area—by which we mean Eastgate Mall and retail and similar development along Ohio-32 at least to Elick Lane—is an essential asset to the residents of Clermont County. There are several reasons.

- **First**, it provides an essential service to residents. The abundance of shopping, including several discount stores and grocery stores, improves retail competition and consumer choice. Residents of Union Township and Batavia Township do not have to drive far to find much of what they need, and the mall provides an important destination retail location. The restaurants along the corridor serve consumers with a wide variety of food—from fast-food restaurants like Skyline, White Castle, KFC, and many others to the family dining restaurants like Max & Erma's and Longhorn. The small office space concentrated around the Eastgate area also provides residents with access to basic services like medical office space, as well as professional services firms. This is also an employment base for residents.

- **Second,** it represents an important component of the county's tax base. Clermont County has successfully based its revenue sources on multiple streams of revenue. Still, ERA estimates that retail trade in the Eastgate area represents about 25 percent of the county's total general fund revenues. (Sales tax is approximately 45 percent of the total, and the Eastgate area is the county's largest and most important retail concentration.)

- **Third**, it is an attraction to visitors. Eastgate serves as the largest regional mall for the eastern part of the metro area. In fact, there are no regional malls within easy driving distance east of the Eastgate area either. Although it is not the only retail option for residents in the southeastern part of the Cincinnati metro area, it is by far the largest. ERA would venture to say that most shoppers with cars within an hour's drive would recognize the term "Eastgate" if they heard it. The abundance of limited service hotels provides an added convenience to visitors.

- **Fourth,** ERA's national experience and trends in the greater Cincinnati area indicate that traditional suburban retail areas are evolving as more diverse urban centers. These established retail districts are gaining additional entertainment, food and beverage centers, as well as several new businesses and higher density residential activity.

For these reasons, county and state officials realize that the Eastgate area is an important economic asset. However, ERA's interviews revealed several factors that may chip away at the value and competitiveness of this asset over the next decade:

Traffic

Without the successful completion of the proposed road improvements, traffic may gradually become more congested, as the increased population and employment centers add to an already taxed highway infrastructure. ERA has found that the potential for the traffic situation to deteriorate further represents the greatest threat to the area's competitiveness because travel times will increase and safety for motorists will decrease. It is important to see these factors through the eyes of several different stakeholders:

- **Shoppers.** Consumers are willing to put up with a limited amount of traffic in popular areas. They recognize that this is part of the suburban landscape and that to some extent there is a tradeoff between an attraction and the traffic that results from it. However, shopping is both a necessity and a leisure activity, and those who go to Eastgate for leisure can easily be deterred if they must spend too much time in their cars, or if the traffic patterns become difficult to decipher.

In addition, stakeholders must recognize that shoppers constantly make value judgments with their time. They calculate—consciously and subconsciously—the benefit they get of shopping in the Eastgate area and the cost in terms of time and money of getting there. They also consider the benefits and costs of shopping elsewhere. If the costs of getting to Eastgate rise because of increased traffic congestion, it puts retailers, residents, and businesses at a disadvantage, as more and more consumers will trade off shopping value (i.e. they will shop in other areas) in exchange for better access.

- **Potential employers.** Commuting time is an important factor in the minds of employers—for example if traffic consistently adds 15 to 20 minutes of commuting time to Ivy Pointe, then Ivy Pointe becomes much less attractive to businesses that are considering locating there.
- **Destination-style businesses.** The Eastgate region is seeking upscale, destination-type retail—this is a theme ERA consistently heard in its interviews. However, it is ERA's experience that retail tenants or developers considering a major investment would find the area's transportation system at this moment to be ineffective and therefore a deterrent to locating there. (Examples of destination style businesses include an upscale lifestyle shopping mall, a large cinema complex, a Bass Pro Shops or similar retailer, a full-service hotel, potentially with a waterpark attached.)

Shoppers, present and prospective employers (especially in or near Ivy Pointe), and investors in destination-style businesses are all affected by traffic patterns. For a large retailer or large employer, a congested corridor and uncertain travel times can become an unacceptable compromise. (In the Eastgate scenario, the Ohio-32 intersections with Glen Este-Withamsville Road and with I-275 create corridor-wide congestion.) ERA finds that the attractiveness of the Eastgate region will depend on the infrastructure's ability to move traffic in and around the intersection of Ohio-32 and I-275.

Changing Retail Environment

A softer threat is that the Eastgate area will stay unchanged as consumer tastes and preferences change, thus gradually edging out of favor with shoppers. Although this is a less tangible threat, it is something County and Township officials and business owners in the Eastgate area must keep in mind. As with most products in a changing, dynamic sector like retail, public and private sector decision makers must continually look for ways to adapt to consumer tastes and preferences. Occasionally this requires new investment or flexibility in ways of delivering services.

Consumer preferences are changing and many retail destinations in the Cincinnati region are adapting to those changes. ERA details in a subsequent section the ways in which the retail landscape is changing. It is important to note here, however, that Tri-County, Northgate, Kenwood, and Florence Malls have all undergone expansion or renovation in recent years; further, these expansions are changes in the way that those retail destinations serve customers. They were not simply upgrades to their existing systems.

Eastgate Mall has expressed a desire to add a fifth department store to its current four-anchor format. Mall officials have not announced any plans to re-orient the mall toward the popular lifestyle concept. ERA notes that there would be several reasons for taking a conservative approach like this. First, if the mall is in discussions with a department store brand to build a fifth box to suit the tenant, then there is less investment risk to this approach than there would be to redevelop the whole mall and attempt to re-tenant it. Second, the demographics are not always right for a lifestyle center, and there are several lifestyle products within a short drive of Eastgate. Although the lifestyle product is attractive and has proven to be lucrative in some parts of the metro area, many shoppers still do demand access to traditional enclosed malls, if not in the same numbers as in previous years. Eastgate officials have described their attempt at

tenanting to resemble a spiral staircase. Instead of trying to radically re-define the product at any one time, mall officials instead attempt to make gradual improvements to the perceived quality of their retail tenants, so that the tenant mix makes slow and steady progress forward.

It is important to note as well that the market in ownership of regional malls has been frothy of late. Many regional malls that upgraded to lifestyle centers went through quite difficult times along the way. Others were sold and redeveloped. The most successful player in the lifestyle center market is Jeff Anderson, a local developer. Eastgate Mall is owned by CBL Properties, a national firm that controls dozens of enclosed malls nationwide and it has not changed hands of late. It has been carefully managed and has avoided some of the pitfalls that ironically made lifestyle-type redevelopments possible at other properties.

As discussed elsewhere, as the Eastgate area continues to evolve as the region's urban center, auto access will become an increasing consideration. Drawing customers from a greater distance, expanding and diversifying the visitor attractions, competing with other centers, are directly impacted by enhanced traffic flow. As important, Eastgate's role as an economic generator as well as a quality of life asset for Clermont County residents is also linked to the planned road program.

Eastern Corridor Plan

The process of improving the I-275 and Ohio-32 interchange is part of a larger plan for regional improvements known as the Eastern Corridor Plan. This is a multi-modal, region-wide plan to upgrade the transportation infrastructure on the eastern side of the Cincinnati region, from downtown and eastern Hamilton County through the western part of Clermont County. The purpose is to accommodate projected population and employment growth in the study area. The Eastgate area is part of Segment IV of the corridor plan.

Other improvements include potential bus and rail transit options from Clermont County to downtown. Plans also include construction of a limited-access highway connecting the existing Ohio-32 in the Eastgate area with Red Bank Road in Hamilton County. This east-west arterial would bridge the Little Miami River and provide a supplemental route for east-west commuting patterns.

This highway alternative is still being explored; there are environmental questions about crossing the Little Miami River. If completed, however, it would cut commuting times to Clermont County from other more densely populated areas in the region. Such an upgrade in access would improve Clermont County's position as a potential site for an employment center. It would make the Eastgate shopping area more accessible to new potential customers.

Regional planners recognize, however, that such plans work together as a system. The improvements on Ohio-32 near I-275 upgrade a key highway in a regional system. Without such upgrades, the Eastgate area of Ohio-32 would disrupt the system's ability to serve residents with an east-west arterial that connects Red Bank Road in Fairfax with Batavia and points east on Ohio-32.

Key Area Stakeholders

Eastgate Mall

Overview

the CBSA; however, again, many large shopping centers have been renovated and provide a "new" experience even without adding much space.) ERA does note, however, that EastGate Mall did undergo a renovation and a small addition in 2003; the addition featured a new food court.

Table 10. Inventory and Vacancy Rates, Shopping Centers of less than 200,000 sf

	2000	2001	2002	2003	2004	2005	2006
CBSA	21,417,433	21,746,582	22,185,555	22,599,182	22,769,162	23,261,549	23,583,903
	0.5%	1.5%	2.1%	6.0%	7.0%	12.1%	13.1%
Clermont County	2,061,448	2,170,371	2,185,971	2,355,971	2,370,971	2,383,587	2,401,587
	0.0%	7.7%	9.7%	9.8%	7.2%	10.8%	18.2%

Source: Costar

Small shopping centers in Clermont County have generally experienced higher levels of vacancy than the other two categories (2004 and 2005 are the exceptions). Certainly anecdotal evidence around the Eastgate area bears this out. Several older, smaller strip malls are reportedly struggling to retain tenants and to remain competitive in the changing market environment. Consistent with business patterns in a wide range of industries, retailers find that a periodic level of re-investment is necessary to stay competitive, and those centers that do not make a re-investment risk being edged out of the market as they consumers shift to newer, more updated shopping centers.

Table 11. Inventory and Vacancy Rates, Free Standing Retail

	2000	2001	2002	2003	2004	2005	2006
CBSA	12,554,177	12,903,750	13,117,079	13,296,948	13,474,089	13,572,850	13,843,725
	4.6%	4.6%	4.0%	6.6%	10.4%	16.4%	16.2%
Clermont County	904,875	912,075	918,075	918,075	936,075	936,075	936,075
	2.6%	2.2%	2.0%	3.7%	8.2%	11.2%	13.1%

Source: Costar

Free-standing retail has continued the general trend upward in vacancy rates, though at 13 percent, they are not now as high as small shopping centers.

The table below shows select shopping centers and their occupancy rates, where available.

Table 12. Select Shopping Malls and Vacancy Rates, Clermont County

Mall Name	Total GLA	Occupancy	Sample Tenant List
Amelia Station	115,789	95%	Kroger (59K), UPS Store, Curves, Arby's, Club Tan, Family Dollar, etc.
Beechmont Station	24,000	94%	Alamo, Blockbuster, Liberty Mutual
Bigg's Place Mall*	402,634	89%	Bigg's, Gold's Gym, Hobby Lobby, SuperSaver Cinema, Gold Star, Payless
Brown Shopping Center			
Delco Plaza	139,704	93%	Big K-Mart (84K)
East Milford Shopping Center			
Eastgate Mall*	905,372	88%	Circuit City, Dillards, JC Penny, Kohl's Kroger, Sears
Eastgate Mall Crossing*	195,112	82%	Borders, Circuit City, Kroger, OfficeMax, Kids R Us
Eastgate Pavillion*	225,000		Bed & Bath, Best Buy, Dick's, PetSmart, DSW, Value City
Eastgate Square*	360,182	95%	Mazel's, Party City, Wal-Mart, Avis, Sofa Express

Mall Name	Total GLA	Occupancy	Sample Tenant List
Eastgate Station*	163,959	90%	Coomer's Crafts, Jo-Ann Fabric, Michaels, Shoe Carnival
Eastgate Village Shops I*	27,213	91%	Futon Factory, Curves, HR Block, Wells Fargo
Goshen Station	53,802	100%	Kroger, Cingular, Supercuts
Loveland Plaza	40,000	100%	Curts Barber Shop, HR Block, Little Caesars
McCabe Crossing	135,478	78%	Furniture Fair, Quiznos, Nextel
Milford Center	31,000	89%	Hader Hardware
Milford Shopping Center	108,902	98%	Kroger, CVS, Dollar Tree, Quiznos
Mulberry Square	165,000	94%	Kroger, Sears hardware, State Farm
Park 50 Plaza	18,000	43%	
River's Edge at Milford	400,000		Showcase Cinemas, Target, Cracker Barrel, Ruby Tues, Texas Roadhouse
Shoppers Haven Center	100,000	90%	Chase Bank, Harder, Cinti Public Library, Dollar Store,
Shoppes of Loveland	64,607	97%	Walgreen's, Moore's Fitness, Blockbuster, Starbucks
Total	3,675,754		

Those shopping centers marked with an asterisk represent shopping centers located in the Eastgate region. It should be noted that they represent approximately 2.2 million square feet of retail space, or about 42 percent of the 5.3 million square feet in Clermont County. At just over 900,000 square feet, Eastgate Mall has approximately 17 percent of the retail space in the county.

Table 13. Retail Representation

	2000	2006
Clermont County		
Shopping Centers 200K+	40.9%	38.1%
Shopping Centers < 200K	41.1%	44.5%
Free-Standing	18.0%	17.4%
CBSA		
Shopping Centers 200K+	36.0%	37.6%
Shopping Centers < 200K	40.4%	39.3%
Free-Standing	23.7%	23.1%

The table above shows that the trend in the CBSA has been toward an increased concentration of large shopping centers and smaller concentrations of free-standing and small shopping centers. Relative to the CBSA, Clermont County has a large share of small shopping centers, and while the CBSA trend has been slightly away from small shopping centers, the county experienced an increase in their relative concentration. Because Hamilton County represents over half the retail shopping in the metro region, its makeup will have a strong effect on all CBSA figures. The table below shows that Clermont County represents only 9 percent of the CBSA retail space; therefore, it is not surprising that it diverges in some ways.

It is useful, as well, to compare the amount of retail space in Clermont County performance to that of other counties in the CBSA. The next two tables compare all counties.

In assessing the office market, it is important to consider the quality and character of the existing office space. Clermont County at this time does not have the kind of interstate-accessible office campuses that are in the best position to capture corporate headquarters (or regional headquarters). However, it does have a very attractive site in Ivy Pointe, and the project's success with its first development, TQL, may set the tone for similar development in the future.

Ivy Pointe is not at this moment the ideal location for a regional headquarters because of the transportation uncertainties. Roadway access is currently being expanded so that future users of Ivy Pointe have easy access to the shopping on Ohio-32 and to the interstate. When that access is complete, ERA expects that the site's attractiveness will improve.

However, some aspects of the interchange project at I-275 and Ohio-32 are a variable at this time. Perceptions in the marketplace are such that decision makers do not have a final plan and reliable timeline on which to base investment decisions. To some extent, this is not possible with large construction projects. Additionally, political changes at the state level have added to the uncertainty. ERA notes that interchange projects around the country are often delayed or re-designed at several stages. In the long run, ERA expects that the widening and extension of Aicholtz, the widening of Clough, the construction of Ivy Pointe Boulevard, and the construction at Ferguson/Eastgate Blvd will prove to be significant access corridors to the interstate, local residential developments, and shopping areas. However, the effects of the different stages of these projects will be difficult to predict, even after work on some phases has started.

If the development at Ivy Pointe continues, it will have an effect on the economy along the Ohio-32 corridor. Interviews suggest that the work force in Clermont County is very strong and businesses in the service industry do not have to look far to find hard-working, skilled employees. However, there are limited options in this sector. Further office development at Ivy Pointe would open up office-using jobs to local residents who today may seek to commute to Blue Ash or the Cincinnati CBD via I-471. The added value to having an employment center nearby is significant to residents in Clermont County. Further, if some residents are willing to tolerate a commute from western Clermont County to downtown today, they may be willing to tolerate a commute from eastern Clermont County to western Clermont County if Ivy Pointe and adjacent sites become an employment center.

The other effect will be a positive one for retailers along Ohio-32, especially those close to Eastgate Boulevard or on the south side of the highway. An infusion of daytime workers provides a population of people who will want to eat at restaurants, go shopping, and do errands during lunch and after work. If Ivy Pointe allows Eastgate-area residents to also work nearby, it reduces the chance that those residents will shop in Hamilton County or other employment centers—in other words, having employment in Clermont County reduces some of the shopping leaks that result from inter-county commuting patterns. Moreover, the in-commuters to the area would also fulfill their own personal shopping needs in the area. However, ERA notes that improvements in daytime population demographics may serve to make some changes, but it would not redefine the region in the short term.

Such an increase in employment would, however, provide an opportunity for struggling retail centers to re-orient themselves toward tenants that serve a professional, rather than strictly leisure, shopping market. This can range from retail tenants like office supply or shipping stores to small-footprint professional office users like doctors, dentists, and accountants to complementary users like temp agencies that do not require a large footprint.

ERA notes that the land currently involved in Ivy Pointe is only a portion of the undeveloped land south of Ohio-32 and north of Clough Pike. If, as ERA expects, office development continues at Ivy Pointe, the resulting daytime population increases could provide a further opportunity for retailers to orient themselves toward the daytime, business user.

Fiscal Implications

ERA notes above that there are three, potentially four, nodes of retail trade in Clermont County. Eastgate is overwhelmingly the largest of the three, generating the most sales tax revenue of any corridor in the county. ERA's research indicates that the sales tax has been a significant contributor to the county's general (unrestricted) fund, representing between 35 and 45 percent of revenues. The table below quantifies this:

Table 22. Clermont County General Fund Revenue Sources

	2001	2002	2003	2004	2005	CAGR
Property Tax	$13,961,853	$16,978,724	$15,688,307	$16,292,646	$16,780,411	4.7%
Lodging Tax	$305,398	$323,423	$443,691	$377,743	$430,014	8.9%
Sales Tax	$20,285,277	$19,513,566	$20,068,147	$23,082,898	$22,783,754	2.9%
Other	$21,263,134	$14,101,586	$9,557,858	$11,943,901	$11,310,471	-14.6%
Total	$55,815,662	$50,917,299	$45,758,003	$51,697,188	$51,304,650	-2.1%
Sales Tax / Total	36.3%	38.3%	43.9%	44.7%	44.4%	

Sales tax revenues have grown since 2001, but at an annual rate of about 3 percent. It is fair to say this has probably kept pace with inflation, potentially beating inflation slightly. However, their relative importance to the county tax revenues has increased. Just five years ago, in 2001, the sales tax accounted for 36 percent of the total general fund; in 2005, that figure was 44 percent.

Property tax revenues have grown steadily as a result of new construction (primarily) and some appreciation in older units. There is still ample room to continue to develop in Clermont County; however, much of that land is considered inaccessible or too far from employment centers and transportation corridors. The figures below show the agricultural land in Clermont County (the total area of the county is 293,639 acres):

Table 23. Agricultural Land in Clermont County

	Acres	Percent
1995	143,584	48.9%
2000	140,423	47.8%
2001	140,461	47.8%
2002	139,896	47.6%
2003	139,347	47.5%
2004	138,742	47.2%
2005	137,206	46.7%
2006	134,816	45.9%

The table shows a decline from about 49 percent in 1995 to about 46 percent in 2006, with 2,390 acres of land re-classified between 2005 and 2006. (This is a proxy for development, but is not necessarily the number of acres built upon. Agricultural classification gives a general idea of development trends but they are not the same as land developed.)

Economic Effects of Access Management

The traffic improvements proposed for the Eastgate region are an example of access management—namely the restriction of movement by motorists along a roadway. The purpose of access management is to allow for adequate traffic flow capacity and at the same time access to surrounding land. In a general sense, the greater the road capacity, the more limited the access to the surrounding land. Several tools of access management are:

- Turn-lane restrictions
- Driveway restrictions (including spacing)
- Addition of medians
- Presence or absence of traffic lights
- Addition of lanes (turning or traveling lanes)
- Changes to the speed limit
- On/off ramps, grade separations, at-grade crossings
- Pedestrian crosswalks & bicycle lanes

Transportation planners must balance the needs and desires of motorists with the needs and desires of owners of surrounding land. These needs and desires are summarized in the following sections.

Effects of Access Management on Land Owners and Residents

Adjacent Residential Land Owners

Owners of land attempt to maximize the utility of their property. For residential customers, the utility is different from person to person as tastes and preferences vary. Residents derive benefit from easy access to roadways, as it provides them a quick and easy way to get to work, shopping, or school. However, many residents also prefer not to be on a major high-speed artery, as this endangers children and pets, increases noise and air pollution, and pulling in and out of the driveway is more dangerous. Residents tend to buy houses whose access closely approximates their needs. Therefore, any time a transportation planner proposes changes to roadway access, many of the households along the roadway will oppose it. They chose their houses for the access that existed; any changes make their houses less attractive to them. However, other residential users with different preferences would now find those houses attractive.

Adjacent Commercial Land Owners

Similarly, the owners of commercial land attempt to maximize profits. Especially in the retail sector, land use is a key component of profits. Retail businesses will choose sites that are most appropriate to their business type. Consider the following examples:

- Bass Pro Shops chooses large sites off major interstates, with ample parking and natural resources. These destination stores accommodate a large number of visitors, require good visibility, and have topographical features that complement its business model.

- Fast food restaurants locate in areas with high traffic counts, especially in commuting corridors, where customers have easy in-out access.
- Blockbuster Video leases the corner space in strip malls. This allows multiple customers to drive up, park along the curb, and return or rent videos.
- Gas stations prefer to location on the corner of an intersection that is on the right-hand side, after the traffic light, for commuters coming home. This allows commuters an easy right-in/right-out option in the evening when they have time to stop.
- In urban environments, bank branches prefer retail space on the corner of two busy streets, where their ATMs can take advantage of pedestrian traffic along two pedestrian corridors.

Motorist (or pedestrian) access is a key component of all four of the above options. A destination specialty retailer would never locate on a two-lane rural road with low speed limits because those roads do not provide the level of pass-by traffic that the retailer requires for its business model. Blockbuster Video and similar types of outlets would not locate in a power center mall because it is not convenient for the types of short trips its customers require. Bank branches would not locate off an interstate highway next to a Bass Pro Shops because many of those customers are not local. And so on.

In all these examples, retailers choose sites that maximize the value (profits) of their businesses and meet their specific access needs. Access management is a key—if not the most important—component of a site to a retail business. Therefore, any time a transportation planner proposes changing the access, retailers oppose the move. This is because their entire businesses are oriented toward maximizing profit on the site that exists; when the site changes, their businesses become suboptimal uses of the land.

Several factors affect the ways in which businesses may be affected by access management. They include:

- The length of time a business has been in operation
- The advertising methods of the business
- Whether the business serves customers who plan visits or those who decide on-the-fly
- Whether the revenues are concentrated in specific windows (for example, lunch or dinner hours for restaurants)

Motorists

The two primary concerns to motorists are traffic flow and safety. The principle of access management has been well researched, with clear safety and traffic flow benefits. On crowded roadways like Ohio-32, access management can provide several benefits, including:

- It can reduce the number of conflicting movements (in other words, it can the number of north-south intersections with the east-west artery). This achieves both traffic flow and safety, as traffic from any direction must come to a complete stop to allow the opposing traffic to flow. Conflicting movements also become a safety hazard, especially with left-turns.
- It can reduce stop-and-start traffic congestion. This improves motorist safety because drivers in congested traffic are distracted and the continual stop-and-start invites small accidents. It also would reduce motorists' energy use and air pollution. It increases their travel time, allowing them more leisure or productive time.

- It can provide safer access to adjacent residences and businesses, as frequent and closely-spaced curb cuts are also a safety hazard to motorists and customers.
- It can reduce the severity as well as the frequency of crashes. One federal study found that increasing the number of driveways from ten per mile to twenty per mile increases crashes 30 percent. Others show that adequately managed corridors reduce crashes by up to 50 percent.

Motorists derive several ancillary benefits of improved traffic flow and improved safety. Obviously, the risk of injury in a car crash is reduced. In addition, motorists save money on fuel if the traffic flows better. Fewer crashes mean lower repair bills, and consequently lower insurance premiums. The reduction in air pollution provides a small marginal benefit to the motorists, but is a regional good.

Perceived Business Impacts of Access Management Changes

The Washington State Transportation Commission and the Federal Highway Administration commissioned a report in 2002 to study the *perceived* negative impacts of access management on businesses along six major commercial corridors (state roads) in King County, Washington. Unsurprisingly, the study found that businesses in general perceive a negative impact when the accessibility to their site is reduced. Among the other findings:

Businesses reported that the ability of vehicles to enter the driveway and exit the driveway are the most important factors of access management. Significantly, these concerns were considered slightly more important than high traffic counts.

The majority of businesses believed that the existing access management restrictions negatively affected their business.

The survey proposed seven different access management changes and asked businesses whether they wanted them or not. Businesses said they did not want six of them (two types of medians, right-in/right-out, consolidated driveway, traffic signal, and others.) The only type they said they would want is a two-way turn lane, which is hardly an access restriction at all.

Retail services like banks and clinics did not perceive negative impacts because their customers make a specific trip to them. The authors surmise that access management would make that trip safer and faster, and so the benefits to the business would overall be positive.

Long-Term Commercial Benefits

It may seem at first that the interests of motorists and business owners are at odds. However, it is important to remember that motorists are businesses' customers. Therefore, if transportation planners control access in order to benefit motorists, they are not necessarily acting against the long-term interests of area businesses. In addition to making motorists (customers) happier and safer, there are some other ancillary benefits to businesses of access management:

- If a roadway is perceived as dangerous and congested, then motorists will avoid it. These are potential customers. Access is an important asset to retail businesses, but if the roadway is dangerous, difficult to maneuver, stressful, and time consuming, then that asset is much diminished.

- Customers measure distance in terms of time, not miles. Ask consumers how far the nearest grocery store is to their homes, and most will reply in terms of minutes. Therefore, many retailers now analyze their market areas in terms of drive times, not miles. Reducing congestion and raising speeds on a roadway reduces the travel time on that roadway. If a retailer's market area is all houses within a fifteen minute drive, then faster travel times increase that retailer's market area.

- For businesses that rely on drive-by traffic, access management can increase the number of cars that drive by the front door. Higher speeds and fewer turns reduce access, but they allow greater visibility and better exposure for all area businesses. Although the number of driveways may be reduced, it is possible to design projects so that motorists understand how to access certain businesses. Therefore, these businesses trade off individual driveways for greater visibility and higher traffic volumes.

Long-Term Regional Vitality

Where residents and business owners often think of their own interests in the context of regional vitality, planners and government agencies act as trustees of an entire region's long-term interests. These long-term interests are occasionally at odds with retailer's aims, as retail businesses by necessity think in shorter time frames. Governments often have larger investments in roadways and infrastructure than any individual business has in a particular plot of land. Therefore, governments' time frames are longer and the way they approach problems is different.

A small number of business owners perceive a large negative impact of access management. Conversely, a very large number of motorists will all experience small benefits. The nature of this issue means that business owners will be more organized and vocal in their opposition than motorists will be in their support. Studies have shown that businesses perceive a large negative impact of access management and they act in their own interests to oppose access restrictions.

The challenge to governments is to craft a transportation plan that provides safeguards to local business, while at the same time preserving a corridor's vitality and ensuring that it satisfies the safety and traffic flow concerns of motorists.

The next section details the specific access management issues that the Eastgate region faces.

Conclusions & Recommendations

This report has examined the real estate markets in southwestern Ohio, the traffic patterns, the perspectives of stakeholders, and the state of Ohio's plans for reconstructing the Ohio-32 and I-275 interchange to determine the economic effects of the local roadway improvements to be executed by Clermont County and Union Township.

Every indication in ERA's research suggests that the state's portion of the construction process (the interchange) will definitely proceed. Therefore, ERA assumes that the reconstruction of Ohio-32 and I-275 will proceed regardless of the local policymakers' decisions or preferences and regardless of ERA's own conclusions.

In arriving at its conclusions, ERA considered three questions, posed by the client:

1. Should the county and township proceed with their plans to expand local roadways and restrict access on Ohio-32?

2. If yes, what positive and negative effects will there be on businesses and consumers? If no, what will scenario will result, and what positive and negative effects are attendant with that scenario?

3. In either scenario, what can be done to minimize the negative effects or disruptions, and what can be done to amplify the positive effects?

Should the local roadway plan proceed?

Like any project of this magnitude, there will be short term costs and benefits; and there will be long-term costs and benefits. A central part of ERA's assignment is to weigh the short- and long-term costs against the short- and long-term benefits.

However, in most cases these are impossible to accurately quantify. The table below is a summary of the short term costs and benefits to the local roadway improvements, as proposed by the county and township officials:

Short Term Benefits of the Project	Long Term Benefits of the Project
• Reduced uncertainty and confusion regarding the long-term project plans	• Greater safety and better travel times for commuters • Provides better interstate access to interior of Clermont County • Possible impetus for redevelopment of older shopping centers into new uses • Better access for employees and prospective businesses at office park • Larger customer base for businesses
Short Term Costs of the Project	**Long Term Costs of the Project**
• Disruption of business as construction takes place • Customers must re-learn access patterns to shopping centers • Negative traffic implications	• Local expectation of easy access is restricted • Business models must change to adapt to new traffic & customer patterns; some may relocate • Customers need to plan some shopping decisions in advance
Costs—No Project	**Benefits—No Project**
• Traffic gradually worsens; some shoppers may be turned off Eastgate activity • Difficult to attract reinvestment in non-retail sectors	• Continued local access

It is important not to underestimate the potential negative aspects that businesses and consumers will experience as the project moves forward. For many business owners, a storefront that requires high through-put is their livelihood. Government action that fundamentally changes the nature of an intersection or corridor may cause some businesses to close entirely, which would, if that happened, be a very large negative effect on a given business owner, his suppliers, his landlord, and his customers.

For other business owners, the lengthy construction period could be very disruptive, depending how the engineering details work out. Sight lines and access could be blocked for months at a time. Many small businesses would struggle to operate during a big disruption.

ATTACHMENT H

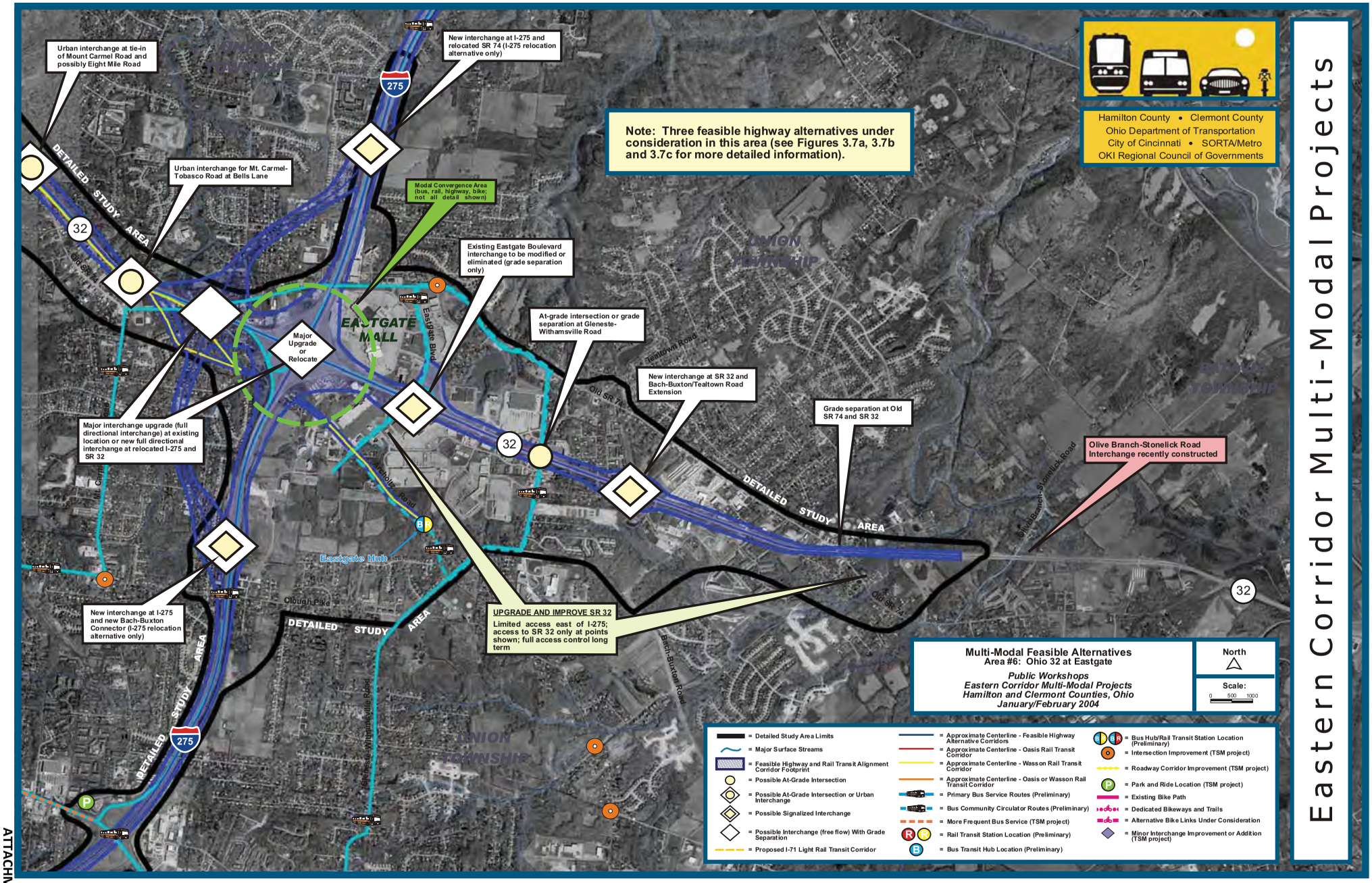
PUBLIC INVOLVEMENT

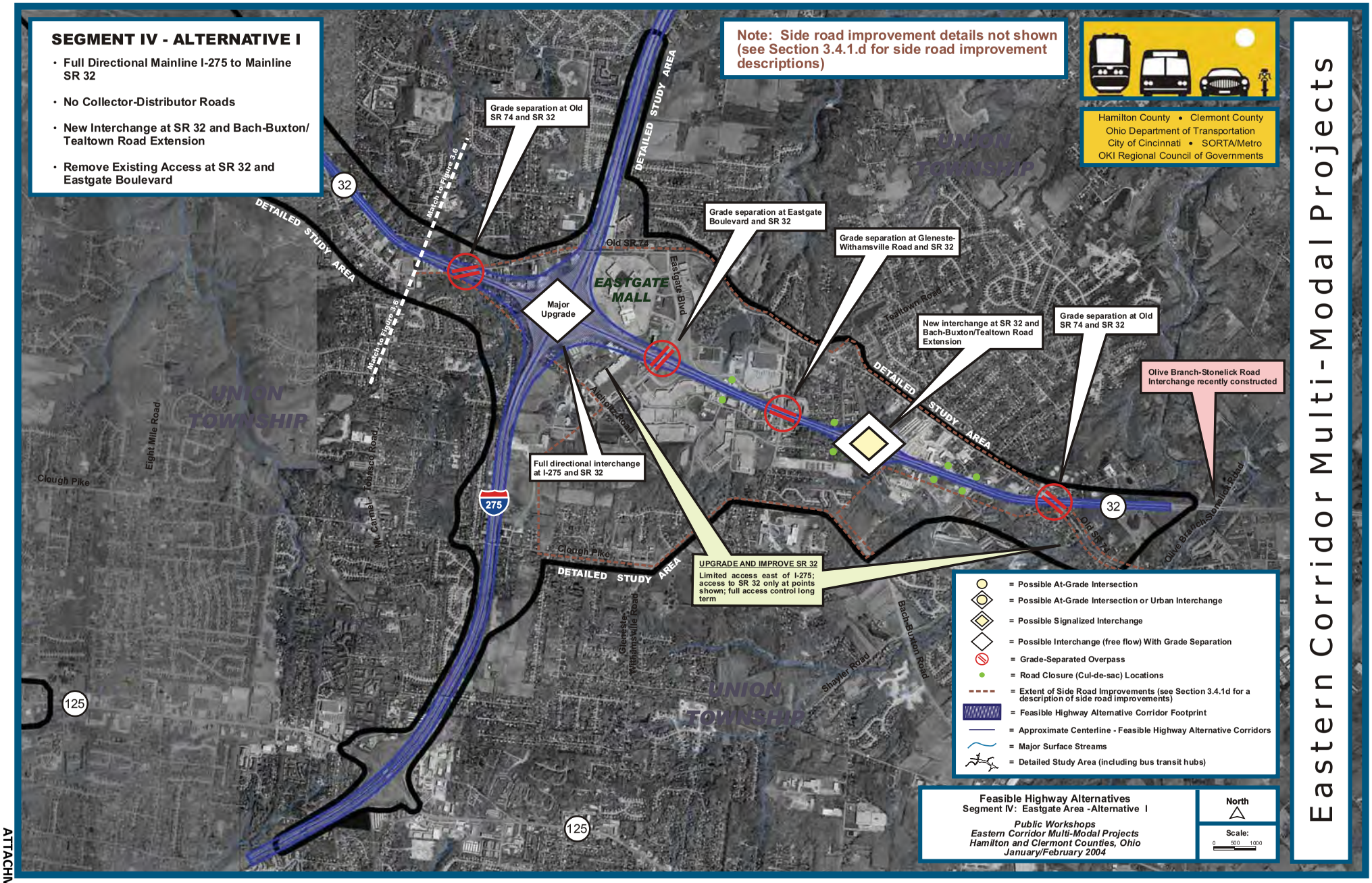
Attachment H1	Eastern Corridor Tier 1 Public Meetings (2003-2004) - Eastgate Area Exhibits
Attachment H2	CLE-275-10.15 Public Meeting (2007) - Eastgate Area Projects Exhibit and Comment Summary
Attachment H3	Aicholtz Connector Public Meeting (October 2009)
Attachment H4	Aicholtz Connector Public Meeting (December 2009)
Attachment H5	CLE-275-10.15 Noise Barrier Public Meeting (April 2010)
Attachment H6	Aicholtz Connector Public Meeting (February 2011)

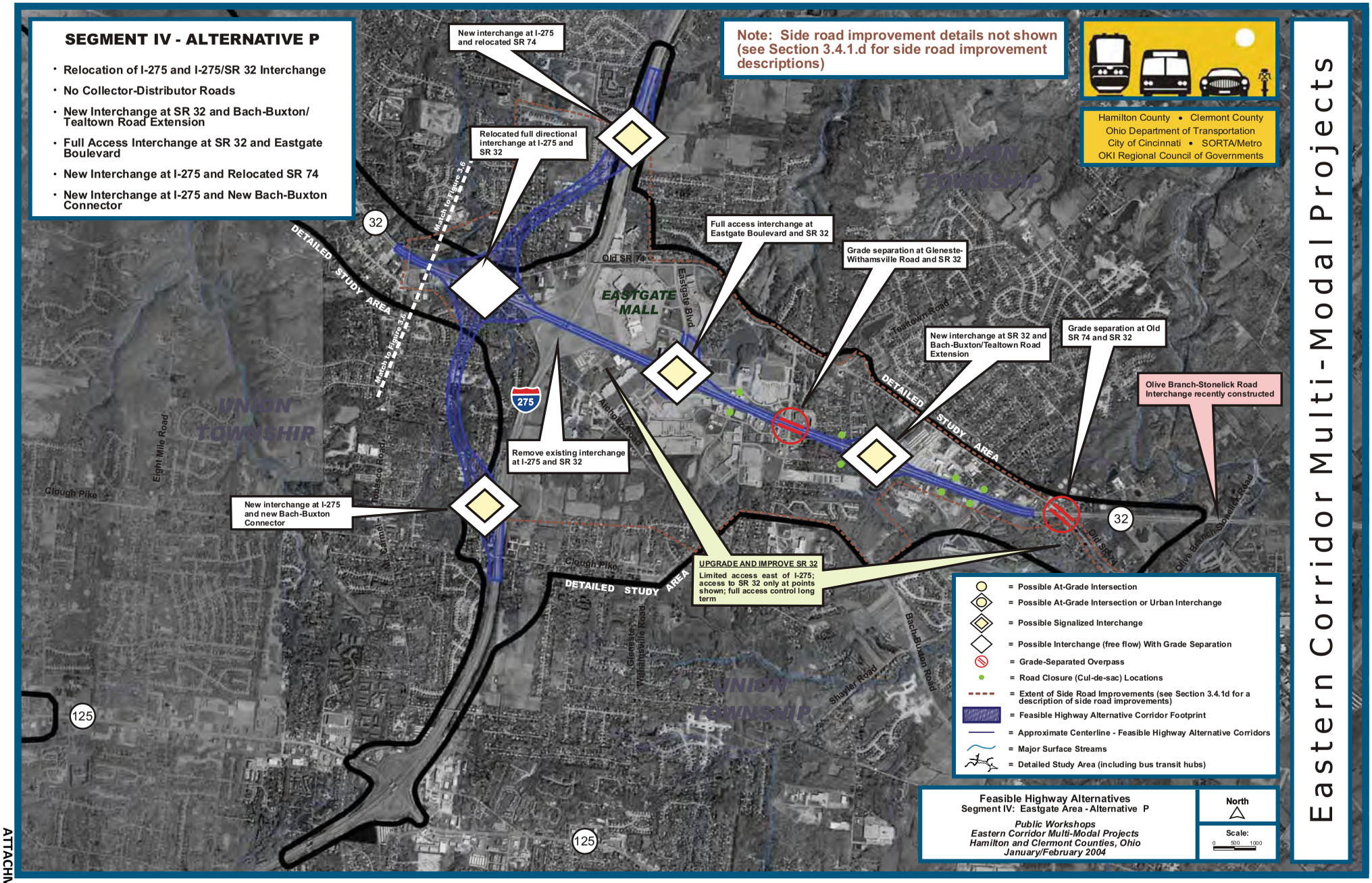
ATTACHMENT H1

Eastern Corridor Tier I Public Meetings (2003-2004) – Eastgate Area Exhibits

Eastern Corridor Multi-Modal Projects




SEGMENT IV - ALTERNATIVE I
• Full Directional Mainline I-275 to Mainline SR 32
• No Collector-Distributor Roads
• New Interchange at SR 32 and Bach-Buxton/ Tealtown Road Extension
• Remove Existing Access at SR 32 and Eastgate Boulevard
Note: Side road improvement details not shown (see Section 3.4.1.d for side road improvement descriptions)
Hamilton County • Clermont County
Ohio Department of Transportation
City of Cincinnati • SORTA/Metro
OKI Regional Council of Governments
Grade separation at Old SR 74 and SR 32
Grade separation at Eastgate Boulevard and SR 32
Grade separation at Gleneste-Withamsville Road and SR 32
New interchange at SR 32 and Bach-Buxton/Tealtown Road Extension
Grade separation at Old SR 74 and SR 32
Olive Branch-Stonelick Road Interchange recently constructed
Major Upgrade
Full directional interchange at I-275 and SR 32
UPGRADE AND IMPROVE SR 32
Limited access east of I-275; access to SR 32 only at points shown; full access control long term
DETAILED STUDY AREA
EASTGATE MALL
UNION TOWNSHIP
Match to Figure 3.6
Old SR 74
Eastgate Blvd
Tealtown Road
Archbeld Road
Clough Pike
Eight Mile Road
Mt. Carmel Tobasco Road
Gleneste-Withamsville Road
Shayler Road
Bach-Buxton Road
Olive Branch-Stonelick Road
32
275
125
= Possible At-Grade Intersection
= Possible At-Grade Intersection or Urban Interchange
= Possible Signalized Interchange
= Possible Interchange (free flow) With Grade Separation
= Grade-Separated Overpass
= Road Closure (Cul-de-sac) Locations
= Extent of Side Road Improvements (see Section 3.4.1d for a description of side road improvements)
= Feasible Highway Alternative Corridor Footprint
= Approximate Centerline - Feasible Highway Alternative Corridors
= Major Surface Streams
= Detailed Study Area (including bus transit hubs)
Feasible Highway Alternatives
Segment IV: Eastgate Area -Alternative I
Public Workshops
Eastern Corridor Multi-Modal Projects
Hamilton and Clermont Counties, Ohio
January/February 2004
North
Scale:
0 500 1000
Eastern Corridor Multi-Modal Projects


SEGMENT IV - ALTERNATIVE P
Relocation of I-275 and I-275/SR 32 Interchange
No Collector-Distributor Roads
New Interchange at SR 32 and Bach-Buxton/ Tealtown Road Extension
Full Access Interchange at SR 32 and Eastgate Boulevard
New Interchange at I-275 and Relocated SR 74
New Interchange at I-275 and New Bach-Buxton Connector
Note: Side road improvement details not shown (see Section 3.4.1.d for side road improvement descriptions)
Hamilton County • Clermont County
Ohio Department of Transportation
City of Cincinnati • SORTA/Metro
OKI Regional Council of Governments
New interchange at I-275 and relocated SR 74
Relocated full directional interchange at I-275 and SR 32
Full access interchange at Eastgate Boulevard and SR 32
Grade separation at Gleneste-Withamsville Road and SR 32
New interchange at SR 32 and Bach-Buxton/Tealtown Road Extension
Grade separation at Old SR 74 and SR 32
Olive Branch-Stonelick Road Interchange recently constructed
Remove existing interchange at I-275 and SR 32
New interchange at I-275 and new Bach-Buxton Connector
UPGRADE AND IMPROVE SR 32
Limited access east of I-275; access to SR 32 only at points shown; full access control long term
DETAILED STUDY AREA
Match to Figure 3.6
EASTGATE MALL
UNION TOWNSHIP
Old SR 74
Eastgate Blvd
Tealtown Road
Aicholtz Road
Eight Mile Road
Clough Pike
Tobasco Road
Mt. Carmel
Gleneste-Withamsville Road
Shayler Road
Bach-Buxton Road
Olive Branch-Stonelick Road
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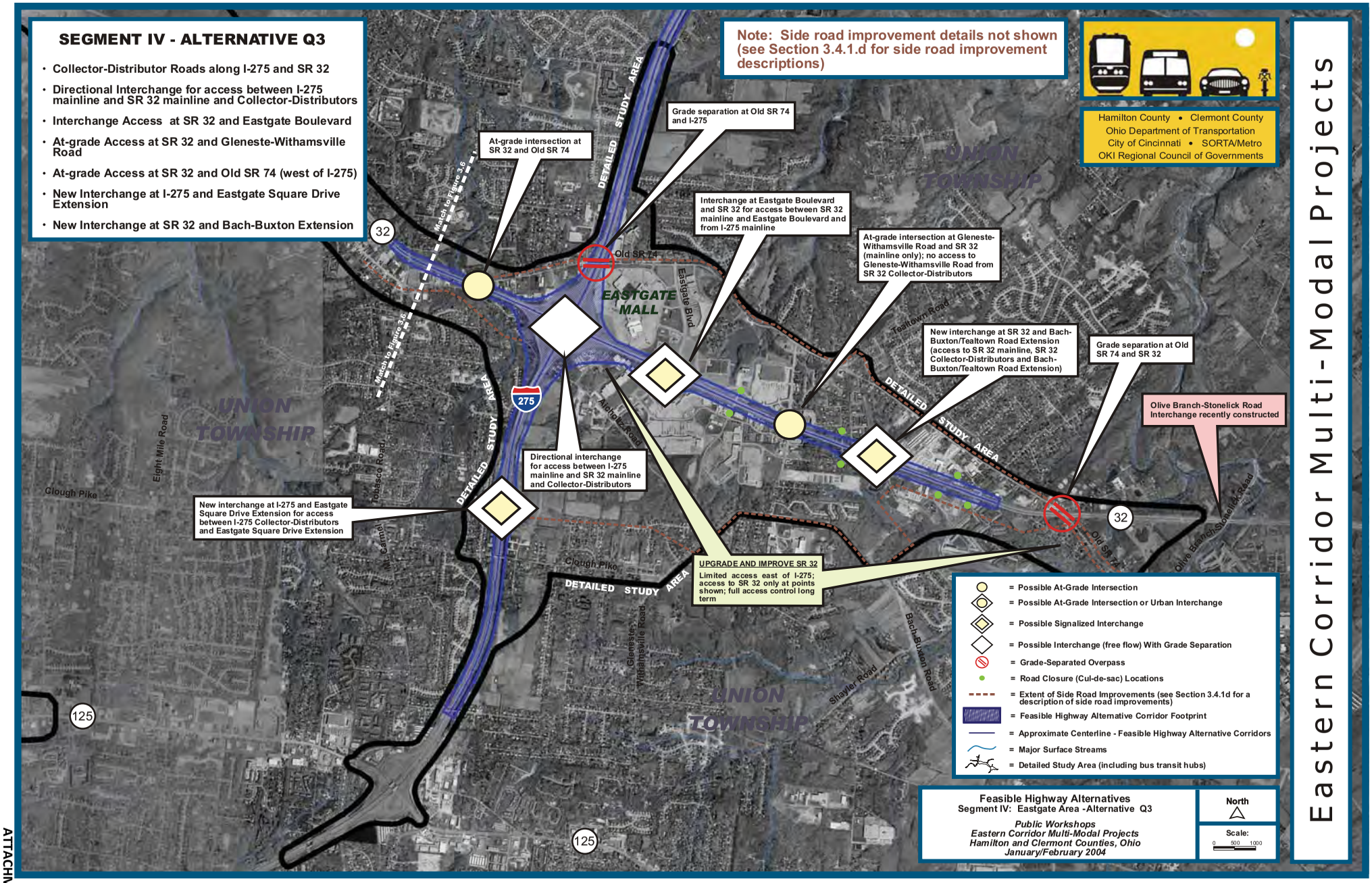
275
125
= Possible At-Grade Intersection
= Possible At-Grade Intersection or Urban Interchange
= Possible Signalized Interchange
= Possible Interchange (free flow) With Grade Separation
= Grade-Separated Overpass
= Road Closure (Cul-de-sac) Locations
= Extent of Side Road Improvements (see Section 3.4.1d for a description of side road improvements)
= Feasible Highway Alternative Corridor Footprint
= Approximate Centerline - Feasible Highway Alternative Corridors
= Major Surface Streams
= Detailed Study Area (including bus transit hubs)
Feasible Highway Alternatives
Segment IV: Eastgate Area - Alternative P
Public Workshops
Eastern Corridor Multi-Modal Projects
Hamilton and Clermont Counties, Ohio
January/February 2004
North
Scale:
0 500 1000
Eastern Corridor Multi-Modal Projects


SEGMENT IV - ALTERNATIVE Q3
• Collector-Distributor Roads along I-275 and SR 32
• Directional Interchange for access between I-275 mainline and SR 32 mainline and Collector-Distributors
• Interchange Access at SR 32 and Eastgate Boulevard
• At-grade Access at SR 32 and Gleneste-Withamsville Road
• At-grade Access at SR 32 and Old SR 74 (west of I-275)
• New Interchange at I-275 and Eastgate Square Drive Extension
• New Interchange at SR 32 and Bach-Buxton Extension
Note: Side road improvement details not shown (see Section 3.4.1.d for side road improvement descriptions)
Hamilton County • Clermont County
Ohio Department of Transportation
City of Cincinnati • SORTA/Metro
OKI Regional Council of Governments
Eastern Corridor Multi-Modal Projects
At-grade intersection at SR 32 and Old SR 74
Grade separation at Old SR 74 and I-275
Interchange at Eastgate Boulevard and SR 32 for access between SR 32 mainline and Eastgate Boulevard and from I-275 mainline
At-grade intersection at Gleneste-Withamsville Road and SR 32 (mainline only); no access to Gleneste-Withamsville Road from SR 32 Collector-Distributors
New interchange at SR 32 and Bach-Buxton/Tealtown Road Extension (access to SR 32 mainline, SR 32 Collector-Distributors and Bach-Buxton/Tealtown Road Extension)
Grade separation at Old SR 74 and SR 32
Olive Branch-Stonelick Road Interchange recently constructed
Directional interchange for access between I-275 mainline and SR 32 mainline and Collector-Distributors
New interchange at I-275 and Eastgate Square Drive Extension for access between I-275 Collector-Distributors and Eastgate Square Drive Extension
UPGRADE AND IMPROVE SR 32
Limited access east of I-275; access to SR 32 only at points shown; full access control long term
DETAILED STUDY AREA
EASTGATE MALL
UNION TOWNSHIP
Old SR 74
Eastgate Blvd
Tealtown Road
Aicholtz Road
Eight Mile Road
Clough Pike
Tobasco Road
Mt. Carmel
Gleneste-Withamsville Road
Shayler Road
Bach-Buxton Road
Olive Branch-Stonelick Road
Match to Figure 3.6
32
275
125
= Possible At-Grade Intersection
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= Possible Signalized Interchange
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= Grade-Separated Overpass
= Road Closure (Cul-de-sac) Locations
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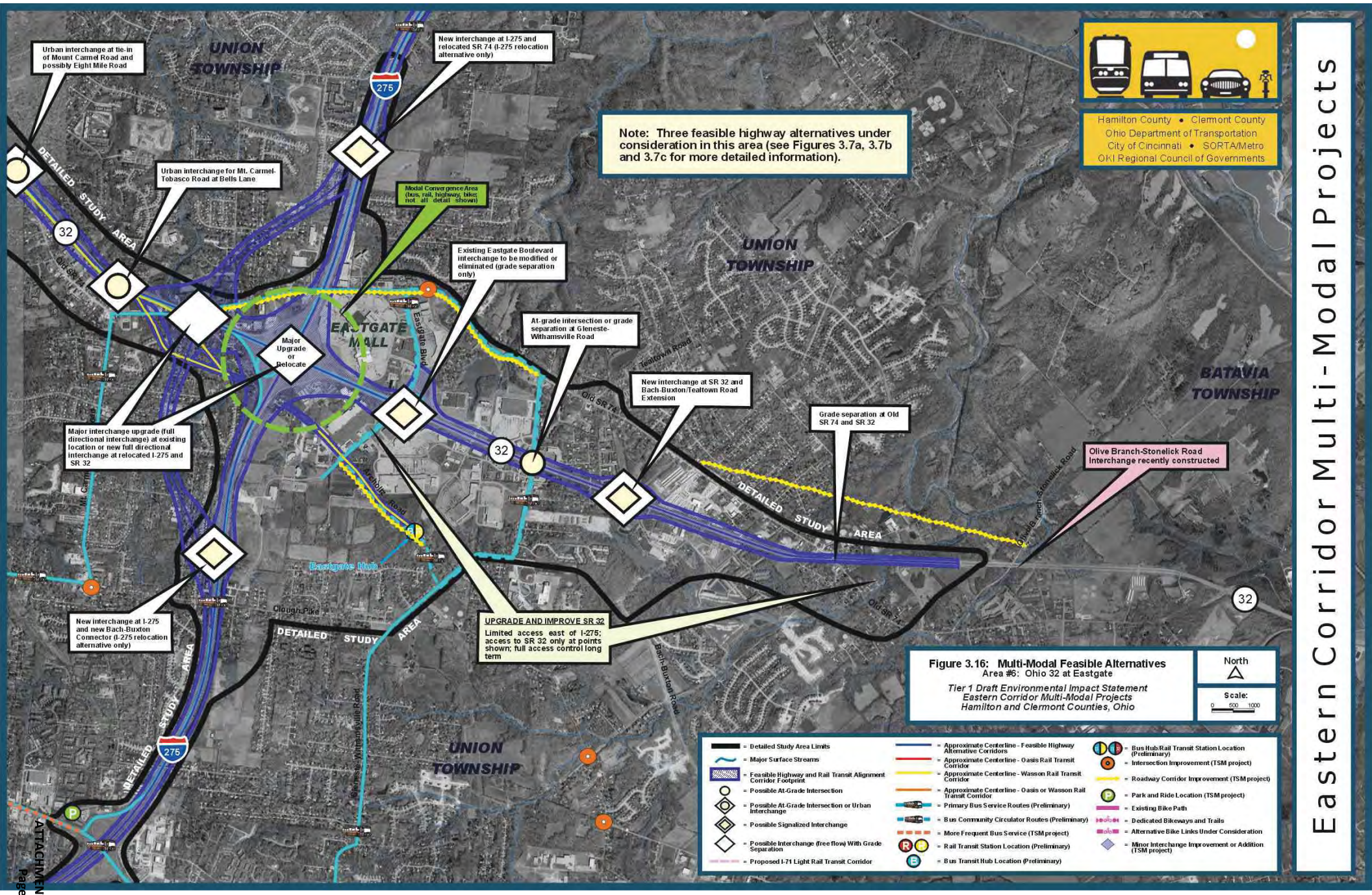
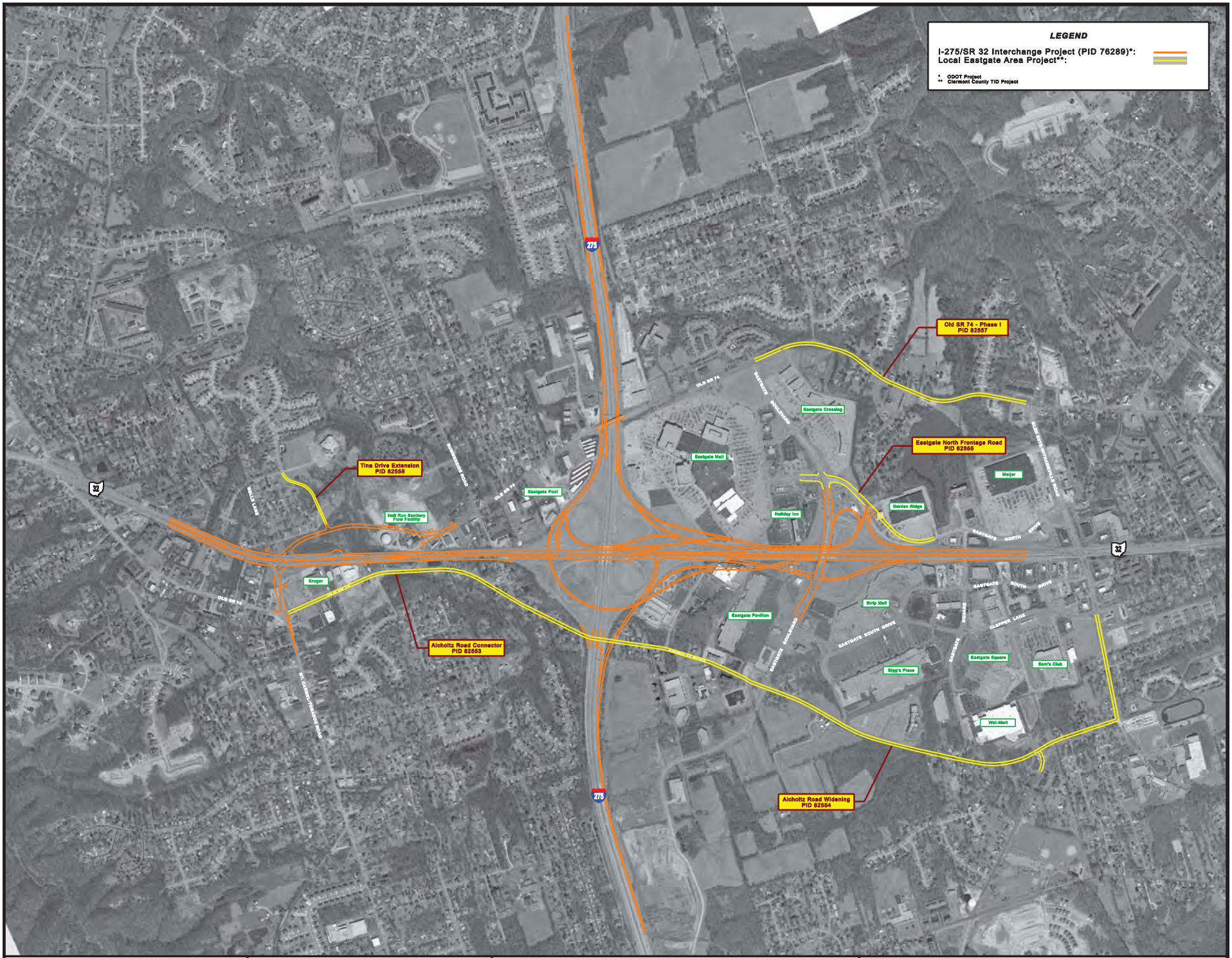
= Approximate Centerline - Feasible Highway Alternative Corridors
= Major Surface Streams
= Detailed Study Area (including bus transit hubs)
Feasible Highway Alternatives
Segment IV: Eastgate Area -Alternative Q3
Public Workshops
Eastern Corridor Multi-Modal Projects
Hamilton and Clermont Counties, Ohio
January/February 2004
North
Scale:
0 500 1000


Eastern Corridor Multi-Modal Projects
Hamilton County • Clermont County
Ohio Department of Transportation
City of Cincinnati • SORTA/Metro
OKI Regional Council of Governments
Note: Three feasible highway alternatives under consideration in this area (see Figures 3.7a, 3.7b and 3.7c for more detailed information).
Urban interchange at tie-in of Mount Carmel Road and possibly Eight Mile Road
New interchange at I-275 and relocated SR 74 (I-275 relocation alternative only)
Urban interchange for Mt. Carmel-Tobasco Road at Bells Lane
Modal Convergence Area (bus, rail, highway, bike; not all detail shown)
Existing Eastgate Boulevard interchange to be modified or eliminated (grade separation only)
At-grade intersection or grade separation at Glenestе-Withamsville Road
New interchange at SR 32 and Bach-Buxton/Tealtown Road Extension
Grade separation at Old SR 74 and SR 32
Olive Branch-Stonelick Road Interchange recently constructed
Major Upgrade or Relocate
Major interchange upgrade (full directional interchange) at existing location or new full directional interchange at relocated I-275 and SR 32
New interchange at I-275 and new Bach-Buxton Connector (I-275 relocation alternative only)
UPGRADE AND IMPROVE SR 32
Limited access east of I-275; access to SR 32 only at points shown; full access control long term
UNION TOWNSHIP
EASTGATE MALL
BATAVIA TOWNSHIP
DETAILED STUDY AREA
Eastgate Hub
Figure 3.16: Multi-Modal Feasible Alternatives
Area #6: Ohio 32 at Eastgate
Tier 1 Draft Environmental Impact Statement
Eastern Corridor Multi-Modal Projects
Hamilton and Clermont Counties, Ohio
North
Scale:
0 500 1000
= Detailed Study Area Limits
= Major Surface Streams
= Feasible Highway and Rail Transit Alignment Corridor Footprint
= Possible At-Grade Intersection
= Possible At-Grade Intersection or Urban Interchange
= Possible Signalized Interchange
= Possible Interchange (free flow) With Grade Separation
= Proposed I-71 Light Rail Transit Corridor
= Approximate Centerline - Feasible Highway Alternative Corridors
= Approximate Centerline - Oasis Rail Transit Corridor
= Approximate Centerline - Wasson Rail Transit Corridor
= Approximate Centerline - Oasis or Wasson Rail Transit Corridor
= Primary Bus Service Routes (Preliminary)
= Bus Community Circulator Routes (Preliminary)
= More Frequent Bus Service (TSM project)
= Rail Transit Station Location (Preliminary)
= Bus Transit Hub Location (Preliminary)
= Bus Hub/Rail Transit Station Location (Preliminary)
= Intersection Improvement (TSM project)
= Roadway Corridor Improvement (TSM project)
= Park and Ride Location (TSM project)
= Existing Bike Path
= Dedicated Bikeways and Trails
= Alternative Bike Links Under Consideration
= Minor Interchange Improvement or Addition (TSM project)

ATTACHMENT H2

CLE-275-10.15 Public Meeting (2007) – Eastgate Area Project Exhibit and Comment Summary



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DECEMBER 2007

NORTH

ENTRAN

Public Involvement Meeting

I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

Proposed I-275/SR 32 Interchange Project and Other Programmed Eastgate Area Local Projects

I-275/SR 32 Interchange; PID 76289
PUBLIC MEETING SUMMARY

Prepared for:
Ohio Department of Transportation – District 8
January 14, 2008

CONTENTS

1. Meeting Summary
2. Table 1 – List of Persons Submitting Comments
3. Table 2 – Summary of Comments Received
4. Public Meeting Notification
5. Public Meeting Sign-In
6. Public Comments Received

ENTRAN

Public Meeting Summary
I-275/SR 32 Interchange
Clermont County, Ohio; PID 76289

MEETING SUMMARY

Public Meeting Format and Attendance

A Public Meeting was held on Thursday, December 13, 2007 to provide opportunity for interested persons to review and comment on project development and alternatives for the I-275/SR 32 Interchange Project in Union Township, Clermont County, Ohio.

Notification of the meeting was provided by a letter mailing to adjacent property owners and stakeholders, newspaper legal notices in the Cincinnati Enquirer on November 29 and December 6, 2007; legal notice in the Clermont Community Press on December 6, 2007 (including the Clermont Journal, Bethel Journal, Milford Miami Advertiser and the Community Journal North Clermont); and announcement of the December 13th meeting on the following websites: Ohio Department of Transportation District 8, Clermont County Transportation Improvements District, Clermont County Engineer, Union Township, and Clermont County (county portal).

The meeting was held in the Union Township Civic Center, 4350 Aicholtz Road, Union Township, Ohio, from 4:00 to 7:00 PM. It was conducted in an informal, open house style format to facilitate public review, allow for individual discussion between the public and project representatives, and to solicit individual input on the project.

Four stations presented project information and graphics, including: Project Background, Project Purpose and Need, the Preferred Alternative, and Project Phasing. Handouts provided at the meeting included a Project Fact Sheet and a Comment Form. A receptacle for placement of hand-written comments was provided at the meeting. Comments could also be mailed to the Ohio Department of Transportation District 8 following the meeting.

The Project Fact Sheet and key graphics presented at the meeting were posted December 10, 2007 on the Ohio Department of Transportation District 8 website for public viewing, and remain posted. The ODOT website allowed public comments to be submitted electronically. The comment period ended December 27, 2007.

Attendance at the public meeting was approximately 243 persons based on the sign-in.

Summary of Comments Received

A total of 32 public comments were received through written comment submitted at the December 13th meeting, and by mail, fax and email submitted after the meeting through the end

of the December 27, 2007 comment period. Overall, public comments consisted of the following general themes:

1. Concerns about proposals negatively impacting nearby residential homes – 5 total (see comment sheets 1, 2, 3, 30 and 31)

2. Comments wanting shorter/sooner project phasing – 4 total (see comment sheets 4, 5, 6 and 7)

3. Comments on design components – 7 total (see comment sheets 8, 9, 10, 11, 25, 27, and 29)

4. General support of the proposed plan – 1 total (see comment sheets 22)

5. Comments from public agencies (Clermont County and CCTID) – 2 total (see comment sheets 28 and 32)

Table 1: List of Persons Submitting Comments During Public Comment Period I-275 / SR 32 Interchange Project PID #76289			
ID	Name	Address	Format
1	Claudia Rust	Cincinnati, OH	Comment Sheet
2	Dennis Rust	Cincinnati, OH	Comment Sheet
3	Vicki L Cook	Georgetown, OH	Comment Sheet
4	Brad Forsythe	Cincinnati, OH	Comment Sheet
5	Mike Shumaker	Milford, OH	Comment Sheet
6	Anonymous		Comment Sheet
7	John Simpson	Cincinnati, OH	Comment Sheet
8	Paolucci	Cincinnati, OH	Comment Sheet
9	Frank Marino	Cincinnati, OH	Email
10	Charles Schaeffer	Cincinnati, OH	Comment Sheet
11	Jeffrey Stegman	Cincinnati, OH	Email
12	Penn Station	Cincinnati, OH	Comment Sheet
13	Pastor Lance Inabnit (Christian Life Center)	Cincinnati, OH	Comment Sheet
14	Ian Katz (Midas & Your Cleaners)	Toledo, OH	Email
15	Barbara Bradley	Batavia, OH	Comment Sheet
16	Dennis and Laura Taus	Cincinnati, OH	Comment Sheet
17	RK Cooper	Milford, OH	Comment Sheet
18	John Becker	Cincinnati, OH	Comment Sheet
19	Jerry Fraley	Cincinnati, OH	Comment Sheet
20	Randy Wulker	Cincinnati, OH	Comment Sheet
21	Anonymous		Comment Sheet
22	Mike Weigel	Cincinnati, OH	Comment Sheet
23	Howard and Rosemary Peacock	Cincinnati, OH	Comment Sheet
24	Matthew Kite (Attorney for Bells Lake Apartments)	Cincinnati, OH	Letter
25	Tom Birkle	Cincinnati, OH	Email
26	Michael Brown (Attorney for Harding Family)	Cincinnati, OH	Email
27	Samuel Roark	Batavia, OH	Email
28	David Spinney (Clermont County)	Batavia, OH	Letter
29	Joe Easton (Circle Storage)	Cincinnati, OH	Letter
30	Daniel and Christa Mills	Cincinnati, OH	Comment Sheet
31	Ralph Mayfield	Cincinnati, OH	Comment Sheet
32	Steve Wharton (CCTID)	Batavia, OH	Letter

Table 2: Summary of Comments Received During Public Comment Period
I-275 / SR 32 Interchange Project PID #76289

ID	Name	Summary of Comments	Disposition
		Concerns about proposals negatively impacting nearby residential homes	
1, 2	Rust, Rust	Comments consisted of concerns about the Aicholtz Connector putting increased car and truck traffic on Rust Ln.	
3	Cook	Concerns were raised about the Aicholtz Connector creating unsuitable living conditions for homes on Aicholtz near I-275.	
30	Mills	Concerns about air quality, noise pollution and access to his property. He desired an air quality analysis and time analysis (concerning access) for his home.	
31	Mayfield	Concerned the project would inhibit proper school bus, automobile and fire/ambulance access to his property on Anna May Drive. He also conveyed fears that the project would further the current trend of nearby businesses vacating the area. The resident also commented that the placement of the u-turns on SR 32 were poor and would not better traffic or safety.	
		Comments wanting shorter/sooner project phasing	
4	Forsythe	Concerns were made that the length of project would increasing final costs over time.	
5	Shumaker	1. Commented that eight years of construction will have a negative effect on the project area.	
		2. Need rest of SR 32 in Eastern Corridor Plan to avoid congestion.	
6	Anonymous	Suggested speeding up phasing by implementing creative financing with ODOT and the state government.	
7	Simpson	Commented that the Eastgate Square Drive and the SR 32 intersection should be closed as soon as possible (instead of 2012 as planned).	
		Comments on design components	
8	Paolucci	Questioned the use of superstreet u-turns, claiming they fail and hurt development and are meant only for residential areas	
9	Marino	Questioned the components of the superstreet design, claiming that the added u-turns and traffic signals will increase congestion and traffic.	
10	Schaeffer	Questioned the plan to eliminate one traffic signal at Eastgate Frontage Road via rerouting the road and removing two businesses.	
11	Stegman	Stated that the closing the Old SR 74 and SR 32 interchange will hurt businesses and add to congestion around the Kroger's supermarket entrance.	
25	Birkle	Comments that the two crossovers planned will be more dangerous than what is currently in place. Especially if the traffic signals are not included.	
29	Easton (Circle Storage)	1. Must fix SR 32 / Glen Este -Withamsville Intersection as it is the main traffic issue. Must be address prior to or at the same time as State project.	
		2. Don't add signals at SR 32 / I-275 ramps due to congestion and safety concerns.	
		3. Too many merges on SR 32 / I-275 ramps will cause safety concerns	
		4. Superstreet configuration very unsafe.	

ID	Name	Summary of Comments	Disposition
		5. Entire plan generally very confusing and will deter shoppers for retail area.	
		6. Widening SR 32 is good.	
		7. Consider collector-distributor and keep existing SR 32 / I-275 cloverleaf as better option.	
		Business/Property access concerns	
12	Penn Station	Insisted that adequate signage be provided during construction for businesses around SR 32.	
13	Inabnit (Christian Life Center)	Commented that the superstreet u-turns will hurt access to Christian Life Center church on Roney Lane (via Bells Lane).	
14	Katz (Midas, Your Cleaners)	Commented that his business on SR 32 and Rust Ln (Old SR 74) will suffer greatly by the redesign of SR 32. The individual claimed the proposed u-turns and removal of the intersection at SR 32 would ruin business.	
24	Kite (Attorney for Bells Lake Apartments)	Commented that the closing of Bells Lane would confuse future and current patrons and delay emergency vehicle access. The owner also requested that the proposed sound wall be designed to not impede views (including views of the business's signage) into or out from the property.	
26	Brown (Attorney for Harding Family)	1. Any land vacated as result of relocating Bells Lane be conveyed to them.	
		2. Reconfigured property have legal documents provided by county or state.	
		3. Desired curb cuts allowing left and right turns in and out of his property on the southwest corner of Bells Lane and SR 32 (across from Kroger access).	
		Miscellaneous project comments and questions	
15	Bradley	With the increase of traffic with a more fluent traffic flow feeding into Mt. Carmel/Tobasco will there be a light for Branter Elem/ St. Veronica Schools which is already congested and dangerous?	
16	Taus	1. Will the Aicholtz underpass and extension include sidewalks and on bike paths?	
		2. Will the Aicholtz Road extension towards Rust Lane include sound barriers landscaping plan storm water runoff plan?	
		3. When will the county have a public information meeting for the Aicholtz Rd. extension?	
17	Becker	Commented that the display materials and room were too small for the crowd size.	
18	Cooper	Claimed meeting was too crowded.	
19	Fraley	1. Commented that he did not receive adequate meeting notification.	
		2. Questioned Clermont County's taking of parcels on Aicholtz Road when sewer easement currently exists.	
20	Wulker	Commented that he did not receive adequate meeting notification.	
21	Anonymous	Commented that the project involves too many signals, is too complex and that the plan just moves the problems.	
23	Peacock	Requested a personal meeting with an official involved in the project. He sought to be updated as to the status of his own property. ODOT responded to this request and updated the home owner over the phone.	
27	Roark	Many comments about the SR 32 corridor throughout Clermont County. Specific to this project, the individual suggested the use of a cloverleaf design for SR32 / I-275 and bridges in lieu of traffic signals along SR 32.	

ID	Name	Summary of Comments	Disposition
		Support of proposed plan	
22	Weigel	One general comment was made in favor of the project.	
		Comments from Public Agencies: Clermont County	
28	Spinney (Clermont County)	1. Commented that the purpose and need for this project has become limited in scope and has overlooked key goals identified in the 2005 Purpose and Need.	
		2. Citing various reasons, stated the current two phase plan is too lengthy and should be combined into a single phase.	
		3. Traffic projections are flawed because the formulae used do not include Clermont County's local road improvements.	
		4. Cost projections are also a point of contention with the County, which claims the long two part phasing will increase construction inflation.	
		Comments from Public Agencies: Clermont County TID	
32	Wharton (CCTID)	1. Claims traffic models and methods used for the project area lack necessary detail and precision. They instead propose a "more detailed and sophisticated microscopic traffic simulation model"(p.5).	
		2. Comments that traffic counts used in the ODOT analyses should be updated to include the changing traffic patterns for Old SR 74 and Aicholtz Road.	

ATTACHMENT H3

Aicholtz Connector Public Meeting (October 2009)

Public Meeting Notification

NEWS RELEASE

FOR IMMEDIATE RELEASE
October 1, 2009

Aicholtz Connector Project

CLERMONT COUNTY, OHIO – The Clermont County Transportation Improvement District (CCTID), in conjunction with the Clermont County Engineer's Office, Ohio Department of Transportation, and Union Township will host an open house meeting to get public input for the *Aicholtz Connector*. The open house will be held on Thursday October 15, 2009 from 5:30 until 7:30 p.m. at the Union Township Civic Center, 4350 Aicholtz Road.

The *Aicholtz Connector* project will evaluate the corridor between Mount Carmel-Tobasco Road at Old SR 74 and Eastgate Boulevard in order to provide recommendations for transportation improvements and a new connection under I-275. Planned right-of-way will address roadway improvements, pedestrian facilities and preservation of a corridor for future rail transit.

Exhibits of the study corridor will be on display at the meeting and representatives from the County, ODOT, Union Township and the project team will be available to answer questions and gather comments. The public is welcome to attend any time during the two-hour period. Comment sheets will be provided, which can be placed in a drop-off box at the meeting or mailed to the CCTID by October 29, 2009. Additional comment sheets, the drop-off box, and the exhibits shown at the meeting will be available at the Union Township Civic Center until October 29, 2009.

.

For more information about this study, contact Steve Wharton, Clermont County Transportation Improvement District at (513) 289-9051 (ed3c@fuse.net) or Craig Stephenson, Clermont County Chief Deputy Engineer at (513) 732-8883 (cstephenson@clermont.oh.us).

Clermont County Transportation Improvement District

175 E. Main Street – Suite 150, Batavia, OH 45103

September 21, 2009

Dear Property Owner:

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer's Office, Ohio Department of Transportation (ODOT), and Union Township, is beginning the planning for a local roadway network improvement between Mount Carmel-Tobasco Road and Eastgate Boulevard. The improvement corridor, referred to as the Aicholtz Connector, generally follows Old SR 74 and Aicholtz Road with a new connection under I-275 (see map on back).

This project is being coordinated with ODOT's planned improvement of the I-275/SR 32 interchange and planned multimodal improvements associated with the Eastern Corridor, including preservation of a future rail transit corridor that extends to the Union Township Civic Center. The purpose of the Aicholtz Connector is to improve travel efficiency and access for commercial and residential districts in the Eastgate area.

At this early stage in the design studies, there have been no definitive plans developed or final locations chosen for these important transportation improvements, nor have any detailed plans for the improvements or property acquisitions been determined.

Public Open House Meeting **-** You are invited to attend an open house public meeting for the Aicholtz Connector project on **Thursday, October 15, 2009** at the Union Township Civic Center, located at 4350 Aicholtz Road. Please stop by anytime between the hours of 5:30 p.m. and 7:30 p.m. Aerial photo exhibits showing the project study area will be on display and representatives from the County, ODOT, Union Township and the project team will be available to answer questions and get your input prior to developing preliminary plans for the project.

Project Studies **-** As part of this project's design work, it will be necessary to conduct surveying, geotechnical and environmental field studies in the area. Field personnel from ENTRAN, Resource International, and Gray & Pape (professional engineering, environmental and geotechnical consulting firms who are under contract with the CCTID) will be in the area in the coming months to conduct these studies. Accordingly, we wish to advise you that these field personnel may need to enter upon your property to perform these investigations. Ohio Revised Code Section 5540.03 authorizes such entries. These persons will carry identification that will be provided to you upon your request, and have received strict instructions to avoid damage to private property. If at any time you feel that our representatives have not given proper attention to your property, please notify us at once.

We sincerely appreciate your participation in the public involvement process and your cooperation with our field personnel so that important data collection can be completed. Should you have any questions, concerns, or special needs or requests, please feel free to contact me at (513) 289-9051. Thank you.

Sincerely,
Clermont County Transportation Improvement District

Steve Wharton

Steve Wharton
Secretary-Treasurer

Cc: Board of Union Township Trustees

AICHOLTZ CONNECTOR - PUBLIC OPEN HOUSE MEETING
October 15, 2009 • 5:30 to 7:30 p.m. • Union Township Civic Center

Contacts

Steve Wharton
Clermont County Transportation Improvement District

175 East Main Street, Suite 150
Batavia, Ohio 45103
ed3c@fuse.net
513.289.9051

www.tid.clermontcountyohio.gov

Craig Stephenson
Clermont County Deputy Engineer

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513.732.8883

www.clermontengineer.org

Deborah Osborne
ENTRAN

1848 Summit Road
Cincinnati, Ohio 45237
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513.761.1700

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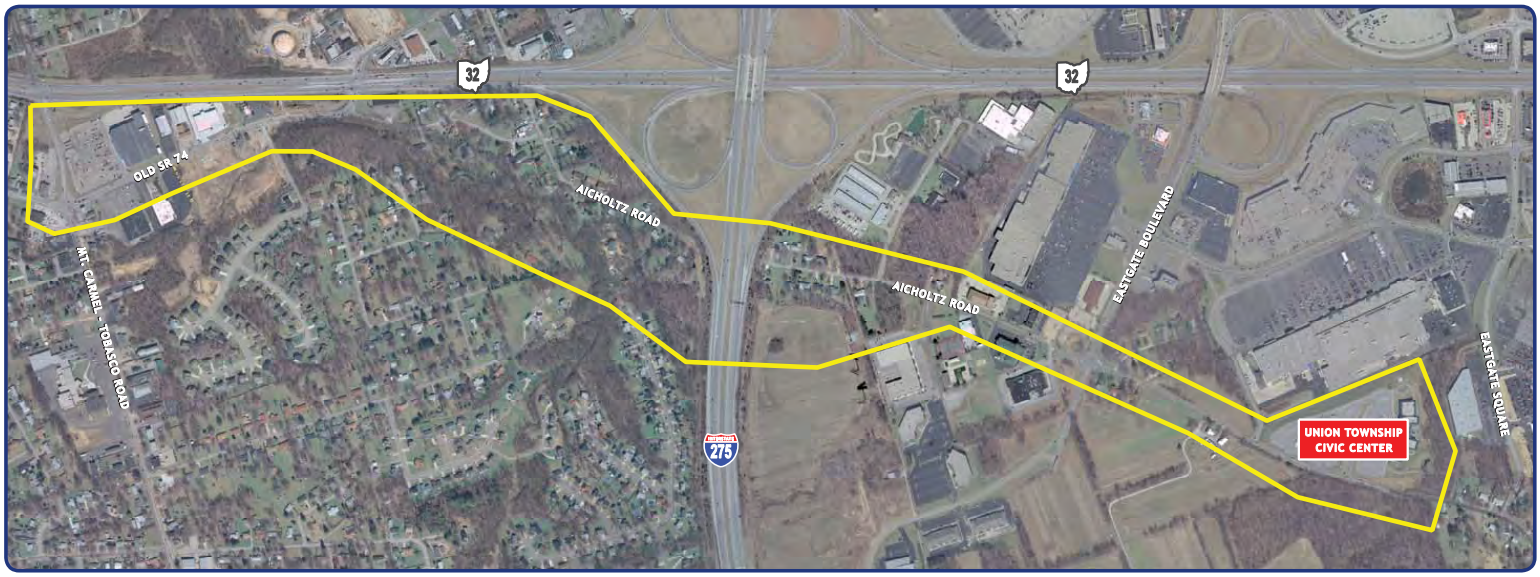
AICHOLTZ CONNECTOR - PUBLIC OPEN HOUSE MEETING
October 15, 2009 • 5:30 to 7:30 p.m. • Union Township Civic Center

Clermont County Transportation Improvement District
175 East Main Street, Suite 150
Batavia, Ohio 45103

Aicholtz Connector Study Area



Aicholtz Connector

Project Description

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer, ODOT, and Union Township, is planning a local roadway network improvement generally between Mount Carmel-Tobasco Road and Eastgate Boulevard – called the Aicholtz Connector. The improvement corridor includes a new connection under I-275. The purpose of the Aicholtz Connector is to improve travel efficiency and access in the Eastgate area.

Current Status

Under Design

Project Documents

- February 2011 Handout - PDF

Meetings

February 2011 Open House Exhibits

- Project Status - PDF
- Dec 09 Open House Summary - PDF
- Oct 09 Open House Summary - PDF
- EC Multimodal Plan - PDF
- Planned Improvements in Eastgate Area - PDF
- Existing & Planned Infastructure -PDF
- Enviromental Features - PDF
- Proposed Alternatives - PDF
- Preferred Alternative - PDF
- Preliminary Impact Matrix - PDF
- Green Infastructure - PDF
- Project Schedule- PDF
- Comment Sheet 2/16/11-PDF
- Handout 2/16/11 - PDF

December 2009 Open House Exhibits

- Alternatives 1 & 1A - Aicholtz PM#2 - PDF
- Alternatives 2 & 2A - Aicholtz PM#2 - PDF
- Alternatives 3 & 3A - PDF
- Comment Sheet - Aicholtz PM #2 - PDF

- EC Multi-modal Plan with Aicholtz study area - PDF
- Green Infrastructure - Aicholtz PM#2 - PDF
- Handout - Aicholtz PM #2 - PDF
- October Meeting Summary - Aicholtz PM #2 - PDF
- Overpass Concept - Aicholtz PM #2 - PDF
- Updated Project Description and Goals - Aicholtz PM#2 - PDF
- Environmental Features - PDF
- Updated Project Schedule - PDF
- Existing Infrastructure - PDF
- Planned Improvements in Eastgate Area - PDF

October 2009 Open House Exhibits

- Background - Eastern Corridor - PDF
- Comment Sheet - PDF
- Environmental Features - PDF
- Existing Infrastructure - PDF
- Fact Sheet - PDF
- Planned Improvements - PDF
- Project Goals - PDF
- Project Schedule - PDF
- Study Area - PDF

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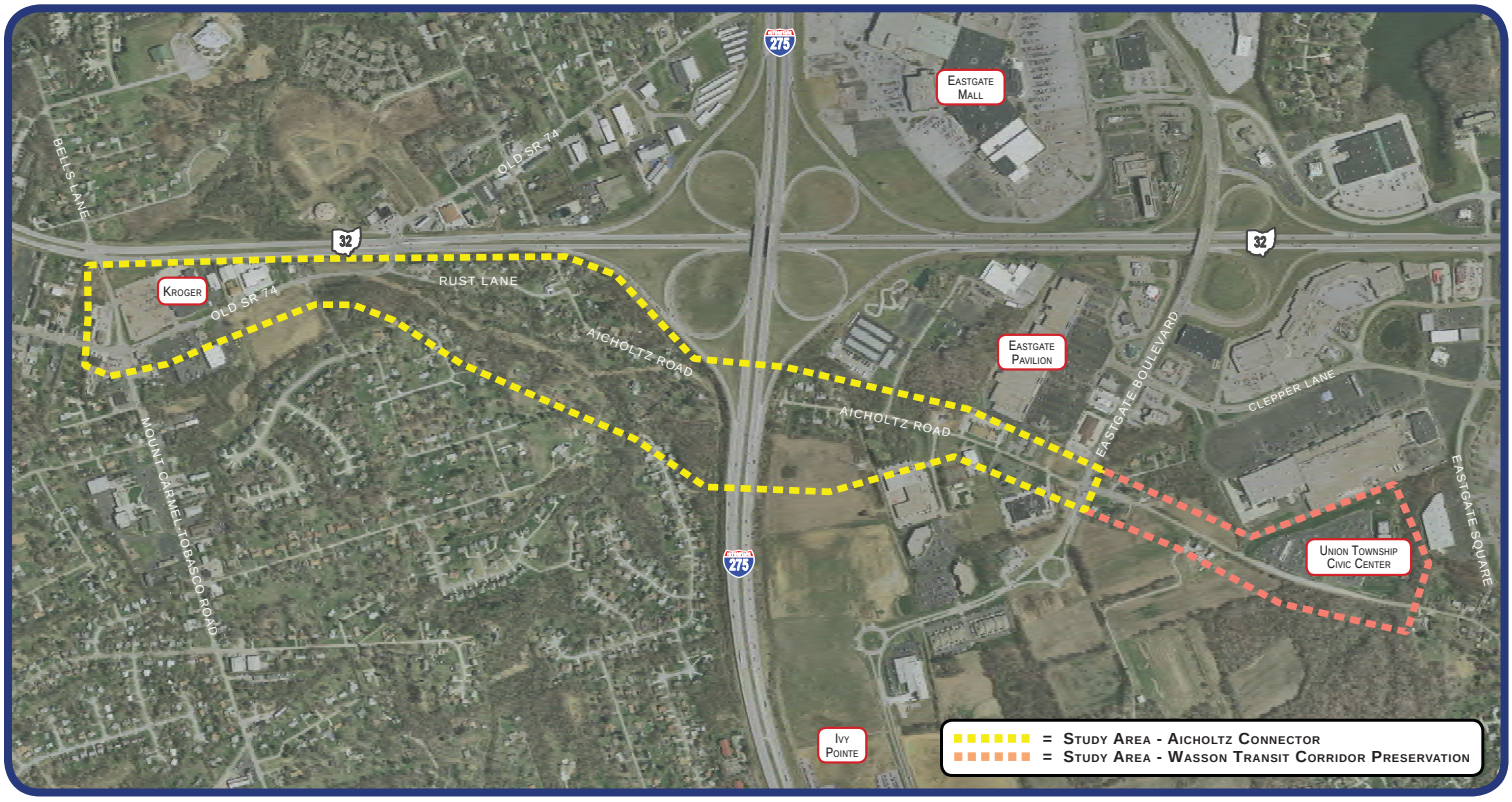
Public Meeting Handout

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting – October 15, 2009



Project Description

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineers Office, Ohio Department of Transportation (ODOT) and Union Township, is beginning planning for a local roadway network improvement between Mount Carmel-Tobasco Road and Eastgate Boulevard – called the Aicholtz Connector. The improvement corridor follows Old SR 74 and Aicholtz Road, with a new connection under I-275. Total length is about 1.3 miles.

The Aicholtz Connector is being coordinated with ODOT's planned improvement of the I-275 / SR 32 interchange and planned multi-modal improvements associated with the Eastern Corridor project, including preservation of a corridor for rail transit. Maps of these adjacent projects are shown at the Project Background station.

Project Goals

Initial goals developed by the project study team for the Aicholtz Connector include the following:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32.

2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor.

3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities.

We Want Your Input!

This study is just beginning. We are gathering data on the corridor's existing issues, resources and features, and have presented some of that information at tonight's meeting. By signing in, you will be added to the mailing list and kept up-to-date on the study and future opportunities to participate. We are planning another open house in December 2009 and hope you will attend. In the meantime, if you have any questions, feel free to contact any of the project team members listed on the back of this handout.

What Are Your Ideas?

What improvements would you like to see included in the Aicholtz Connector project? Possibilities could include:

- Addition of curb and gutter
- Paved shoulders
- Turn lanes
- Street lighting
- Landscaping
- Pedestrian/bike path
- Improved stormwater management
- Greenspace preservation
- Preservation of a corridor for future rail transit
- A future transit station at the Union Township Civic Center
- What else?

It is important to remember that no plans for the Aicholtz Connector have been developed to date. The information and materials presented at this meeting are only ideas at this point.

We are looking for your input on transportation problems and needs along this corridor and suggestions for improvements. Please speak to the project team and fill out a Comment Sheet with your ideas.

Please Fill Out a Comment Sheet

You can complete the comment sheet tonight and place it in the drop-off box or mail it to the Clermont County Transportation Improvement District through October 29, 2009 at:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Additional comment sheets, the drop-off box, and the exhibits shown tonight will be available at the Union Township Civic Center until October 29, 2009.

Project Schedule

Identify Project Needs	We Are Here
Preliminary Studies and Alternatives Analysis	Oct. 2009 to Jan. 2010
Public Open House Meeting #2	Dec. 2009
Preliminary Engineering and Environmental Clearance	Feb. 2010 to Oct. 2010
Public Open House Meeting #3	July 2010
Detailed Design	2011
Right-of-Way Acquisition	2012
Begin Construction	2014

Contacts

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Clermont County Transportation Improvement District

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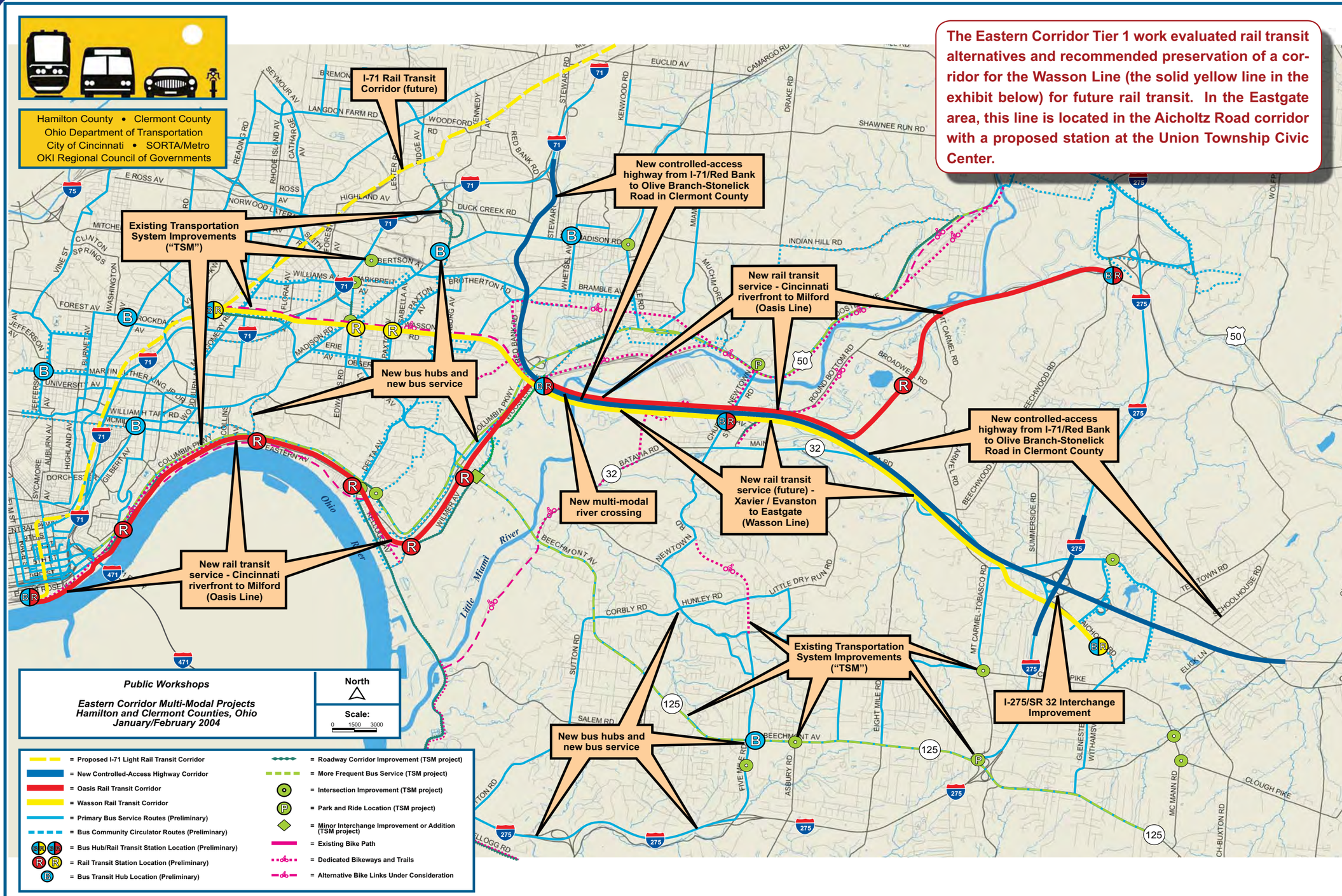
Public Meeting Exhibits

Eastern Corridor Multi-Modal Projects

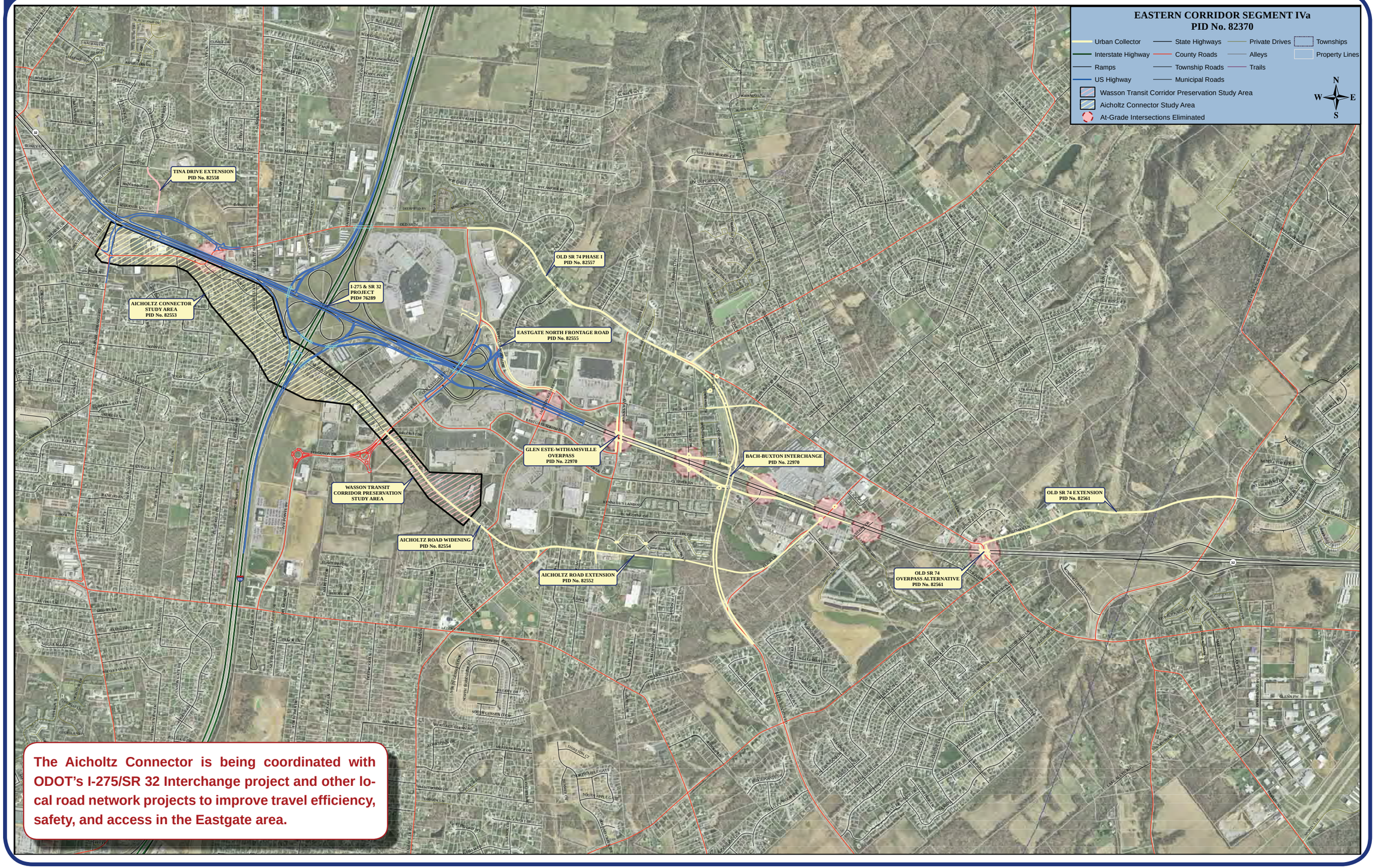
The Eastern Corridor Tier 1 work evaluated rail transit alternatives and recommended preservation of a corridor for the Wasson Line (the solid yellow line in the exhibit below) for future rail transit. In the Eastgate area, this line is located in the Aicholtz Road corridor with a proposed station at the Union Township Civic Center.



AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

PLANNED IMPROVEMENTS IN THE EASTGATE AREA



The Aicholtz Connector is being coordinated with ODOT's I-275/SR 32 Interchange project and other local road network projects to improve travel efficiency, safety, and access in the Eastgate area.

Project Description

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Project Goals

Initial goals developed by the project study team for the Aicholtz Connector include the following:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32.
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor.
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities.

What Are Your Ideas?

What improvements would you like to see included in the Aicholtz Connector project? Possibilities could include:

- Addition of curb and gutter
- Paved shoulders
- Turn lanes
- Street lighting
- Landscaping
- Pedestrian/bike path
- Improved stormwater management
- Greenspace preservation
- Preservation of a corridor for future rail transit
- A future transit station at the Union Township Civic Center
- What else?

It is important to remember that no plans for the Aicholtz Connector have been developed to date. The information and materials presented at this meeting are only ideas at this point.

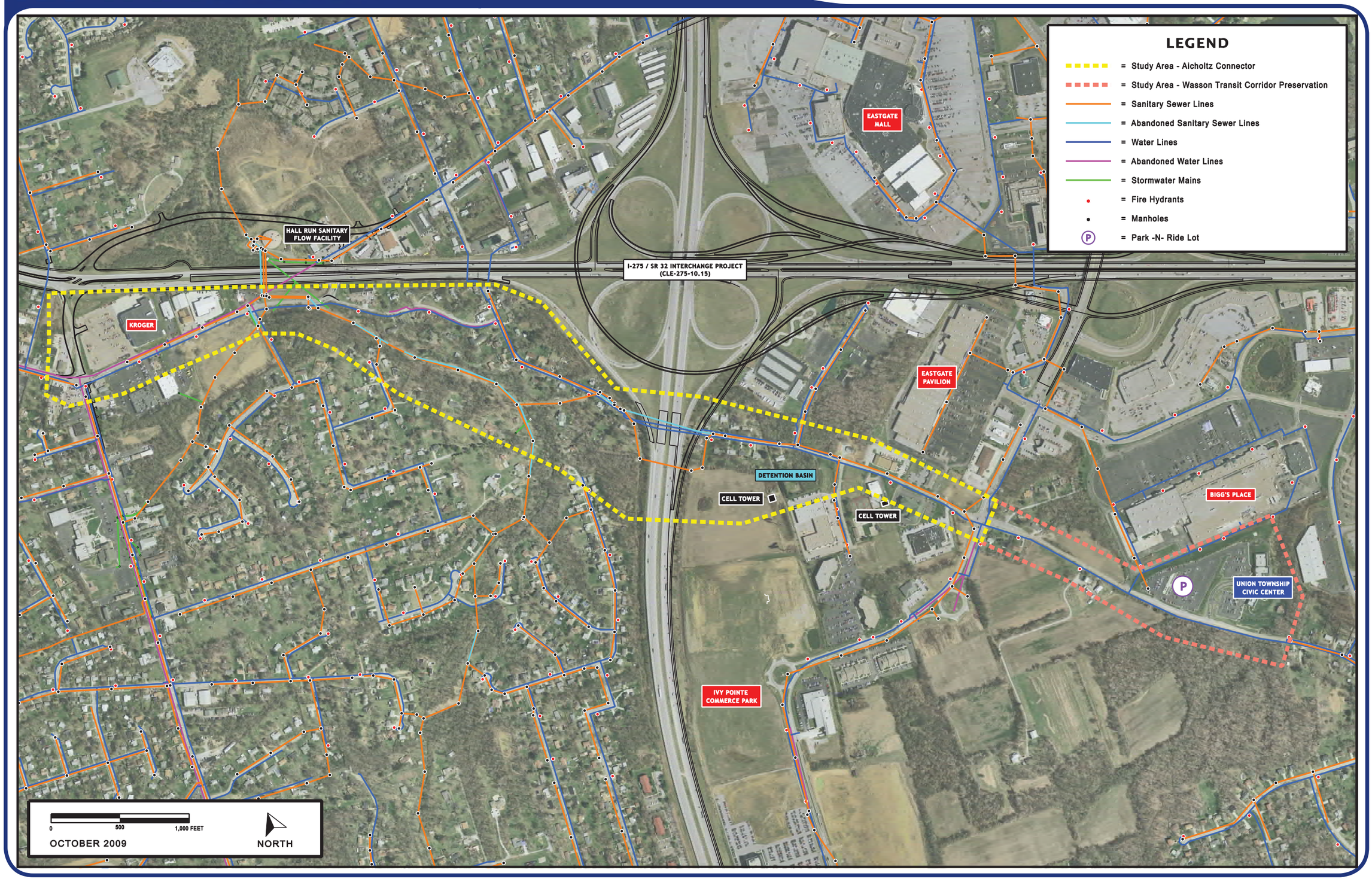
We Want Your Input!

We are looking for your input on transportation problems and needs along this corridor and suggestions for improvements. Please speak to the project team and fill out a Comment Sheet with your ideas. You can also use the space below to jot down any ideas you have right now!

Aicholtz Connector

Mount Carmel-Tobasco Road to Eastgate Boulevard

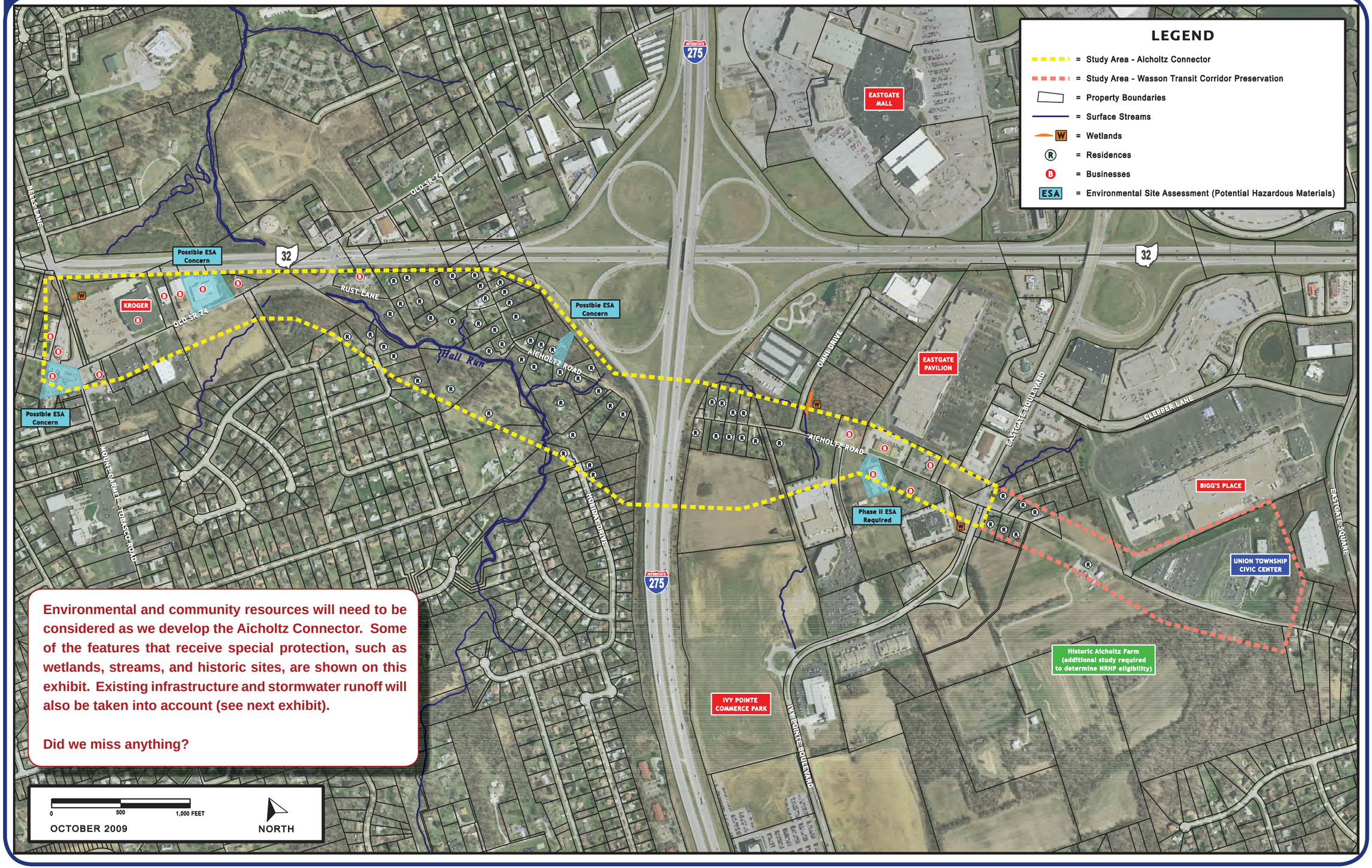
EXISTING INFRASTRUCTURE



Aicholtz Connector

Mount Carmel-Tobasco Road to Eastgate Boulevard

ENVIRONMENTAL FEATURES



Environmental and community resources will need to be considered as we develop the Aicholtz Connector. Some of the features that receive special protection, such as wetlands, streams, and historic sites, are shown on this exhibit. Existing infrastructure and stormwater runoff will also be taken into account (see next exhibit).

Did we miss anything?

Identify Project Needs	We Are Here
Preliminary Studies and Alternatives Analysis	Oct. 2009 to Jan. 2010
Public Open House Meeting #2	Dec. 2009
Preliminary Engineering and Environmental Clearance	Feb. 2010 to Oct. 2010
Public Open House Meeting #3	July 2010
Detailed Design	2011
Right-of-Way Acquisition	2012
Begin Construction	2014

Public Meeting Photographs

October 2009 Public Meeting Photographs

Public Meeting Summary

PUBLIC OPEN HOUSE #1 SUMMARY – OCTOBER 2009
CLE CR3 Aicholtz Connector
Union Township, Clermont County, Ohio

A Public Open House meeting was held on October 15, 2009 to provide interested persons the opportunity to become informed about, and comment on the proposed Aicholtz Connector project. The meeting was held at the Union Township Civic Center (4350 Aicholtz Road, Union Township, Ohio 45245) from 5:30 to 7:30 PM. Announcement of the meeting consisted of notification letters mailed to land owners in the project study area, a news release to local media and notification of the meeting posted on the Union Township and Clermont County Transportation Improvement District's (CCTID) websites.

Information at the meeting was presented at various stations and included the following:

- Project Background (Eastern Corridor and I-275/SR 32 information boards)
- Project Description and Goals
- Project Study Area
- Environmental Resources and Existing Infrastructure
- Project Schedule

A total of approximately 90 people attended the meeting (based on sign-in) and 27 written comments were received by the CCTID through the public comment period which ended October 29, 2009. A summary of comments is presented in the attached tables.

News release, copies of written comments and meeting sign-in are also attached.

AICHOLTZ CONNECTOR PUBLIC OPEN HOUSE SUMMARY - OCTOBER 15, 2009

SUMMARY OF PUBLIC COMMENT SHEETS RECEIVED

Project Interest

Total Meeting Attendance: Approximately 90 persons
Total Comment Sheets Received: 27

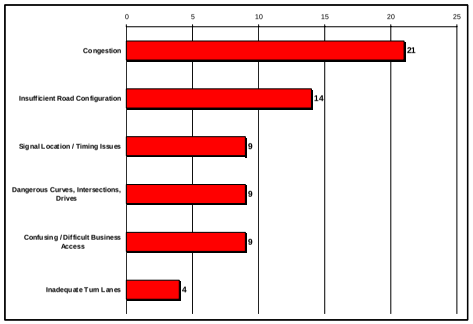
Own residence/property – 16 persons

Work/shop/dine – 14 persons

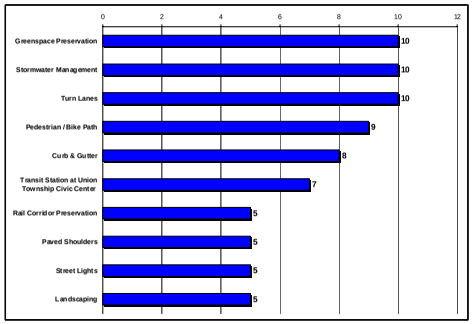
Commute – 12 persons

Interested in business / development – 8 persons

Observed Traffic/Safety Problems



Improvement Interests



General Comments

Personal property concerns - 6 persons

Opportunity for area growth, development, and/or improved access – 6 persons

Issues with other projects such as the I-275/SR 32 interchange; sewer, other roadways, etc. – 5 persons

Rail station location near Ivy Point – 1 person

SUMMARY OF PUBLIC COMMENTS FROM MEETING EXHIBITS

Comments About Features/Issues in Project Area	Disposition of Comments
• Flooding occurs along Hall Run in study area and east of I-275 north of Ivy Point. • Hall Run is an important resource. • Old railroad trestle (CG&P) and traction line are located on west side of I-275. • Stone houses reported along Aicholtz Road west of I-275. • Area of "Indian Relics" reported along Hall Run east of I-275. • Drainage issue (foundation problems) reported on property in study area east of I-275.	Based on comments about Hall Run and flooding issues in the project area, a fourth goal was added to the project related to greenspace protection and stormwater management. The Aicholtz Connector is being coordinated with a green infrastructure planning initiative that is looking at ways to combine environmental stewardship, land use planning, and infrastructure development to attract economic opportunities, while at the same time protecting and enhancing the county's natural environment. Ecological and cultural studies are currently underway to identify important features, and strategies for stormwater/flood management and protection of greenspace and other environmental resources will be further developed .
Comments About Project Development/Impacts	**Disposition of Comments**
• Concern indicated for displacement of property.	The conceptual alternatives presented tonight each support, to varying degrees (some better than others), the identified project goals for: 1) improving access and travel efficiency in the Eastgate area; 2) considering future development opportunities; 3) preserving future pedestrian access and rail transit opportunities; and 4) protecting the natural environment.. The alternatives will be further evaluated relative to these project goals, as well as public comments received tonight, anticipated impacts (including displacements) and costs to identify a preferred alternative that provides a balance amongst the various goals and interests in the Aicholtz corridor.
• Suggested alignment located south of Hall Run to minimize displacements.	Alternative 3 is a corridor that responds to public comments for an alternative located on the south side of Hall Run. It reduces potential displacements while preserving greenspace along Hall Run and potential development opportunity (see Alternative 3 exhibit).
• Construct Aicholtz Road over I-275 (instead of under).	An overpass of I-275 was eliminated because of high impacts and cost. Refer to the next exhibit for additional explanation.
• Preference for placement of rail station at Ivy Point development area.	Locating a future rail station in the Ivy Point vicinity will be considered as the project further develops.
Comments About Other Projects	**Disposition of Comments**
• Erosion caused by I-275 runoff reported on west side of highway at culvert • Concern indicated for closure of Old SR 74/SR 32 intersection. • Eliminate proposed signals on SR 32 (proposed I-275 interchange). • Concerns about noise associated with I-275/SR 32. • Difficulty getting in/out of Melcrest Drive just east of Eastgate Blvd (onto Aicholtz) • Sewer needed along Yates Lane west of Mt. Carmel-Tobasco Road • Pedestrian access needed at Bach-Buxton and SR 125 and along Tealtown Road	These issues are outside the Aicholtz Connector study area, but comments have been forwarded to appropriate agencies and will be considered in the development of other infrastructure projects in the Eastgate area by the County or ODOT.

SUMMARY OF COMMENTS RECEIVED
Aicholtz Connector Public Open House Meeting – October 15, 2009

Comment No. & Name	Address	Project Interests	Transportation Need			Goals	Improvement Interests 1 = Low 5 = High	Environmental Resources		Other Comments
			Traffic/Safety Problems	New Connection	Other Problems			Features	Important Issues	
Comments Received During Meeting										
1.. C. Abner (for Jesse Abner)	4490 Finney Trail Cincinnati, Ohio 45244	Own residence /property Work/shop/dine Commute	Confusing/difficult business access	Don't make a thoroughfare.	NA	NA	1 = curb and gutter 5 = greenspace preservation	Protect Hall Run	NA	Don't want another disaster like "Fast Food Alley"
2. Tim Birr	4498 Finney Trail Cincinnati, Ohio 45244	Own residence/property Work/shop/dine Commute	Congestion	NA	NA	NA	NA	NA	NA	Doesn't want project to cause same problems as recent sewer project.
3. Vicki Cook (for 4450 Aicholtz Road)	10846 US 68 Georgetown, Ohio 45121	Own residence/property	Congestion; Inefficient road configuration; Dangerous curves intersections, drives	Wants house acquired.	Drainage problem caused by I-275.	House wouldn't survive use of heavy equipment around it. Who wants to bike/walk past 50 yr. old houses?	1 = street lights 1 = landscaping 5 = curb and gutter 5 = paved shoulder 5 = turn lanes 5 = stormwater management 5 = greenspace preservation	Culvert drains to tunnel under I-275	Improved traffic	I-275 landlocked her property and created drainage problems.
4. James L. Cox	4340 Aicholtz Rd. Cincinnati, Ohio 45245	Own residence/property Work/shop/dine Commute	Congestion; Signal location /timing issues	NA	NA	NA	5 = turn lanes 5 = stormwater management	NA	NA	NA
5. Jerry Fraley	4477 Aicholtz Rd. Cincinnati, Ohio 45244	Own residence/property	Congestion; Inefficient road configuration	Opens area to businesses.	NA	NA	5 = curb and gutter 5 = paved shoulder 5 = turn lanes 5 = street lighting 5 = landscaping 5 = pedestrian/bike path 5 = stormwater management 5 = greenspace preservation 5 = corridor for rail 5 = transit sta. at civic center	Why go under I-275?	NA	Move alignment south onto sewer easement to prevent displacements. Costs too much.

SUMMARY OF COMMENTS RECEIVED
Aicholtz Connector Public Open House Meeting – October 15, 2009

Comment No. & Name	Address	Project Interests	Transportation Need			Goals	Improvement Interests 1 = Low 5 = High	Environmental Resources		Other Comments
			Traffic/Safety Problems	New Connection	Other Problems			Features	Important Issues	
6. Susan Fraley	4477 Aicholtz Rd. Cincinnati, Ohio 45244	Own residence/property Work/shop/dine Commute	Congestion; Dangerous curves intersections, drives; Inefficient road configuration; Signal location /timing issues; Confusing/difficult business access; Inadequate turn lanes	NA	Potholes not being repaired on Rust and Aicholtz.	NA	NA	NA	NA	NA
7. Aloma T. Funk	4503 Finney Trail Cincinnati, Ohio 45244	Own residence/property Work/shop/dine Commute	Congestion; Inefficient road configuration	Helps with congestion on SR 32.	Wants noise wall if house stays.	NA	5 = street lighting 5 = pedestrian/bike path 5 = stormwater management 5 = corridor for rail 5 = transit sta. at civic center	NA	NA	Wants to know ASAP if land to be taken so as not to invest anymore money in home.
8. John Gray	945 Locust	Commute Lives in Eastern Corridor area	Congestion; Inefficient road configuration; Signal location /timing issues	Overall Aicholtz project is good. Major problem with I-275/SR 32 stop lights.	Don't put new stop lights on I-275/SR 32 exits; will increase congestion.	NA	1 = curb and gutter 1 = turn lanes 5 = pedestrian/bike path 5 = greenspace preservation 5 = corridor for rail 5 = transit sta. at civic center WRITTEN IN 5 = eliminate signals on 32	NA	NA	Consider new railroad station at new business park instead of at Civic Center (more space for parking and road improvements).
9. Kathleen Handley-Birr	4498 Finney Trail Cincinnati, Ohio 45244	Own residence/property Work/shop/dine	Dangerous curves intersections, driveways; Confusing/difficult business access	Abhors rush hour.	NA	NA	1 = street lighting 5 = greenspace preservation	Displacement of home and disruption of wildlife habitat.	NA	Back yard is like a park with a variety of wildlife re-settling from sewer work. Project will eliminate private sanctuary. Many homes in neighborhood one family owner for 50 years; community is settled; project would hurt people.

SUMMARY OF COMMENTS RECEIVED
Aicholtz Connector Public Open House Meeting – October 15, 2009

Comment No. & Name	Address	Project Interests	Transportation Need			Goals	Improvement Interests 1 = Low 5 = High	Environmental Resources		Other Comments
			Traffic/Safety Problems	New Connection	Other Problems			Features	Important Issues	
10. Thomas Hoffman (THE Co.)	586 Wards Corner Road Loveland, Ohio	Own residence/property	Congestion	NA	NA	NA	NA	NA	NA	NA
11. Rachael Heyl	4495 Aicholtz Rd. Cincinnati, Ohio 45245	Own residence/property	Signal location /timing issues (does not make sense to have traffic lights on SR 32)	Who does project benefit? Could alleviate all traffic concerns with overpasses on SR 32. Makes no sense to even do Aicholtz Connector project.	NA	No-one will take this back way; SR 32 will still be faster. Develop/ redevelop existing commercial property before displacing people to develop more commercial property.	5 = curb and gutter 5 = stormwater management 5 = greenspace preservation	NA	NA	Project isn't necessary; overpasses on SR 32 alleviate traffic problems. Become fiscally responsible and develop vacant /deteriorating commercial properties, then no need to displace people on Aicholtz. Throughout process there have been no answers (county will not return calls).
12. Joyce Petty	4454 Aicholtz Rd Cincinnati, Ohio 45244	Own residence/property Interested in business / development	Congestion; Dangerous curves intersections, drives; Inefficient road configuration; Signal location /timing issues; Inadequate turn lanes	Easy access to get through without going on SR 32.	NA	NA	5 = turn lanes 5 = corridor for rail 5 = transit sta. at civic center	NA	NA	Anything that can be done about Aicholtz and Eastgate Blvd. is greatly appreciated.
13. Claudia Rust	629 Rust Lane Cincinnati, Ohio 45244	Own residence/property	NA	Doesn't like project (will run by bedroom; no outlet street now and like it that way, leave it alone).	NA	NA	NA	NA	NA	Does not want project to go to Rust Lane.

SUMMARY OF COMMENTS RECEIVED
Aicholtz Connector Public Open House Meeting – October 15, 2009

Comment No. & Name	Address	Project Interests	Transportation Need			Goals	Improvement Interests 1 = Low 5 = High	Environmental Resources		Other Comments
			Traffic/Safety Problems	New Connection	Other Problems			Features	Important Issues	
14. Dennis Taus	625 Rust Lane Cincinnati, Ohio 45244	Own residence/property	Congestion	Project will cause more noise for areas close to traffic (are noise walls being considered for interchanges?).	Height of Aicholtz Connector above Hall Run (will residences be below traffic?).	NA	1 = pedestrian/bike path 1 = stormwater management 1 = greenspace preservation	NA	Don't cut off residences from community by surrounding them with roads.	NA
15. Laura Taus	625 Rust Lane Cincinnati, Ohio 45244	Own residence/property	Congestion; Dangerous curves intersections, drives	Project will lessen congestion at rush hour.	NA	Hike/bike trail to Eastgate for consumers and workers without transportation	1 = curb and gutter 1 = stormwater management 5 = turn lanes 5 = pedestrian/bike path	Hawk nest in back yard (endangered species?)	NA	May be hard to get out of Rust Lane onto Aicholtz.
16. NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Fix potholes and keep streets from crumbling.
17. NA	NA	NA	Signal location /timing issues; Confusing/difficult business access	Keep traffic moving and get rid of all traffic lights.	Easier access to Holiday Inn and Hampton Inn from I-275.	NA	NA	NA	NA	Why is Schoolhouse so narrow - were school buses and semi considered?
Comments Received After Meeting										
18. Glen Andrews	484 Old SR 74 Cincinnati, OH	Commute	Congestion; Dangerous curves intersections, drives; Inefficient road configuration	NA	NA	NA	5 = pedestrian/bike path 5 = stormwater management 5 = transit sta. at civic center	NA	NA	NA
19. Mary Burke (Magnolia Point Apartments Property Manger 484 Old SR 75 Cincinnati, OH 45244)	1689 Colonade Florence	Interested in business / development Work/shop/dine	Congestion; Inefficient road configuration; Confusing/difficult business access	Will relieve congestion on SR 32 and provide easier access to Eastgate and Mt. Carmel areas.	NA	Connects to Mt. Carmel.	1 = stormwater management 1 = corridor for rail	NA	NA	Very important growth opportunity

SUMMARY OF COMMENTS RECEIVED
Aicholtz Connector Public Open House Meeting – October 15, 2009

Comment No. & Name	Address	Project Interests	Transportation Need			Goals	Improvement Interests 1 = Low 5 = High	Environmental Resources		Other Comments
			Traffic/Safety Problems	New Connection	Other Problems			Features	Important Issues	
20. Gregory J. Dryer	484 Old SR 74 Cincinnati, OH	Interested in business / development Work/shop/dine Commute	Congestion; Dangerous curves intersections, drives; Inefficient road configuration; Confusing/difficult business access; Inadequate turn lanes	Will reduce congestion.	NA	NA	1 = landscaping 1 = greenspace preservation 5 = curb and gutter 5 = turn lanes 5 = street lighting 5 = pedestrian/bike path 5 = stormwater management	NA	NA	NA
21. Vicki Dryer	484 Old SR 74 Cincinnati, OH	Interested in business / development Work/shop/dine Commute	Congestion; Inefficient road configuration; Signal location /timing issues; Confusing/difficult business access	Will reduce congestion.	NA	NA	1 = landscaping 1 = greenspace preservation 5 = curb and gutter 5 = turn lanes 5 = street lighting 5 = pedestrian/bike path 5 = stormwater management	NA	NA	NA
22. Bryan Free	484 Old SR 74 Cincinnati, OH	Interested in business / development Work/shop/dine	Congestion; Inefficient road configuration; Confusing/difficult business access	Will relieve pressure on SR 32 and provide access to other Eastgate areas.	NA	Provides other access points other than SR 32	1 = corridor for rail	NA	NA	NA
23. Susan Hunkele	3146 Mt. Carmel Rd.	Interested in business / development Other = own residence in 32 Corridor Project Area	Congestion	Will ease traffic on SR 32 and I-275	NA	Smooth traffic to mall area, and boost business traffic on Old SR 74 through old Mt. Carmel area.	5 = curb and gutter 5 = paved shoulder 5 = turn lanes 5 = street lighting 5 = landscaping 5 = pedestrian/bike path 5 = stormwater management 5 = greenspace preservation 5 = corridor for rail 5 = transit sta. at civic center	NA	Preservation of greenspace	NA
24. Art Hunkele representing New Millennium Building Engineers	3146 Mt. Carmel Rd.	Own residence/property Interested in business / development Work/shop/dine Commute	Congestion	Will provide back way to Eastgate offices and shopping avoiding SR 32/I-275 area.	NA	Provide convenient access to Mt. Carmel business district.	5 = turn lanes 5 = greenspace preservation 5 = corridor for rail 5 = transit sta. at civic center	NA	NA	NA

SUMMARY OF COMMENTS RECEIVED
Aicholtz Connector Public Open House Meeting – October 15, 2009

Comment No. & Name	Address	Project Interests	Transportation Need			Goals	Improvement Interests 1 = Low 5 = High	Environmental Resources		Other Comments
			Traffic/Safety Problems	New Connection	Other Problems			Features	Important Issues	
25. Kathy Peters (Magnolia Point Apartments Assistant Property Manger 484 Old SR 75 Cincinnati, OH 45244)	820 Milford Vista Ln. Milford, OH	Interested in business / development Work/shop/dine Commute	Congestion; Inefficient road configuration; Signal location /timing issues; Confusing/difficult business access	Will relieve congestion east.	NA	NA	1 = greenspace preservation 1 = corridor for rail 5 = curb and gutter 5 = stormwater management	NA	NA	Growth in the area is very important.
26. Eric Schmidt	4512 Lucerne Ave. Cincinnati, OH	Work/shop/dine Commute	Congestion; Dangerous curves intersections, drives; Inefficient road configuration	Will provide better traffic flow through Eastgate/Mt. Carmel Area.	NA	Expand opportunities for retail, restaurant and recreation opportunities.	5 = paved shoulder 5 = turn lanes 5 = stormwater management 5 = greenspace preservation	NA	NA	NA
27. Josh Neff (CIA of Cinc.)	568 Old SR 74 Cincinnati, Ohio	Own a business Work/shop/dine Commute	Congestion; Dangerous curves, intersections, drives; Inefficient road configuration; Signal location/timing issues; Inadequate turn lanes	More confusion / difficult / problems with congestion	NA	NA	1 = transit sta at civic center 3 = corridor for rail 4 = curb and gutter 4 = paved shoulders 4 = turn lanes 4 = pedestrian/bike path 5 = greenspace preservation 5 = street lighting 5 = Landscaping	NA	NA	Plan project out for now and the future. Get other communities involved like Mason.

SUMMARY OF COMMENTS RECEIVED
Aicholtz Connector Public Open House Meeting – October 15, 2009

Comment No. & Name	Address	Project Interests	Transportation Need			Goals	Improvement Interests 1 = Low 5 = High	Environmental Resources		Other Comments
			Traffic/Safety Problems	New Connection	Other Problems			Features	Important Issues	
SUMMARY		Own residence/prop. (16) Work/shop/dine (14) Commute (12) Interested in business / development (8)	Congestion (21) Inefficient road configuration (14) Signal location / timing issues (9) Dangerous curves, intersect., drives (9) Confusing/difficult business access (9) Inadeq. turn lanes (4)	Advantages: • Helps SR 32 congestion (11) • Provides better access (3) • Opens area for business (1) • Property acquired (1) Disadvantages: • Signals on SR 32 at I-275 (3) • Generally not in favor (2) • Don't make a thoroughfare (1) • More confusion; problems with congestion (1)	Drainage (flooding) Potholes Noise Traffic lights on SR 32 at I-275 Access to Holiday & Hampton Inns Profile along Hall Run	Develop existing commercial areas before displacing people. Develop bike/hike trail as an alternative transportation mode. Connect/boost to Mt. Carmel. Smooth traffic flow to mall. Expand retail, restaurant and recreation opportunities.	High Interest: Turn lanes (10) SW management (10) Greenspace preserv. (10) Ped./bike path (9) Transit sta. at UTCC (7) Curb and gutter (8) Rail corridor preserv. (5) Paves shoulder (5) Street lights (5) Landscaping (3) Low Interest: Greenspace preserve. (4) Curb and gutter (3) Landscaping (3) Rail corridor preserv. (4) SW management (3) Street lights (2) Turn lanes (1) Ped./bike path (1)	Wildlife Hall Run Drainage (flooding)	Community disruption Preservation of greenspace	Personal property concerns (6) Concerns/issues with other projects (5) Opportunity for area growth (2) Rail sta. location (1)
SUMMARY OF COMMENTS / ISSUES FROM STUDY AREA EXHIBIT		1. Flooding indicated along Hall Run throughout study area and east of I-275 north of Ivy Point development area. 2. Hall Run identified as being an important resource. 3. Old railroad trestle identified (CG&P) on west side of I-275 at Hall Run. 4. Erosion caused by I-275 runoff identified on west side of highway at culvert/stream that connects to Hall Run. 5. Stone houses identified occurring on Aicholtz Road west of I-275. 6. Concern indicated for closure of Old SR 74/SR 32 intersection. 7. Concern indicated for displacement of property without roadway access. 8. Area of "Indian Relics" indicated as occurring along Hall Run east of I-275. 9. Area of Mt. Carmel History/old traction line indicated as occurring in project study area west of I-275. 10. Drainage /problem/issue (foundation problem) indicated as occurring on property in study area east of I-275. 11. Preference for placement of rail station at Ivy Point development area. 12. Difficulty getting in/out of road just east of Eastgate Boulevard (onto Aicholtz) 13. Suggested alignments (2) located south of Hall Run to minimize displacements 14. Eliminate proposed signals on SR 32 (I-275 interchange)									

NEWS RELEASE

FOR IMMEDIATE RELEASE
October 1, 2009

Aicholtz Connector Project

CLERMONT COUNTY, OHIO – The Clermont County Transportation Improvement District (CCTID), in conjunction with the Clermont County Engineer's Office, Ohio Department of Transportation, and Union Township will host an open house meeting to get public input for the *Aicholtz Connector*. The open house will be held on Thursday October 15, 2009 from 5:30 until 7:30 p.m. at the Union Township Civic Center, 4350 Aicholtz Road.

The *Aicholtz Connector* project will evaluate the corridor between Mount Carmel-Tobasco Road at Old SR 74 and Eastgate Boulevard in order to provide recommendations for transportation improvements and a new connection under I-275. Planned right-of-way will address roadway improvements, pedestrian facilities and preservation of a corridor for future rail transit.

Exhibits of the study corridor will be on display at the meeting and representatives from the County, ODOT, Union Township and the project team will be available to answer questions and gather comments. The public is welcome to attend any time during the two-hour period. Comment sheets will be provided, which can be placed in a drop-off box at the meeting or mailed to the CCTID by October 29, 2009. Additional comment sheets, the drop-off box, and the exhibits shown at the meeting will be available at the Union Township Civic Center until October 29, 2009.

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For more information about this study, contact Steve Wharton, Clermont County Transportation Improvement District at (513) 289-9051 (ed3c@fuse.net) or Craig Stephenson, Clermont County Chief Deputy Engineer at (513) 732-8883 (cstephenson@clermont.oh.us).

AICHOLTZ CONNECTOR PUBLIC MEETING #1
OCTOBER 15, 2009

COMMENTS RECEIVED AND MEETING SIGN-IN

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name C. ABNER
Representing JESSE C. ABNER
Address 4490 FINNEY TRAIL
Phone/Email ACYD@CINCI.RR.COM 528-0189

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ✓ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ✓ I work/shop/dine in the Eastgate area
- ✓ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ___ Congestion
- ___ Dangerous curves, intersections, driveways
- ___ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ✓ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. I don't see a problem w/ reconnecting Aicholtz, as long as it isn't a main thoroughfare.

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

- 1 Addition of curb and gutter
- ___ Paved shoulders
- ___ Turn lanes
- ___ Street lighting
- ___ Landscaping
- ___ Pedestrian/bike path
- 4 Improved stormwater management
- 5 Greenspace preservation
- 3 Preservation of a corridor for future rail transit
- 2 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? Hall's Run NEEDS to be protected. It's a tiny island of nature that should be preserved at all cost

What environmental or community resources/issues are most important to you? SEE ABOVE.

Other Comments

Please provide below any additional comments you have about the project. I SINCERELY hope this doesn't turn into the same disaster as "Fast Food Alley".

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name TIM BIRR
Representing
Address 4498 FINNEY TRAIL CINTI, OHIO 45244
Phone/Email VQX140@aol.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- X I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- X I'm interested in business or other development opportunities in the Eastgate area
- X I work/shop/dine in the Eastgate area
- X I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- X Congestion
- ___ Dangerous curves, intersections, driveways
- ___ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. ___

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

____ Addition of curb and gutter
____ Paved shoulders
____ Turn lanes
____ Street lighting
____ Landscaping
____ Pedestrian/bike path
____ Improved stormwater management
____ Greenspace preservation
____ Preservation of a corridor for future rail transit
____ Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. IF THIS PROJECT IS DONE THE WAY THE SEWER PROJECT WAS DONE IN OUR BACK YARD I REALLY DREAD THIS ONE. I NOW HAVE A SINK HOLE IN MY BACK YARD. THIS IS FROM THE SEWER PROJECT THAT WAS DONE A FEW YEARS AGO.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Vicki L. Cook
Representing 4450 Aicholtz Rd.
my Address 10846 Hwy. 68 Georgetown, Oh. 45121
Phone/Email 513-256-0022 Dano7461@Yahoo.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- X I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ___ I work/shop/dine in the Eastgate area
- ___ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- X Congestion
- X Dangerous curves, intersections, driveways
- X Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Advantage! These houses on this side of the highway are land locked and I feel that we need to have our house acquired.

Other needs or problems you think are important for us to know about. There is a major draining problem between the house next to ours and ours and because of the blasting when 275 was first built any house with a basement has structural damage.

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? Our goal is clear for 4450 Aicholtz Rd. the house is in ill repair - probably wouldn't survive the use of heavy equipment around it.

What is your vision for the Aicholtz Connector corridor in the future? You're offering all this fancy stuff like bike and walking trails. Who wants to bike or walk past 50+ year old dilapitated houses?

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

5 Addition of curb and gutter
5 Paved shoulders
5 Turn lanes
1 Street lighting
1 Landscaping
3 Pedestrian/bike path
5 Improved stormwater management
5 Greenspace preservation
3 Preservation of a corridor for future rail transit
3 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? Culvert pipe between 4450 and the house before it drains to tunnel under 275

What environmental or community resources/issues are most important to you? improved traffic

Other Comments

Please provide below any additional comments you have about the project. My sister, brother, and I own the property @ 4450 Aicholtz Rd. Once again we are hoping that with your planned construction you would consider how you or your family would feel being trapped in a landlocked situation - Exit ramp right through your back door and major thoroughfare at your front door. Sharon Smith (my sister) lives in the house @ the present time and she deals with the results from past construction every time we have a major rain shower.

Thank You Vicki Cook 513-256-0022

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name JAMES L. COX
Representing SELF
Address 4340 AICHOLTZ Rd CINTI 45244
Phone/Email 752-3817

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ✓ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ✓ I work/shop/dine in the Eastgate area
- ✓ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ___ Dangerous curves, intersections, driveways
- ___ Inefficient road network configuration
- ✓ Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. ___

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

___	Addition of curb and gutter	___	Pedestrian/bike path
4	Paved shoulders	5	Improved stormwater management
5	Turn lanes	___	Greenspace preservation
3	Street lighting	4	Preservation of a corridor for future rail transit
___	Landscaping	2	Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. _____

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name: Jerry Fraley
Representing: self
Address: 4477 AICHOLTZ Rd
Phone/Email: Jfraley8@cinci.rr.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- X I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ___ I work/shop/dine in the Eastgate area
- ___ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ___ Dangerous curves, intersections, driveways
- ✓ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Opening up area to business

Other needs or problems you think are important for us to know about. See front

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

- ✓ Addition of curb and gutter
- ✓ Paved shoulders
- ✓ Turn lanes
- ✓ Street lighting
- ___ Landscaping
- ✓ Pedestrian/bike path
- ___ Improved stormwater management
- ✓ Greenspace preservation
- ___ Preservation of a corridor for future rail transit
- ✓ Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? why Go under 275, Maybe go under.

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project.

Suggest rather than displace homeowners to relocate south or on Hall Run sewer easement from Old 74 at Goldstar All the way to Comfort Inn. One house would be displaced (Middleton on Holiday & 4467 Aicholtz (Finley). With 90' easement there would be lots of future displacements. UT says there would be no doorstep stepouts to street, so they Highway would need to buy the property. The costs are too much.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Susan & Jerry Fraley
Representing
Address 4477 Aicholtz Rd
Phone/Email JFraley8@cinci.rr.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ✓ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ✓ I work/shop/dine in the Eastgate area
- ✓ I commute through the Eastgate area
- ___ Other (Please explain briefly) Pot holes on Rust & Aicholtz are not being repaired

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ✓ Dangerous curves, intersections, driveways
- ✓ Inefficient road network configuration
- ✓ Traffic signal location/timing issues
- ✓ Confusing/difficult access to businesses
- ✓ Inadequate turn lanes
- ___ Other (Please explain briefly)

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible.

Other needs or problems you think are important for us to know about.

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

_____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

____ Addition of curb and gutter
____ Paved shoulders
____ Turn lanes
____ Street lighting
____ Landscaping
____ Pedestrian/bike path
____ Improved stormwater management
____ Greenspace preservation
____ Preservation of a corridor for future rail transit
____ Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

_____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

_____

What environmental or community resources/issues are most important to you? _____

_____

Other Comments

Please provide below any additional comments you have about the project. _____

_____

_____

_____

_____

_____

_____

_____

_____

_____

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Alma T. Funk
Representing
Address 4503 Finney Trail 45244
Phone/Email 513-528-7956

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ✓ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ✓ I work/shop/dine in the Eastgate area
- ✓ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ___ Dangerous curves, intersections, driveways
- ✓ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Help with congestion on 32

Other needs or problems you think are important for us to know about. Noise wall if my house stays.

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? NO

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

2 Addition of curb and gutter
2 Paved shoulders
2 Turn lanes
5 Street lighting
2 Landscaping
5 Pedestrian/bike path
5 Improved stormwater management
3 Greenspace preservation
5 Preservation of a corridor for future rail transit
5 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. would just like to know as soon as possible if my Land will be used. I dont want to invest any more in my home if it's going to be torn down.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name JOHN GRAY
Representing
Address 945 LOCUST
Phone/Email 752 1064 JOHNGRAY@CINCI.RR.COM

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ___ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ___ I work/shop/dine in the Eastgate area
- X I commute through the Eastgate area
- X Other (Please explain briefly) LIVE IN OVERALL EG AREA

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- X Congestion
- ___ Dangerous curves, intersections, driveways
- X Inefficient road network configuration
- X Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly)

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. OVERALL PROTECT TO AND DIVERSION TO EG-WITHIN WITH EXISTING ROADWAY STILL GOOD. MAJOR PROBLEM THOUGH WITH NEW I275-32 EXIT STOP LIGHTS!

Other needs or problems you think are important for us to know about. DON'T PUT A NEW STOP LIGHTS ON I275 32 EXITS. THIS WILL BE A NIGHTMARE AND ADD TO CONGESTION ON I275 + 32

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

1 Addition of curb and gutter
2 Paved shoulders
1 Turn lanes
2 Street lighting
2 Landscaping
5 Pedestrian/bike path
___ Improved stormwater management
5 Greenspace preservation
5 Preservation of a corridor for future rail transit
5 Future transit station at the Union Township Civic Center
5 Eliminate all stop lights on 32

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. _____

Consider RR station at New Business Park instead of Civic Center - more space available for parking, road improvements, etc

COMMENT 9

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Kathleen Handley-Birr
Representing
Address 4498 Finney Trail, Cinti, OH 45244-1521
Phone/Email 513-528-0764 Kateye7777@AOL.COM

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ✓ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ✓ I work/shop/dine in the Eastgate area
- ___ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ___ Congestion
- X Dangerous curves, intersections, driveways
- ___ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- X Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible.
Frankly, we don't have a lot of problems - we just avoid rush hour

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? That it NOT take any of our property

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

- ___ Addition of curb and gutter
- 3 Paved shoulders
- 2 Turn lanes
- 1 Street lighting
- ___ Landscaping
- ___ Pedestrian/bike path
- 4 Improved stormwater management
- 5 Greenspace preservation
- ___ Preservation of a corridor for future rail transit
- ___ Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? Displacement of homes & disruption of wildlife habitat

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project.

Right now my back yard is like a park. We have hawk, fox, raccoon, squirrel, deer etc. These were disrupted during the sewer work & are just settling back into some semblence of normalcy. Your road - as proposed - will eliminate the private "sanctuary-ose" quality of our property & make it basically roadside our backyard.

My home (and many others in our little neighborhood has had one family ownership for almost 50 yrs (since built). In a world of transients we are a very "settled" community. It would hurt a lot of people.

COMMENT 10 #164 - 167 - 170 PARCELS ON AICHOLTZ

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name THOMAS HOFFMAN
Representing TEH CO. INC.
Address 586 WARDS CR. RD LOVELAND, OH 45140
Phone/Email 513-677-0844 - 513-582-0406 cell

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

✓ I own a residence or private property in the Aicholtz Connector study area
___ I own a business in the Aicholtz Connector study area
___ I'm interested in business or other development opportunities in the Eastgate area
___ I work/shop/dine in the Eastgate area
___ I commute through the Eastgate area
___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

✓ Congestion
___ Dangerous curves, intersections, driveways
___ Inefficient road network configuration
___ Traffic signal location/timing issues
___ Confusing/difficult access to businesses
___ Inadequate turn lanes
___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. ___

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

_____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

____ Addition of curb and gutter
____ Paved shoulders
____ Turn lanes
____ Street lighting
____ Landscaping
____ Pedestrian/bike path
____ Improved stormwater management
____ Greenspace preservation
____ Preservation of a corridor for future rail transit
____ Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

_____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

_____

What environmental or community resources/issues are most important to you? _____

_____

Other Comments

Please provide below any additional comments you have about the project. _____

_____

_____

_____

_____

_____

_____

_____

_____

_____

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Rachel Heyl
Representing
Address 4495 Aicholtz Rd., Cincinnati, OH 45245
Phone/Email rachel.heyl@gmail.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

X I own a residence or private property in the Aicholtz Connector study area
___ I own a business in the Aicholtz Connector study area
___ I'm interested in business or other development opportunities in the Eastgate area
___ I work/shop/dine in the Eastgate area
___ I commute through the Eastgate area
___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

___ Congestion
___ Dangerous curves, intersections, driveways
___ Inefficient road network configuration
X Traffic signal location/timing issues does not make sense to have traffic lights on 32
___ Confusing/difficult access to businesses
___ Inadequate turn lanes
___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Whom does this benefit. All traffic concerns could be alleviated with overpasses on Rt. 32. Makes no sense to even do Aicholtz Connector project

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
   No one will take this back way. Rt 32 will still be faster
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? I think you should worry about the economic development/redevelopment of existing commercial property before looking to displace people to develop more commercial space

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

- 5 Addition of curb and gutter
- 3 Paved shoulders
- 3 Turn lanes
- 4 Street lighting
- 3 Landscaping
- 4 Pedestrian/bike path
- 5 Improved stormwater management
- 5 Greenspace preservation
- 2 Preservation of a corridor for future rail transit
- 2 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. Again - I do not think this is even necessary. If overpasses are placed along Rt 32 this alleviates traffic problems. If you become fiscally responsible with the communities' money and develop the commercial properties that are vacant or deteriorating, then you may not need to displace people on Aicholtz Rd.

Throughout this whole process I have found there are no answers to my questions. People with the county have not returned requests for phone calls or information. A little honest communication and treating people with respect would go a long way!

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Joyce Petty
Representing
Address 4454 Aicholtz Rd
Phone/Email 513-752-6619 JoyPtty@AOL.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ✓ I own a residence or private property in the Aicholtz Connector study area
- ✓ I own a business in the Aicholtz Connector study area
- ✓ I'm interested in business or other development opportunities in the Eastgate area
- ___ I work/shop/dine in the Eastgate area
- ___ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ✓ Dangerous curves, intersections, driveways
- ✓ Inefficient road network configuration
- ✓ Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ✓ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Easy Excess To get throug without going on Rt. 32

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

___ Addition of curb and gutter
✓ Paved shoulders
✓ Turn lanes
___ Street lighting
___ Landscaping
___ Pedestrian/bike path
___ Improved stormwater management
___ Greenspace preservation
✓ Preservation of a corridor for future rail transit
✓ Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. Anything that can be done about the congestion on Aicholtz and Eastgate Blvd is greatly appreciated

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Claudia Rust
Representing
Address 629 Rust Ln Cincinnati, Ohio 45244
Phone/Email 513-410-2266 claulayrust @ Yahoo.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

✓ I own a residence or private property in the Aicholtz Connector study area
___ I own a business in the Aicholtz Connector study area
___ I'm interested in business or other development opportunities in the Eastgate area
___ I work/shop/dine in the Eastgate area
___ I commute through the Eastgate area
___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

___ Congestion
___ Dangerous curves, intersections, driveways
___ Inefficient road network configuration
___ Traffic signal location/timing issues
___ Confusing/difficult access to businesses
___ Inadequate turn lanes
___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. I don't like it. It is going to run right by our bed room. This is a no outlet street now and we like it like that. Leave it like that

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

____ Addition of curb and gutter
____ Paved shoulders
____ Turn lanes
____ Street lighting
____ Landscaping
____ Pedestrian/bike path
____ Improved stormwater management
____ Greenspace preservation
____ Preservation of a corridor for future rail transit
____ Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. I don't want it to go the rust LN

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Dennis Taus
Representing
Address 625 Rust Lane, Cincinnati, OH 45244
Phone/Email 513-528-5637 / dennistaus@yahoo.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ✓ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ___ I work/shop/dine in the Eastgate area
- ___ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ___ Dangerous curves, intersections, driveways
- ___ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Disadvantage is more noise for areas close to traffic. Are sound walls being considered along interchanges?

Other needs or problems you think are important for us to know about. Height of Aicholtz connector above Hall's Run. Will residences be below the traffic on the Aicholtz Connector?

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

2 Addition of curb and gutter
4 Paved shoulders
4 Turn lanes
2 Street lighting
4 Landscaping
1 Pedestrian/bike path
1 Improved stormwater management
1 Greenspace preservation
3 Preservation of a corridor for future rail transit
3 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? Try not to cut off residences from community by surrounding them by roadways.

Other Comments

Please provide below any additional comments you have about the project. _____

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Laura Taus
Representing
Address 625 Rustlin
Phone/Email 528-5637

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ✓ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ___ I work/shop/dine in the Eastgate area
- ___ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ✓ Dangerous curves, intersections, driveways
- ___ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Lessen congestion on 32 during rush hour

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? Hike / Bike trail to Eastgate for Consumers & workers without transportation.

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

1 Addition of curb and gutter
2 Paved shoulders
5 Turn lanes
4 Street lighting
3 Landscaping
5 Pedestrian/bike path
1 Improved stormwater management
2 Greenspace preservation
4 Preservation of a corridor for future rail transit
3 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? Nest of Hawks in my backyard - are they an endangered Species?

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. _____

May be hard to get out of Rustin for us onto Aicholtz.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name
Representing
Address
Phone/Email

Please fix potholes and keep streets from crumbling in the mean time!

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

____ I own a residence or private property in the Aicholtz Connector study area
____ I own a business in the Aicholtz Connector study area
____ I'm interested in business or other development opportunities in the Eastgate area
____ I work/shop/dine in the Eastgate area
____ I commute through the Eastgate area
____ Other (Please explain briefly) _____

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

____ Congestion
____ Dangerous curves, intersections, driveways
____ Inefficient road network configuration
____ Traffic signal location/timing issues
____ Confusing/difficult access to businesses
____ Inadequate turn lanes
____ Other (Please explain briefly)_____

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. _____

Other needs or problems you think are important for us to know about. _____

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

_____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

____ Addition of curb and gutter
____ Paved shoulders
____ Turn lanes
____ Street lighting
____ Landscaping
____ Pedestrian/bike path
____ Improved stormwater management
____ Greenspace preservation
____ Preservation of a corridor for future rail transit
____ Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

_____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

_____

What environmental or community resources/issues are most important to you? _____

_____

Other Comments

Please provide below any additional comments you have about the project. _____

_____

_____

_____

_____

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_____

_____

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_____

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name _____
Representing _____
Address _____
Phone/Email _____

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

____ I own a residence or private property in the Aicholtz Connector study area
____ I own a business in the Aicholtz Connector study area
____ I'm interested in business or other development opportunities in the Eastgate area
____ I work/shop/dine in the Eastgate area
____ I commute through the Eastgate area
____ Other (Please explain briefly) _____

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

____ Congestion
____ Dangerous curves, intersections, driveways
____ Inefficient road network configuration
✓ Traffic signal location/timing issues
✓ Confusing/difficult access to businesses
____ Inadequate turn lanes
____ Other (Please explain briefly) _____

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Keep the traffic moving and get rid of all these traffic lights that last forever and everybody runs — because

Other needs or problems you think are important for us to know about. easy access to Holiday Inn from 275 — (hard to get to —) and Hampton Inn.

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

____ Addition of curb and gutter
____ Paved shoulders
____ Turn lanes
____ Street lighting
____ Landscaping
____ Pedestrian/bike path
____ Improved stormwater management
____ Greenspace preservation
____ Preservation of a corridor for future rail transit
____ Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project.

Why is Schoolhouse so narrow? I can't believe that? I feel sorry for the people that live there - I hope no one gets too close to center - what about wide school buses? - and semi's?

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name GLEN ANDREWS
Representing GLEN
Address 484 ST RT 74
Phone/Email 328-5998

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

___ I own a residence or private property in the Aicholtz Connector study area
___ I own a business in the Aicholtz Connector study area
___ I'm interested in business or other development opportunities in the Eastgate area
___ I work/shop/dine in the Eastgate area
X I commute through the Eastgate area
X Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

X Congestion
X Dangerous curves, intersections, driveways
X Inefficient road network configuration
___ Traffic signal location/timing issues
___ Confusing/difficult access to businesses
___ Inadequate turn lanes
___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. NO

Other needs or problems you think are important for us to know about. NO

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? NO

What is your vision for the Aicholtz Connector corridor in the future? NONE

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

4 Addition of curb and gutter
3 Paved shoulders
3 Turn lanes
3 Street lighting
3 Landscaping
5 Pedestrian/bike path
5 Improved stormwater management
4 Greenspace preservation
4 Preservation of a corridor for future rail transit
5 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? NO

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? NO

What environmental or community resources/issues are most important to you? NONE

Other Comments

Please provide below any additional comments you have about the project. NONE

COMMENT 19

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Mary Burke
Representing Local Property Manager
Address 1689 Colonade Florence
Phone/Email 528-1540 magnoliapoint@zoomtown.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ___ I own a residence or private property in the Aicholtz Connector study area
- ✓ I own a business in the Aicholtz Connector study area
- ✓ I'm interested in business or other development opportunities in the Eastgate area
- ✓ I work/shop/dine in the Eastgate area
- ___ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ___ Dangerous curves, intersections, driveways
- ✓ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ✓ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Advantage to relieve traffic on Hwy 32 and for easier access to eastgate & Mt. Carmel

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? NO

What is your vision for the Aicholtz Connector corridor in the future? to connect to Mt. Carmel Area

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

4 Addition of curb and gutter
3 Paved shoulders
4 Turn lanes
4 Street lighting
3 Landscaping
3 Pedestrian/bike path
1 Improved stormwater management
2 Greenspace preservation
1 Preservation of a corridor for future rail transit
2 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see?

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? NONE

What environmental or community resources/issues are most important to you?

Other Comments

Please provide below any additional comments you have about the project.

Very important growth opportunity

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name: GREGORY J. DRYER
Representing: SELF
Address: 484 OLD SR 74 Cinti., Ohio
Phone/Email:

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ___ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ✓ I'm interested in business or other development opportunities in the Eastgate area
- ✓ I work/shop/dine in the Eastgate area
- ✓ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ✓ Dangerous curves, intersections, driveways
- ✓ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ✓ Confusing/difficult access to businesses
- ✓ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. REDUCE CONGESTION ?

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

5 Addition of curb and gutter
4 Paved shoulders
5 Turn lanes
5 Street lighting
1 Landscaping
5 Pedestrian/bike path
5 Improved stormwater management
1 Greenspace preservation
2 Preservation of a corridor for future rail transit
3 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. _____

COMMENT 21

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Vickie Dryer
Representing SELF
Address 6184 Old SR 74 Cinti, OHIO
Phone/Email

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ___ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ✓ I'm interested in business or other development opportunities in the Eastgate area
- ✓ I work/shop/dine in the Eastgate area
- ✓ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ___ Dangerous curves, intersections, driveways
- ✓ Inefficient road network configuration
- ✓ Traffic signal location/timing issues
- ✓ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. REDUCE CONGESTION

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

5 Addition of curb and gutter
4 Paved shoulders
5 Turn lanes
5 Street lighting
1 Landscaping
5 Pedestrian/bike path
5 Improved stormwater management
1 Greenspace preservation
2 Preservation of a corridor for future rail transit
3 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. _____

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Bryan Free
Representing Union Township Resident
Address 484 Cincinnati - Batavia Pike
Phone/Email (513) 528-2291

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ___ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ✓ I'm interested in business or other development opportunities in the Eastgate area
- ✓ I work/shop/dine in the Eastgate area
- ___ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ___ Dangerous curves, intersections, driveways
- ✓ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ✓ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. to relieve pressure on Rt. 32 and gain better access to other areas in Eastgate

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? to have other access points other than Rt. 32

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

3 Addition of curb and gutter
3 Paved shoulders
3 Turn lanes
4 Street lighting
3 Landscaping
2 Pedestrian/bike path
3 Improved stormwater management
3 Greenspace preservation
1 Preservation of a corridor for future rail transit
3 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. _____

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name SUSAN HUNKELE
Representing
Address 3146 Mt. Carmel Road
Phone/Email 513-295-1092

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

___ I own a residence or private property in the Aicholtz Connector study area
___ I own a business in the Aicholtz Connector study area
X I'm interested in business or other development opportunities in the Eastgate area
___ I work/shop/dine in the Eastgate area
___ I commute through the Eastgate area
X Other (Please explain briefly) our residence is in the 32 Corridor project study area

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

X Congestion - MINOR
___ Dangerous curves, intersections, driveways
___ Inefficient road network configuration
___ Traffic signal location/timing issues
___ Confusing/difficult access to businesses
___ Inadequate turn lanes
___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Advantages - EASE up traffic on Rt 32 & 275

Other needs or problems you think are important for us to know about. ___

Oct 29 09 10:54p New Millennium 513-528-0761 p.1

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? NO

What is your vision for the Aicholtz Connector corridor in the future? Smooth traffic to Mall area — boost business traffic on Rt 74 through old Mt. Carmel

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

5 Addition of curb and gutter
5 Paved shoulders
5 Turn lanes
5 Street lighting
5 Landscaping
5 Pedestrian/bike path
5 Improved stormwater management
5 Greenspace preservation
5 Preservation of a corridor for future rail transit
5 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see?

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? NO

What environmental or community resources/issues are most important to you? Preserve open space

Other Comments

Please provide below any additional comments you have about the project.

Oct 29 09 10:54p New Millennium 513-528-0761 p.2

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name: ART HUNKELE
Representing: NEW MILLENNIUM BUILDING ENGINEERS LLC
Address: 3146 MT CARMEL RD
Phone/Email: ajhunkele@cinci.rr.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- X I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- X I'm interested in business or other development opportunities in the Eastgate area
- X I work/shop/dine in the Eastgate area
- X I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- X Congestion
- ___ Dangerous curves, intersections, driveways
- ___ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. WILL ALLOW A 'BACK WAY' TO EASTGATE OFFICES & SHOPPING — AVOIDING 32 & 275 TRAFFIC

Other needs or problems you think are important for us to know about. ___

Oct 29 09 10:55p New Millennium 513-528-0761 p.3

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? CONVENIENT ACCESS TO MT CARMEL BUSINESS DISTRICT

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

- 4 Addition of curb and gutter
- 4 Paved shoulders
- 5 Turn lanes
- 4 Street lighting
- 4 Landscaping
- 3 Pedestrian/bike path
- 3 Improved stormwater management
- 5 Greenspace preservation
- 5 Preservation of a corridor for future rail transit
- 5 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? NO

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. _____

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Kathy Peters
Representing Local Ast. Property Manager
Address 820 Milford Vista Lane, Milford, Oh
Phone/Email 528-1540 magnoliaapts@zoomtown.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

___ I own a residence or private property in the Aicholtz Connector study area
___ I own a business in the Aicholtz Connector study area
✓ I'm interested in business or other development opportunities in the Eastgate area
✓ I work/shop/dine in the Eastgate area
✓ I commute through the Eastgate area
___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

✓ Congestion
___ Dangerous curves, intersections, driveways
✓ Inefficient road network configuration
✓ Traffic signal location/timing issues
✓ Confusing/difficult access to businesses
___ Inadequate turn lanes
___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Relieve congestion East

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? ND

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

5 Addition of curb and gutter
4 Paved shoulders
5 Turn lanes
5 Street lighting
2 Landscaping
3 Pedestrian/bike path
5 Improved stormwater management
1 Greenspace preservation
1 Preservation of a corridor for future rail transit
3 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? ND

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. _____

Growth in the area is very important

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name ERIC SCHMIDT
Representing
Address 4512 LUCERNE AVE CINCINNATI
Phone/Email

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ___ I own a residence or private property in the Aicholtz Connector study area
- ___ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- X I work/shop/dine in the Eastgate area
- X I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- X Congestion
- X Dangerous curves, intersections, driveways
- X Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. BETTER TRAFFIC FLOW THROUGH EASTGATE / MT CARME AREA

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? EXPANDED OPTIONS FOR RETAIL, RESTAURANT, AND RECREATION OPPORTUNITIES

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

4 Addition of curb and gutter
5 Paved shoulders
5 Turn lanes
3 Street lighting
3 Landscaping
4 Pedestrian/bike path
5 Improved stormwater management
5 Greenspace preservation
2 Preservation of a corridor for future rail transit
2 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. _____

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

761.1738
Fax

Name: JOSH NEFF
Representing: CIA OF CINCY
Address: 568 OLD ST Rt. 74
Phone/Email: 576-9800 / Info@CIAOFCINCY.com

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ___ I own a residence or private property in the Aicholtz Connector study area
- 10 I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- + I work/shop/dine in the Eastgate area
- + I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- + Congestion
- + Dangerous curves, intersections, driveways
- + + + Inefficient road network configuration
- + + Traffic signal location/timing issues
- ___ Confusing/difficult access to businesses
- + + Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. More Confusion/difficulty/Problems w/Congestion

Other needs or problems you think are important for us to know about. ___

Nov 03 09 06:11p CIA OF CINCY'S #1 5135769802 p.2

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

4	Addition of curb and gutter	4	Pedestrian/bike path
4	Paved shoulders		Improved stormwater management
4	Turn lanes	5	Greenspace preservation
5	Street lighting	3	Preservation of a corridor for future rail transit
5	Landscaping	1	Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? _____

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. Please lets really plan this out for now and the future!

Can we get other communities involved like mason? They seem to have it all together.

JOSH NEAF
CIA OF CINCY

Nov 03 09 06:12p CIA OF CINCY'S #1 5135769802 p.3

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
Jerry Fraley	4477 Aicholtz Cincinnati OH 45245	528-5313 JFraley8@cinci.rr
John Gray	945 Locust Cinn 45245	752 1064 JOHNGRAY@cinci.rr.com
Marilyn Parker	4475 Aicholtz Rd	
Howard & April Peacock	624 Rust Lane	528-3572
Mike Sewell	4555 Lakeforest Dr Suite 100	563-7600
Paul Gruner	"	"
Skye Levin	602 Lila Ave Milford, OH	skye.levin@reiteam.com
Jeremey Cordes	602 Lila Ave Milford, OH	JeremeyCordes@Reiteam.com
Richard Lammrish	4762 Klattard	RICHL39@FUSE.NET
Jerry Thoraberry	2033 Plumb	797 0770

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
Margaret Lammrich	4762 Klatte Rd. 45244	mlammrich@fuse.net
C. Abner	4490 FINNEY TR.	528-0189
L. Goedde	4393 Aicholtz	752-1157
Michael Cirt Furniture Fair	4363 Eastgate Square Drive	752-8555
Ed McCarty	4391 Aicholtz Rd Cinti, OH 45245	608-3357 ed_mccarty@yahoo.com
Jason Watson	4430 Eastwood Dr Batavia, OH 45103	
Joe Sand Diane Sand	4630 Elmont Cincinnati, OH 45245	dsand7@cinci.rr.com
TEH CO. INC TOM HOFFMAN	586 WARDS CR. RD 45140 LOVELAND, OH	513-677-0844
JAMES L COX	4340 AICHOLTZ RD	513-752-3817
Doug Young	3900 Fulton Grove Rd	

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
	45244	
Aloma T. Funk	4503 Finney Trail	513-528-7956
Theresa Bell	454 Auxier Dr	513-528-6697
Marc Bell	"	"
Joseph S. Wolf.	4445 Aicholtz Rd.	513-520-0878.
Sam Neff	4424 Festive ct	

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
Lynn Jevicky	880 Surrey Ridge 45248	lynjevicky@fuse.net
Jerry Lewis	697 CLOUGH	
Vicki Hensley for Teresa Spicer	4469 Aicholtz Rd	UT: 753-2[illegible]
Mark Clark	ODOT District 8	513-933-6595
Craig Stephensen	CCEO	513-732-8883
JEFF + Joyce Brown	4502 Funrey Trail	513 528 7538
Paula Jackson	4481 Aicholtz Rd	513 797 4136
Wanda Henderson	4463 Aicholtz	513 528 0224
RALPH SHELTON	4441 AICHOLTZ	513-752-6770
Vicki Cook	4450 Aicholtz Rd.	513-256-0022
Vicki Cook mailing address	10846 Hwy. 68 Georgetown, Oh. 45121	937-378-1898

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
Ed Humphrey	315 CENTER MIAMIVILLE, OH 45147	513-831-0344
Mark Ritter	3985 Ponder Dr. Cincinnati, Ohio 45244	(513)324-8431
Kitty Reed / Bayer Becker	6900 Tylersville Rd Mason, Oh	513-336-6600
David Webber	4591 ELMONT Dr	
Matt Taylor	4312 Glen Este-Withamsville Rd.	753-2221
Terry Zinsen	UTPD	753-2226
Stan Denting	UTFD	528-4446
Suzanne Jones	4485 Aicholtz	528-5657
Ed Brashears	4476 Aicholtz Rd	528 3437
Jon Troubridge		

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
Shirley Pite	4402 Aicholtz (45245)	
Greg + Nova Koester	5373 Country Ln. Milford 45150	576-6933
DIANE MILLER	1139 ARSNOT CT 45244	
Marshall Elizer Gresham Smith + Partners	Cincinnati	563-7600 melizer@gspnet.com
Orlando Bradu	4327 Aicholtz	
Barbara Kattine	4465 Aicholtz Rd	528-5180 Barb.Kattine@kroger.com
Clifford and Melanie E. Geb	OWN 4439 Aicholtz Rd 4778 Sandra Lee Lane	528-4143 hillslide@fase.net
Victoria Johnson	586 Wards Corner Loveland, Oh 45140	6077-0544
Dennis Rust	629 Rust Ln Cinti Ohio	
Vicki Dunn	4335 Aicholtz Rd	dmltd@zoomtown.com

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
Joan Neff	4575 Tealtown	752-7343
Jim Neff	"	"
Kenny + Rhonda Yeff	4577 Tealtown Rd.	~~7527~~ 753.9830
Sandra Snow	4336 Aicholtz Rd	843-2281

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
GREG CROWELL THE CROWELL COMPANY	4357 FERGUSON DR. SU 220	513-943-0050
Mary Ellen Lowry	4491 Aicholtz	513 688 0039
Joe Tell	6128 Branch Hill	513-309-9393
Katie Dillenburger Bayer Becker	6900 Tylersville Rd Mason OH 45040	513.336 6600
Matt Van Sant	4355 Ferguson Dr.	513.576.5000
Ron Roewer	768 Melrose Dr Cinti, OH 45245	513 752 3933
KYLE GIFFORD	4495 AICHOLTZ RD	513-535-7449 GIFF @ CINCI.RR.COM
Roger Wahm	Tobasco Rd.	513-266-5023
TOM DAVIS BUFFALO WINGS & RINGS	564 OLD STATE ROUTE 74	(513) 597-9858
Dennis & Laura Taus	625 Rust Lane Cincinnati, OH 45244	513-528-5637

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
Roger Cass	1069 Valleywood Dr. Batavia 45103	roger.cass@byu.net

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
John Hale The Crowell Company	4357 Ferguson D	513 943 0050
Kathleen Handley - Tim Birr	4498 Finney Trail	513 528-0764
Cory Wright	Union Twp	513 947 7323
Ray + Carolyn Bingle	" "	513-528-1831
Marion Ruffle	569 ROBT TAFT DR CINTI OH	528-1226
Bruce & Bobbi Napier	1218 Schneider Estates Dr New Richmond, OH 45157	553-1685
Ron Roberts	602 Lila Ave Milford OH	513.831.6868
Rachel Heyl	4495 Aicholtz Rd Cincinnati, OH 45245	513-528-3765
Gary L Campbell	631 Rust Lane Cinti OH 45244	513 688 7795
John McGraw	4604 Blainfield Batavia, OH 45103	JMC4604@fuse.net 513-943-7344

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

October 15, 2009 at Union Township Civic Center

Name/Representing	Address	Phone Number/E-Mail
Joyce Petty	4454 Aicholtz Rd	513-7526619
Tom Hesler	4596 Borthwood Dr	513-753967

ATTACHMENT H4

Aicholtz Connector Public Meeting (December 2009)

Public Meeting Notification

NEWS RELEASE

FOR IMMEDIATE RELEASE
November 24, 2009

Aicholtz Connector

CLERMONT COUNTY, OHIO – The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer's Office, Ohio Department of Transportation, and Union Township will host an open house meeting to get public input for the *Aicholtz Connector*. The open house will be held on Wednesday December 9, 2009 from 5:00 until 7:00 p.m. at the Union Township Civic Center, 4350 Aicholtz Road.

The *Aicholtz Connector* project is evaluating the corridor between Mount Carmel-Tobasco Road at Old SR 74 and Eastgate Boulevard in order to provide recommendations for transportation improvements and a new connection under I-275. The project will address roadway improvements, pedestrian facilities and preservation of a corridor for future rail transit.

Exhibits of preliminary alternatives under consideration will be on display at the meeting and representatives from the County, ODOT, Union Township and the project team will be available to answer questions and gather comments. The public is welcome to attend any time during the two-hour period. Comment sheets will be provided, which can be turned in at the meeting or mailed to the CCTID by December 23, 2009. Exhibits shown at the meeting will be available at the Union Township Civic Center until December 23, 2009.

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For more information about this study, contact Steve Wharton, Clermont County Transportation Improvement District at (513) 289-9051 (ed3c@fuse.net) or Craig Stephenson, Clermont County Chief Deputy Engineer at (513) 732-8883 (cstephenson@clermont.oh.us).

CLERMONT COUNTY Transportation Improvement District

Aicholtz Connector Open House Public Meeting

You're invited!

An open house meeting will be held to receive comments and input from the public on the Aicholtz Connector project.

Please try to attend! Your input is important to us.

Union Township Civic Center
4350 Aicholtz Road
Union Township, Ohio 45245

Wednesday, Dec. 9, 2009
5:00 p.m. to 7:00 p.m.

The public is welcome to attend at any time during the two-hour open house.

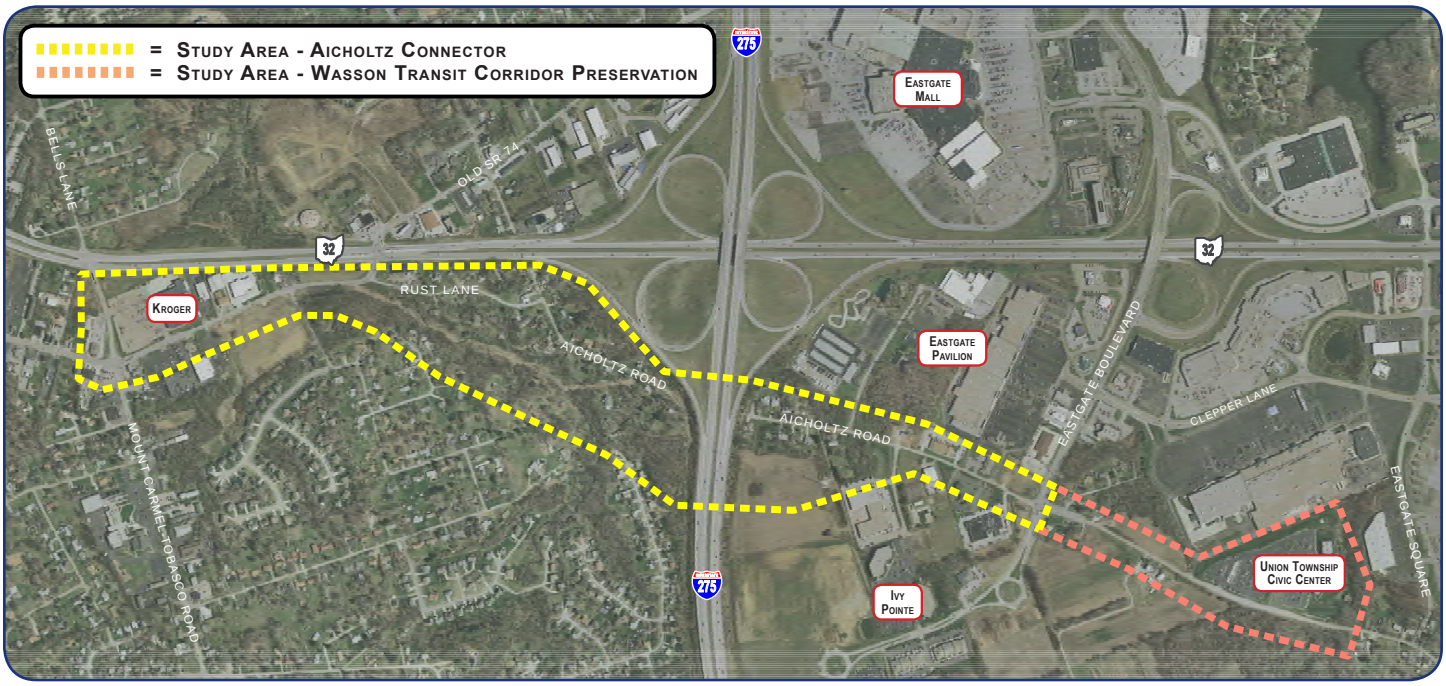
What is the open house about?

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer, ODOT, and Union Township, is planning a local roadway network improvement between Mount Carmel-Tobasco Road and Eastgate Boulevard. The improvement corridor, referred to as the Aicholtz Connector, generally follows Old SR 74 and Aicholtz Road with a new connection under I-275.

This project is being coordinated with ODOT's planned improvement of the I-275/SR 32 interchange and planned multimodal improvements associated with the Eastern Corridor, including preserving a future rail-transit corridor that extends to the Union Township Civic Center. The purpose of the Aicholtz Connector is to improve travel efficiency and access for commercial and residential districts in the Eastgate area.

Why should I attend?

Preliminary alternatives for the Aicholtz Connector have been developed based on early public input and project studies. This open house is an opportunity for the public to review this project information and to provide comments. County staff and project team members will be available to answer questions, and comment sheets will be provided. Comments can be submitted at the meeting or mailed to the CCTID by Dec. 23, 2009. Exhibits shown at the meeting will be on display at the Union Township Civic Center until Dec. 23, 2009.



Aicholtz Connector Open House Public Meeting

Wednesday, December 9, 2009
5:00 p.m. to 7:00 p.m.

Union Township Civic Center
4350 Aicholtz Road
Union Township, Ohio 45245

Clermont County Transportation Improvement District
175 East Main Street, Suite 150
Batavia, Ohio 45103

Contacts

Steve Wharton
Clermont County Transportation Improvement District
175 East Main Street, Suite 150
Batavia, Ohio 45103
ed3c@fuse.net
513.289.9051
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Aicholtz Connector

Project Description

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer, ODOT, and Union Township, is planning a local roadway network improvement generally between Mount Carmel-Tobasco Road and Eastgate Boulevard – called the Aicholtz Connector. The improvement corridor includes a new connection under I-275. The purpose of the Aicholtz Connector is to improve travel efficiency and access in the Eastgate area.

Current Status

Under Design

Project Documents

- February 2011 Handout - PDF

Meetings

February 2011 Open House Exhibits

- Project Status - PDF
- Dec 09 Open House Summary - PDF
- Oct 09 Open House Summary - PDF
- EC Multimodal Plan - PDF
- Planned Improvements in Eastgate Area - PDF
- Existing & Planned Infastructure -PDF
- Enviromental Features - PDF
- Proposed Alternatives - PDF
- Preferred Alternative - PDF
- Preliminary Impact Matrix - PDF
- Green Infastructure - PDF
- Project Schedule- PDF
- Comment Sheet 2/16/11-PDF
- Handout 2/16/11 - PDF

December 2009 Open House Exhibits

- Alternatives 1 & 1A - Aicholtz PM#2 - PDF
- Alternatives 2 & 2A - Aicholtz PM#2 - PDF
- Alternatives 3 & 3A - PDF
- Comment Sheet - Aicholtz PM #2 - PDF

- EC Multi-modal Plan with Aicholtz study area - PDF
- Green Infrastructure - Aicholtz PM#2 - PDF
- Handout - Aicholtz PM #2 - PDF
- October Meeting Summary - Aicholtz PM #2 - PDF
- Overpass Concept - Aicholtz PM #2 - PDF
- Updated Project Description and Goals - Aicholtz PM#2 - PDF
- Environmental Features - PDF
- Updated Project Schedule - PDF
- Existing Infrastructure - PDF
- Planned Improvements in Eastgate Area - PDF

October 2009 Open House Exhibits

- Background - Eastern Corridor - PDF
- Comment Sheet - PDF
- Environmental Features - PDF
- Existing Infrastructure - PDF
- Fact Sheet - PDF
- Planned Improvements - PDF
- Project Goals - PDF
- Project Schedule - PDF
- Study Area - PDF

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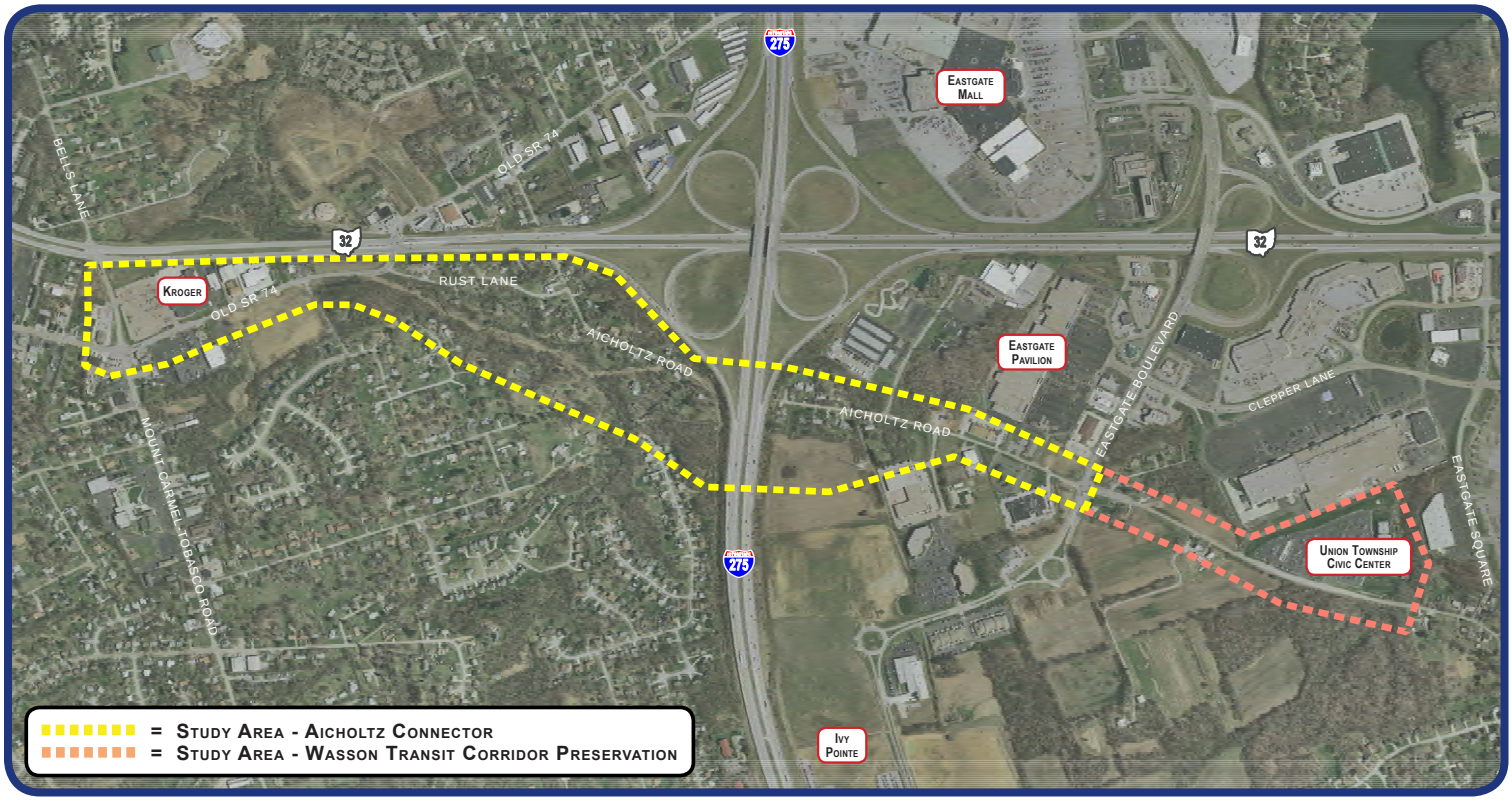
Public Meeting Handout

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting – December 9, 2009



Project Description

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer, ODOT, and Union Township, is planning a local roadway network improvement between Mount Carmel-Tobasco Road and Eastgate Boulevard – called the Aicholtz Connector. The improvement corridor follows Old SR 74 and Aicholtz Road, with a new connection under I-275. Total length is about 1.3 miles. The purpose for the Aicholtz Connector is to improve travel efficiency and access in the Eastgate area.

The Aicholtz Connector is being coordinated with ODOT's planned improvement of the I-275 / SR 32 interchange and planned multi-modal improvements associated with the Eastern Corridor project, including preservation of a corridor for future rail transit.

Project Goals

1. Improve access, safety, and travel efficiency in the Eastgate area by providing for local trips off mainline SR 32.

2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor.

3. Preserve right-of-way for future pedestrian access and rail transit opportunities.

4. Protect the existing natural environment by preserving/enhancing greenspace and managing stormwater runoff. ***This fourth goal was added as a result of public input and comments received at the last open house meeting held in October.***

We Want Your Input!

This study is still in the early planning stages. Preliminary alternatives developed from early project studies and public input are presented tonight for your review. By signing in, you will be kept up-to-date on future opportunities to participate. We are planning another open house in July 2010 to present more details on a preferred alternative. In the meantime, if you have any questions, feel free to contact any of the project team members listed on the back of this handout.

What Alternatives Are Being Considered?

Three preliminary alternatives for the Aicholtz Connector are on display at tonight's open house. Each of the alternatives includes a roadway improvement corridor (shown in orange on the exhibits), a future pedestrian-access corridor (shown in green), and a future rail-transit corridor (shown in light-blue), with possible variations for separating the roadway, pedestrian-access, and rail-transit corridors to best fit within the study area. Although the future pedestrian-access and rail-transit facilities will not be constructed at the same time as the Aicholtz Connector roadway improvements, planning-level corridors are being looked at now to preserve right-of-way as part of the new connection under I-275. All three alternatives follow existing Aicholtz Road on the east side of I-275 (to Eastgate Boulevard), but vary in location on the west side as described below:

Alternative 1 follows existing Old SR 74 from Mount Carmel-Tobasco Road to Rust Lane, then hugs the I-275/SR 32 interchange right-of-way. **Alternative 1a** is a variation that separates the pedestrian-access corridor to follow along Hall Run.

Alternative 2 generally follows existing Old SR 74/Rust Lane/Aicholtz Road. **Alternative 2a** is a variation that separates the future pedestrian-access corridor to follow along Hall Run AND/OR separates the future rail-transit corridor to follow the I-275/SR 32 interchange right-of-way.

Alternative 3 follows existing Old SR 74/Rust Lane, then extends to the south side of Hall Run (crossing Hall Run twice). **Alternative 3a** is a variation that separates the future rail transit corridor to follow the I-275/SR 32 interchange right-of-way.

We are looking for your comments on these proposed alternatives and various options for future pedestrian-access and rail-transit corridors. Please remember that no detailed plans have been developed to date. The alternatives shown today are not final alignment locations. Over the next several months, the project team will evaluate these alternatives relative to project goals, public input, expected impacts, and costs to identify a preferred alternative that provides a balance amongst the various goals and interests in the Aicholtz corridor. Once a preferred corridor is identified, details on its final location and design will be developed. This level of information will be presented at the next open house meeting planned for July 2010.

Project Schedule

Identify Project Needs (Public Open House Meeting #1)	Oct. 2009
Preliminary Studies and Alternatives Analysis	In Progress
Public Open House Meeting #2	We Are Here
Preliminary Engineering and Environmental Clearance	Feb. 2010 to Oct. 2010
Public Open House Meeting #3	July 2010
Detailed Design	2011
Right-of-Way Acquisition	2012
Begin Construction	2014

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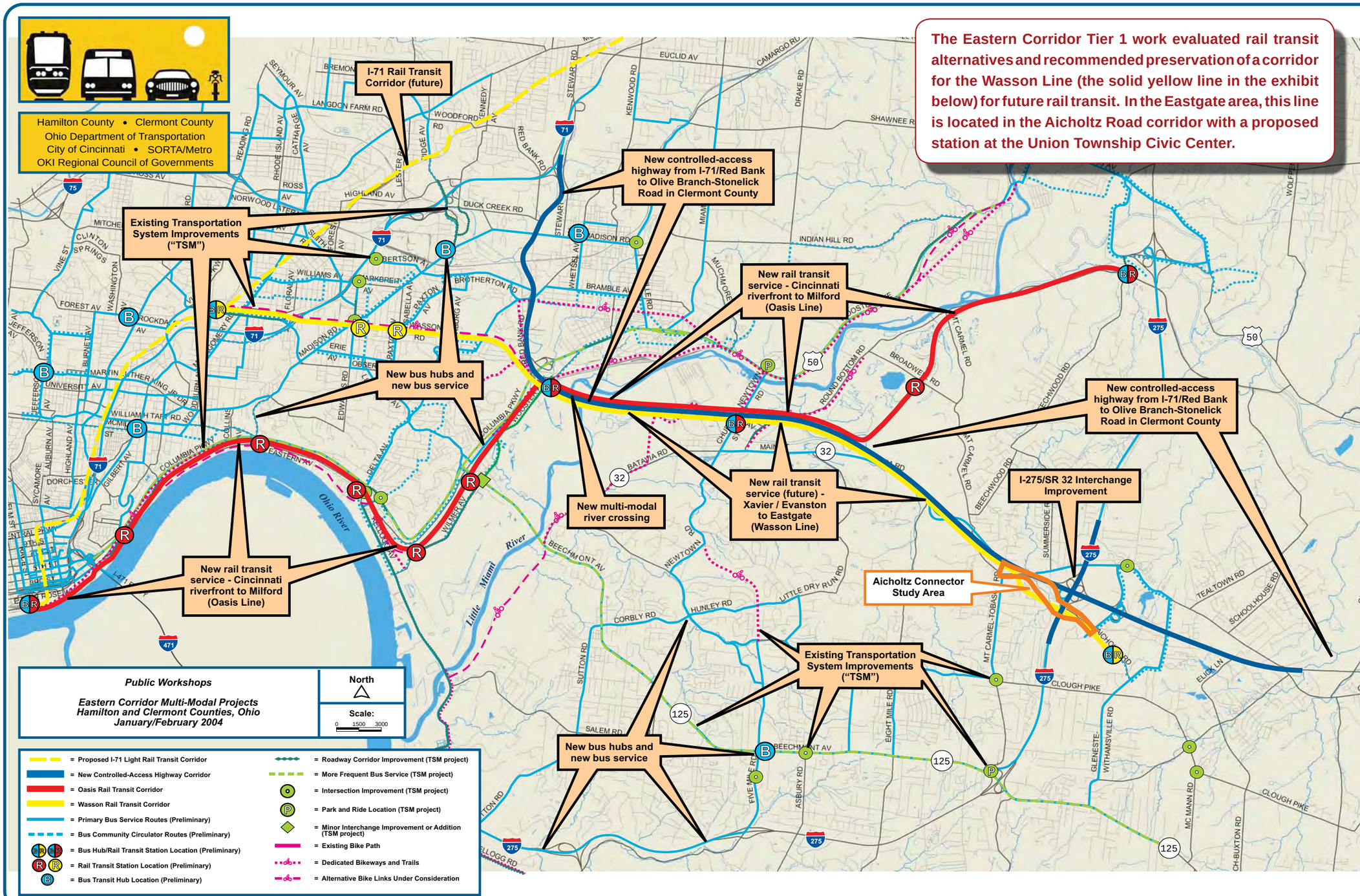
Public Meeting Exhibits

Eastern Corridor Multi-Modal Projects

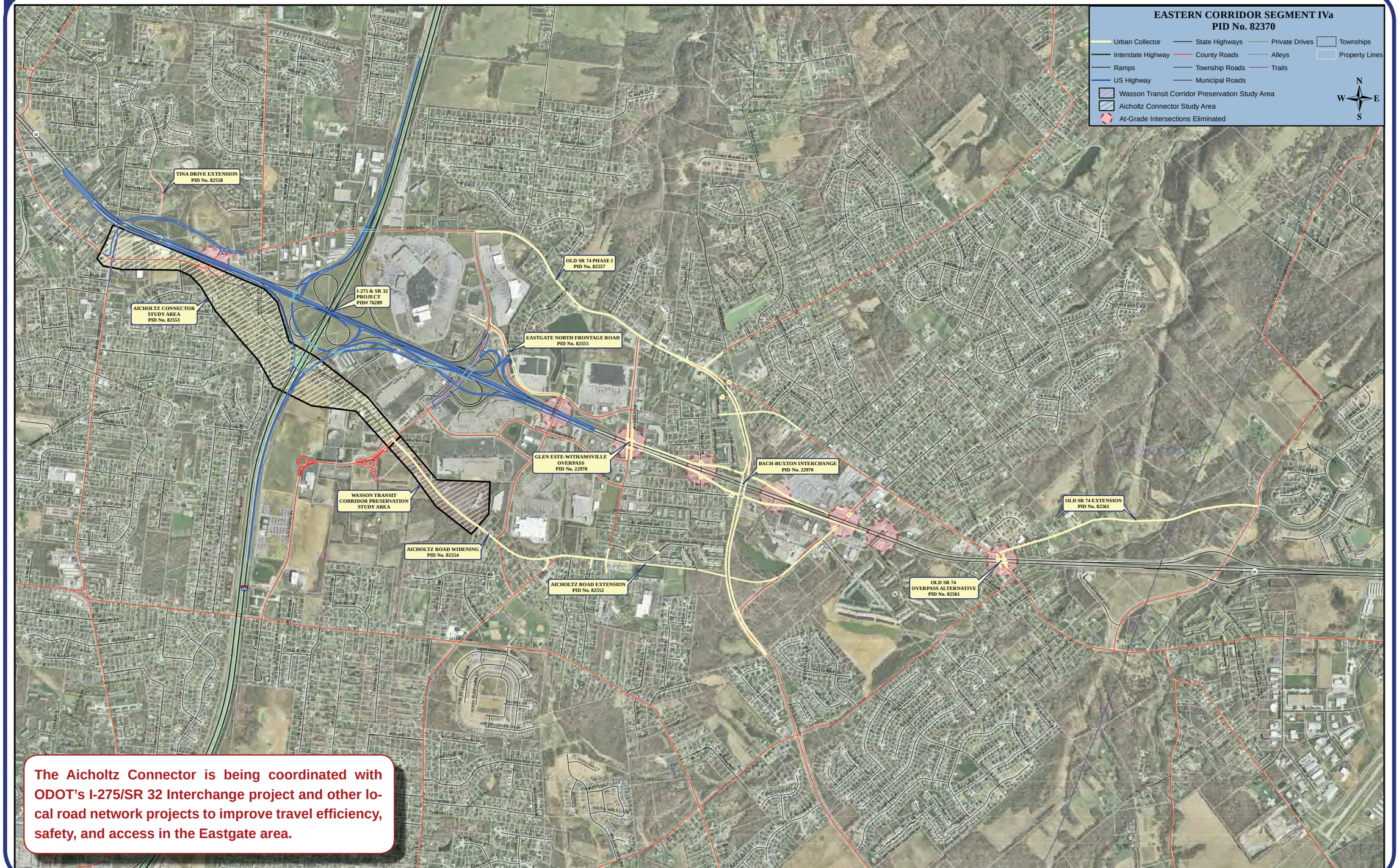


The Eastern Corridor Tier 1 work evaluated rail transit alternatives and recommended preservation of a corridor for the Wasson Line (the solid yellow line in the exhibit below) for future rail transit. In the Eastgate area, this line is located in the Aicholtz Road corridor with a proposed station at the Union Township Civic Center.

AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

PLANNED IMPROVEMENTS IN THE EASTGATE AREA



The Aicholtz Connector is being coordinated with ODOT's I-275/SR 32 Interchange project and other local road network projects to improve travel efficiency, safety, and access in the Eastgate area.

Project Description

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer, ODOT, and Union Township, is planning a local roadway network improvement between Mount Carmel-Tobasco Road and Eastgate Boulevard – called the Aicholtz Connector. The improvement corridor follows Old SR 74 and Aicholtz Road, with a new connection under I-275. Total length is about 1.3 miles. The Aicholtz Connector is being coordinated with ODOT's planned improvement of the I-275/SR 32 interchange and planned multi-modal improvements associated with the Eastern Corridor project, including preservation of a corridor for future rail transit. The purpose of the Aicholtz Connector is to improve travel efficiency and access in the Eastgate area.

Project Goals - Updated!

1. Improve access, safety, and travel efficiency in the Eastgate area by providing for local trips off mainline SR 32.
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor.
3. Preserve right-of-way for future pedestrian access and rail transit opportunities.
4. Protect the existing natural environment by preserving/enhancing greenspace and managing stormwater runoff. *This fourth goal was added as a result of public input and comments received at the last open house meeting held in October.*

What Alternatives Are Being Considered?

Three preliminary alternatives for the Aicholtz Connector are on display at tonight's open house. Each of the alternatives includes a roadway improvement corridor (shown in orange on the exhibits), a future pedestrian-access corridor (shown in green), and a future rail-transit corridor (shown in light-blue), with possible variations on separating the roadway, pedestrian-access, and rail-transit corridors to best fit within the study area. All three alternatives follow existing Aicholtz Road on the east side of I-275 (to Eastgate Boulevard), but vary in location on the west side as described below. Exhibits displaying the alternatives are shown at the next station.

Alternative 1 follows existing Old SR 74 from Mt. Carmel-Tobasco Road to Rust Lane, then hugs the I-275/SR 32 interchange right-of-way. **Alternative 1a** is a variation that separates the pedestrian-access corridor to follow along Hall Run.

Alternative 2 generally follows existing Old SR 74/Rust Lane/Aicholtz Road. **Alternative 2a** is a variation that separates the future pedestrian-access corridor to follow along Hall Run AND/OR separates the future rail-transit corridor to follow the I-275/SR 32 interchange right-of-way.

Alternative 3 follows existing Old SR 74/Rust Lane, then extends to the south side of Hall Run (crossing Hall Run twice). **Alternative 3a** is a variation that separates the future rail transit corridor to follow the I-275/SR 32 interchange right-of-way.

We are looking for your comments and input on these proposed alternatives and various options for future pedestian-access and rail-transit corridors. Please remember that no detailed plans have been developed to date. The alternatives shown today are not final alignment locations. Over the next several months, the project team will evaluate these alternatives relative to project goals, public imput, expected impacts, and costs to identify a preferred alternative that provides a balance amongst the various goals and interests in the Aicholtz corridor. Once a preferred corridor is identified, details on its final location and design will be developed. This level of information will be presented at the next open house meeting planned for July 2010.

Aicholtz Connector Quick Facts

- Two-lane roadway (one in each direction)
- Center turn-lane at key locations
- New connection under I-275
- Paved shoulders and curb-and-gutter
- Future pedestrian access and/or rail transit may parallel the roadway or be separated (see Alternatives exhibits)

Although the future pedestrian-access and rail-transit facilities will not be constructed at the same time as the Aicholtz Connector roadway improvements, planning-level corridors are being looked at now to preserve right-of-way as part of the new connection under I-275.

We Want Your Input!

We are looking for your input on the preliminary alternatives presented here tonight. Please speak to the project team and fill out a Comment Sheet with your ideas. You can also use the space below to jot down any ideas you have right now!

SUMMARY OF PUBLIC COMMENT SHEETS RECEIVED

Project Interest

Total Meeting Attendance: Approximately 90 persons
Total Comment Sheets Received: 27

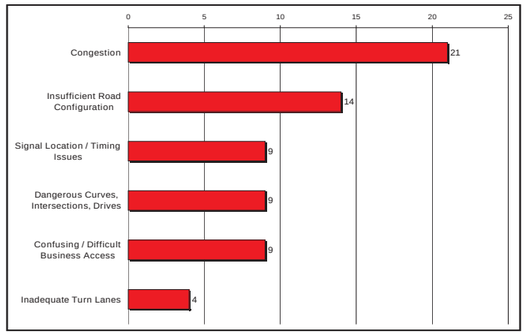
Own residence/property – 16 persons

Work/shop/dine – 14 persons

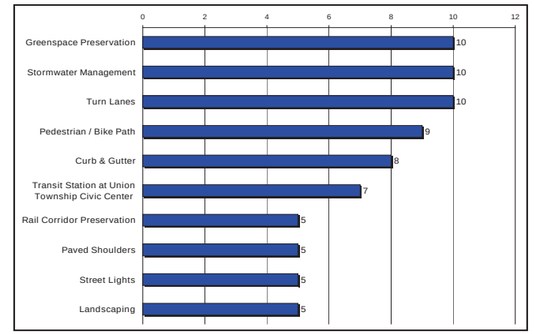
Commute – 12 persons

Interested in business / development – 8 persons

Observed Traffic/Safety Problems



Improvement Interests



General Comments

Personal property concerns - 6 persons

Opportunity for area growth, development, and/or improved access – 6 persons

Issues with other projects such as the I-275/SR 32 interchange; sewer, other roadways, etc. – 5 persons

Rail station location near Ivy Pointe – 1 person

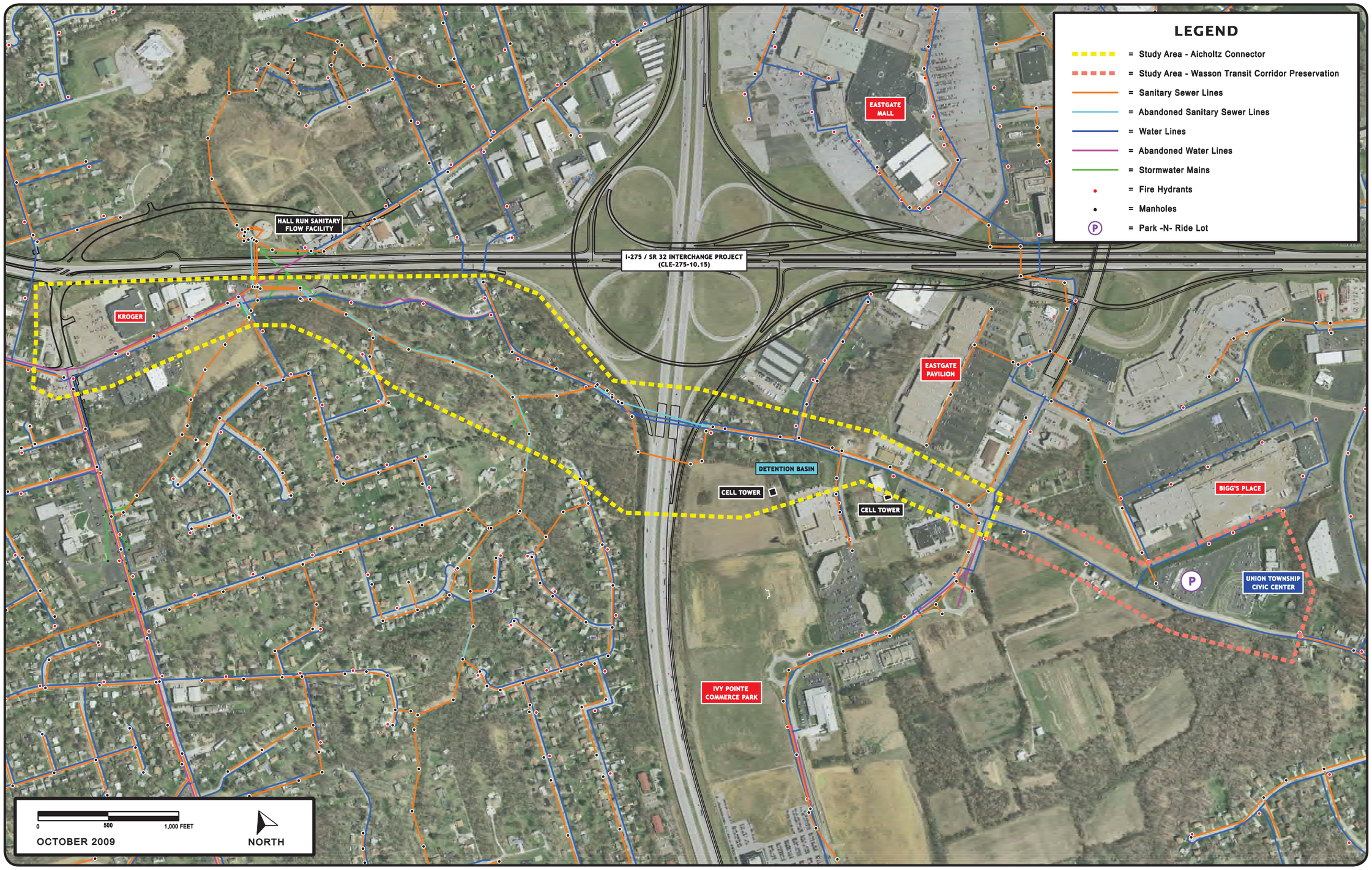
SUMMARY OF PUBLIC COMMENTS FROM MEETING EXHIBITS

Comments About Features/Issues in Project Area	Disposition of Comments
• Flooding occurs along Hall Run in study area and east of I-275 north of Ivy Pointe. • Hall Run is an important resource. • Old railroad trestle (CG&P) and traction line are located on west side of I-275. • Stone houses reported along Aicholtz Road west of I-275. • Area of "Indian Relics" reported along Hall Run east of I-275. • Drainage issue (foundation problems) reported on property in study area east of I-275.	Based on comments about Hall Run and flooding issues in the project area, a fourth goal was added to the project related to greenspace protection and stormwater management. The Aicholtz Connector is being coordinated with a green infrastructure planning initiative that is looking at ways to combine environmental stewardship, land use planning, and infrastructure development to attract economic opportunities, while at the same time protecting and enhancing the county's natural environment. Ecological and cultural studies are currently underway to identify important features, and strategies for stormwater/flood management and protection of greenspace and other environmental resources will be further developed.
Comments About Project Development/Impacts	**Disposition of Comments**
• Concern indicated for displacement of property.	The conceptual alternatives presented tonight each support, to varying degrees (some better than others), the identified project goals for: 1) improving access and travel efficiency in the Eastgate area; 2) considering future development opportunities; 3) preserving future pedestrian access and rail transit opportunities; and 4) protecting the natural environment. The alternatives will be further evaluated relative to these project goals, as well as public comments received tonight, anticipated impacts (including displacements), and costs to identify a preferred alternative that provides a balance amongst the various goals and interests in the Aicholtz corridor.
• Suggested alignment located south of Hall Run to minimize displacements.	Alternative 3 is a corridor that responds to public comments for an alternative located on the south side of Hall Run. It reduces potential displacements while preserving greenspace along Hall Run and potential development opportunity (see Alternative 3 exhibit).
• Construct Aicholtz Road over I-275 (instead of under).	An overpass of I-275 was eliminated because of high impacts and cost. Refer to the next exhibit for additional explanation.
• Preference for placement of rail station at Ivy Pointe development area.	Locating a future rail station in the Ivy Pointe vicinity will be considered as the project further develops.
Comments About Other Projects	**Disposition of Comments**
• Erosion caused by I-275 runoff reported on west side of highway at culvert • Concern indicated for closure of Old SR 74/SR 32 intersection. • Eliminate proposed signals on SR 32 (proposed I-275 interchange). • Concerns about noise associated with I-275/SR 32. • Difficulty getting in/out of Melcrest Drive just east of Eastgate Blvd (onto Aicholtz) • Sewer needed along Yates Lane west of Mt. Carmel-Tobasco Road • Pedestrian access needed at Bach-Buxton and SR 125 and along Tealtown Road	These issues are outside the Aicholtz Connector study area, but comments have been forwarded to appropriate agencies and will be considered in the development of other infrastructure projects in the Eastgate area by the County or ODOT.

Aicholtz Connector

Mount Carmel-Tobasco Road to Eastgate Boulevard

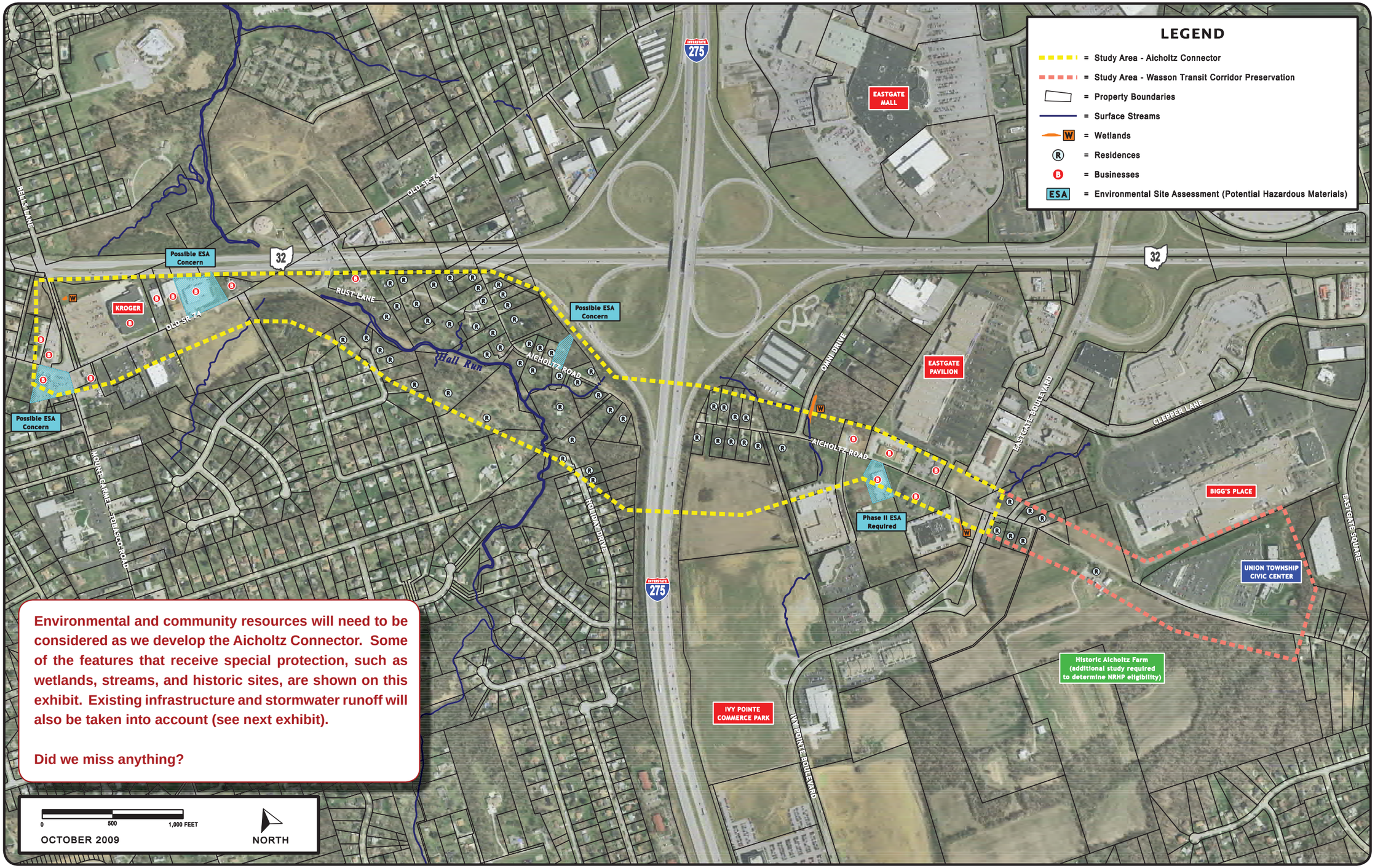
EXISTING INFRASTRUCTURE



Aicholtz Connector

Mount Carmel-Tobasco Road to Eastgate Boulevard

ENVIRONMENTAL FEATURES



Environmental and community resources will need to be considered as we develop the Aicholtz Connector. Some of the features that receive special protection, such as wetlands, streams, and historic sites, are shown on this exhibit. Existing infrastructure and stormwater runoff will also be taken into account (see next exhibit).

Did we miss anything?

AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

ALTERNATIVES 1 AND 1A

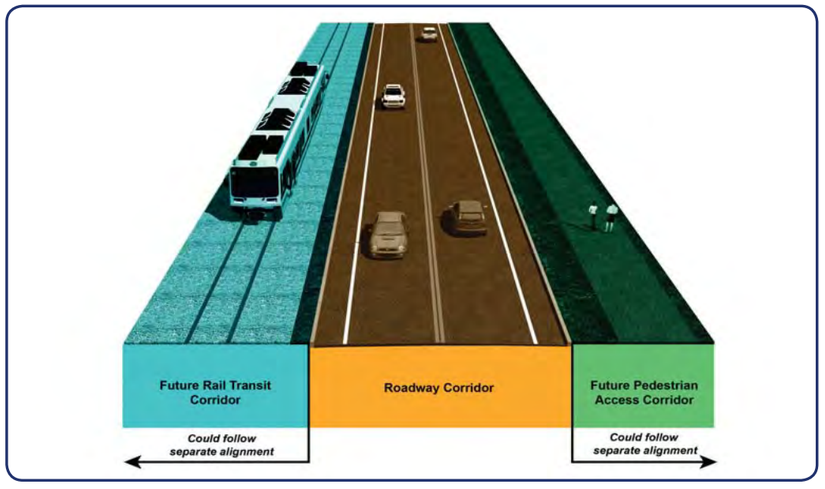
Summary of Alternatives 1 and 1a

Description

- West of I-275: follows Old SR 74 to Rust Lane, then hugs SR 32/I-275 right-of-way
- East of I-275: follows existing Aicholtz Road
- Two-lane roadway with paved shoulders and turn-lane where needed
- Curb-and-gutter
- Alternative 1a is an option for locating future pedestrian-access corridor along Hall Run
- Future rail transit and pedestrian access facilities will not be constructed at same time as Aicholtz Connector roadway, but planning-level corridors are being looked at now to preserve right-of-way as part of new connection under I-275
- Preliminary cost (roadway): $5.8 million
- Potential relocations: 1 commercial; 12 residential

Fit with Project Goals

- Provides new network link in Eastgate area as an alternative to SR 32 for local traffic. *Supports Goal 1*
- Keeps transportation footprint (roadway and rail transit) in an existing transportation corridor and separated from the existing residential community. *Supports Goals 2 and 3*
- Locating rail transit along SR 32/I-275 right-of-way (west of I-275) provides for safety and travel efficiency by minimizing pedestrian, driveway, and roadway conflicts. *Supports Goals 1 and 3*
- Provides opportunity for future business frontage / visibility along SR 32, I-275, and north of Hall Run. *Supports Goal 2*
- Preserves existing greenspace buffer along Hall Run and provides enhancement / mitigation opportunities. *Supports Goal 4*
- Alternative 1a keeps future pedestrian access along Hall Run greenspace corridor, separated from roadway / rail transit for a more park-like setting. *Supports Goals 3 and 4*



AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

ALTERNATIVES 2 AND 2A

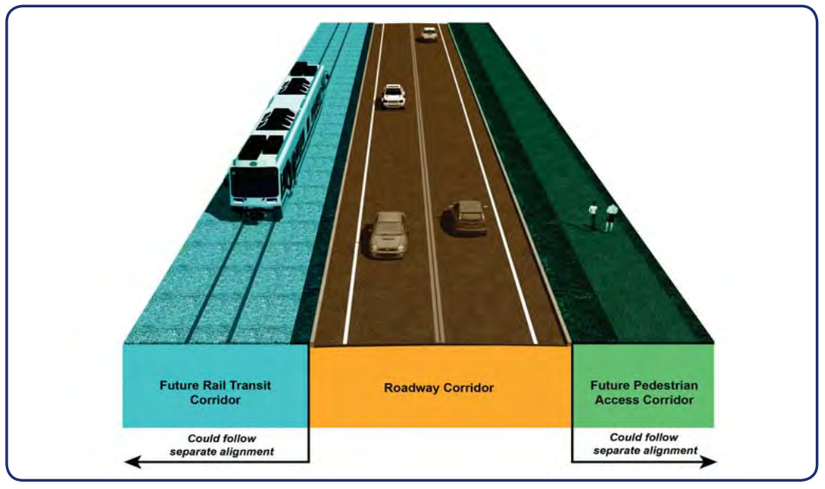
Summary of Alternatives 2 and 2a

Description

- West of I-275: follows Old SR 74/Rust Lane/Aicholtz Road
- East of I-275: follows existing Aicholtz Road
- Two-lane roadway with paved shoulders and turn-lane where needed
- Curb-and-gutter
- Alternative 2a is an option for locating future rail transit along SR 32/I-275 right-of-way (west of I-275) AND/OR locating a future pedestrian-access corridor along Hall Run.
- Future rail transit and pedestrian access facilities will not be constructed at same time as Aicholtz Connector roadway, but planning-level corridors are being looked at now to preserve right-of-way as part of new connection under I-275
- Preliminary cost (roadway): $5.7 million
- Alternative 2 potential relocations: 1 commecial; 16 residential
- Alternative 2a potential relocations: 1 commercial; 22 residential (including 6 due to future rail transit)

Fit with Project Goals

- Most direct route for new network link in Eastgate area as an alternative to SR 32 for local traffic, and most direct route for future rail transit. *Supports Goals 1 and 3*
- Keeps existing and future development opportunities all north of Hall Run and may attract neighborhood-type development that fronts greenspace. *Supports Goals 2 and 4*
- Preserves existing greenspace buffer along Hall Run and provides enhancement / mitigation opportunities. *Supports Goal 4*
- Alternative 2a option for locating future rail transit along SR 32/ I-275 right-of-way (west of I-275) provides safety and travel efficiency by minimizing pedestrian, driveway and roadway conflicts. *Supports Goals 1 and 3*
- Alternative 2a option for locating future pedestrian access along Hall Run greenspace corridor separates pedestrians from roadway/rail transit and offers a more park-like setting. *Supports Goals 3 and 4*



AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

ALTERNATIVES 3 AND 3A

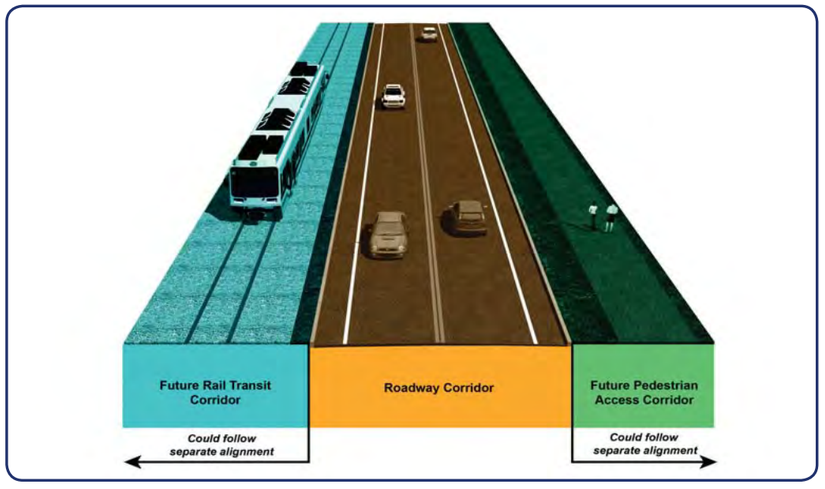
Summary of Alternatives 3 and 3a

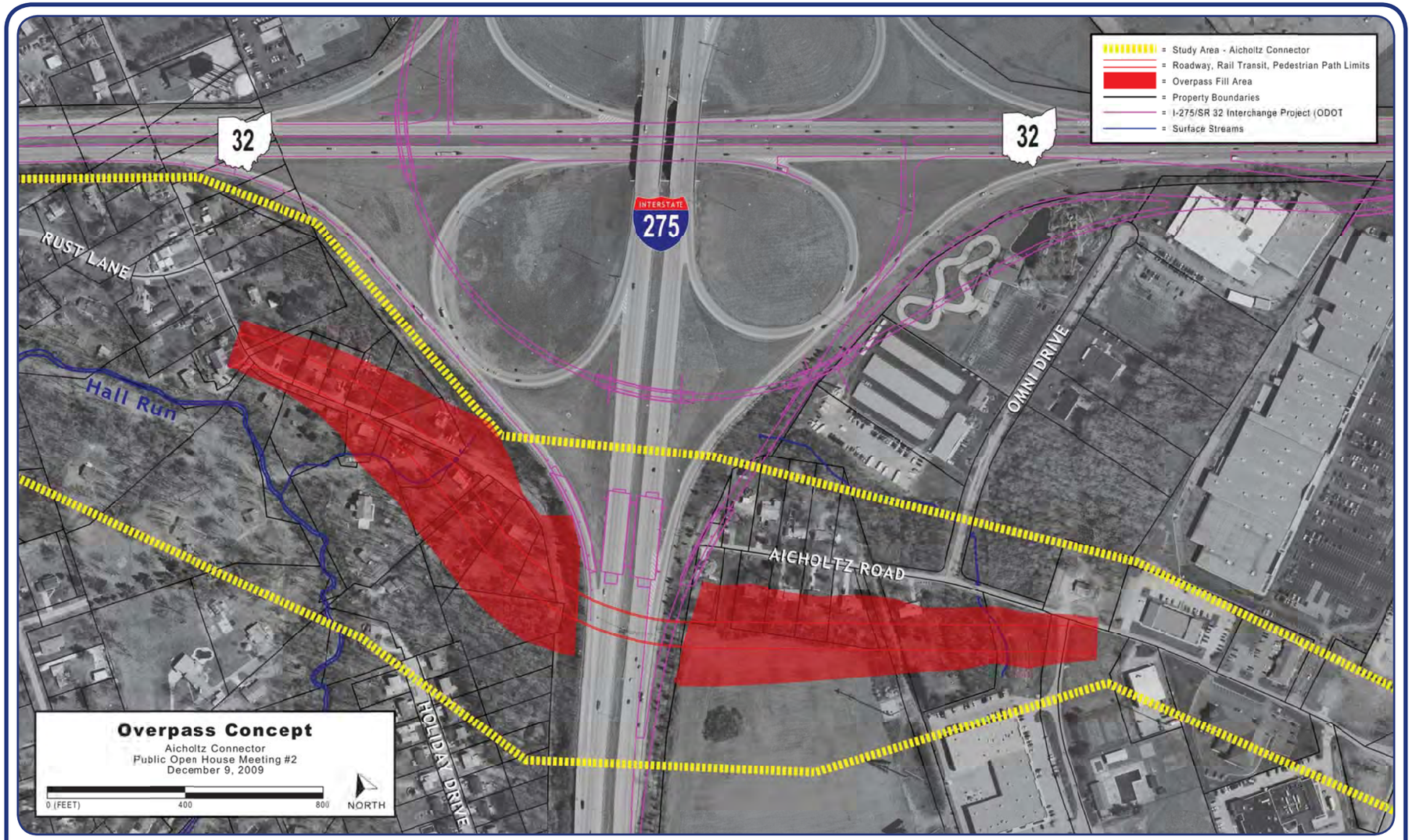
Description

- West of I-275: follows Old SR 74/Rust Lane, then extends to south side of Hall Run
- East of I-275: follows existing Aicholtz Road
- Two-lane roadway with paved shoulders and turn-lane where needed
- Curb-and-gutter
- Alternative 3a is an option for locating future rail transit along the SR 32/I-275 right-of-way (west of I-275)
- Future rail transit and pedestrian access facilities will not be constructed at same time as Aicholtz Connector roadway, but planning-level corridors are being looked at now to preserve right-of-way as part of new connection under I-275
- Preliminary cost (roadway): $6.5 million
- Alternative 3 potential relocations: 1 commercial; 8 residential
- Alternative 3a potential relocations: 1 commercial; 15 residential (including 7 due to future rail transit)

Fit with Project Goals

- Provides new network link in Eastgate area as an alternative to SR 32 for local traffic. *Supports Goal 1*
- Provides opportunity for future development both north and south of Hall Run. *Supports Goal 2*
- Alternative 3a option for locating rail transit along SR 32/I-275 right-of-way (west of I-275) provides for safety and travel efficiency by minimizing pedestrian, driveway, and roadway conflicts. *Supports Goals 1 and 3*
- Minimizes impacts to existing development in the area, but crosses Hall Run twice and bisects the existing greenspace corridor. *Does Not Support Goal 4*





Why not an I-275 overpass?

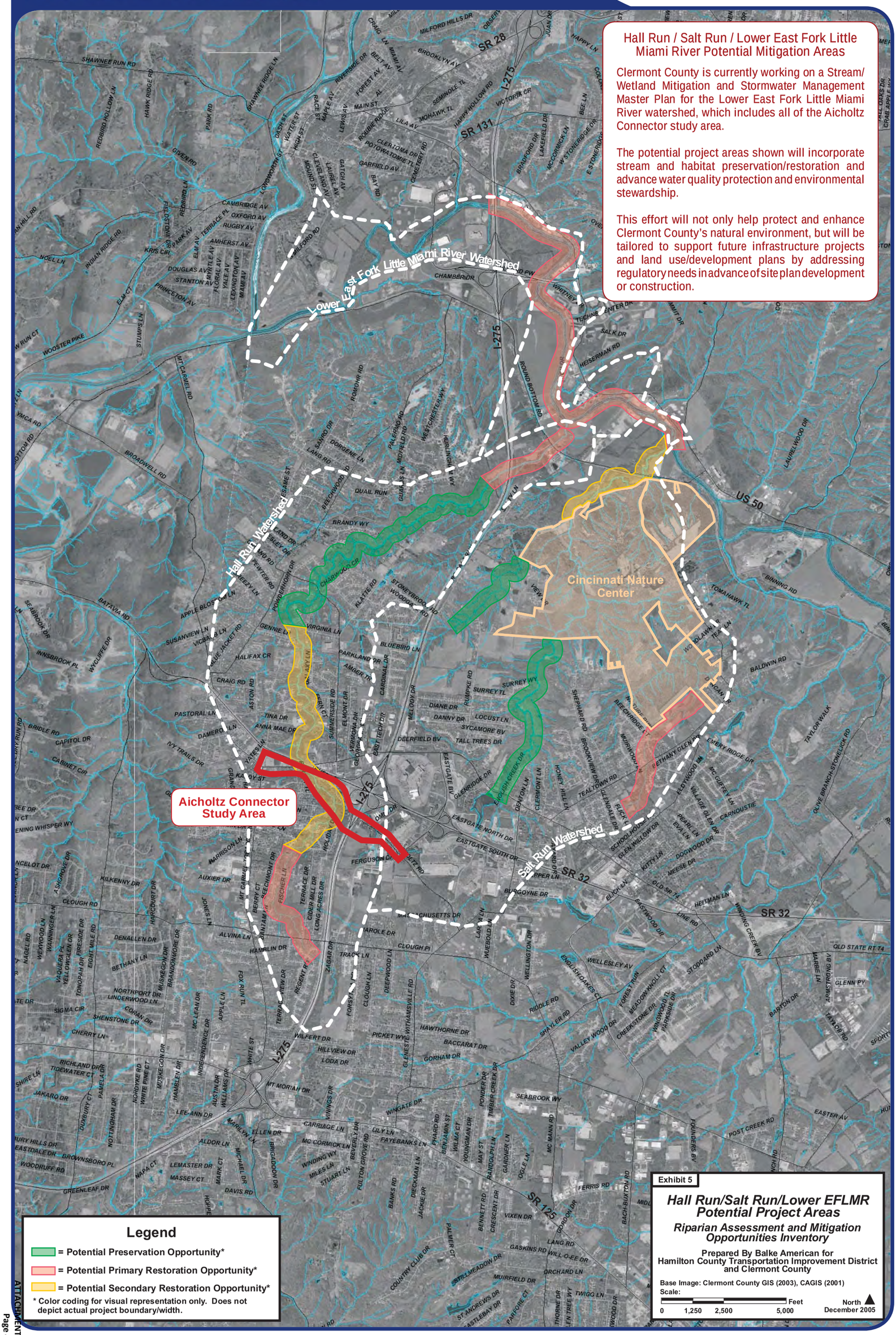
- A required overpass clearance of 17 feet puts the bridge surface approximately 60 feet higher than existing Aicholtz Road, which would require extensive fill for bridge approaches and result in a larger impact footprint.
- The Aicholtz Road / Omni Drive intersection would need to be raised approximately 20 feet to meet the new roadway elevation.
- The multi-modal bridge and extensive fill would result in higher construction costs.
- A larger impact footprint would result in a greater number of relocations (an additional 5 to 13 residences) and a greater loss of greenspace along Hall Run.
- The extensive fill requirements would limit access for existing and future development; service roads or additional property acquisitions would be required to provide access.

Based on these issues, an Aicholtz Road overpass of I-275 was eliminated from further consideration.

AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

GREEN INFRASTRUCTURE



Hall Run / Salt Run / Lower East Fork Little Miami River Potential Mitigation Areas

Clermont County is currently working on a Stream/ Wetland Mitigation and Stormwater Management Master Plan for the Lower East Fork Little Miami River watershed, which includes all of the Aicholtz Connector study area.

The potential project areas shown will incorporate stream and habitat preservation/restoration and advance water quality protection and environmental stewardship.

This effort will not only help protect and enhance Clermont County's natural environment, but will be tailored to support future infrastructure projects and land use/development plans by addressing regulatory needs in advance of site plan development or construction.

Identify Project Needs (Open-House Public Meeting #1)	Oct. 2009
Preliminary Studies and Alternatives Analysis	In Progress
Public Open House Meeting #2	We Are Here
Preliminary Engineering and Environmental Clearance	Feb. 2010 to Oct. 2010
Public Open House Meeting #3	July 2010
Detailed Design	2011
Right-of-Way Acquisition	2012
Begin Construction	2014

Public Meeting Photographs

December 2009 Public Meeting Photographs

Public Meeting Summary

PUBLIC OPEN HOUSE #2 SUMMARY – DECEMBER 2009
CLE CR3 Aicholtz Connector
Union Township, Clermont County, Ohio

A second Public Open House meeting for the Aicholtz Connector project was held on December 9, 2009 to provide interested persons the opportunity to review and comment on preliminary alternatives and other project development since the first open house held in October. The meeting was held at the Union Township Civic Center (4350 Aicholtz Road, Union Township, Ohio 45245) from 5:00 to 7:00 PM. Announcement of the meeting consisted of notification letters mailed to land owners in the project study area, a news release to local media and notification of the meeting posted on the Union Township and Clermont County Transportation Improvement District's (CCTID) websites.

Information at the meeting was presented at various stations and included the following:

- Project Background (Eastern Corridor and I-275/SR 32 information boards)
- Updated Project Description and Goals
- October Open House Meeting Summary and Disposition of Comments
- Preliminary Alternatives (Alternatives 1/1a, 2/2a and 3/3a)
- Concept Eliminated from Consideration (Overpass Concept)
- Environmental Resources and Existing Infrastructure
- Updated Project Schedule

Approximately 92 people attended the meeting (based on sign-in) and 21 written comments were received by the CCTID through the public comment period which ended December 23, 2009.

Comments obtained from the second open house are summarized in the table below. Public input focused on the following: 1) comments in support of or in opposition to specific alternatives presented at the meeting, 2) impacts on personal property (such as relocation, property values and compensation), and 3) issues related to other projects/solutions.

News release, copies of written comments and meeting sign-in are attached.

Summary of Public Open House #2 Comments
CLE-CR3-Aicholtz Connector

Concern/Comment	Comment Number	*Total Number of Comments Received*
Comments Specific to Alternatives		
Support for Alternative 1 (and/or 1A). Various reasons cited including: disrupts fewer residences; keeps traffic in one location; minimizes environmental impacts; Alt 1A places pedestrians along Hall Run and away from traffic.	2, 7, 8, 10, 14, 20	***6***
Support for Alternative 3 (and/or 3A). Reasons include: disrupts fewest residences; makes best use of terrain.	6, 7	***2***
Opposition to Alternative 3 (and/or 3A). Various reasons cited including: impacts to Hall Run; flooding issues; remaining residents will be trapped between two roadways; pollution risks.	2, 10, 12, 21	***4***
Opposition to Alternative 2/2A. Reasons include: remaining residents will be trapped between two roadways; pollution risks.	10	***1***
Other Comments		
General project support, including: support for roadway connector (but not rail transit because not cost effective); need for an east-west connection; provides an alternative route for SR 32.	1, 3, 4, 5, 17, 18	***6***
Personal property concerns, including: potential relocations and direct impacts to residences; need for adequate compensation; concern about potential reduced property values; need for relocation in a timely manner; concern about degraded quality of life to adjacent neighborhoods.	7, 13,15,16,19	***5***
Other comments regarding project development, including: construct the Aicholtz Connector as a 3-lane throughout; suggestion for an Ivy Pointe connection.	20	***1***
Suggestions about other projects, including: concerned about traffic lights on SR 32 associated with I-275/SR 32 interchange (including affects on a business); reconnect Aicholtz Road to Summerside Drive via a bridge over SR 32.	3, 9,11	***3***

NEWS RELEASE

FOR IMMEDIATE RELEASE
November 24, 2009

Aicholtz Connector

CLERMONT COUNTY, OHIO – The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer's Office, Ohio Department of Transportation, and Union Township will host an open house meeting to get public input for the *Aicholtz Connector*. The open house will be held on Wednesday December 9, 2009 from 5:00 until 7:00 p.m. at the Union Township Civic Center, 4350 Aicholtz Road.

The *Aicholtz Connector* project is evaluating the corridor between Mount Carmel-Tobasco Road at Old SR 74 and Eastgate Boulevard in order to provide recommendations for transportation improvements and a new connection under I-275. The project will address roadway improvements, pedestrian facilities and preservation of a corridor for future rail transit.

Exhibits of preliminary alternatives under consideration will be on display at the meeting and representatives from the County, ODOT, Union Township and the project team will be available to answer questions and gather comments. The public is welcome to attend any time during the two-hour period. Comment sheets will be provided, which can be turned in at the meeting or mailed to the CCTID by December 23, 2009. Exhibits shown at the meeting will be available at the Union Township Civic Center until December 23, 2009.

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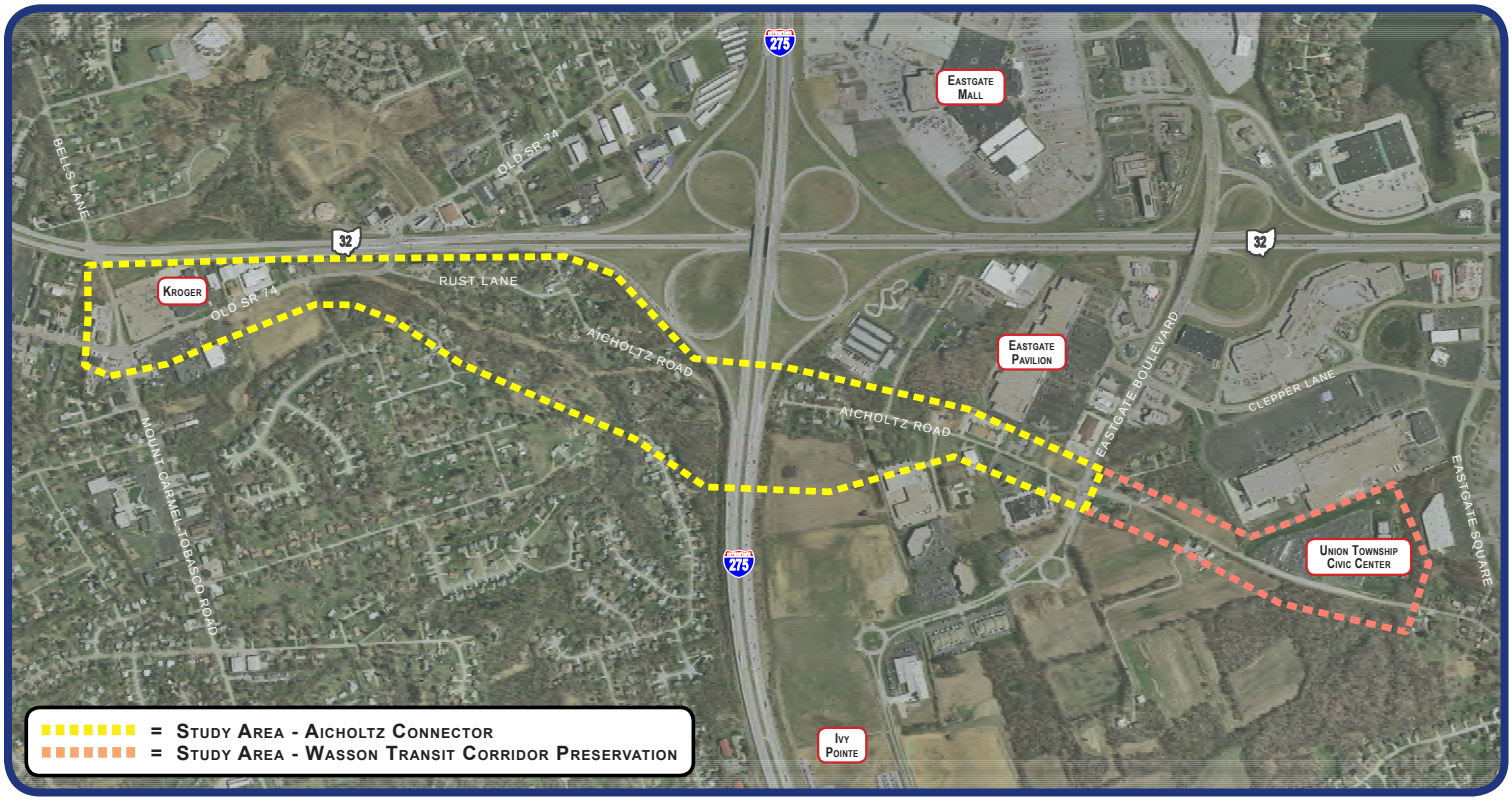
For more information about this study, contact Steve Wharton, Clermont County Transportation Improvement District at (513) 289-9051 (ed3c@fuse.net) or Craig Stephenson, Clermont County Chief Deputy Engineer at (513) 732-8883 (cstephenson@clermont.oh.us).

Aicholtz Connector

Clermont County Transportation Improvement District

Public Open House Meeting – December 9, 2009



Project Description

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer, ODOT, and Union Township, is planning a local roadway network improvement between Mount Carmel-Tobasco Road and Eastgate Boulevard – called the Aicholtz Connector. The improvement corridor follows Old SR 74 and Aicholtz Road, with a new connection under I-275. Total length is about 1.3 miles. The purpose for the Aicholtz Connector is to improve travel efficiency and access in the Eastgate area.

The Aicholtz Connector is being coordinated with ODOT's planned improvement of the I-275 / SR 32 interchange and planned multi-modal improvements associated with the Eastern Corridor project, including preservation of a corridor for future rail transit.

Project Goals

1. Improve access, safety, and travel efficiency in the Eastgate area by providing for local trips off mainline SR 32.

2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor.

3. Preserve right-of-way for future pedestrian access and rail transit opportunities.

4. Protect the existing natural environment by preserving/enhancing greenspace and managing stormwater runoff. ***This fourth goal was added as a result of public input and comments received at the last open house meeting held in October.***

We Want Your Input!

This study is still in the early planning stages. Preliminary alternatives developed from early project studies and public input are presented tonight for your review. By signing in, you will be kept up-to-date on future opportunities to participate. We are planning another open house in July 2010 to present more details on a preferred alternative. In the meantime, if you have any questions, feel free to contact any of the project team members listed on the back of this handout.

What Alternatives Are Being Considered?

Three preliminary alternatives for the Aicholtz Connector are on display at tonight's open house. Each of the alternatives includes a roadway improvement corridor (shown in orange on the exhibits), a future pedestrian-access corridor (shown in green), and a future rail-transit corridor (shown in light-blue), with possible variations for separating the roadway, pedestrian-access, and rail-transit corridors to best fit within the study area. Although the future pedestrian-access and rail-transit facilities will not be constructed at the same time as the Aicholtz Connector roadway improvements, planning-level corridors are being looked at now to preserve right-of-way as part of the new connection under I-275. All three alternatives follow existing Aicholtz Road on the east side of I-275 (to Eastgate Boulevard), but vary in location on the west side as described below:

Alternative 1 follows existing Old SR 74 from Mount Carmel-Tobasco Road to Rust Lane, then hugs the I-275/SR 32 interchange right-of-way. **Alternative 1a** is a variation that separates the pedestrian-access corridor to follow along Hall Run.

Alternative 2 generally follows existing Old SR 74/Rust Lane/Aicholtz Road. **Alternative 2a** is a variation that separates the future pedestrian-access corridor to follow along Hall Run AND/OR separates the future rail-transit corridor to follow the I-275/SR 32 interchange right-of-way.

Alternative 3 follows existing Old SR 74/Rust Lane, then extends to the south side of Hall Run (crossing Hall Run twice). **Alternative 3a** is a variation that separates the future rail transit corridor to follow the I-275/SR 32 interchange right-of-way.

We are looking for your comments on these proposed alternatives and various options for future pedestrian-access and rail-transit corridors. Please remember that no detailed plans have been developed to date. The alternatives shown today are not final alignment locations. Over the next several months, the project team will evaluate these alternatives relative to project goals, public input, expected impacts, and costs to identify a preferred alternative that provides a balance amongst the various goals and interests in the Aicholtz corridor. Once a preferred corridor is identified, details on its final location and design will be developed. This level of information will be presented at the next open house meeting planned for July 2010.

Project Schedule

Identify Project Needs (Public Open House Meeting #1)	Oct. 2009
Preliminary Studies and Alternatives Analysis	In Progress
Public Open House Meeting #2	We Are Here
Preliminary Engineering and Environmental Clearance	Feb. 2010 to Oct. 2010
Public Open House Meeting #3	July 2010
Detailed Design	2011
Right-of-Way Acquisition	2012
Begin Construction	2014

Contacts

Steve Wharton
Clermont County Transportation Improvement District

175 East Main Street, Suite 150
Batavia, Ohio 45103
ed3c@fuse.net
513.289.9051

www.tid.clermontcountyohio.gov

Craig Stephenson
Clermont County Deputy Engineer

2381 Clermont Center Drive
Batavia, Ohio 45103
cstephenson@co.clermont.oh.us
513.732.8883

www.clermontengineer.org

Deborah Osborne
ENTRAN

1848 Summit Road
Cincinnati, Ohio 45237
dosborne@entran.us
513.761.1700

www.entran.us

AICHOLTZ CONNECTOR PUBLIC MEETING #2
DECEMBER 9, 2009

COMMENTS RECEIVED AND MEETING SIGN-IN

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through December 23, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name John Becker
Representing
Address 925 Locust Ln Union Twp
Phone/E-mail 753-6440 JBecker@fuse.net

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

Do the roadways. Rail is not cost effective.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Kathleen Handley-Birr
Representing
Address 4498 Finney Trail, Cincinnati, OH 45244-1521
Phone/E-mail 513-528-0764

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

Alternative 3 and 3a Crosses Falls Run at the back of my yard. I brought pictures to show the severe flooding that occurs in heavy rains I showed Jesse Binau and others & will email copies.

The current gets swift & water high so if you choose this alternative you will need to plan for it which will be additional costs.

1 & 1A seem more ideal to me.

AICHOLTZ CONNECTOR

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name ROBERT CUSSON

Representing

Address 819 MASSACHUSETTS DR. CINCY, O. 45245

Phone/E-mail 752-1471

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

I THINK WHICHEVER PLAN GOES THRU WILL A VAST IMPROVEMENT. THE ONLY NEGATIVE ASPECT THAT CAN SEE THE RAMP FROM SOUTHBOUND I-275 TO WEST BOUND 32 AND NORTHBOUND I-275 TO WEST BOUND 32, IS GOING TO CREAT ANOTHER BOTTLE NECK. CONTRARY TO THE WHOLE PROJECT TO REDUCE TRAFFIC LIGHT BOTTLE NECKS. KEEP THE TRAFFIC FLOWING.
A SOLUTION IS TO BUILD EXIT RAMPS AT OLD 74 NORTH of I-275/32 INTERCHANGE.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name: TIM DIETSCH

Representing:

Address: 507 OLD ST RTE 74 45244

Phone/E-mail: 513/528-3750

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

Just please make it happen. There are not enough East/West routes in the whole of the Cinci area. At least we could help alleviate that in our own back yard.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

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may be submitted through December 23, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name A. T. Funk
Representing
Address 4503 Finney Trail 45244
Phone/E-mail Tyree@Fuse.net

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

Having a bike or walk trail on the side would be nice. Having the connector not so close to 32 would be better so you can still have business in the center of the two. having the connector before you redo the 275 exit ramps would be great.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name KYLE GIFFORD
Representing
Address 4495 AICHOLTZ RD
Phone/E-mail 528-3765 GIFF@CINCT.RR.COM

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

I WOULD LIKE TO SEE THE PLAN THAT ~~LEA~~ AFFECTS THE LEAST AMOUNT OF PEOPLE AND THEIR HOMES. HOPEFULLY THOSE PEOPLE THAT LOSE THEIR HOMES AND PROPERTY WILL BE TAKEN CARE OF. I WOULD CHOOSE ALTERNATIVE 3 OR 3A I LOOK FORWARD TO SEEING THE FINAL PLAN.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name: Rachel Heyl
Representing:
Address: 4495 Aicholtz Rd.
Phone/E-mail: rachel.heyl@gmail.com

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

Alternatives 1 and 3 seem to make the most sense. Alt. 1 makes good sense to keep all traffic (car, pedestrian, rail) together and make for a more peaceful + safe neighborhood for those residents left behind. (least amount of noise in the neighborhood)

Alt. 3a: disrupts the least amount of people, and makes the best use of the terrain.

There is no option that would please everyone, but when it comes down to it, it makes most sense to cause the least amount of disruption. For those who are displaced, the county should make sure to take care of them generously. In these economic times, it is the individual that takes the hardest hit. No one who lives in these neighborhoods is wealthy. Displacement is a huge hardship.

Thanks

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Barb Kattine
Representing
Address 4465 Aicholtz Road
Phone/E-mail 528-5180 Barb.Kattine@Kroger.com

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

1 or 1A would be best.

If you are going to take a big part of my place you might as well take the whole thing and go with B.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

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December 9, 2009 at Union Township Civic Center

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may be submitted through December 23, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name: Chris Krieger
Representing: Alegna Realty
Address: 4528 Aicholtz Cinti 45245
Phone/E-mail: 513 752 0921 RED@AlegnaRealty.com

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

TRAFFIC LIGHTS OFF 275 TO 32 will back up TRAFFIC at lights.

THIS will affect our exit/entrance to 32/275 FOR OUR BUSINESS

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name: Mary Ellen Leary
Representing: self
Address: 4491 Aicholtz Rd
Phone/E-mail: melqbd@aol.com

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

3 & 3a environmentally impact the Mills run negatively

2 & 2a & 3 & 3a trap residents between 2 roadways & ~~risks~~ pose air pollution risks to that population

3 & 2 involve the loss of the most residences

1 may be longer, but causes less residential property loss, less environmental impact & fewer health risks

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name RON L MADDEN
Representing 640 SONNY LANE
Address
Phone/E-mail

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

REOPEN OLD AICHOLTZ TO SUMMERSIDE ROAD
VIA BRIDGE OVER 32

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name RALPH G. MEINEKE
Representing
Address 4465 FOREST TRAIL 45244
Phone/E-mail 513-295-5757 GMEINEKE@FUSE.NET

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

NO 3 + 3A

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name MATT ROBINSON
Representing
Address 4497 FINNEY TRAIL, CINCINNATI, OHIO 45244
Phone/E-mail MATROBIG@YAHOO.COM

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

I WOULD LIKE TO KNOW WHAT THIS IS GOING TO DO FOR THE VALUE OF OUR HOUSES? I WAS TOLD IT WOULD BRING DOWN MY VALUE BY 15-20%. I THINK YOU NEED TO DO A STUDY.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through December 23, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name: Jim Schubert
Representing:
Address: 1267 Shailer Rd
Phone/E-mail:

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

I prefer option 1a
I like keeping the transit along the existing 32 route, and putting the pedestrian way by the creek.

I think it would preserve more of the greenspace.

I am particularly in favor of the rail transit options. I would use that service often

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through December 23, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name DAN SUGGNOR
Representing
Address 814 MASSACHUSETTS DR.
Phone/E-mail 252-0406

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

I AM NOT SURE OF THE ADVANTAGE FOR THE CONNECTOR. I SEE THAT MANY HOMEOWNERS WILL LOSE THEIR HOME AND PROPERTY FOR WHAT. TRAFFIC CONGESTION AND THE DESIGN DOES NOT GIVE THE ASSURANCE THAT DRIVERS WILL USE THE CONNECTOR AS AN ALTERNATE ROUTE FOR 32. 1/32 IS THE PROBLEM WITH THE INTERCHANGES WHY NOT PUT IN OVER PASSES AS SHOWN INTO THE BUSINESS DISTRICT. THE 275/32 INTERCHANGE IS A DEATH TRAP FOR ENTERING AND EXITING EITHER HWY. I DO AGREE THAT SOMETHING HAS TO BE IMPROVED THERE. I HAVE A PROBLEM WITH RAIL PLANS AND SEVERAL OF THE CONNECTOR PLANS. THEY ALL LOOK ABOUT THE SAME LAYOUT.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

Written statements regarding the project
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Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Dennis Taus
Representing
Address 625 Rust Lane Cincinnati, OH 45244
Phone/E-mail 528-5637 dennistaus@yahoo.com

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

The sooner you determine which alternative will be used, the sooner we can plan where to relocate or not. Thank you.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

October 15, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through October 29, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name DAVID A. TONEY
Representing Self & Accountex Inc
Address 447 Old St. Rt. 74 45244
Phone/Email 513-528-5566 / DAT.Accountex@Fuse.Net

Project Interest

What is your interest in the Aicholtz Connector corridor? (check all that apply)

- ✓ I own a residence or private property in the Aicholtz Connector study area
- ✓ I own a business in the Aicholtz Connector study area
- ___ I'm interested in business or other development opportunities in the Eastgate area
- ✓ I work/shop/dine in the Eastgate area
- ✓ I commute through the Eastgate area
- ___ Other (Please explain briefly) ___

Transportation Need

What traffic or safety problems do you see or experience in the Eastgate area?

- ✓ Congestion
- ✓ Dangerous curves, intersections, driveways
- ___ Inefficient road network configuration
- ___ Traffic signal location/timing issues
- ✓ Confusing/difficult access to businesses
- ___ Inadequate turn lanes
- ___ Other (Please explain briefly) ___

What do you feel are the advantages or disadvantages of an Aicholtz Road connection under I-275 relative to transportation in the Eastgate area? Be as specific as possible. Provide a second alternate to route 32 for passage from the top of the hill in Mt. Carmel to Glenste/Withamsville

Other needs or problems you think are important for us to know about. ___

Project Goals

Materials presented at today's Open House listed the following initial project goals for the Aicholtz Connector:

1. Improve access, safety and travel efficiency in the Eastgate area by providing for local trips off of mainline SR 32
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor
3. Preserve right-of-way for future pedestrian/bike and rail transit opportunities

Did we miss any goals? _____

What is your vision for the Aicholtz Connector corridor in the future? _____

Possible Improvements

Possible improvements that may be considered for the Aicholtz Connector are listed below. Please rank their importance to you using **a scale of 1 to 5, with no interest = 1 and highest interest = 5.**

- 2 Addition of curb and gutter
- 4 Paved shoulders
- 5 Turn lanes
- 4 Street lighting
- 3 Landscaping
- 5 Pedestrian/bike path
- 3 Improved stormwater management
- 3 Greenspace preservation
- 5 Preservation of a corridor for future rail transit
- 2 Future transit station at the Union Township Civic Center

Are there other improvements you would like to see? _____

Environmental and Community Resources

As this project develops, the project team will evaluate potential impacts to environmental and community resources.

Do you know of features in the study area that we should be aware of? NO

What environmental or community resources/issues are most important to you? _____

Other Comments

Please provide below any additional comments you have about the project. _____

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

Written statements regarding the project
may be submitted through December 23, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name: Mike Weigel
Representing: Dawn Management
Address: 484 Old State Route 74
Phone/E-mail: 474-2833 mWeigel1@cinci.rr.com

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

I support + look forward
to Aicholtz plan + changes.

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

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may be submitted through December 23, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name: Michael E. OTTLINGER, PhD
Representing:
Address: 4474 Bent Creek Drive
Phone/E-mail: 513 675 4742 OTTLINGER.MICHAEL@EPA.GOV

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

This is a horrible proposal that will further degrade the quality of life in several residential neighborhoods in what appears to be an effort to bolster commercial activity. Your proposal is an abuse and betrayal of the public trust. In neighborhoods that already suffer from noise and consistently inadequate investments in road repair, power distribution system dependability, drainage and signage, you are now making it quite clear that aside from simply showing no regard for these voters you now wish to hurt them with a very damaging project. We MUST stop you!

I wish to speak publicly on this issue.

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

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may be submitted through December 23, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name Heinrich Zehetmaier
Representing Resident of Cle. Co.
Address 4554 English Creek Dr. Cincinnati, Oh. 45245
Phone/E-mail hzehetmaier@cinci.rr.com

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

- Alternative 1A - Preferred alignment. Alternative 1 is my second choice. I assume that the radius of the two curves is acceptable for the design speed of the train.

- The proposed roadway should be a three lane section for the entire length. In addition to allowing the left turn movement it would also provide an extra lane to maintain the traffic flow at an accident site.

- Is there a connection planned into Ivy Point?

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

December 9, 2009 at Union Township Civic Center

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may be submitted through December 23, 2009 to:

Clermont County Transportation Improvement District
Attention: Mr. Steve Wharton
175 East Main Street, Suite 150
Batavia, Ohio 45103

Name TIMOTHY & KATHLEEN BIRR
Representing OURSELVES
Address 4498 FINNEY TRAIL CINCINNATI, OHIO 45244
Phone/E-mail (513) 528-0764 / YQX140@aol.com

Please provide your comments about the preliminary alternatives presented today and the various options for separating modes (e.g., roadway, rail transit, pedestrian, etc.). Be as specific as possible. Thank you!

I'VE ENCLOSED FIVE COPIES OF PHOTOS OF THE HALL RUN CREEK TAKEN FROM OUR BACK YARD LOCATED AT 4498 FINNEY TRAIL CINCINNATI, OHIO 45244. THIS FLOODING DIRECTLY EFFECTS ALTERNATIVE 3 AND ALTERNATIVE 3a WHICH ARE TWO OF THE PROPOSED OPTIONS BEING CONSIDERED FOR THE AICHOLTZ CONNECTOR PROJECT. ALTHOUGH SOME TREES SHOWN IN THESE PHOTOS WERE REMOVED DURING SEWER CONSTRUCTION, OTHER REMAIN WHICH PROVIDE A REFERENCE POINT FOR THE WATER LEVEL SHOWN IN THE PHOTOS. SHOULD YOU CARE TO VISIT THE PROPERTY TO SEE HOW HIGH THE WATER RISES YOU'RE WELCOME TO DO SO. WE ASK THAT YOU CONSIDER THE ADDITIONAL COST OF RAIN WATER CONTROL WHEN REACHING YOUR FINAL DECISION FOR THE LOCATION OF THE PROPOSED ROADWAYS AND WALKWAYS. COPIES OF THESE PHOTOS WERE PREVIOUSLY EMAILED TO YOUR OFFICE BY OUR DAUGHTER-IN-LAW (CRYSTAL BIRR). THE

(OVER)

WANTED TO SEND THESE BY MAIL IN CASE THE OTHERS WERE LOST IN CYBERSPACE.

SINCERELY,

Tim & Kathleen Birr

REAR YARD BIRR RESIDENCE
4498 FINNEY TRAIL (45244)

REAR YARD BIRR RESIDENCE
4498 FINNEY TRAIL (45244)

REAR YARD BIRR RESIDENCE
4498 FINNEY TRAIL 45244

REAR YARD BIRR RESIDENCE
4498 FINNEY TRAIL (45244)

REAR YARD BIRR RESIDENCE
4498 FINNEY TRAIL (45244)

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

December 9, 2009 at Union Township Civic Center

Please PRINT legibly and provide full address details so that we may keep you informed on future public involvement opportunities

Name/Representing	Address	Phone Number/E-Mail
DAVID ENGEL	1055 OLD STATE ROUTE 74 BATAVIA, OH 45103	513 752-5586 BLUSBEAR@YAHOO.COM
Steve Demling UTFD	860 Clough Pike Cincy 45244	sdemling@union-township.oh.us
CHRIS BREDA	~~FSAN~~ FRONT STREET ANALYTICS	cbreda@fsanalytics.com
Keith Smith ODOT D-8	505 S. SR 741 Lebanon OH	
DICK MARTIN	4550 Rumpke Rd Cinti Ohio 45244	RLMartin@FUSE.NET
Stephen Shouse	4499 Tuhasco Rd Cincy Ohio 45244	(513) 478-7714
Jean Hartley	P.O. Box 54202 Cinti Ohio 45254	513 379 0300
MIKE DAVIDSON	1266 Old Ridge Drive Amelia, Ohio 45102	(740) 646-1931 speedway.
Matt Robinson	4497 Feney Trl Cincinnati, OH, 45244	513-528-7243
Steve Hicks	4307 GLENESTE MAIL. 533 HAMBLIN DRIVE	513-675-1771
	CIN, OH, 45255	

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Name/Representing	Address	Phone Number/E-Mail
Ronald M. Norris	Cinti OH 45240 4992 Timberknoll Dr	RonNorris@zoomtown.com
Matt Taylor	Union Twp.	mtaylor@union-township.oh.us
TIM DIETSCH	507 OLD ST RTE 74 CINCI 45244 Union Twp	
[illegible]	[illegible] [illegible]	
Scot Lahmer	101 E. Main St Batavia	(513) 732-7394
Howard Beatty	624 Rust Ln.	528-3572
Steve & April Berlock	627 Rust Ln	" "
Joyce Petty	513 752-6619	JoyPetty@AOL.com
Randy Stother	4798 Summerside 45244	Rstother@ISOC.Net
Rachel Heigl	4495 Aichotz Rd. Cincinnati, OH 45245	rachelheigl@gmail.com
DOUG SNYDER	3518 STATE ROUTE 132 AMELIA OH 45102	DOUGLASNYDER@AIM.COM

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Name/Representing	Address	Phone Number/E-Mail
Fredrick Apel	1195 Meadow Knoll Ct Batavia OH 45103	fapel@cinci.rr.com
Philip Weinheimer	4319 Glen Este Withamsville Rd Cincinnati Ohio 45244	
Barbara Apel	607 Sunny Ln Cinti 45244	bapel@Aol.com
Sue Fraley	4477 Aicholtz Cinti OH 45245	528 5313 SFraley8@cinci.rr
Christine Linda Scopa	568 Market Dr Cinti OH 45244	—
Larry Elkenberry	4491 Aicholtz Cin. OH 45245	melybd@ Aol.com
Phil Locke	568 Clairmont Wds. Cinc. 45244	—
Leonard Zehetmaier	4554 English Creek Cincinnati, Oh.	lzehetmaier@ cinci.rr.com
Joseph Van Vleet	4345 Tuttle Rose Ct Cincinnati, OH 45244	HGVVE fuse.net
Gerry Thornberry	2033 Plumb Batavia, OH	
Jim Schubert	1267 SHAYLER RD Batavia OH 45103	

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Name/Representing	Address	Phone Number/E-Mail
Bryan Free DAWN MANAGEMENT	484 Cinti-Batav. Pike Cincinnati, OH 45244	528-2291
A. Sedan	4895 Beechmont Cinc 45244	831 7878
Cory Wyatt	Union Twp	
David Arkwright	Union Twp	
RALPH G. MEINEKE	4465 FOREST TRAIL 45244	688-1156 295-5757
Aloma T. Funk	4503 Finney Trl. Cinti. OH 45244	528-7956
Jeff Lambert	4236 Edinburgh Cinti OH 45245	528-6454
GENE SMITH	4187 HERITAGE GLEN CINTI OH 45245	752-0460
Bob Cusson	819 MASSACHUSETTS CIN, O. 45245	
DAN SUEDHOF	814 MASSACHUSETTS DRIVE CINTI, 45245	752-0406
Danna Buehrn Walt Buehrn	4545 Yalin Dr Cin 45244	528-2166

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Name/Representing	Address	Phone Number/E-Mail
ANDY JOHNS CLERMONT COUNTY PLANNING	2275 BAUER ROAD BATAVIA, OH 45103	732-7232 ajohns@co.clermont.oh.us
Craig Stephenson CCEO	2381 Clermont Center Batavia, Ohio 45103	732-8883 cstephenson@co.clermont.oh.us
TIM JONES Ecologic Adventures	3232 OMNI DR CINCINNATI OHIO 45245	513-753-8000 TJDJJONES@HOTMAIL.COM
RALPH SHULTON	4441 AICHOLTZ RD CINTI, OH 45245	752-6770
Barb & Brian Kattine	4465 Aicholtz Rd Cin OH 45245	528-5180 Barb.Kattine@Kroger.com
Robert Kay	6206 Cambridge Cincinnati 45230	
AL Cloke	621 NEPTUNE WAY Cin. O. 45244	
Mike Schultz	637 Rust Lane	
Phil Mackzum	625 Holiday Dr.	
MARY LOU Stahl	4309 MINUTEMAN DR.	
Dennis & Laura Taus	625 Rust Ln Cin OH 45244	528-5637 dennistaus@yahoo.com

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Name/Representing	Address	Phone Number/E-Mail
TODD JACOBS	8609 GLENROSE	513-317-9551 45244 TJACOBS@YAHOO.COM
Dave Kriegen	908 MeADOW Ridge DR. 45245	513-226-8813 DKriegen@VALGNAREALTY.co
MIKE Weigel	484 Old St. Rt. 74 Cinti. Oh 45244	474-2833 MWeigel1@cinci.rr.com
F. Jerome Fix	Cin Oh 45244 4885 Beechwood Rd	
Matt Beaman	498 H Maple Leaf Dr Cinti, OH 45255	843-2211
John Becker	925 Locust Ln Cinti 45245	
Ray Aryen	640 SONNY LN Cinti 45244	377-6795
Brightwell	4265 Delmont Dr. Cinti 45245	
Vicki DeMaio	687 Holiday dr.	45245
Mike DeMaio	687 Holiday dr	45245

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Name/Representing	Address	Phone Number/E-Mail
Ron L Madden	640 Sonny LANE 45245	967-9222
Dilma Henderson	4309 Terrace Dr	633-3946
Robert Baker	1427 Eight Mile Rd Cincinnati OH 45255	476-9649
Jewell Hays	4395 AICHOLTS RD	45245
Dion Connor	4977 Concord Glen Dr 45244	965-9963
Marcia Wright	136 Judd Rd Amelia	732 3464
KYLE GIFFORD	4495 AICHOLTZ RD	528-3765
Ed Humphrey	101 E MAIN BATAVIA, OH 45103	732-7300
JAMES L. COX	4340 AICHOLTZ Rd CINTI 45244	752-3817
WILLIAM H. BAYER	643 MARIEDA DR 45245	528-3518
Joyce Middleton	690 Holiday Dr. 45245	528-2452

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Name/Representing	Address	Phone Number/E-Mail
K. Estep	4232 TOBASCO Rd	528-1220
Kathleen Handley-Birr	4498 Finney Trail Cinti, OH 45244-1521	513 528-0764
Katie Dillenburger Bayer Becker	6900 Tylersville Rd Mason OH 45040	513.336.6600
Clarice & Jim Smith	453 Ivy Trails Cinti Oh 45244	513 528 3366
Janis Goedde	4393 Aicholtz	752-1157
Calvin Aicholtz	4339 Aicholtz	752-2917
Harolyn Aicholtz	4339 Aicholtz	752-2917
Sandra Grow	4336 Aicholtz Rd	843-2281

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Name/Representing	Address	Phone Number/E-Mail
CHRISTI KRIEGER ALEGNA Realty	4528 Aicholtz 45244	513-752-0921 REU@alegnaRealty.com
Steven Yoche V	677 Clough Pk 45245	513-678-2978
Mark Wilken	4507 Eastwood Dr. 45103	513-753-0276
Bob Duckman	4259 N. Montshire	513.943.4374

ATTACHMENT H5

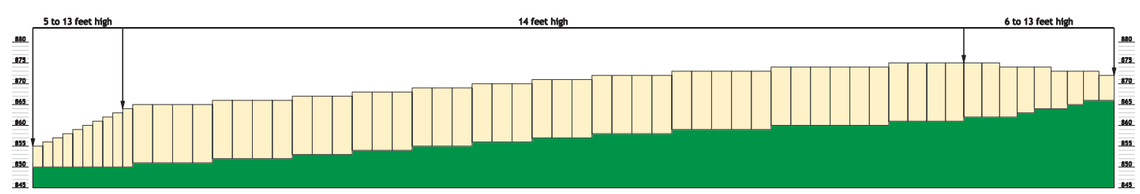
CLE-275-10.15 Noise Barrier Public Meeting (April 2010)

I-275 / SR 32 INTERCHANGE

PID #76289

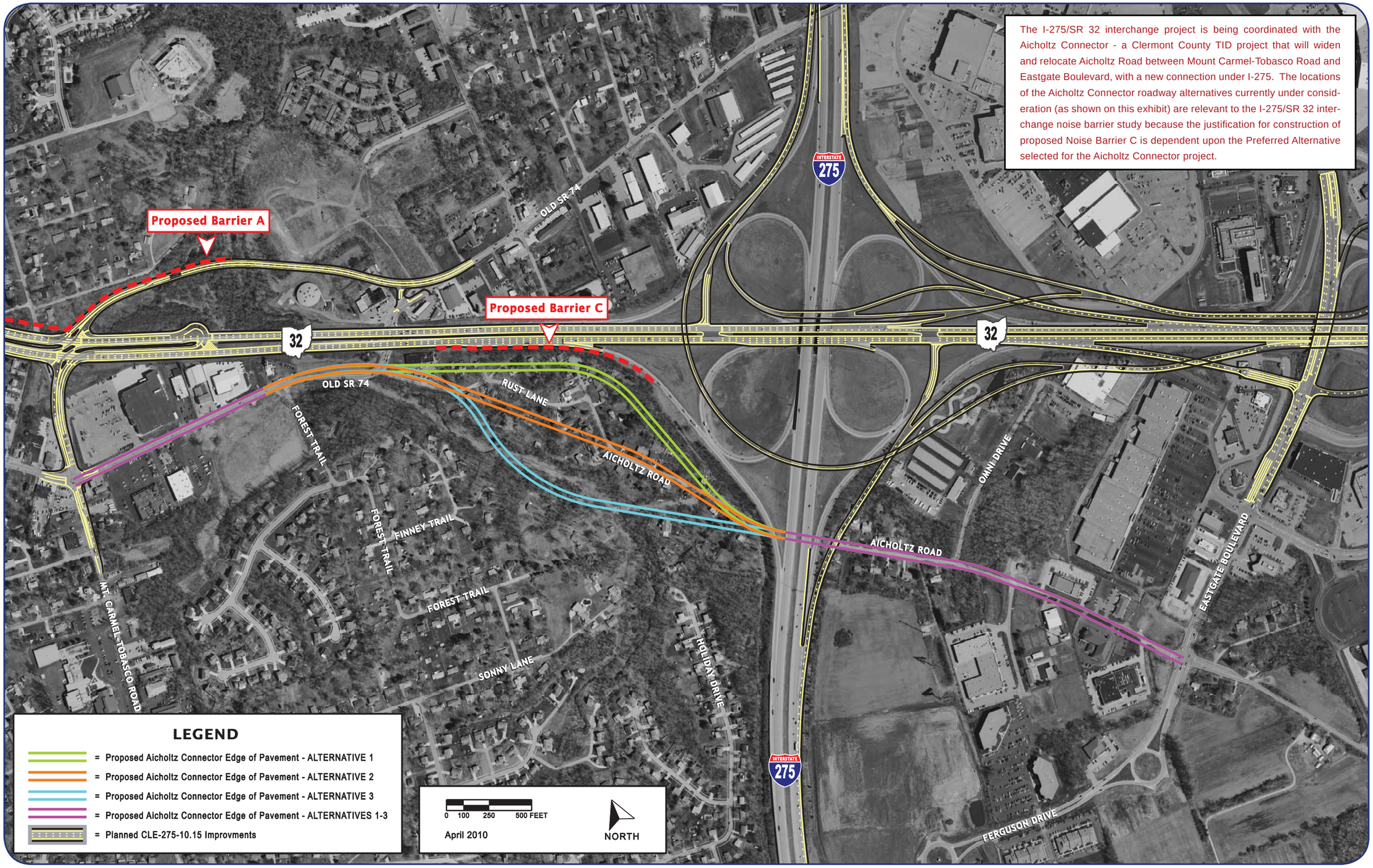
PROPOSED NOISE BARRIER C

BARRIER C PROFILE



AICHOLTZ CONNECTOR MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

ALTERNATIVES UNDER CONSIDERATION



The I-275/SR 32 interchange project is being coordinated with the Aicholtz Connector - a Clermont County TID project that will widen and relocate Aicholtz Road between Mount Carmel-Tobasco Road and Eastgate Boulevard, with a new connection under I-275. The locations of the Aicholtz Connector roadway alternatives currently under consideration (as shown on this exhibit) are relevant to the I-275/SR 32 interchange noise barrier study because the justification for construction of proposed Noise Barrier C is dependent upon the Preferred Alternative selected for the Aicholtz Connector project.

OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 8 • 505 SOUTH STATE ROUTE 741 • LEBANON, OH 45036-9518
513-932-3030 or 1-800-831-2142 • FAX 513-932-9366

Jolene M. Molitoris • Ted Strickland • Hans R. Jindal, P.E.
ODOT Director • Ohio Governor • District 8 Deputy Director

Date: April 8, 2010

Re: CLE-275-10.15 Noise Barrier Project (PID 76289) NOTICE TO AFFECTED RESIDENTS

Dear Property Owner/Current Resident:

The Ohio Department of Transportation has scheduled a Public Information Meeting to present the results of the CLE-275-10.15 traffic noise impact analysis, and to solicit the comments, opinions, and preferences of affected residents in regard to the potential construction of three (3) new noise barriers and the reconstruction of one (1) existing noise barrier in the Eastgate area. The meeting is scheduled for:

Tuesday, April 27, 2010; 5:00 p.m. to 7:00 p.m.
Union Township Civic Center, 4350 Aicholtz Road

The locations of the three potential new noise barriers are: 1) along the westbound side of SR 32 (and proposed relocated Old SR 74) from the vicinity of Bells Lane to Roney Lane, 2) along the eastbound side of SR 32 between Roney Lane and Bells Lane, and 3) along the interchange ramp from eastbound SR 32 to southbound I-275. The existing noise barrier to be reconstructed is located along northbound I-275, just north of SR 32. Preliminary plans and mapping which detail the location of the potential noise barriers will be displayed at the meeting for your review and comment. Representatives from ODOT and ENTRAN (the project's engineering consultant) will be available to discuss the results of the study and the potential noise barriers.

The purpose of this meeting is to allow all interested and affected persons an opportunity to review and comment on the noise barriers. Informational handouts and comment sheets will be distributed at the meeting. The comment sheets will provide you the opportunity to state your preference for or against the construction of the proposed noise barrier in your area as well as your texture and color preference for the side of the noise barrier that faces your residence or property. Copies of the public meeting exhibits, handout materials and the comment sheet will be available for viewing on ODOT District 8's website as of April 27, 2010 at the following address: http://www.dot.state.oh.us/districts/D08/Pages/PublicInvolvementMeetingSchedule.aspx. Comment sheets can be filled out and submitted at the meeting or by mail until May 11, 2010 at the following address:

Ohio Department of Transportation – District 8
505 South State Route 741
Lebanon, Ohio 45036
Attention: Mr. Keith Smith

If you prefer to submit your comments on the ODOT District 8 website using our electronic comment form, please visit http://www.dot.state.oh.us/districts/D08/Pages/CommentsonPublicMeetings.aspx. If you are unable to attend the public information meeting on April 27th and you do not have internet access, you may obtain a copy of the handout materials and comment sheet by contacting ODOT-District 8 at 513-932-3030 or 1-800-831-2142.

If we do not receive a response from you by the May 11, 2010 comment deadline, we will assume you have no opinion regarding construction of the noise barrier in your area. A low response rate from the residents/property owners in your noise barrier area will be viewed as a demonstrated lack of interest in having the noise barrier constructed, and could result in cancellation of any further development of the noise barrier.

We are especially interested in receiving responses from residents living closest to SR 32/I-275 (front row receptors) in the areas where new noise barriers are being evaluated for construction, as those residents would experience the loudest and most direct impact of traffic noise being generated along SR 32 and I-275. Since noise barrier funds are limited and residents along other interstate highways statewide are expressing concerns about high levels of traffic noise, we typically like to have a positive response of at least 50 percent from residents/property owners at each potential noise barrier area to justify expending public funds to construct the noise barrier.

All comment sheets received will be counted and closely evaluated to determine if sufficient interest by the public is present to justify the construction of the noise barriers. **As previously indicated, please understand that it is very important that you attend the meeting and/or fill out a comment sheet for your vote to be counted. If less than 50 percent of the affected residents in any given potential noise barrier area positively respond to the proposed barrier, it is likely that further development of that particular noise barrier will be cancelled and the barrier will not be constructed.**

Individuals who may require interpretation services or special assistance to participate in this meeting, or who have any questions or need additional information concerning this matter, please contact ODOT-District 8 at 513-932-3030 or 1-800-831-2142.

Respectfully,

Keith Smith, P.E.
Acting District 8 Planning and Environmental Engineer

I-275 / SR 32 Interchange Project
CLE-275-10.15; PID 76289

Public Involvement Meeting – Proposed Noise Barriers
April 27, 2010; 5:00 p.m. to 7:00 p.m.
Union Township Civic Center
4350 Aicholtz Road

The Ohio Department of Transportation (ODOT), in cooperation with the Federal Highway Administration, is pleased to hold this public meeting for the purpose of discussing the potential installation of new noise abatement barriers along SR 32 and an I-275/SR 32 interchange ramp, and the reconstruction of an existing noise abatement barrier located along I-275. All barriers are located in the Eastgate area of Clermont County, as described below:

Barrier Name	Location and Description
Barrier A	Proposed Barrier A is located along the north shoulder of proposed relocated Old SR 74, and extends west along the right-of-way boundary on the north side of SR 32. The barrier begins in the vicinity of residences located along Marjorie Drive and existing Bells Lane and ends approximately 35' east of Roney Lane. Barrier A is 2,976' in length and averages 13.7' in height, and provides noise abatement for residences on Marjorie Lane, Anna Mae Drive, Bells Lane, and Roney Lane, and for Bells Lake Apartments and the Christian Life Center.
Barrier B	Proposed Barrier B is located along the right-of-way boundary on the south side of SR 32, beginning approximately 190' east of Roney Lane and ending approximately 835' west of existing Bells Lane. Barrier B is 1,008' in length and averages 12.4' in height, and provides noise abatement for the Magnolia Pointe Apartments and Eastgate Garden Apartments.
Barrier C	Proposed Barrier C is located along the south/west shoulder of the interchange ramp linking eastbound SR 32 and southbound I-275. The barrier begins approximately 230' east of existing Old SR 74 and extends 1,344' east/south along the ramp shoulder. Barrier C averages 12.9 feet in height and provides noise abatement for residences on Rust Lane and Aicholtz Road. The need and cost-reasonableness of Barrier C is dependent upon the Preferred Alternative that will be selected for the Aicholtz Connector (CLE-CR3-Aicholtz Connector) – a Clermont County project currently in progress that is being coordinated with the CLE-275-10.15 project.
Barrier F (Existing)	Barrier F is an existing noise abatement barrier located along the east side of I-275, approximately 1,365' north of the Old SR 74 overpass. Barrier F provides noise abatement for residences on Melody Lane, Diane Drive, and Deervalley Drive. The southern portion of this barrier, which is positioned near the existing I-275 shoulder, will be impacted by the widening of I-275. This impacted portion of barrier will be relocated to a similar position along the proposed I-275 shoulder and will have the same (or similar) color and texture as the undisturbed portion of Barrier F. The relocated portion of Barrier F measures 672' in length and averages 14.5' in height.

NOISE ANALYSIS INFORMATION

A traffic noise analysis conducted for the I-275/SR 32 Interchange project (CLE-275-10.15) has resulted in the identification of sound-level impacts under project Design Year (2030) Build conditions at select receptors representing three residential areas along SR 32. The term *receptor* refers to an individual site or location (such as a residence, school, church, etc.) registering measurable sound levels. A sound-level impact occurs when a receptor's design year sound level is predicted to be 66 dBA or greater, or when the predicted design year sound level constitutes a "significant increase" (10 dBA or greater) over the present-day level. The three areas which are predicted to experience sound-level impacts associated with the proposed construction of the CLE-275-10.15 project were determined to be eligible for noise abatement consideration, and designs for structural noise abatement (noise barriers) were analyzed and evaluated for each (see Barriers A, B, and C in the table above).

The two relevant criteria that are considered when evaluating noise abatement measures are *feasibility* and *reasonableness*. "Feasibility" pertains to whether or not the abatement measure can be successfully implemented within the physical constraints of the project and its locale, and whether or not the abatement measure can be successful in providing what is considered to be an effective reduction of sound-levels (a minimum 5 dBA for

receptors with predicted sound-level impacts) under project Build conditions. "Reasonableness" pertains to whether or not the abatement measure is prudent in terms of cost versus benefit. In this context, "benefited" receptors are defined as receptors which receive sound-level reductions of at least 5 dBA (for first-row receptors) or at least 3 dBA (for second-row receptors and beyond, up to 500 feet from the proposed roadway edge of pavement). The criterion for "reasonable cost" is $35,000 per benefitted receptor.

PURPOSE OF THIS MEETING

The purpose of today's meeting is to obtain public comments and input on: 1) whether or not noise barriers are desired by residents/property owners at the proposed locations, and 2) preferences for noise barrier color and texture. ODOT noise policy allows for the installation of vegetative screening or privacy fences in lieu of structural noise abatement (noise barriers) where there is available space. However, it should be noted that vegetative screening and privacy fences are not considered to be a noise abatement measure; they are offered only to serve as a visual barrier to the roadway.

The exhibits on display at today's meeting depict the findings of the noise analysis conducted for the CLE-275-10.15 project. ODOT representatives are present to take your comments and answer your questions. The comment sheets provided at this meeting afford you the opportunity to record your preferences and opinions regarding the noise abatement barriers proposed for construction as part of the CLE-275-10.15 project. Comment sheets may be submitted at today's meeting, or up to 14 days after the meeting (on or before May 11, 2010) by mail to this address:

Ohio Department of Transportation - District 8
505 South State Route 741
Lebanon, Ohio 45036
Attention: Mr. Keith Smith

If you prefer to submit your comments on the ODOT District 8 website using our electronic comment form, please visit http://www.dot.state.oh.us/districts/D08/Pages/CommentsonPublicMeetings.aspx.

After the comment period, all comments received will be reviewed. However, in accordance with the noise abatement program, only the comments of those who receive a sound-level *benefit* from the installation of an individual noise barrier will be considered in the decision on whether or not that barrier will actually be constructed. In this context, a *benefit* is defined as a 5 dBA noise reduction after noise barrier construction (for first row receptors) or a 3 dBA noise reduction after noise barrier construction (for second row receptors and beyond, up to 500 feet from the proposed edge of pavement). Only one response per benefitted receptor will be tabulated, and that response will only count toward the noise barrier proposed for that area. **Please understand that it is very important that you submit your comments to ODOT. If less than 50 percent of the affected residents in any given potential noise barrier area positively respond to the proposed barrier, it is likely that further development of that particular noise barrier will be cancelled and the barrier will not be constructed.**

Thank you for coming to the meeting and your participation in the public involvement process. If you have any questions or need additional information concerning this project, please contact ODOT-District 8 at 513-932-3030 or 1-800-831-2142.

Proposed Noise Barrier Comment Sheet

I-275 / SR 32 Interchange Project; CLE-275-10.15, PID 76289

Please complete this form and place it in the comments box provided at the sign-in table, or mail it to the address on the reverse side. Your feedback will be used in the decision-making process to determine whether the proposed noise barriers presented here today should be built, and if so, what they should look like. The barriers will be constructed of formed concrete panels, and will feature a simulated stone, simulated brick, or fluted (vertical-groove) texture on the residential side of the barrier.

The deadline for receipt of your comments is May 11, 2010. If we do not receive your response by the deadline, it will be assumed that you have no opinion on the construction (or appearance) of the noise barrier proposed for your area. A low response rate from the residents / property owners in your noise barrier area demonstrates a lack of interest in the barrier, and could result in the cancellation of any further development of the barrier proposed for your area.

YOUR NAME (please print clearly): _____ SIGNATURE: _____

ADDRESS: _____ PHONE (optional): _____

_____ E-MAIL (optional): _____

Please mark the checkbox next to ONE of the following options:

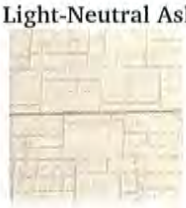
- ☐ A noise barrier **SHOULD** be built for my area
- ☐ A noise barrier **SHOULD NOT** be built for my area, but a **vegetation screen or privacy fence SHOULD** be installed *
- ☐ A noise barrier **SHOULD NOT** be built for my area, and **NO vegetation screen or privacy fence** should be installed
- ☐ No opinion on noise barrier construction

* *Please state preference for vegetation screen or privacy fence in Comments Section below.* NOTE: Vegetation screens and privacy fences serve only as visual screening and **do not function as noise abatement**

Please mark the checkbox next to your preference for the texture / color of the residential side of the barrier:
(please make a selection even if you indicated above that you feel a noise barrier should not be built)

☐ Gray Ashlar Stone

☐ Light-Neutral Ashlar Stone



☐ Dark-Neutral Ashlar Stone

☐ Gray Dry Stack

☐ Light-Neutral Dry Stack

☐ Dark-Neutral Dry Stack

☐ Red Brick

☐ Gray Fluted

☐ Light-Neutral Fluted

☐ Dark-Neutral Fluted

Please provide any ADDITIONAL COMMENTS you may have (attach additional sheets if necessary):

_____

_____

_____

_____

_____

Tabular Summary of Barrier Support / Opposition

Barrier	TOTAL Receptors by Barrier Location						FIRST ROW Receptors by Barrier Location					
	Receptors	Responses	Response %	Support	Oppose	Conditional*	Receptors	Responses	Response %	Support	Oppose	Conditional*
A	58	39	67.2	6	30	3	27	22	81.5	3	17	2
B	66	56	84.8	56	0	0	18	16	88.9	16	0	0
C	21	3	14.3	3	0	0	11	3	27.3	3	0	0

Notes: "Total Receptors" includes all receptors whose parcels fall completely or partially within the area established by the barrier termini extended perpendicular from the roadway toward the 500-foot limit of study. Attached mapping displays the total receptors at each barrier area, the receptors from which comments were received (respondents), respondent opposition or support, and designation of "first-row" receptors. For Barriers A and B, the responses received from apartment property owners are considered to be representative of all applicable receptors (ground-floor apartment units)

* *See written comment summary below for explanation of "conditional" barrier support.*

Comprehensive Tabular Summary of Responses

Barrier	Exhibit ID	Respondent	Address	Benefit?	Support?	Preference	Summary of Written Comments
A	2	Neil L. Inabnit, CLC Pastor	509 Roney Ln.	Y	Conditional	Transparent	Opposes absorptive (opaque) barrier; no objection to transparent barrier (visibility is priority)
A	3	Bells Lake Apartments	4500 Long Acres Dr.	Y	No	No Screening	Legal counsel cites property visibility as reason for opposition (represents 28 first-floor units, 16 first-row)
A	4	Randy Wulker	524 Mary Lee Ln.	Y	Conditional	No Screening	Strongly opposes barrier and screening along his property; supports barrier east of Bells Lane
A	6	John Trautmann	4558 Bells Ln.	Y	No	No Screening	Strongly opposes barrier; wishes to preserve parcel visibility for potential commercial use
A	7	Charles M. Iker	4564 Bells Ln.	Y	Yes	Light Dry Stack	--
A	10	Christa Mills	554 Marjorie Ln.	Y	Yes	Light Dry Stack	--
A	11	Ann Beighle	558 Marjorie Ln.	Y	Yes	Dark Dry Stack	--
A	20	Richie & Stephanie Durbin	505 Roney Ln.	Y	Conditional	-	Supports barrier along Marjorie Lane properties, no opinion on barrier for properties west of Bells Lane
A	23	Carl Polite	4751 Bells Ln.	Y	No	No Screening	--
A	24	Jonathan R. Shelton	4572 Bells Ln.	Y	Yes	Gray Dry Stack	--
A	28	Harry Scholten	549 Anna Mae Dr.	Y	Yes	Gray Dry Stack	--
A	29	Roy & Betty Prater	553 Anna Mae Dr.	Y	Yes	Light Dry Stack	--
B	33 / 34	Mike Weigel (Apts. Owner)	484 Old SR 74	Y	Yes	Dark Dry Stack	Strong support for barrier (represents 56 first-floor units, 16 first-row)
B	33 / 34	Gregory J. Dryer	484 Old SR 74	Y	Yes	Dark Dry Stack	--
B	33 / 34	Vickie Dryer	484 Old SR 74	Y	Yes	Dark Dry Stack	--
B	33 / 34	Bryan Free	484 Old SR 74	Y	Yes	Light Dry Stack	Suggests prohibiting the use of compression braking on SR 32 in this area
B	33 / 34	Mary Burke	484 Old SR 74	Y	Yes	Dark Dry Stack	--
C	49	Mike Collins	4511 Aicholtz Rd.	Y	Yes	Dark Dry Stack	--
C	50	Dave Howard	4507 Aicholtz Rd.	Y	Yes	Gray Dry Stack	--
C	51	Jerry Miller	4506 Aicholtz Rd.	Y	Yes	Gray Dry Stack	--

Summary of Barrier Texture / Color Preference (Preferences of First-Row Respondents in Parenthesis)

Barrier	Gray Ashlar	Light Ashlar	Neutral Ashlar	Gray Dry Stack	Light Dry Stack	Dark Dry Stack	Gray Fluted	Light Fluted	Dark Fluted	Red Brick
A	-	-	-	2 (0)	3 (2)	1 (1)	-	-	-	-
B	-	-	-	-	1 (1)	4 (4)	-	-	-	-
C	-	-	-	2 (2)	-	1 (1)	-	-	-	-
TOTAL	0	0	0	4 (2)	4 (3)	6 (6)	0	0	0	0

Summary Notes

Proposed Barrier A

- Total response rate for Barrier A is 67.2%, and the response rate from first-row receptors is 81.5%.
- When considering ALL responses received, there is unanimous opposition to an absorptive (opaque) barrier along the area *west* of Bells Lane (0 support / 5 oppose) and majority support for a barrier along the area *east* of Bells Lane (6 support / 1 opposes).
- When considering responses from first-row receptors only, there is also unanimous opposition to an absorptive (opaque) barrier along the area *west* of Bells Lane (0 support / 3 oppose) and majority support for a barrier along the area *east* of Bells Lane (3 support / 1 opposes).
- A revised barrier design which relocates proposed Barrier A (as presented at the April 27 public meeting) to a position along the south edge of Marjorie Lane (instead of the north edge of proposed relocated Old SR 74), and moves the proposed western terminus of the barrier from a point located just east of Roney Lane to a point located just east of existing Bells Lane was developed and evaluated for effectiveness / cost reasonableness (see attached **Exhibit C**). The Revised Barrier A design allows the properties located west of Bells Lane (as well as Property 6 as identified on Exhibit A, which is located east of Bells Lane) to remain visible from SR 32, yet provides a predicted sound-level benefit to most of the receptors in the area located to the east of Bells Lane.
- In regard to the majority support from first-row receptors east of Bells Lane, two respondents prefer the Light Dry Stack, and one prefers the Dark Dry Stack.

Proposed Barrier B

- Total response rate for Barrier B is 84.8%, and the response rate from first-row receptors is 88.9%.
- All responses represent the Eastgate Garden Apartments and Magnolia Pointe Apartments properties; responses indicate unanimous support for Barrier B.
- The property owner for both apartment complexes prefers the Dark Dry Stack. When considering all responses representing first-row receptors, four prefer the Dark Dry Stack and one prefers the Light Dry Stack.

Proposed Barrier C

- Total response rate for Barrier C is 14.3%, and the response rate from first-row receptors is 27.3%.
- All responses received (3 total) represent first-row receptors and indicate support for the barrier.
- Two respondents prefer the Gray Dry Stack, and one prefers the Dark Dry Stack.

No responses were received from receptors located in the area of Proposed Relocated Barrier F

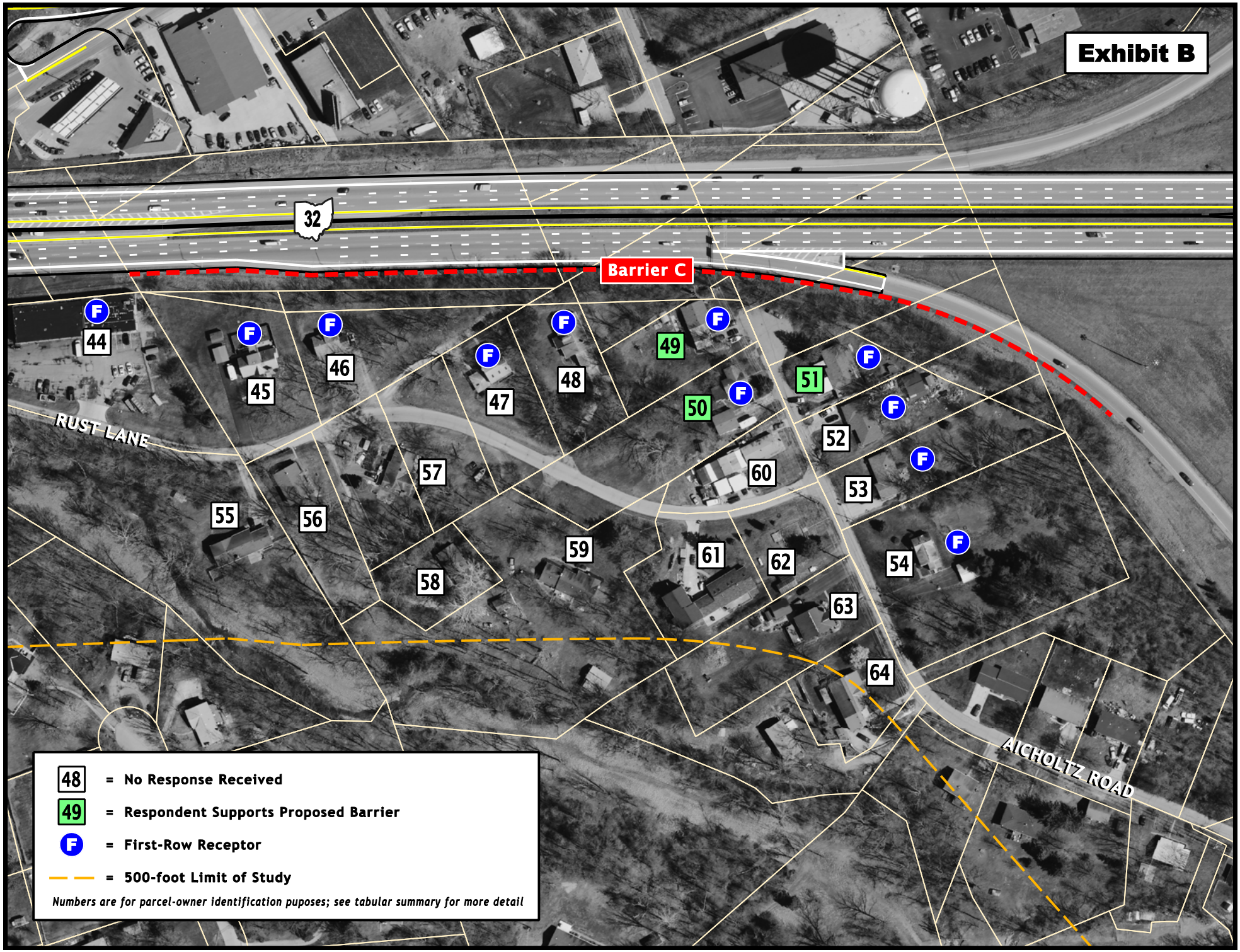


Exhibit B
32
Barrier C
RUST LANE
AICHOLTZ ROAD
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
F
48 = No Response Received
49 = Respondent Supports Proposed Barrier
F = First-Row Receptor
= 500-foot Limit of Study
Numbers are for parcel-owner identification puposes; see tabular summary for more detail

Public Involvement Meeting Photos

Photo 5: Detail of Proposed Noise Barrier C exhibit with accompanying Aicholtz Connector Alternatives Under Consideration exhibit

Photo 6: Perspective of Proposed Noise Barrier B exhibit, Proposed Noise Barrier C exhibit, and Aicholtz Connector project exhibit

Public Involvement Meeting Photos

Photo 9: Comment sheet and informational handout station

Photo 10: Full perspective of Union Township Civic Center conference room, comment sheet / handout station, and exhibit display

Public Involvement Meeting Photos

Photo 11: Representatives from project team discussing proposed noise barriers with meeting attendees

Photo 12: Project team representative discussing Proposed Noise Barrier A with an affected property owner

ATTACHMENT H6

Aicholtz Connector Public Meeting (February 2011)

Public Meeting Notification

NEWS RELEASE

FOR IMMEDIATE RELEASE
February 2, 2010

Aicholtz Connector

CLERMONT COUNTY, OHIO – The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer's Office, Ohio Department of Transportation, and Union Township will host an open house meeting to get public input for the *Aicholtz Connector*. The open house will be held on Wednesday February 16, 2011 from 5:00 until 7:00 p.m. at the Union Township Civic Center, 4350 Aicholtz Road.

The *Aicholtz Connector* project is evaluating the corridor generally between Mount Carmel-Tobasco Road at Old SR 74 and Eastgate Boulevard in order to provide recommendations for transportation improvements and a new connection under I-275.

Exhibits of a preliminary Preferred Alternative and other project information will be on display at the meeting and representatives from the County, ODOT, Union Township and the project team will be available to answer questions and gather comments. The public is welcome to attend any time during the two-hour period. Comment sheets will be provided which can be turned in at the meeting or mailed to the CCTID by March 2, 2011.

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For more information about this study, contact Pat Manger, Clermont County Transportation Improvement District at (513) 732-8857 (pmanger@co.clermont.oh.us).

Clermont County Transportation Improvement District

Aicholtz Connector Open House Public Meeting

You're invited!

An open house meeting will be held to receive comments and input from the public on the Aicholtz Connector project.

Please attend!
Your input is important to us.

Union Township Civic Center
4350 Aicholtz Road
Union Township, Ohio 45245

Wednesday, Feb. 16, 2011
5:00 p.m. to 7:00 p.m.

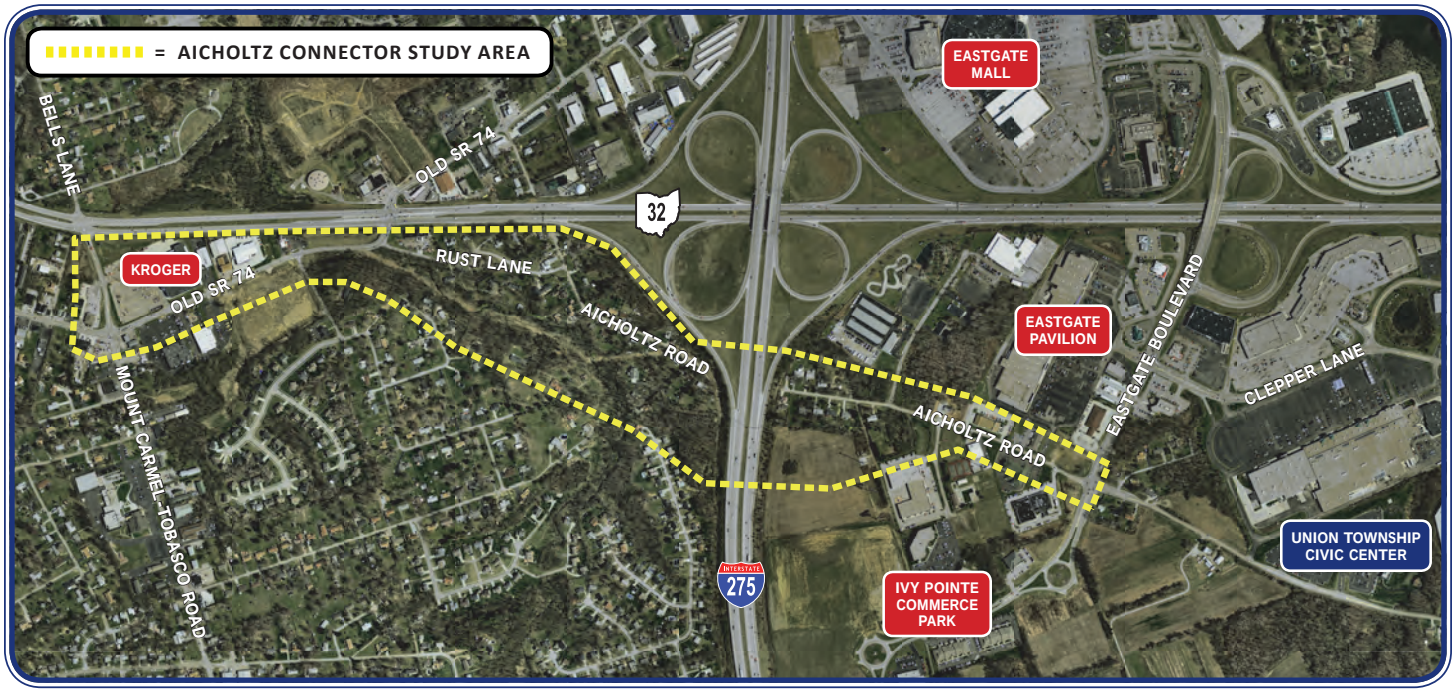
The public is welcome to attend at any time during the two-hour open house.

What is the open house about?

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer, ODOT, and Union Township, has been developing plans for a local roadway network improvement between Mount Carmel-Tobasco Road and Eastgate Boulevard - called the Aicholtz Connector. The improvement corridor includes a new connection under I-275.

Based on studies completed to date and public comments received at the previous two open house meetings, the project team has identified a preliminary Preferred Alternative for the Aicholtz Connector. This open house is an opportunity to review this information and provide input. County staff and project team members will be available to answer questions and comment sheets will be provided. Comments can be submitted at the meeting or mailed to the CCTID by March 2, 2011.

This project is being coordinated with ODOT's planned improvement of the I-275/SR 32 interchange and planned multimodal improvements associated with the Eastern Corridor, including a future rail-transit corridor that terminates in Union Township. The purpose of the Aicholtz Connector is to improve travel efficiency and access in the Eastgate area.



Contacts

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Deborah Osborne, AICP

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Clermont County Transportation Improvement District
2381 Clermont Center Drive
Batavia, Ohio 45103

Aicholtz Connector Open House Public Meeting

Wednesday, February 16, 2011
5:00 p.m. to 7:00 p.m.

Union Township Civic Center
4350 Aicholtz Road
Union Township, Ohio 45245

Aicholtz Connector

Project Description

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer, ODOT, and Union Township, is planning a local roadway network improvement generally between Mount Carmel-Tobasco Road and Eastgate Boulevard – called the Aicholtz Connector. The improvement corridor includes a new connection under I-275. The purpose of the Aicholtz Connector is to improve travel efficiency and access in the Eastgate area.

Current Status

Under Design

Project Documents

- February 2011 Handout - PDF

Meetings

February 2011 Open House Exhibits

- Project Status - PDF
- Dec 09 Open House Summary - PDF
- Oct 09 Open House Summary - PDF
- EC Multimodal Plan - PDF
- Planned Improvements in Eastgate Area - PDF
- Existing & Planned Infastructure -PDF
- Enviromental Features - PDF
- Proposed Alternatives - PDF
- Preferred Alternative - PDF
- Preliminary Impact Matrix - PDF
- Green Infastructure - PDF
- Project Schedule- PDF
- Comment Sheet 2/16/11-PDF
- Handout 2/16/11 - PDF

December 2009 Open House Exhibits

- Alternatives 1 & 1A - Aicholtz PM#2 - PDF
- Alternatives 2 & 2A - Aicholtz PM#2 - PDF
- Alternatives 3 & 3A - PDF
- Comment Sheet - Aicholtz PM #2 - PDF

- EC Multi-modal Plan with Aicholtz study area - PDF
- Green Infrastructure - Aicholtz PM#2 - PDF
- Handout - Aicholtz PM #2 - PDF
- October Meeting Summary - Aicholtz PM #2 - PDF
- Overpass Concept - Aicholtz PM #2 - PDF
- Updated Project Description and Goals - Aicholtz PM#2 - PDF
- Environmental Features - PDF
- Updated Project Schedule - PDF
- Existing Infrastructure - PDF
- Planned Improvements in Eastgate Area - PDF

October 2009 Open House Exhibits

- Background - Eastern Corridor - PDF
- Comment Sheet - PDF
- Environmental Features - PDF
- Existing Infrastructure - PDF
- Fact Sheet - PDF
- Planned Improvements - PDF
- Project Goals - PDF
- Project Schedule - PDF
- Study Area - PDF

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Public Meeting Handout

Aicholtz Connector

Clermont County Transportation Improvement District

Public Open House Meeting – February 16, 2011

Project Description

The Aicholtz Connector is a local roadway improvement being developed to improve travel efficiency and access in the Eastgate area. The project corridor extends between Mount Carmel-Tobasco Road and Eastgate Boulevard and includes a new roadway connection under I-275. This new link will provide better east-west connectivity and help reduce congestion on SR 32. The Aicholtz Connector is being coordinated with ODOT's planned improvement of the I-275/SR 32 interchange and future multimodal improvements associated with the Eastern Corridor.

Based on project studies and public comments received at previous Open House Meetings, the project team has identified a preliminary Preferred Alternative. The Preferred Alternative mostly follows the current Rust Lane/Aicholtz Road alignment and maximizes use of existing public right-of-way.

Compared to other options considered, the Preferred Alternative best fits project goals relative to supporting development, protecting greenspace, minimizing property impacts, and supporting future multimodal opportunities.

Project Goals

1. Improve access, safety, and travel efficiency in the Eastgate area by providing for local trips off mainline SR 32.
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities.
3. Plan for future pedestrian access and rail transit opportunities.
4. Protect the existing natural environment by preserving/enhancing greenspace and managing stormwater runoff.
5. Maximize use of existing right-of-way. ***This fifth goal was added as a result of input received at the first two open house meetings.***

WE WANT YOUR INPUT!

A preliminary Preferred Alternative for the Aicholtz Connector is presented tonight for your review. Please fill out a comment form and if you have any questions, feel free to contact any of the project team members listed on the back of this handout. By signing in, you will also be kept up-to-date on any future opportunities to participate.

Project Development

Conceptual alternatives for the Aicholtz Connector were shown at a public meeting held in December 2009. They included an Aicholtz Road re-connection under I-275 and various concepts for future rail transit and pedestrian access associated with long-range planning for the Eastern Corridor Multimodal Project. The Aicholtz Connector is also being coordinated with ODOT's I-275/SR 32 interchange project, which is planned for construction beginning in 2014. The preferred location of the Aicholtz Connector needs to be confirmed so that final design of the interchange accommodates the re-connection under I-275.

Public input received so far supports the project and confirms the need to address traffic congestion in Eastgate. Important comments were received about minimizing property impacts, protecting greenspace, managing stormwater, preserving future pedestrian access and rail transit opportunities, and supporting development.

Since future modes in the area (rail transit and pedestrian access) are part of the long-range planning for the Eastern Corridor, a phased transportation improvement strategy will be implemented for the Aicholtz corridor. Near-term improvements will focus on maximizing use and value of existing public right-of-way for re-connecting Aicholtz Road (roadway only) under I-275 so that it can be coordinated with the ODOT interchange project. The roadway re-connection under I-275 will accommodate planned mulitmodal components of the Eastern Corridor (rail transit and pedestrian access) that will be developed in detail at a future time. Future rail transit in the area could be located along the I-275/SR 32 corridor (separated from roadway) to minimize conflicts with existing development, and future pedestrian access could be located along Hall Run.

Four refined alternatives are presented at tonight's meeting. Alternatives 1 and 3 are essentially the same corridors presented in December 2009, but involve roadway improvements only. In response to comments received about minimizing property impacts, Alternative 2 was refined since the last meeting to follow existing Aicholtz/Rust Lane more closely, and an additional alternative (Alternative 4) was developed. Based on comparative evaluation, the project team has identified Alternative 2 as the preliminary preferred alternative.

Project Schedule

Identify Project Needs (Public Open House Meeting #1)	October 2009
Initial Conceptual Alternatives (Public Open House Meeting #2)	December 2009
Preliminary Preferred Alternative (Public Open House Meeting #3)	We Are Here
Environmental Clearance	December 2011
Detailed Design	2012
Right-of-Way Acquisition	2013
Begin Construction	2014

Contacts

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Public Meeting Exhibits

Aicholtz Connector

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer, ODOT, and Union Township, is planning a local roadway network improvement generally between Mount Carmel-Tobasco Road and Eastgate Boulevard – called the Aicholtz Connector. The improvement corridor includes a new connection under I-275. The purpose of the Aicholtz Connector is to improve travel efficiency and access in the Eastgate area.

Project Goals - Updated!

1. Improve access, safety, and travel efficiency in the Eastgate area by providing for local trips off mainline SR 32.
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities along the Aicholtz Connector corridor.
3. Plan for future pedestrian access and rail transit opportunities as part of a *Phased Project Approach (see below)*.
4. Protect the existing natural environment by preserving/enhancing greenspace and managing stormwater runoff.
5. *Maximize use of existing right-of-way*. This fifth goal was added in response to input received at the first two public meetings and agency review.

Project Status

Conceptual alternatives for the Aicholtz Connector were shown at a public meeting held in December 2009. They included an Aicholtz Road re-connection under I-275 and various concepts for future rail transit and pedestrian access associated with long-range planning for the Eastern Corridor Multimodal Project. The Aicholtz Connector is also being coordinated with ODOT's I-275/SR 32 interchange project, which is planned for construction beginning in 2014. The preferred location of the Aicholtz Connector needs to be confirmed so that final design of the interchange accomodates the re-connection under I-275.

Public input received so far supports the project and confirms the need to address traffic congestion in Eastgate. Important comments were received about minimizing property impacts, protecting greenspace, managing stormwater, preserving future pedestrian access and rail transit opportunities, and supporting development. Public comments were used to develop project goals and help identify the preliminary Preferred Alternative.

Phased Project Approach

Since future modes in the area (rail transit and pedestrian access) are part of the long-range planning for the Eastern Corridor, a phased transportation improvement strategy will be implemented for the Aicholtz corridor. Near-term improvements will focus on maximizing use and value of existing public right-of-way for re-connecting Aicholtz Road (roadway only) under I-275 so that it can be coordinated with the ODOT interchange project. The roadway re-connection under I-275 will accommodate planned mulitmodal components of the Eastern Corridor (rail transit and pedestrian access) that will be developed in detail at a future time. Future rail transit in the area could be located along the I-275/SR 32 corridor (separated from roadway) to minimize conflicts with existing development, and future pedestrian access could be located along Hall Run.

Identifying the Preliminary Preferred Alternative

Four refined alternatives are presented at tonight's meeting. Alternatives 1 and 3 are essentially the same corridors presented in December 2009, but involve roadway improvements only. In response to comments received about minimizing property impacts, Alternative 2 was refined since the last meeting to follow existing Aicholtz/Rust Lane more closely, and an additional alternative (Alternative 4) was developed. Based on comparative evaluation (see the Preliminary Impacts Matrix), the project team has identified Alternative 2 as the preliminary Preferred Alternative.

Preliminary Preferred Alternative Quick Facts

- Two-lane roadway (one in each direction) from Forest Trail to Eastgate Boulevard
- New connection under I-275
- Paved shoulders and curb-and-gutter
- Corridor width under I-275 will accommodate future rail transit/pedestrian access

We Want Your Input!

We are looking for your input on the preliminary Preferred Alternative and other project information presented here tonight. Please speak to the project team and fill out a Comment Sheet. You can also use the space below to write down any ideas you have right now!

AICHOLTZ CONNECTOR

DECEMBER 2009 OPEN HOUSE SUMMARY

COMMENTS ABOUT CONCEPTUAL ALTERNATIVES

Concern/Comment	Response
Alternative 1/1A • disrupts fewer residences • keeps traffic in one location • minimizes environmental impacts • Alt 1A places pedestrians along Hall Run and away from traffic Alternative 2/2A • remaining residents to be trapped between two roadways • pollution risks Alternative 3/3A • disrupts fewer residents • impacts Hall Run • existing flooding issues occur along Hall Run • residents will be trapped between two roadways	To identify the Preferred Alternative for the Aicholtz Connector, the Project Team carefully considered public comments received at the first two Open House Meetings, as well as preliminary engineering, traffic and environmental studies. The Preliminary Impact Matrix presented at tonight's Open House shows how the alternatives compare relative to environmental impacts, engineering issues, and important public input received about improving travel efficiency, minimizing property impacts, protecting greenspace, preserving future multimodal opportunities, and supporting development.

OTHER COMMENTS

Concern/Comment	Response
General project support • need for an east-west connection • provides an alternative route for SR 32 • make it happen	The reconnection of Aicholtz Road under I-275 will provide an important link in the local roadway network to improve travel efficiency. Planning level traffic analyses conducted for the project indicate reduced traffic on SR 32 with this reconnection.
Personal property concerns • minimize relocations and direct impacts to residences • need for adequate compensation • concern about potential reduced property values • need for relocation in a timely manner • concern about degraded quality of life to adjacent neighborhoods • inadequate investments have been made in existing roads, drainage and signage	In response to comments received about property impacts, a fifth Project Goal was added *(Maximize Use of Existing Right-of-way)* and considered in the evaluation of alternatives. Additionally, Alternative 2 (the Preferred Alternative) was refined since the last Open House Meeting to follow existing roadway alignment more closely, thereby minimizing relocations and direct impacts on private property - and maximizing use and value of existing public right-of-way.
Project development • construct the Aicholtz Connector as a 3-lane throughout for left turns and traffic flow in case of an accident • suggestion for an Ivy Pointe connection • construct Aicholtz Connector before interchange improvements	The need for turn lanes will be evaluated during detailed design. The proposed Aicholtz Connector will tie into a planned Ivy Pointe Extension being developed as a separate project (see board titled "Existing & Planned Infrastructure"). The CCTID will work with ODOT to coordinate construction of the Aicholtz Connector with construction of the I-275/SR 32 interchange project.
Suggestions about other projects or solutions • concerned about traffic lights on SR 32 associated with I-275/SR 32 interchange (including effects on a business) • construct roadway only; rail transit is not cost effective • connect Aicholtz Road to Summerside Drive via bridge over SR 32	Comments received about ODOT's I-275/SR 32 interchange project and future rail transit being evaluated as part of the Eastern Corridor project have been forwarded to ODOT for consideration.

SUMMARY OF PUBLIC COMMENT SHEETS RECEIVED

Project Interest

Total Meeting Attendance: Approximately 90 persons
Total Comment Sheets Received: 27

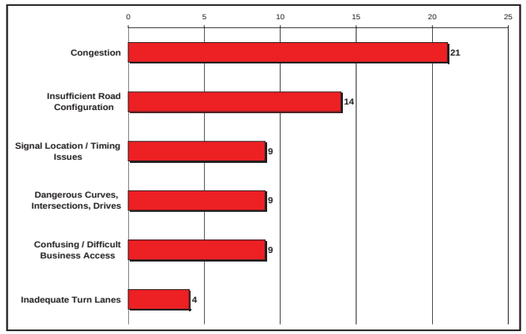
Own residence/property – 16 persons

Work/shop/dine – 14 persons

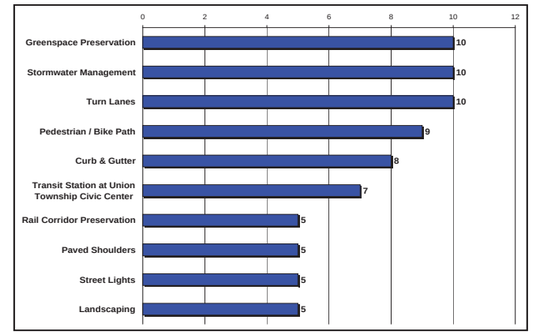
Commute – 12 persons

Interested in business / development – 8 persons

Observed Traffic/Safety Problems



Improvement Interests



General Comments

Personal property concerns - 6 persons

Opportunity for area growth, development, and/or improved access – 6 persons

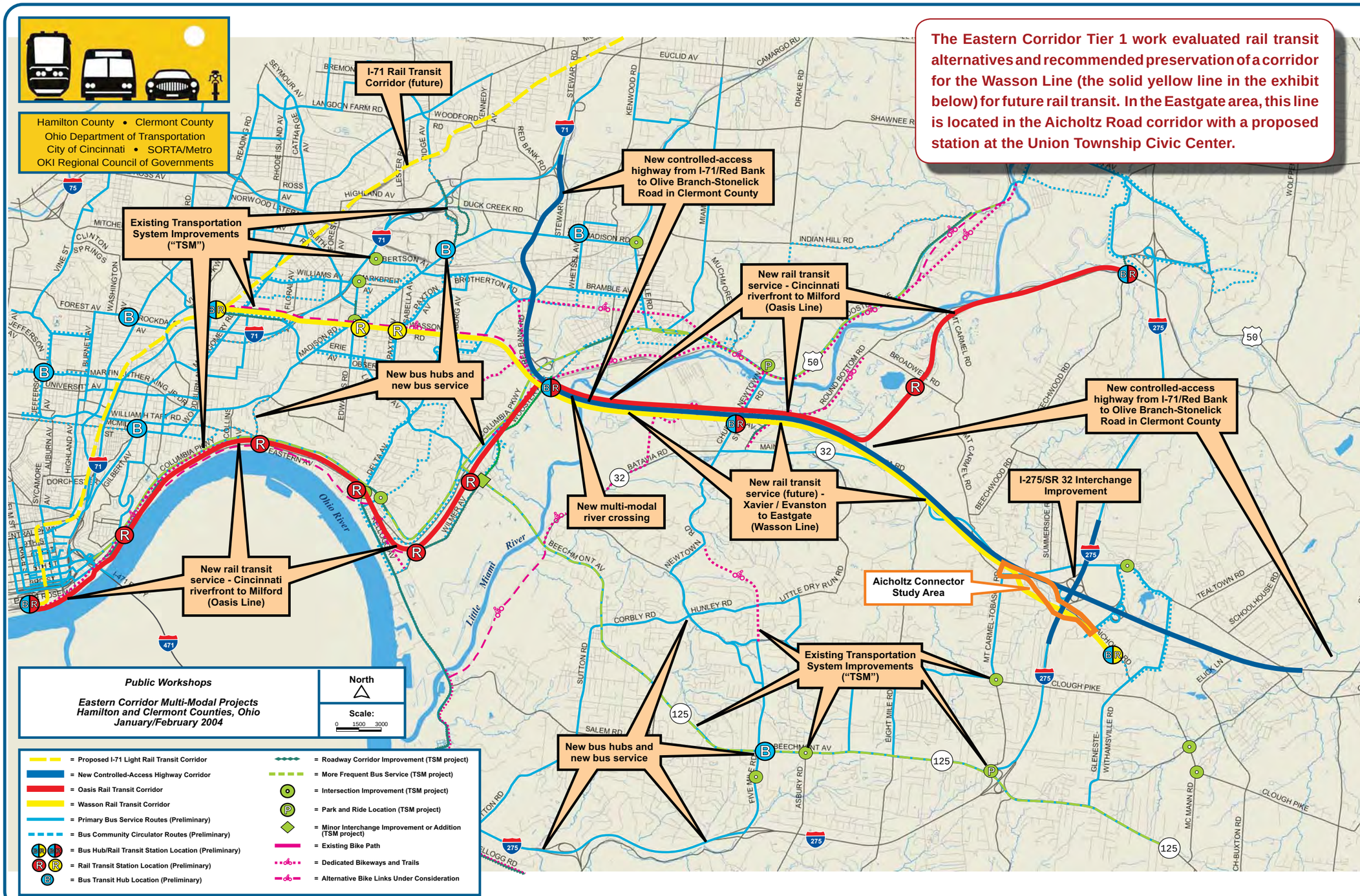
Issues with other projects such as the I-275/SR 32 interchange; sewer, other roadways, etc. – 5 persons

Rail station location near Ivy Pointe – 1 person

SUMMARY OF PUBLIC COMMENTS FROM MEETING EXHIBITS

Comments About Features/Issues in Project Area	Disposition of Comments
• Flooding occurs along Hall Run in study area and east of I-275 north of Ivy Pointe. • Hall Run is an important resource. • Old railroad trestle (CG&P) and traction line are located on west side of I-275. • Stone houses reported along Aicholtz Road west of I-275. • Area of "Indian Relics" reported along Hall Run east of I-275. • Drainage issue (foundation problems) reported on property in study area east of I-275.	Based on comments about Hall Run and flooding issues in the project area, a fourth goal was added to the project related to greenspace protection and stormwater management. The Aicholtz Connector is being coordinated with a green infrastructure planning initiative that is looking at ways to combine environmental stewardship, land use planning, and infrastructure development to attract economic opportunities, while at the same time protecting and enhancing the county's natural environment. Ecological and cultural studies are currently underway to identify important features, and strategies for stormwater/flood management and protection of greenspace and other environmental resources will be further developed.
Comments About Project Development/Impacts	**Disposition of Comments**
• Concern indicated for displacement of property.	The conceptual alternatives presented tonight each support, to varying degrees (some better than others), the identified project goals for: 1) improving access and travel efficiency in the Eastgate area; 2) considering future development opportunities; 3) preserving future pedestrian access and rail transit opportunities; and 4) protecting the natural environment. The alternatives will be further evaluated relative to these project goals, as well as public comments received tonight, anticipated impacts (including displacements), and costs to identify a preferred alternative that provides a balance amongst the various goals and interests in the Aicholtz corridor.
• Suggested alignment located south of Hall Run to minimize displacements.	Alternative 3 is a corridor that responds to public comments for an alternative located on the south side of Hall Run. It reduces potential displacements while preserving greenspace along Hall Run and potential development opportunity (see Alternative 3 exhibit).
• Construct Aicholtz Road over I-275 (instead of under).	An overpass of I-275 was eliminated because of high impacts and cost. Refer to the next exhibit for additional explanation.
• Preference for placement of rail station at Ivy Pointe development area.	Locating a future rail station in the Ivy Pointe vicinity will be considered as the project further develops.
Comments About Other Projects	**Disposition of Comments**
• Erosion caused by I-275 runoff reported on west side of highway at culvert • Concern indicated for closure of Old SR 74/SR 32 intersection. • Eliminate proposed signals on SR 32 (proposed I-275 interchange). • Concerns about noise associated with I-275/SR 32. • Difficulty getting in/out of Melcrest Drive just east of Eastgate Blvd (onto Aicholtz) • Sewer needed along Yates Lane west of Mt. Carmel-Tobasco Road • Pedestrian access needed at Bach-Buxton and SR 125 and along Tealtown Road	These issues are outside the Aicholtz Connector study area, but comments have been forwarded to appropriate agencies and will be considered in the development of other infrastructure projects in the Eastgate area by the County or ODOT.

Eastern Corridor Multi-Modal Projects

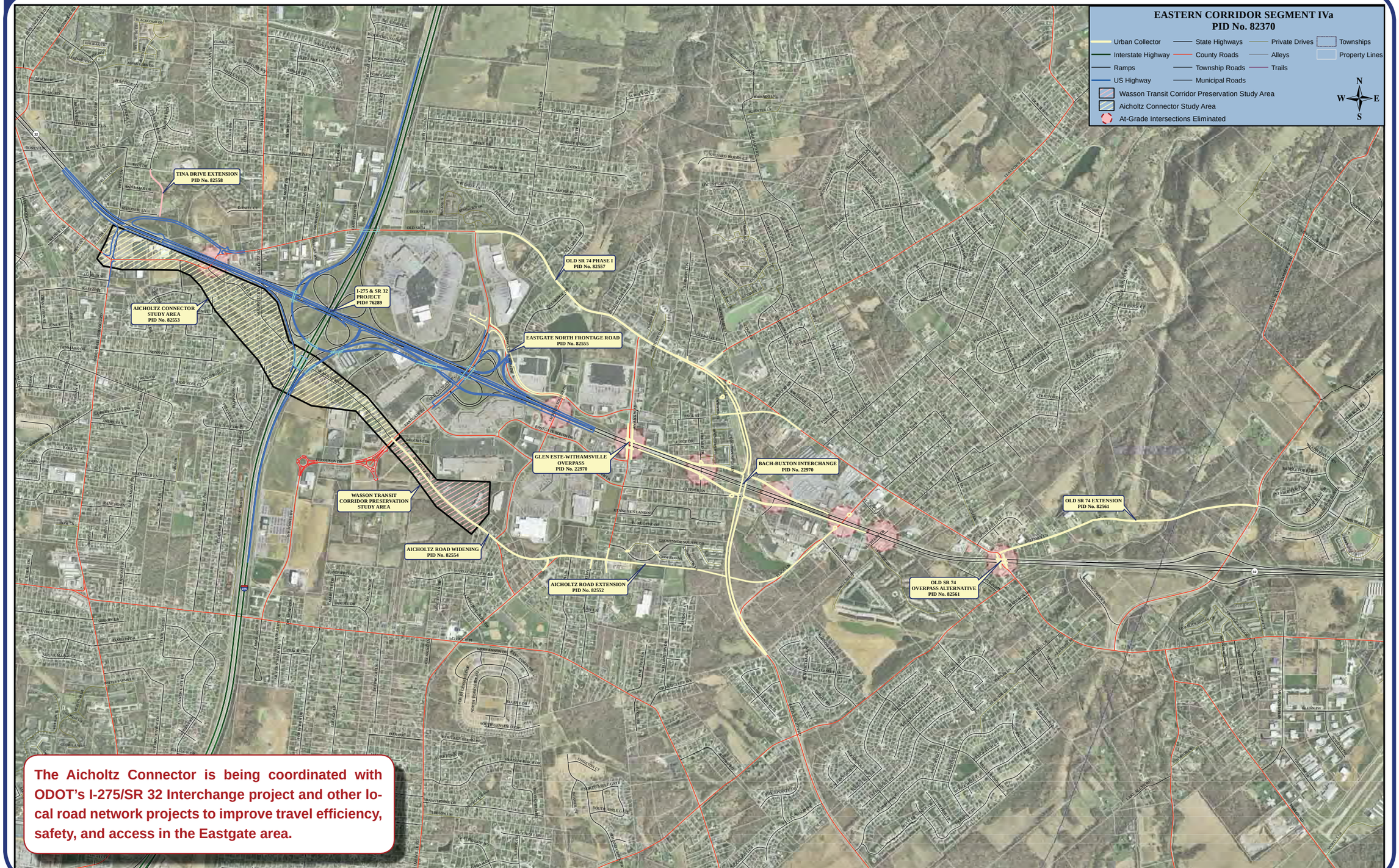


The Eastern Corridor Tier 1 work evaluated rail transit alternatives and recommended preservation of a corridor for the Wasson Line (the solid yellow line in the exhibit below) for future rail transit. In the Eastgate area, this line is located in the Aicholtz Road corridor with a proposed station at the Union Township Civic Center.

AICHOLTZ CONNECTOR

MOUNT CARMEL-TOBASCO ROAD TO EASTGATE BOULEVARD

PLANNED IMPROVEMENTS IN THE EASTGATE AREA



The Aicholtz Connector is being coordinated with ODOT's I-275/SR 32 Interchange project and other local road network projects to improve travel efficiency, safety, and access in the Eastgate area.

AICHOLTZ CONNECTOR

ENVIRONMENTAL FEATURES

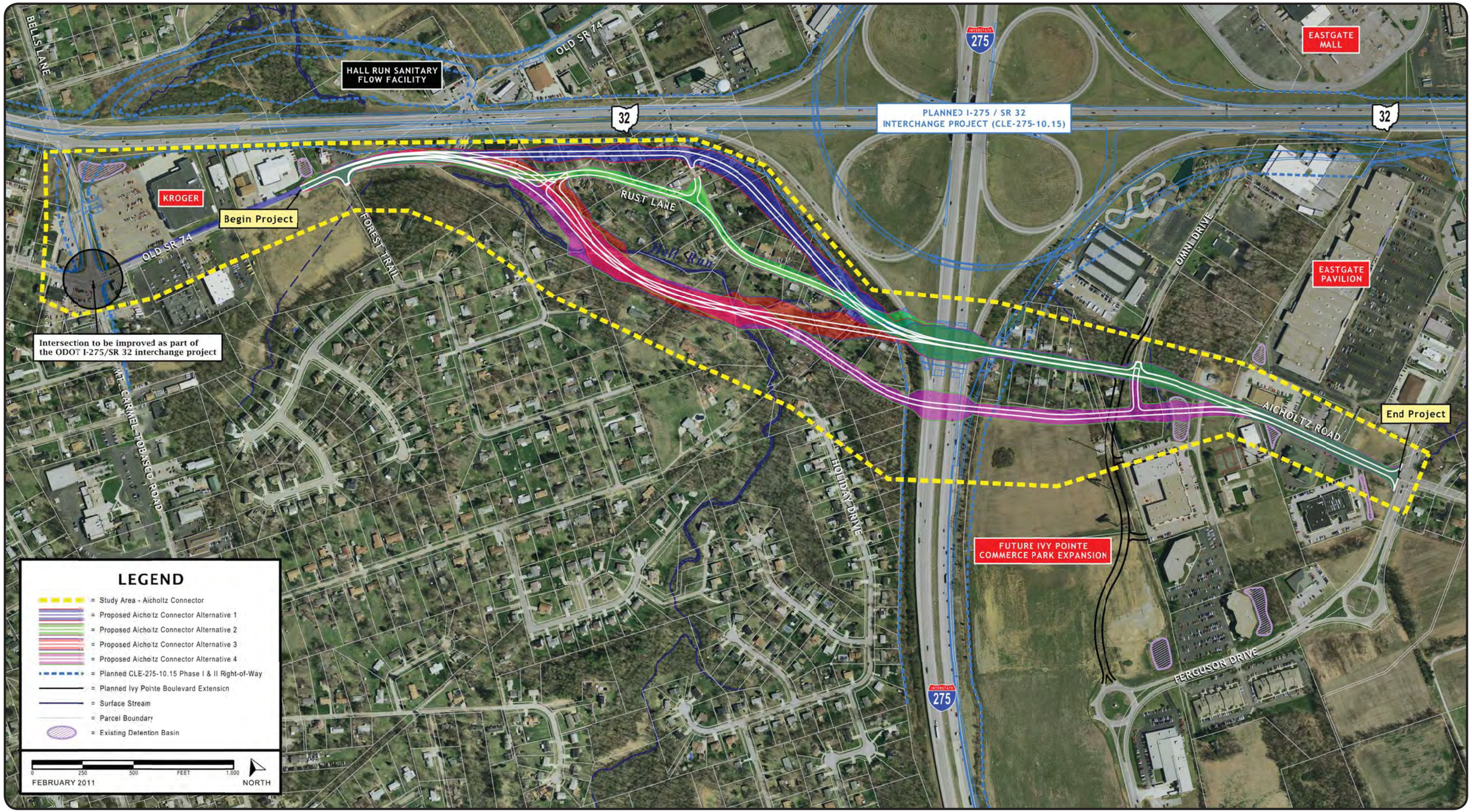
Environmental and community resources are being considered as we develop the Aicholtz Connector. Some of the features that receive special protection, such as wetlands, streams, and historic sites, are shown on this exhibit. Existing infrastructure and stormwater runoff will also be taken into account.

AICHOLTZ CONNECTOR

EXISTING & PLANNED INFRASTRUCTURE

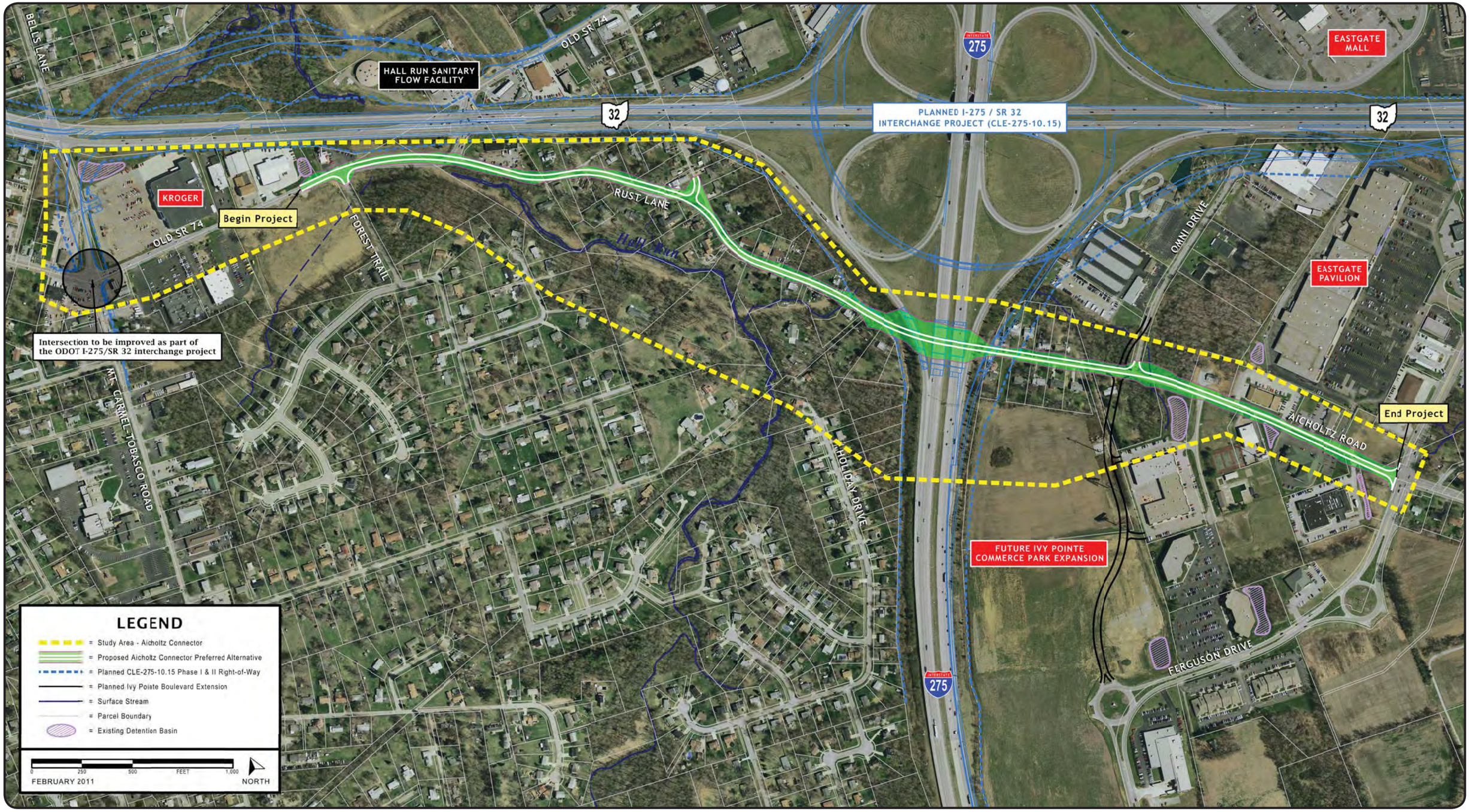
AICHOLTZ CONNECTOR

PROPOSED ALTERNATIVES



AICHOLTZ CONNECTOR

PRELIMINARY PREFERRED ALTERNATIVE



AICHOLTZ CONNECTOR

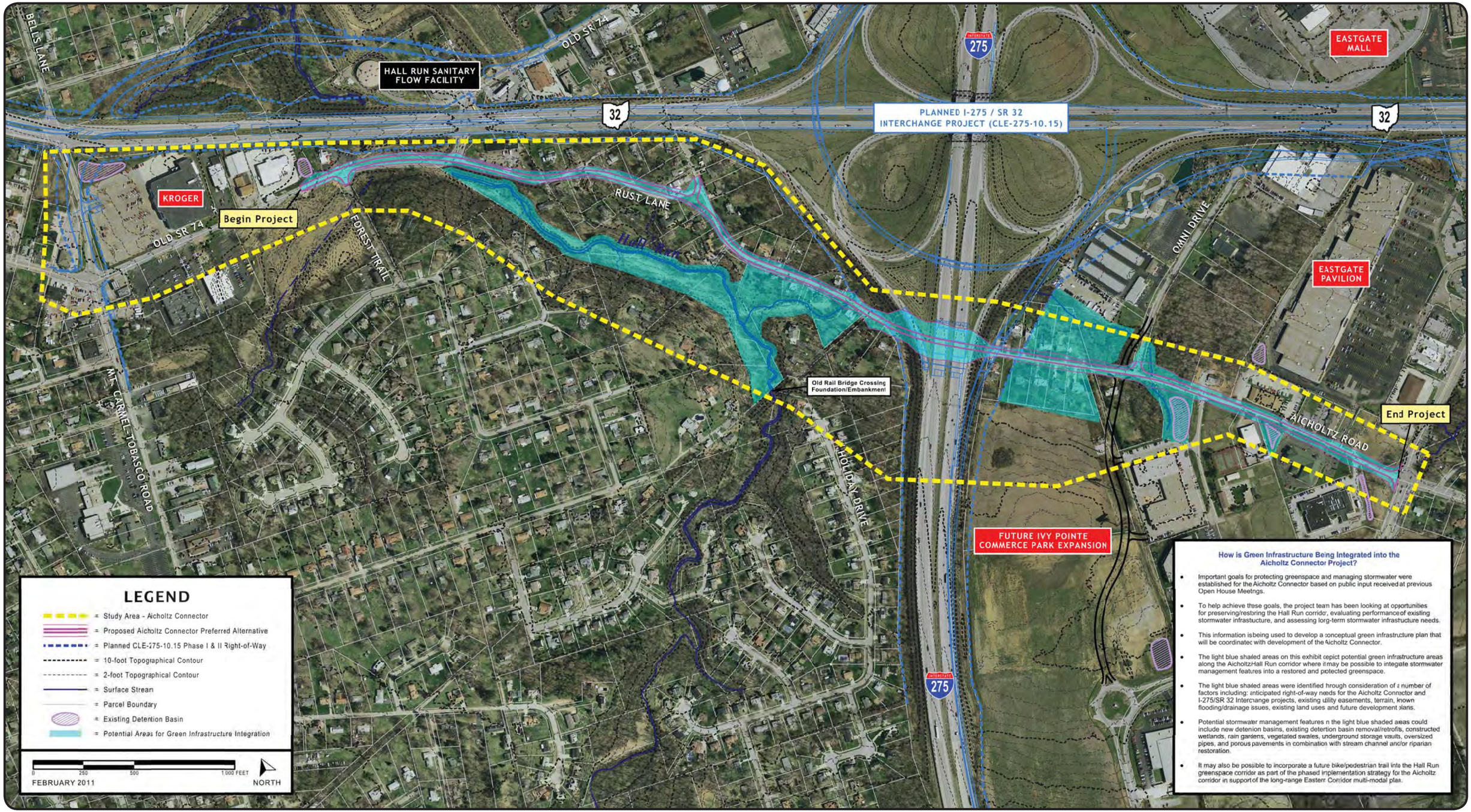
PRELIMINARY IMPACT MATRIX

	ALTERNATIVE 1	ALTERNATIVE 2 (Preliminary Preferred Alternative)	ALTERNATIVE 3	ALTERNATIVE 4
ENVIRONMENTAL IMPACTS				
Stream Impacts	189 lf (unnamed tributary 2x)	155 lf (unnamed tributary 2x)	900 lf (Hall Run 2x & unnamed tributary 3x)	753 lf (Hall Run 2x & unnamed tributaries 3x)
Wetland Impacts	0	0	0	0
Endangered Species Impacts	0	0	0	0
Floodplain	0	0	0	0
Hazardous Materials Concern	Up to 2 sites	Up to 3 sites	Up to 2 sites	Up to 2 sites
Cultural Resources - History Architecture	0	0	0	0
Cultural Resources – Archaeological (known)	0	0	0	0
Section 4(f)/6(f) Parks	0	0	0	0
Noise Issues: Aicholtz Connector Barrier Anticipated? ODOT I-275/SR 32 Barrier C Needed?	No (unfeasible) No (need eliminated)	No (unfeasible) No (cost prohibitive)	No (unfeasible) Yes	No (unfeasible) Yes
Air Quality	MSAT needs to be addressed	MSAT needs to be addressed	MSAT needs to be addressed	MSAT needs to be addressed
Environmental Justice	None	None	None	None
Potential Displacements	9 residential; 1 business	2 residential; 0 business	5 residential; 1 business	4 residential; 0 business
ENGINEERING AND COSTS				
Engineering Constraints	None	Disruption of utility service lines	Multiple stream crossings	Multiple stream crossings
Existing R/W Use	5.6 acres	7.6 acres	5.1 acres	3.7 acres
Construction Costs	$5.52 million	$5.53 million	$6.26 million	$5.65 million
R/W Costs	$2.96 million	$0.54 million	$2.27 million	$1.51 million
FIT WITH PROJECT GOALS				
Goal 1: Improve Access / Travel Efficiency • New E-W Connection? • Provide local trips off SR 32 [1]	Yes Yes	Yes Yes	Yes Yes	Yes Yes
Goal 2: Plan for Future Development / Re-Development Opportunities	Does not conflict with planned development at Ivy Pointe	Does not conflict with planned development at Ivy Pointe	Does not conflict with planned development at Ivy Pointe	Bisects north section of Ivy Pointe expansion and planned Ivy Pointe Road/sewer extension
Goal 3: Planning for R/W for Future Bike / Pedestrian and Rail	Roadway/future rail transit would likely be along I-275/SR 32 within an existing transportation corridor and separated from pedestrian access along Hall Run; multimodal underpass	Future rail transit would likely be along I-275/SR 32 corridor separated from roadway to minimize conflicts with existing development; separate pedestrian access along Hall Run; multimodal underpass	Future rail transit would likely be along I-275/SR 32 corridor separated from roadway to minimize conflicts and avoid expensive crossing structures; pedestrian access parallel to roadway could mostly follow Hall Run; multimodal underpass	Future rail transit would likely be along I-275/SR 32 corridor separated from roadway to minimize conflicts and avoid expensive crossing structures; longer rail transit corridor needed; pedestrian access parallel to roadway could mostly follow Hall Run; multimodal underpass
Goal 4: Protect the Natural Environment: • Impacts to Hall Run • Greenspace Preservation Opportunity • Stormwater Management Opportunity	High: • Avoids Hall Run mainstem • Avoids Hall Run wooded corridor • Avoids existing stormwater basins along Aicholtz Road; supports opportunity to integrate future stormwater management facilities into Hall Run greenspace preservation plan	High: • Avoids Hall Run mainstem • Avoids Hall Run wooded corridor • Avoids existing stormwater basins along Aicholtz Road; supports opportunity to integrate future stormwater management facilities into Hall Run greenspace preservation plan	Low: • Two mainstem crossings • Bisects Hall Run wooded corridor • Avoids existing stormwater basins along Aicholtz Road, but reduces opportunity to integrate future stormwater management facilities into Hall Run greenspace preservation plan	Low: • Two mainstem crossings • Bisects Hall Run wooded corridor • Impacts existing stormwater basin along Aicholtz Road; may reduce potential future stormwater management opportunities at Ivy Pointe and opportunity to integrate future stormwater management facilities into Hall Run greenspace preservation plan
Goal 5 (NEW): Maximize Use of Existing R/W	Moderate	High	Moderate	Low

[1] Planning level traffic analyses for the 2030 Build scenario (HNTB, 2009) indicate a 5% to 10% reduction in traffic on SR 32 (depending on location) between Gleneste Withamsville Road and Mount Carmel Tobasco Road in the Eastgate area compared to the 2030 No Build.

AICHOLTZ CONNECTOR

GREEN INFRASTRUCTURE



Public Open House #1 (Identify Project Needs) ..... Oct. 2009

Public Open House #2 (Conceptual Alternatives) ..... Dec. 2009

Public Open House #3 (Preliminary Preferred Alternative) ..... Feb. 2011

Preliminary Engineering and Environmental Clearance ..... Mar. - Dec. 2011

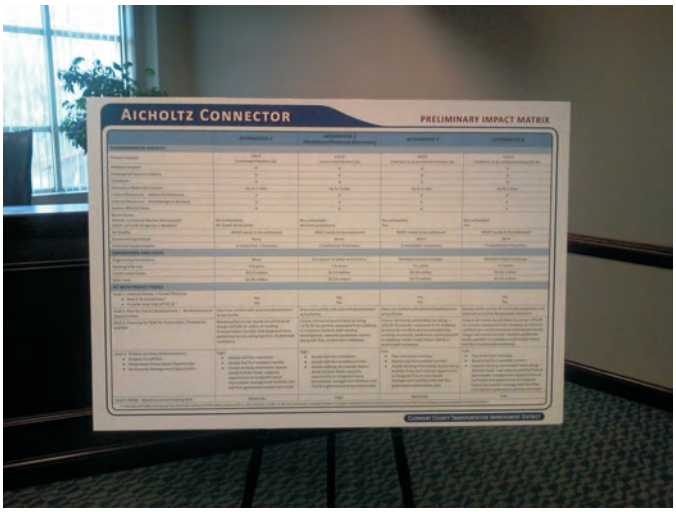
Detailed Design 2012

Right-of-Way Acquisition 2013

Begin Construction 2014

Public Meeting Photographs

February 2011 Public Meeting Photographs



Public Meeting Summary

SUMMARY - PUBLIC OPEN HOUSE #3
CLE CR3 Aicholtz Connector
Union Township, Clermont County, Ohio

A third Open House meeting for the Aicholtz Connector project was held on February 16, 2010 to provide the public opportunity to review and comment on the preliminary Preferred Alternative and other project development. The meeting was held at the Union Township Civic Center (4350 Aicholtz Road, Union Township, Ohio 45245) from 5:00 to 7:00 PM. Notification consisted of a flier mailed to land owners in the project study area and to individuals that had attended the previous open house meeting and/or submitted previous comments, a news release to local media, and announcement of the meeting posted on the CCTID website.

Information was presented at four stations and included the following:

1. Project Background (5 boards): Project Status, Oct and Dec 2009 Open House Summaries, Eastern Corridor Plan, Planned Improvements in the Eastgate Area
2. Existing and Planned Infrastructure and Environmental Features (2 boards)
3. Alternatives (3 boards): Proposed Alternatives, Preliminary Preferred Alternative, Preliminary Impact Matrix
4. Next Steps (2 boards): Green Infrastructure, Project Schedule

Approximately 97 people attended the meeting based on sign-in. Fourteen comment sheets were submitted at the meeting and an additional six comments were received by the CCTID through the public comment period which ended March 2, 2010.

Summary of Public Open House #3 Comments

Concern/Comment	Number
Support for the Preferred Alternative (Alternative 2)	3
Shift Preferred Alternative alignment to one side of existing right-of-way instead of taking narrow strips from both sides	1
Preferred Alternative creates island of residences between two roadways; may result in neighborhood becoming 'blighted'	3
Coordinate construction of this project with construction of SR 32 improvements	1
Noise and pollution concerns	2
Do not close Forest Trail Drive/relieved to learn that Forest Trail will not be closed	4
Sidewalks are needed in the area (including along Mt. Carmel Tobasco Road)	1
Various comments about traffic, including concerned about increased traffic along Aicholtz Road, need for third (turn) lane, and potential need for a traffic light at Sonny Lane	3
Request that video of SR 32 improvements be posted to website	1
Supports green infrastructure	1
Supports Alternative 1 because, even though more properties will be displaced, it is less likely that adjacent neighborhoods would depreciate in value	1
Opposed to the project because of destruction to the neighborhood	1
Recommends that a new east-west connection should involve a new interchange at Clough Pike instead of the reconnection of Aicholtz Road	1
Misc concerns about billboards and removal of woods along Aicholtz Connector	1
Various personal property concerns – SEE ATTACHED EXHIBIT	8

AICHOLTZ CONNECTOR

PRELIMINARY PREFERRED ALTERNATIVE

HELP SHARE CONTENT SUBSCRIBE ADVERTISE CLASSIFIEDS JOBS CARS HOMES APARTMENTS SHOPPING DATING

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Share your news, photos and calendar events! Publish your photos Publish your news Publish your events

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Wednesday, February 02, 2011

Citizen input invited at meeting on Aicholtz Connector project

Contributed By: Kathy Lehr | Clermont County government

The Clermont County Transportation Improvement District (CCTID), in cooperation with the Clermont County Engineer's Office, Ohio Department of Transportation, and Union Township, will host an open house meeting for input on the Aicholtz Connector project. The open house meeting will be held on Wednesday, February 16, 2011, at the Union Township Civic Center, located at 4350 Aicholtz Road. Citizens are invited to attend anytime between the hours of 5 p.m. and 7 p.m.

The Aicholtz Connector project is evaluating the corridor, generally between Mount Carmel-Tobasco Road at Old SR 74 and Eastgate Boulevard, in order to provide recommendations for transportation improvements and a new connection under I-275.

Exhibits of a preliminary Preferred Alternative and other project information will be on display at the meeting and representatives from the County, ODOT, Union Township, and the project team will be available to answer questions and gather comments. The public is welcome to attend anytime during the two-hour period. Comment sheets will be provided, which can be turned in at the meeting or mailed to the CCTID by March 2, 2011.

For more information about the Aicholtz Connector study, contact Clermont County Engineer Pat Manger at (513) 732-8857 or e-mail pmanger@co.clermont.oh.us.

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Aicholtz Connector

Clermont County Transportation Improvement District

Public Open House Meeting – February 16, 2011

Project Description

The Aicholtz Connector is a local roadway improvement being developed to improve travel efficiency and access in the Eastgate area. The project corridor extends between Mount Carmel-Tobasco Road and Eastgate Boulevard and includes a new roadway connection under I-275. This new link will provide better east-west connectivity and help reduce congestion on SR 32. The Aicholtz Connector is being coordinated with ODOT's planned improvement of the I-275/SR 32 interchange and future multimodal improvements associated with the Eastern Corridor.

Based on project studies and public comments received at previous Open House Meetings, the project team has identified a preliminary Preferred Alternative. The Preferred Alternative mostly follows the current Rust Lane/Aicholtz Road alignment and maximizes use of existing public right-of-way.

Compared to other options considered, the Preferred Alternative best fits project goals relative to supporting development, protecting greenspace, minimizing property impacts, and supporting future multimodal opportunities.

Project Goals

1. Improve access, safety, and travel efficiency in the Eastgate area by providing for local trips off mainline SR 32.
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities.
3. Plan for future pedestrian access and rail transit opportunities.
4. Protect the existing natural environment by preserving/enhancing greenspace and managing stormwater runoff.
5. Maximize use of existing right-of-way. ***This fifth goal was added as a result of input received at the first two open house meetings.***

WE WANT YOUR INPUT!

A preliminary Preferred Alternative for the Aicholtz Connector is presented tonight for your review. Please fill out a comment form and if you have any questions, feel free to contact any of the project team members listed on the back of this handout. By signing in, you will also be kept up-to-date on any future opportunities to participate.

Project Development

Conceptual alternatives for the Aicholtz Connector were shown at a public meeting held in December 2009. They included an Aicholtz Road re-connection under I-275 and various concepts for future rail transit and pedestrian access associated with long-range planning for the Eastern Corridor Multimodal Project. The Aicholtz Connector is also being coordinated with ODOT's I-275/SR 32 interchange project, which is planned for construction beginning in 2014. The preferred location of the Aicholtz Connector needs to be confirmed so that final design of the interchange accommodates the re-connection under I-275.

Public input received so far supports the project and confirms the need to address traffic congestion in Eastgate. Important comments were received about minimizing property impacts, protecting greenspace, managing stormwater, preserving future pedestrian access and rail transit opportunities, and supporting development.

Since future modes in the area (rail transit and pedestrian access) are part of the long-range planning for the Eastern Corridor, a phased transportation improvement strategy will be implemented for the Aicholtz corridor. Near-term improvements will focus on maximizing use and value of existing public right-of-way for re-connecting Aicholtz Road (roadway only) under I-275 so that it can be coordinated with the ODOT interchange project. The roadway re-connection under I-275 will accommodate planned mulitmodal components of the Eastern Corridor (rail transit and pedestrian access) that will be developed in detail at a future time. Future rail transit in the area could be located along the I-275/SR 32 corridor (separated from roadway) to minimize conflicts with existing development, and future pedestrian access could be located along Hall Run.

Four refined alternatives are presented at tonight's meeting. Alternatives 1 and 3 are essentially the same corridors presented in December 2009, but involve roadway improvements only. In response to comments received about minimizing property impacts, Alternative 2 was refined since the last meeting to follow existing Aicholtz/Rust Lane more closely, and an additional alternative (Alternative 4) was developed. Based on comparative evaluation, the project team has identified Alternative 2 as the preliminary preferred alternative.

Project Schedule

Identify Project Needs (Public Open House Meeting #1)	October 2009
Initial Conceptual Alternatives (Public Open House Meeting #2)	December 2009
Preliminary Preferred Alternative (Public Open House Meeting #3)	We Are Here
Environmental Clearance	December 2011
Detailed Design	2012
Right-of-Way Acquisition	2013
Begin Construction	2014

Contacts

Pat Manger, P.E., P.S.
Clermont County Transportation Improvement District

2381 Clermont Center Drive
Batavia, Ohio 45103
pmanger@co.clermont.oh.us
513.732.8857

www.tid.clermontcountyohio.gov

Deborah Osborne, AICP
ENTRAN

1848 Summit Road
Cincinnati, Ohio 45237
dosborne@entran.us
513.761.1700

www.entran.us

Aicholtz Connector

Clermont County Transportation Improvement District

Public Open House Meeting Comment Sheet

February 16, 2011 at Union Township Civic Center

Written statements regarding the project
may be submitted through March 2, 2011 to:

Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name _____

Representing _____

Address _____

Phone/E-mail _____

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

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AICHOLTZ CONNECTOR PUBLIC MEETING #3
FEBRUARY 16, 2011

COMMENTS RECEIVED AND MEETING SIGN-IN

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Public Open House Meeting Comment Sheet

February 16, 2011 at Union Township Civic Center

Written statements regarding the project
may be submitted through March 2, 2011 to:

Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name: KAREN ANDERSON

Representing:

Address: 4393 Todd Rose Ct. Cincinnati, OH 45244

Phone/E-mail: 513/688-1118 tkpay@hotmail.com

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

1) Thank you for keeping access to Old 74 @ Forest Trail!

2) Please post video on website for change @ Route 32.

3) Improvements are already needed on Mt. Carmel-Tobasco before any other projects add to the traffic it carries. Please push for and coordinate upgrades.

4) Please be sure new Rte 32 change includes back-up power supply in case of power outages.

5) What if money is not found/granted for Aicholtz connector? What if money is found but not in time to complete before 275 & 32 projects begin?

"Scanned" Date 3-1-2011

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Public Open House Meeting Comment Sheet

February 16, 2011 at Union Township Civic Center

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may be submitted through March 2, 2011 to:

Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name: WILLIAM H. BAYER
Representing: MY SELF
Address: 643 MARIEDA DR. CINTI, OH 45245
Phone/~~E-mail~~: 528-3578

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

I HAVE ATTENDED 3 MEETINGS REGARDING AICHOLTZ RD CONNECTOR AND AM CONVINCED THE CTY. ENGINEERS ARE USING THE WRONG ROAD.

THEY SHOULD USE CLOUGH PIKE, THE BRIDGE OVER 275 WAS RAISED AND WIDENED A FEW YEARS AGO, AND CLOUGH WAS WIDENED FROM MT GALAXY TOWARD TO GLEN ESTE WITHAMSVILLE AND COULD VERY EASILY BE WIDENED TO BACH BUXTON.

THE UNION TWP. ADMINISTRATOR TOLD ME SEVERAL YEARS AGO THAT UN. TWP. WAS 2/3 BUILT OUT. IF YOU LOOK AT THE TWNSP. MAPS ~~THE~~ MOST OF THE REMAINING OPEN AREA IS ALONG ~~CLOUG~~ CLOUGH PIKE EAST OF ~~BACH~~ BUXTON

THE AICHOLTZ CONNECTOR W/ ODOT'S PLANNED IMPROVEMENTS IS ESTIMATED TO COST $80 MILLION

THE CRUDE DRAWING I HAVE ATTACHED (I275 + CLOUGH) COULD PROBABLY BE DONE FOR 5 MILLION!

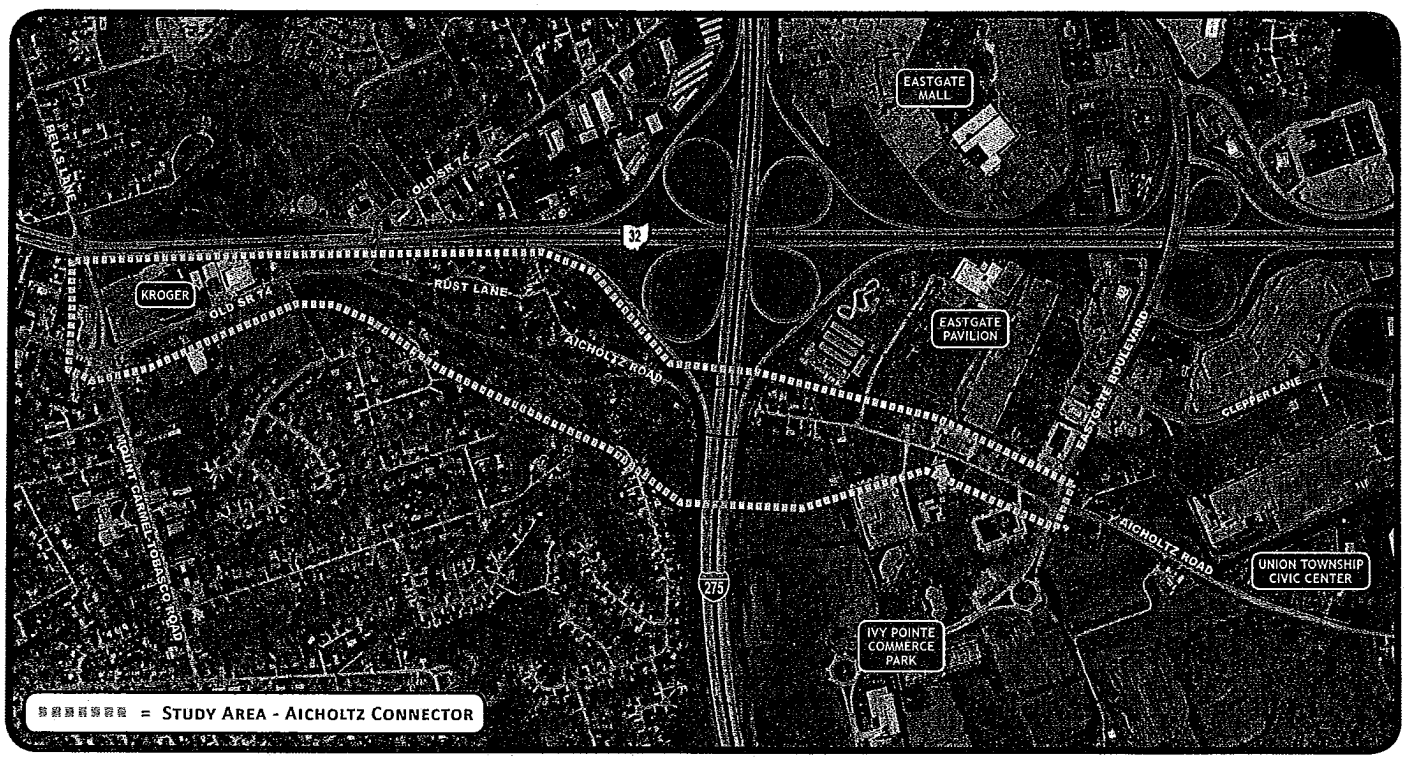
MY FAMILY + I HAVE LIVED IN U.S. FOR OVER 42 YRS. WE PAY FED, ST + CNTY. TAXES, I LIKE TO SEE MY MONEY USED WISELY

BILL BAYER

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Public Open House Meeting – February 16, 2011



PROJECT DESCRIPTION

The Aicholtz Connector is a local roadway improvement being developed to improve travel efficiency and access in the Eastgate area. The project corridor extends between Mount Carmel-Tobasco Road and Eastgate Boulevard and includes a new roadway connection under I-275. This new link will provide better east-west connectivity and help reduce congestion on SR 32. The Aicholtz Connector is being coordinated with ODOT's planned improvement of the I-275/SR 32 interchange and future multimodal improvements associated with the Eastern Corridor.

Based on project studies and public comments received at previous Open House Meetings, the project team has identified a preliminary Preferred Alternative. The Preferred Alternative mostly follows the current Rust Lane/Aicholtz Road alignment and maximizes use of existing public right-of-way.

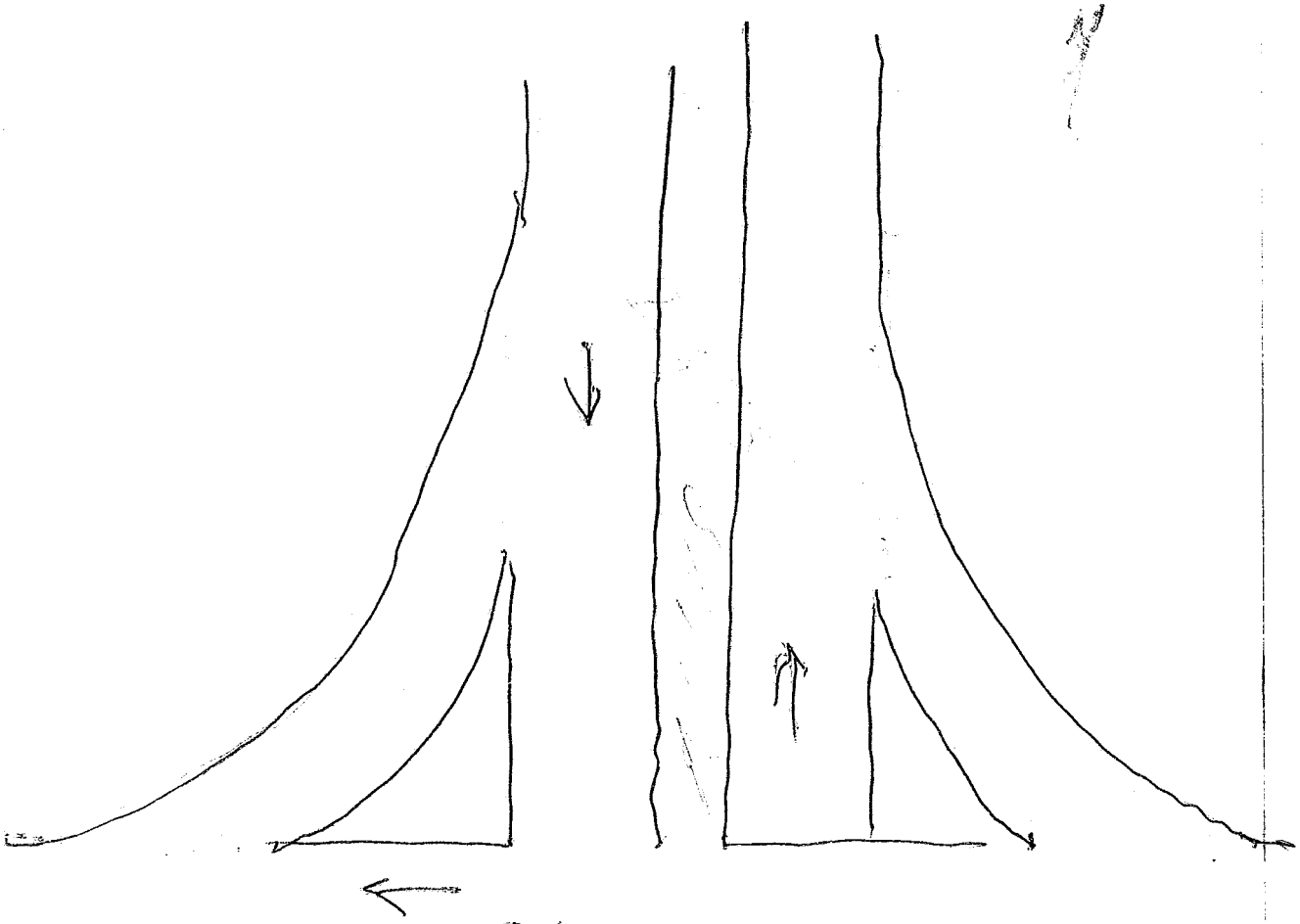
Compared to other options considered, the Preferred Alternative best fits project goals relative to supporting development, protecting greenspace, minimizing property impacts, and supporting future multimodal opportunities.

PROJECT GOALS

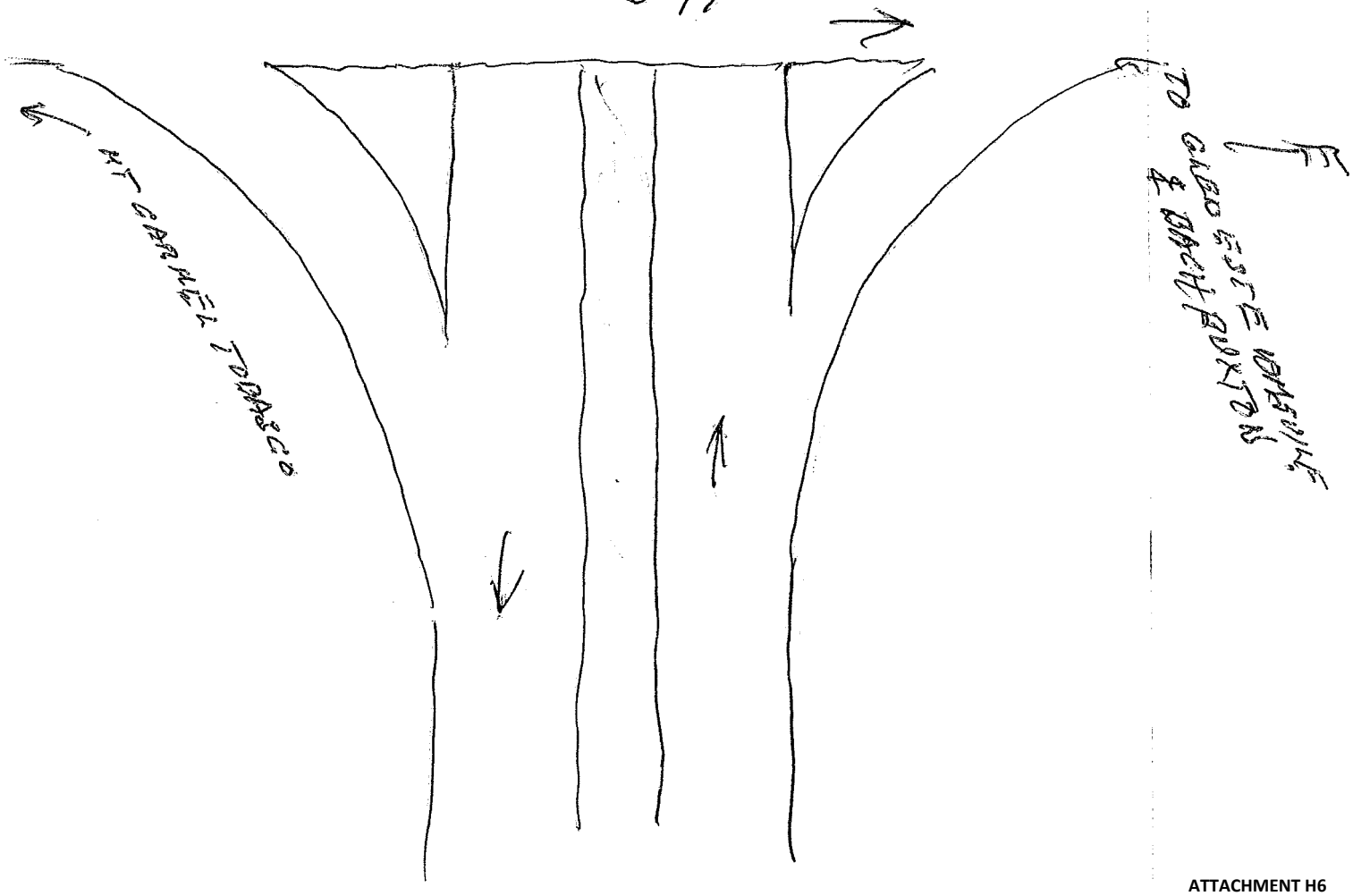
1. Improve access, safety, and travel efficiency in the Eastgate area by providing for local trips off mainline SR 32.
2. Develop a transportation corridor that plans for future community and economic development and redevelopment opportunities.
3. Plan for future pedestrian access and rail transit opportunities. ?
4. Protect the existing natural environment by preserving/enhancing greenspace and managing stormwater runoff. — NO
5. Maximize use of existing right-of-way. ***This fifth goal was added as a result of input received at the first two open house meetings.***

WE WANT YOUR INPUT!

A preliminary Preferred Alternative for the Aicholtz Connector is presented tonight for your review. Please fill out a comment form and if you have any questions, feel free to contact any of the project team members listed on the back of this handout. By signing in, you will also be kept up-to-date on any future opportunities to participate.



CHOWCHI



AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Public Open House Meeting Comment Sheet

February 16, 2011 at Union Township Civic Center

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may be submitted through March 2, 2011 to:

Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name Kathleen (Susie) Birr
Representing
Address 4498 Finney Trail, Cinti
Phone/E-mail 513-528-0764

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

The Preliminary Primary Proposed route has always seemed the most sensible choice to me. I'm happy that has come to pass. Jesse Binae was very helpful in explaining everything to me so I feel fairly clear in my understanding of the impact of the proposal on my home. Thank you. The green space is very encourageing

I do hope you'll keep the Forest Trail opening onto Old SR 74 open so our subdivision has 2 ways out.

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

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Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name Edna G. Chandler
Representing Self
Address 4506 FINNY Trail
Phone/E-mail 513-528-5585

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

Jesse Brown was so very helpful and explained everything to us. We are so glad our homes are safe for now. Sunny Lane will need a traffic light when you close off old 74. While progress is needed its sad to take some peoples homes.

Thank you

Edna G. Chandler

Please do not close old 74 off Forest. Give us some artery to exit toward Kroger and Bells Lane, 32.

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

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Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name Vicki Cook
Representing 4450 Aicholtz Rd.
Address 10846 Hwy. 68 Georgetown, Ohio 45121
Phone/E-mail 513-256-0022

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

Our house is at 4450 Aicholtz Rd. The house already has structural damage due to the construction of 275 when it was first built. Our parents owned the house - have since passed and it now belongs to my sister, brother, and myself. My sister lives in the house and it is UNINSURABLE Due to the block foundation being in such poor shape. There is a main storm drain running alongside the worst part of the house. We believe any further construction in the area would be detrimental to the house. We are so close to where 275 ramp will be extended in the back, and when you widen the road it will be at the front door - picture your family living in this situation. We are hoping that the home would be "acquired" Please consider this information when you ~~assess~~ are looking at your impact studies.

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

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Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name: Jerry Fraley
Representing: self
Address: 4477½ AICHOLTZ Rd
Phone/E-mail: 513-528-5313

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

Negotiate closeness of easement to front of property.

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

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Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name Alma T. Funk
Representing
Address 4503 Finney Trl. Cinti. OH. 45244
Phone/E-mail TyreeF08@cinci.rr.com

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

I'm just concerned about Noise with more Traffic I hear 32 traffic and midas Alarm and car horn's all the time The main intersection of thirty two Old 74 and Rust ln. are in my back yard. I would like to Know about Noise control

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Public Open House Meeting Comment Sheet

February 16, 2011 at Union Township Civic Center

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Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

"Scanned" Date 3-1-2011

Name KYLE GIFFORD
Representing
Address 4495 AICHOLTZ RD
Phone/E-mail 528-3765 GIFF@CINCI.RR.COM

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

THE PREFERRED ROUTE OF THE ROAD WILL BE EXTREMELY CLOSE TO MY FRONT DOOR, OUR DRIVEWAY WILL BE REDUCED TO HALF, AND WE WILL PROBABLY HAVE NO FRONT YARD. IT WOULD BE GREAT IF THE ROAD COULD BE ROUTED AS CLOSE TO THE EXISTING LINE OR MAYBE TO THE OTHER SIDE. I DON'T KNOW WHAT OUR NEIGHBOR AT 4496 WOULD AGREE TO, BUT SHE HAS TWICE THE FRONT YARD AS WE DO. I KNOW YOU WANT TO TAKE THE STOP SIGN OUT TO MAKE THE ROAD FREE FLOWING BUT PLEASE LEAVE US AS MUCH FRONT YARD AND DRIVEWAY AS POSSIBLE. WE LOVE OUR HOUSE AND WHERE IT IS LOCATED. THE FACT THAT AICHOLTZ IS A DEAD END WAS A SELLING POINT WHEN WE BOUGHT THE HOUSE. I WILL BE LOOKING FORWARD TO SEEING THE FINAL PLANS. RACHEL AND I DO NOT WANT TO MOVE, OUR HOUSE IS CUSTOM BUILT WITH BEATIFUL STONE AND WE HAVE INVESTED A LOT OF TIME AND MONEY INTO IT. WE MAY NOT BE ABLE TO LIVE WITH A 35 MILE AN HOUR ROAD WITH LOTS OF TRAFFIC, TEN FEET FROM OUR FRONT DOOR. PLEASE CONSIDER ADJUSTING THE PLAN IN FRONT OF OUR HOUSE. THANK YOU

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Public Open House Meeting Comment Sheet

February 16, 2011 at Union Township Civic Center

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may be submitted through March 2, 2011 to:

Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name Rachel Heyl
Representing
Address 4495 Aicholtz Rd.
Phone/E-mail rachel.heyl@gmail.com.

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

So far, the planned preferred alternative will take the vast majority of my front yard. I would prefer the whole new part of Aicholtz Rd. pushed back off my property toward 275. It seems to make more sense to actually buy out a few whole properties, which may cost a little more initially, but won't devalue everyone's property.

At this time, it is a real hardship for those of us left with a residential property that will be very difficult to sell. Even if you pay us a small amount for these partial property seizures, you are "blighting" these properties. My suggestion is to wholey buy properties on one side of the street, and leave properties on the other side of the street untouched. This will make this safer as a residential neighborhood, a more desirable place to live, and more attractive community.

It also makes no sense to leave that "island" of properties between the Aicholtz Rd and 32/275

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

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February 16, 2011 at Union Township Civic Center

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Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name PAULA HOEFLICH
Representing
Address 4430 Todd Rose Ave.
Phone/E-mail phoeflich@hwff.com

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

We would prefer the Preferred Alternative leaving FOREST TRAIL open to old 74

We would like to see the Mt. Carmel-Tobasco planned intersection video on your website

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

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Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name _____
Representing _____
Address _____
Phone/E-mail _____

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

re: properties 4451 Aicholtz Rd & 4485 Aicholtz Rd.

Would like a private discussion re: purchase of said properties deciding whether properties should be placed back on the market!

Suzanne Jones 5285657
Paul A. Jackson 7974136

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Public Open House Meeting Comment Sheet

February 16, 2011 at Union Township Civic Center

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may be submitted through March 2, 2011 to:

Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name Barbara Kattine

Representing

Address 4465 Aicholtz Rd

Phone/E-mail Barb.Kattine@Kroger.com

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

I think the preferred Alternative #2 would be the best for us. We did not like option #3 or #4 at all.

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Public Open House Meeting Comment Sheet

February 16, 2011 at Union Township Civic Center

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Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name Katherine McDaniel
Representing
Address 619 Sonny Ln
Phone/E-mail 513-528-2176

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

If you close Forest St. Eyl all the trafic will be detoured to Sonny Ln. This street is not built for all that trafic. We also need sidewalks.

Thank you.

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Public Open House Meeting Comment Sheet

February 16, 2011 at Union Township Civic Center

Written statements regarding the project
may be submitted through March 2, 2011 to:

Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name: JERRY MILLER

Representing:

Address: 4506 AICHOLTZ RD Cinti OH 45245

Phone/E-mail:

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

RT 32 IS Already noisy AND making RUST AND AICHOLTZ A main road will make it unbearable. especially for our resident, due To being Sandwiched in Between ~~[illegible]~~ Two main roads. Also, All of the polution which will Be generated From This. TRAFFIC.

Osborne, Deborah

From: West, Sandy <swest@co.clermont.oh.us>
Sent: Tuesday, March 01, 2011 11:10 AM
To: Osborne, Deborah
Subject: RE: AICHOLTZ CONNECTOR PUBLIC OPEN HOUSE COMMENTS

Pat received a phone message from a Dr. Michael Ottlinger, 4474 Bent Creek Drive (513) 843-2476, who left the following message:

He lives not far from Kroger's at on end of Aicholtz and he strongly objects to this road being put in place. He has been in touch with Jean Schmidt and will continue to be in contact with her office. This is destructive to the neighborhood. He did not find out about the town hall meeting until after the fact , but wanted the County Engineer to know he is extremely unhappy about the expenditure of money for this.

I have not received any other comments so far, but will email any comments if they come in today's mail.

Thanks,
Sandy

From: Osborne, Deborah [mailto:DOsborne@entran.us]
Sent: Tuesday, March 01, 2011 10:43 AM
To: West, Sandy
Subject: RE: AICHOLTZ CONNECTOR PUBLIC OPEN HOUSE COMMENTS

Thank you, Sandy. Have any others come in over the past week?

Deb

Deborah Osborne, AICP
Environmental Services Manager

ENTRAN
ENGINEERING INFRASTRUCTURE SOLUTIONS

1848 Summit Road
Cincinnati, OH 45237
T 513.761.1700
D 513.619.6452
F 513.761.1728
M 513.312.1607
www.entran.us

From: West, Sandy [mailto:swest@co.clermont.oh.us]
Sent: Thursday, February 24, 2011 3:51 PM
To: Osborne, Deborah
Subject: AICHOLTZ CONNECTOR PUBLIC OPEN HOUSE COMMENTS

Please see the attached file.

Thank you,

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

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Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name Dennis & Laura Taus
Representing Home owner
Address 625 Rust Lane
Phone/E-mail 513-528-5637 dennistaus@yahoo.com

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

Rust Lane is just a few feet from my living room. If road is brought any closer to my home I would be interested in being purchased. Thank You. Sincerely, Dennis Taus

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

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Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name RANDY WATKINS
Representing
Address 4486 FOREST TRAIL
Phone/E-mail rwatkins@ellenbee.com / 513-688-0113

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

CONCERN - INCOME TAX HIKE TO LOCAL RESIDENTS?

CONCERN - PROJECTED TRAFFIC FLOW OF AICHOLTZ CONNECTOR, HOW MUCH VOLUME, WILL THERE BE TRAFFIC SIGNALS AT FOREST TRAIL / OLD 74 - AICHOLZ CONNECTOR?

CONCERN - ADVERTISEMENTS - BILLBOARDS DOTTING ALONG THE AICHOLZ CONNECTOR?

CONCERN - IS DISPLACEMENT OF PROPERTIES GOING TO BE MINIMALLY INTRUSIVE TO THE SURROUNDING WILDLIFE? IS THE NEW ROADWAY PROJECTED GOING TO BE SURROUNDED BY WOODS*, OR IS IT GOING TO BE A MAJOR CLEARING WITH GRASS, ETC.. TO HAVE TO MAINTAIN, WHICH WOULD BE AN EXTRA BURDEN ON TOWNSHIP MAINTENANCE EXPENDITURES?

IS THIS THOROUGHFARE GOING TO BE HEAVILY LIT OR TREATED AS A COUNTRY ROAD*?

* - MY PREFERANCE AS RESIDENT

OVER

SINCE THERE WILL INEVITABLY BE A WIDENING OF S.R. 32, WITH THIS PROJECT ALTERNATIVE #2 MAY SEEM LESS INTRUSIVE FOR RIGHT NOW TO CURRENT AFFECTED RESIDENTS/BUSINESSES. HOWEVER, IN THE LONG RUN THE RESIDENTS THAT ARE STUCK BETWEEN 32 AND ALT #2 ROUTE ARE GETTING THE SHORTEST END OF THE STICK ALTERNATIVE ROUTE 1 WOULD RESULT IN THE LEAST AIR AND NOISE POLLUTION SINCE IT IS THE FARTHEST AWAY FROM THE ADJACENT NEIGHBORHOODS. AS THE RESIDENTS (UNDER THE CURRENT FRONTRUNNING ROUTE #2) WOULD MOST LIKELY BE DISCONTENT AS BEING BETWEEN 2 ROADWAYS, MOST WILL PROBABLY TRY TO SELL WHICH WOULD BE AT A LOSS FINANCIALLY. THIS COULD LEAD TO A "BAD" NEIGHBORHOOD. IF ROUTE ALT #1 WAS IMPLEMENTED, THEN YES MORE HOMES ARE DISPLACED BUT MORE LIKELY AT A MUCH MORE FAIR PRICE TO THE RESIDENTS - MINIMIZING EFFECT FOR PROPERTY DEPRECIATION.

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

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Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name: Mike Weigel
Representing: –
Address: 484- Old St. Rt. 74 Cinti. Ohio 45244
Phone/E-mail: 513-474-2833

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

Please do this.

I like Alternative 2.

Some will be unhappy.

But needs to happen

for Future. Kids.

Thank-you

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

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may be submitted through March 2, 2011 to:

Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name MARK WILKEN
Representing ELEANOR WILKEN
Address 4496 Aicholtz RD.
Phone/E-mail MWILKEN AT FUSE.NET

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

IF my mothers house OR PROPERTY IS GOING TO BE AFFECTED BY the CONNECTOR WE ARE OPEN TO A BUYOUT DUE TO HER CONDITION.

AICHOLTZ CONNECTOR

CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Public Open House Meeting Comment Sheet

February 16, 2011 at Union Township Civic Center

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may be submitted through March 2, 2011 to:

Clermont County Transportation Improvement District
Attention: Mr. Pat Manger, P.E., P.S.
2381 Clermont Center Drive
Batavia, Ohio 45103

Name Heinrich Zehetmaier

Representing

Address 4554 English Creek Cincinnati, Oh. 45245

Phone/E-mail hzehetmaier@cinci.rr.com

Please provide your comments about the preliminary Preferred Alternative and other project information presented today. Be as specific as possible. Thank you!

I agree with the proposed Preferred Alternative, however, the roadway should be a three lane section for the entire length. In an urban setting with a large traffic volume a three lane roadway provides an extra lane at accident locations thereby reducing the potential for lengthy back-ups.

Thank you for sharing the study with the public and providing the opportunity for public input.

"Scanned" Date 3-3-11

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

February 16, 2011 at Union Township Civic Center

Please PRINT legibly and provide full address details so that we may keep you informed on future public involvement opportunities

Name/Representing	Address	Phone Number/E-Mail
Joy & Van Van Karen & Carlson	4393 Todd Rosecrans Cinn., OH 45244	513-688-1118 rcwe@fuse.net
Robert Kay	6000 Cambridge Cinti 45230	
Joseph [illegible]	4445 Aicholtz Rd Cin. OH. 45245	513. 520-0878.
Dennis & Laura Tuus	105 Rosa Ln Cink OH 45244	513 525-5637
Sean Deinling	560 Clough Pike 45245	
Chris Sanders	Cinci 45245 4443 Aicholtz Rd	jeepdude81@gmail.com 513 258-7366
JESSE ABNER CYD ABNER	4490 FINNEY TRAIL	528-0189 ACYD@CINCI.RR.COM
MATT GANTZ	1233 BEN AVON	383 2458
Mike & Vicki DeMarsis	687 Holiday dr.	
Steve Hicks	533 HAMBLIN 4307 GLEN EST	675-1771
KYLE GIFFORD	4495 AICHOLTZ	528-3765

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

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Name/Representing	Address	Phone Number/E-Mail
JAMES PICKETT MT CARMEL BAPTIST	4416 FAYARDDR	235-4544
FRED + DORIS HESSDOERFER	4488 BENT CREEK CINCINNATI, OHIO 45244	513-528-7779
Kathleen S. Birr	4498 Finney Trail Cincinnati, Ohio 45244	513.528-0764
Kenneth D Kennedy	4204 FORSYTHIA DR CINCINNATI OH 45245	
Paula Jackson	4481 Aicholtz Rd Cinti Ohio 45245	
Suzanne Jones	4485 Aicholtz Rd Cinti Ohio 45245	
MATT VAN SANT	FERGUSON DR.	513-576-5003
Tim Hoetlich	4430 Todd Rose Ave Cinti, OH 45244	513-528-7066
Jennifer Hogan	4416 Aicholtz Rd	
EC Brasher	4476 Aicholtz Rd	
Jimmy Hayes	4396 Aicholtz	

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

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February 16, 2011 at Union Township Civic Center

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Name/Representing	Address	Phone Number/E-Mail
Jordin Horan/Kroger	130 Tri-County Pkwy Cincinnati, 45246	513-782-3393
Mike Weigel	484 Old St. Rt. 74 45244	513-528-1540
DAVE HOWARD	4507 AICHOLTZ RD.	513-227-2667
Amy Adams	4543 Summerside Rd	(513) 706-5249
James & Ida Frugate	1285 Heitman	
Charles H Hirschauer	1290 Heitman Ln	513-752-3840
Katherine McDonald	619 Sonny Ln	513-528-2176
Gerald & Mary Jo Meece	4508 Forest Trail 45244	513-528-1843
KALEN SHELTON	4441 AICHOLTZ 45245	513-752-6770
Aileen Culp	4449 Aicholtz 45245	513 734-6511
Charlie Rowe	602 4th AVE 45150	513-831-6868 ex23

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

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February 16, 2011 at Union Township Civic Center

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Name/Representing	Address	Phone Number/E-Mail
Ron Roberts Roberts Engineering	602 Lila Ave Milford	513-831-6868, ronroberts@rentcom.com
Phil Locke	568 Clairmont Woods Dr.	pf19@cornell.edu
Rick Record	6214 Morison Road Cinti. OH 45213	744-9777 rrecorde tnse.net
Heinrich Fehetmann	4554 Euclid Cir Cinc. 45245	752 4179
JOHN WILKEN	4496 AICHOLTZ RD CINTI, OH. 45245	(513) 624-9877
Jerry & Susan Haley	4477 Aicholtz Cinti	513 528 5313
Sharon Smith	4450 Aicholtz Cinti	513-967-6049
April Pierce	624 Rust Lane	513-575-4960
Alma [illegible]	4503 Finney Rd. Cinti. Ohio 45244	513-824-5767
Mike Schultz	637 Rust Lane	528-6007
Ruth Bayer	643 Marieda	528 3518

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

February 16, 2011 at Union Township Civic Center

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Name/Representing	Address	Phone Number/E-Mail
Terry Miller	4504 Aicholtz RD	
Ronald M. Norris	4792 Timberknoll Rd	
Jason Svajda Midas Auto Service	616 Rust Ln.	
Louis Goedde	4393 Aicholtz	
Jessie Hoffer	4447 Aicholtz rd.	
Cheryl Bonner	13903 US. Hwy 68 Milford	
Edna G. Chandler	4506 Finney Trail	
Randy Watkins	4486 Forest Trail	
Mark Wilkerson	171 Cardinal Drive	
Bob Gill Melanie	4778 Sandra Lee Ln 45244 ~~4439 Aicholtz~~.	
Terry Zinsen	UTPD	

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

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Name/Representing	Address	Phone Number/E-Mail
Dion Condor	—	513-965-9963
George moore		513-752-2488
Jomar Fugate		513-753-5026
Tom Hall		752-8580
Ken Cates		752-1741
Cory Wright		752-1741
Julia Shamabroo	Sonny Le	688-1994
John H Adams	620 Sonny Le	528-2089
Marine Adams	620 Sonny Le	528-2089
Jeff Baumgarth	5050 E. Galbraith Rd	248-8350
Tim & Paula Hoeflich	4430 Todd Rose	phoeflich@huff.com

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

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Name/Representing	Address	Phone Number/E-Mail
Joyce Petty	4454 Aicholtz Rd	513 752 6619
Skye Levin Roberts Engineering	602 Lila Avenue Milford, OH	602-821-1256 skyelevin@reiteam.com
Tom Davis Buffalo Wings & Ring	544 Old State Route 74	(513) 587-9858 TDAVIS@BUFFALO-WING.com
Ruth Ann Wilkes for David A Blackstr	630 Kast Lane Cincinnati	Jabezchron@yahoo.com
Vicki Cook	108416 Hwy. 68 Georgetown, Oh. 45121	513-256-0022
Edwin Foster	4462 Forest Trail	513-528 4462
Joyce Middleton	690 Holiday 45245	513-528-2452
Barbara Apel	607 Sunny Ln. Cinti OH 45244	513-528-0065
Matt B. [illegible]	498 Maple Leaf Drive Cinti OH 45255	313-843-2211
Jason L. Watson	4430 Eastwood Dr. H8104 Batavia, OH 45103	513-752-4981
Mike Collins	4511 Aicholtz Rd Cincinnati, Oh 45245	513-528-7994

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

February 16, 2011 at Union Township Civic Center

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Name/Representing	Address	Phone Number/E-Mail
Stewart	542 Sugar Maple Ct Cin 45255	
Rachel Hugh	4495 Aicholtz Rd. Cincinnati, OH 45245	
Bill Tyson	4031 Dawn St 45245	
Jerry Thornberry	2033 Plumb Ln Batavia OH 45103	
Jill Marks	1210 W. Glenwood Ct Amelia OH 45102	jill@sensiblerealestate.com marks1932@yahoo.com
Brian & Barbara Kattine	4465 Aicholtz Rd Cin OH 45245	Barb.Kattine@Kroger.Com
Mary Ellen Lowry	4491 Aicholtz Rd Cin OH 45245	melgbd@AOL.com
TERRY & SHERRY CRISSMAN	4526 FOREST Cin OH 45244	Suregood@aol.com

AICHOLTZ CONNECTOR

Clermont County Transportation Improvement District

Public Open House Meeting Sign-In Sheet

February 16, 2011 at Union Township Civic Center

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Name/Representing	Address	Phone Number/E-Mail
DAN MAKI	4398 TODD ROSE CT CINCINNATI, OH 45244	(513) 528-2303 MAKI@CINCI.RR.COM

ATTACHMENT I

HAZARDOUS MATERIALS AND REGULATED SUBSTANCES

Attachment I1	CLE-275-10.15 ESA Screening and Phase I ESA - ODOT IOC's
Attachment I2	CLE-275-10.15 ESA Screening Addendum - ODOT IOC
Attachment I3	CLE-275-10.15 Phase I ESA Addendum - ODOT IOC's
Attachment I4	CLE-275-10.15 Phase II ESA (8 Properties) - ODOT IOC
Attachment I5	Aicholtz Connector ESA Screening - ODOT IOC
Attachment I6	Aicholtz Connector Phase I ESA - ODOT IOC

ATTACHMENT I1

CLE-275-10.15 ESA Screening/Phase I ESA - ODOT IOC's

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Michael C. Flynn, District 8 Deputy Director
Attn: Keith Smith

DATE: July 28, 2004

FROM: Juliet D. Denniss for Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Environmental Site Assessment Screening

PROJECT: CLE-IR 275-10.40

PID: 22972

This office has reviewed the Environmental Site Assessment Screening for the above referenced project prepared by H.C. Nutting Company.

Based on the information provided, we concur with the consultant that the sites listed in the Phase I ESA with the exception of the Pregnancy Help Center and Vacant Lot owned by Saul's Construction. Based on the historical aerials, the Pregnancy Help Center was previously residential and the Vacant Lot has been vacant and showed no signs of excavation and/or filling.

In addition, we believe a Phase I ESA is warranted for the Brashears property (4476 Aicholtz Rd.) due to the presence of 3 drums on the site.

The Phase I ESA should not be conducted until the Preferred Alternative is chosen.

If you have any questions or concerns, please contact Juliet Denniss, Environmental Specialist, at (614) 466-7942.

TMH:vwk

c: Hans R. Jindal, D - 8
Larry Hoffman, OES
File w/attachment
Reading file

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Michael C. Flynn, District 8 Deputy Director **DATE:** November 27, 2004
Attn: Keith Smith
Julie W. Dessin for
FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Phase I Environmental Site Assessment

PROJECT: CLE - IR 275 - 10.40 **PID:** 22972

This office has reviewed the Phase I Environmental Site Assessment (ESA) and it's Addendum for the above referenced project prepared by the H.C. Nutting Company.

Based on the information provided, the following sites should be advanced to Phase II ESA. The modified Phase II ESA recommendations are listed in the table below. In addition, proposed boring locations are presented on the attached site drawings.

Location	Quantity of Proposed ROW	Number of Wells	Number of Borings	Depth of Borings (ft)	Chemical of Concern (Soil)	Chemical of Concern (Groundwater)	Test Method
LineX	Strip ROW	N/A	2	10	VOCs SVOCs Cyanides	N/A	8260 8270 9010B
True Quality Collision	Whole Take	3	3	20	VOCs SVOCs RCRA Metals	VOCs	8260 8270 6010
East Gate Adventure Golf	Whole Take	3	3	20	VOCs SVOCs RCRA Metals	VOCs	8260 8270 6010
Marketing Support Services	Whole Take	5	5	20	VOCs SVOCs RCRA Metals	VOCs SVOCs	8260 8270 6010
Pep Boys Auto Parts	Strip ROW	N/A	2	10	VOCs	N/A	8260
A&P Technologies	Strip ROW	N/A	2	10	VOCs SVOCs RCRA Metals	N/A	8260 8270 6010

Location	Quantity of Proposed ROW	Number of Wells	Number of Borings	Depth of Borings (ft)	Chemical of Concern (Soil)	Chemical of Concern (Groundwater)	Test Method
TrenTech, Inc.	Strip ROW	N/A	2	10	VOCs SVOCs	N/A	8260 8270
Eastgate Storage	Strip ROW	N/A	2	10	BTEX/MTBE PAHs	N/A	8260 or 8021 8100
KOI	Whole Take	6	6	20	VOCs SVOCs RCRA Metals	VOCs SVOCs	8260 8270 6010
Woods Collision Center	Whole Take	3	3	20	VOCs SVOCs RCRA Metals	VOCs SVOCs	8260 8270 6010
Midas Muffler	Whole Take	3	3	20	VOCs SVOCs RCRA Metals	VOCs SVOCs	8260 8270 6010
Former Line X	Strip ROW	N/A	2	10	VOCs SVOCs Cyanides	N/A	8260 8270 9010B
Ashland Station/Dry Cleaner	Whole Take	2	2	20	VOCs SVOCs RCRA Metals	VOCs SVOCs	8260 8270 6010

- The KOI property also warrants a Phase II ESA, based on it's current and past use. However, it is recommended that an Ohio EPA file review be conducted for a former tenant Vivi-Color (aka, Intaglio Viv-Color Alliance, OEPA ID# OHD004236287). Based on this review, the consultant should modify the boring locations to address potential source areas on the property. The Phase II ESA document should include all relevant information for the Ohio EPA file review including, but not limited to, all violations, sampling locations, analytical data, and source locations.

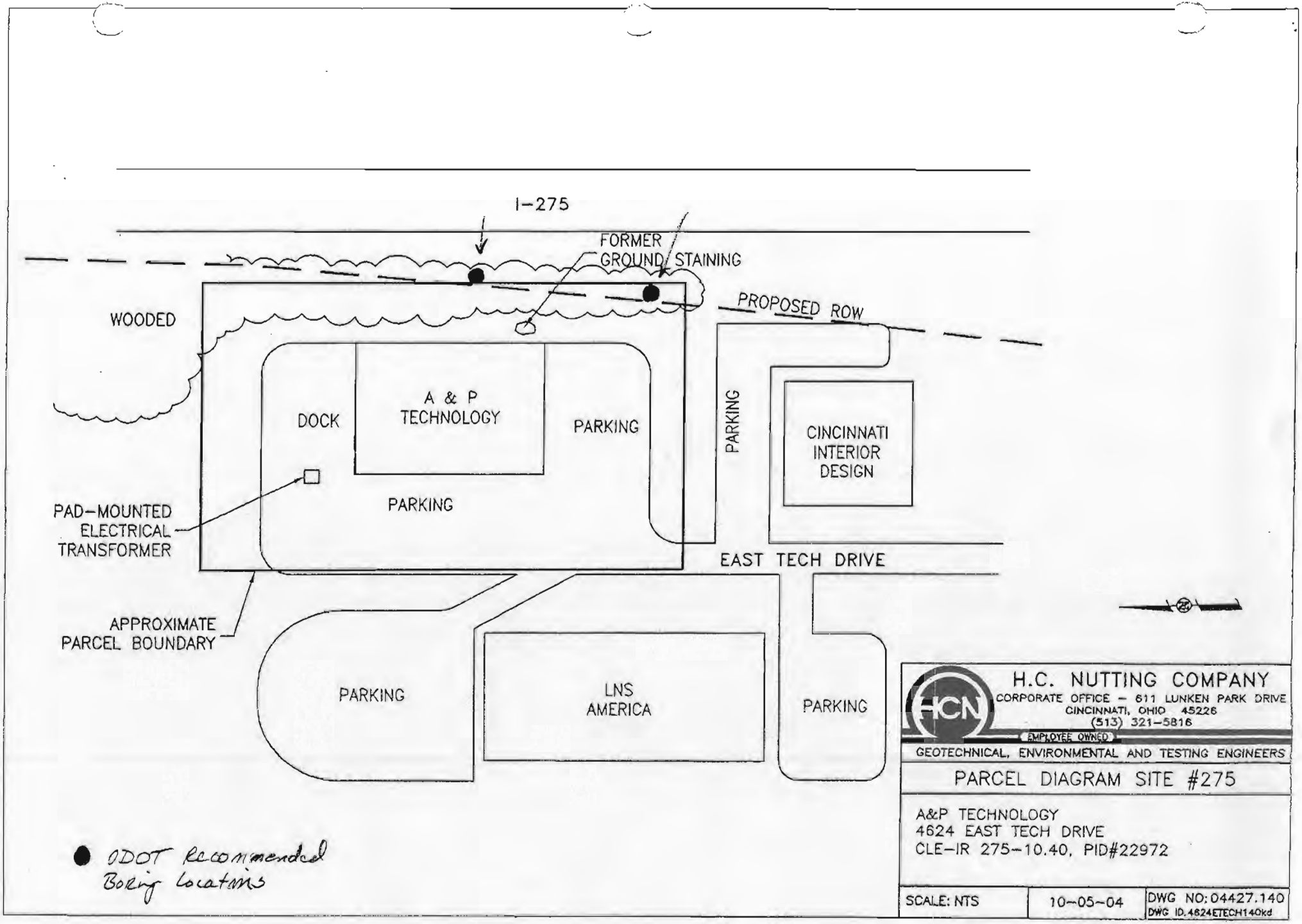
- The Speedway Station, 621 Old SR 74 - OES will contact BUSTR regarding any relevant incident information and continue to monitor the site for any changes in site status.

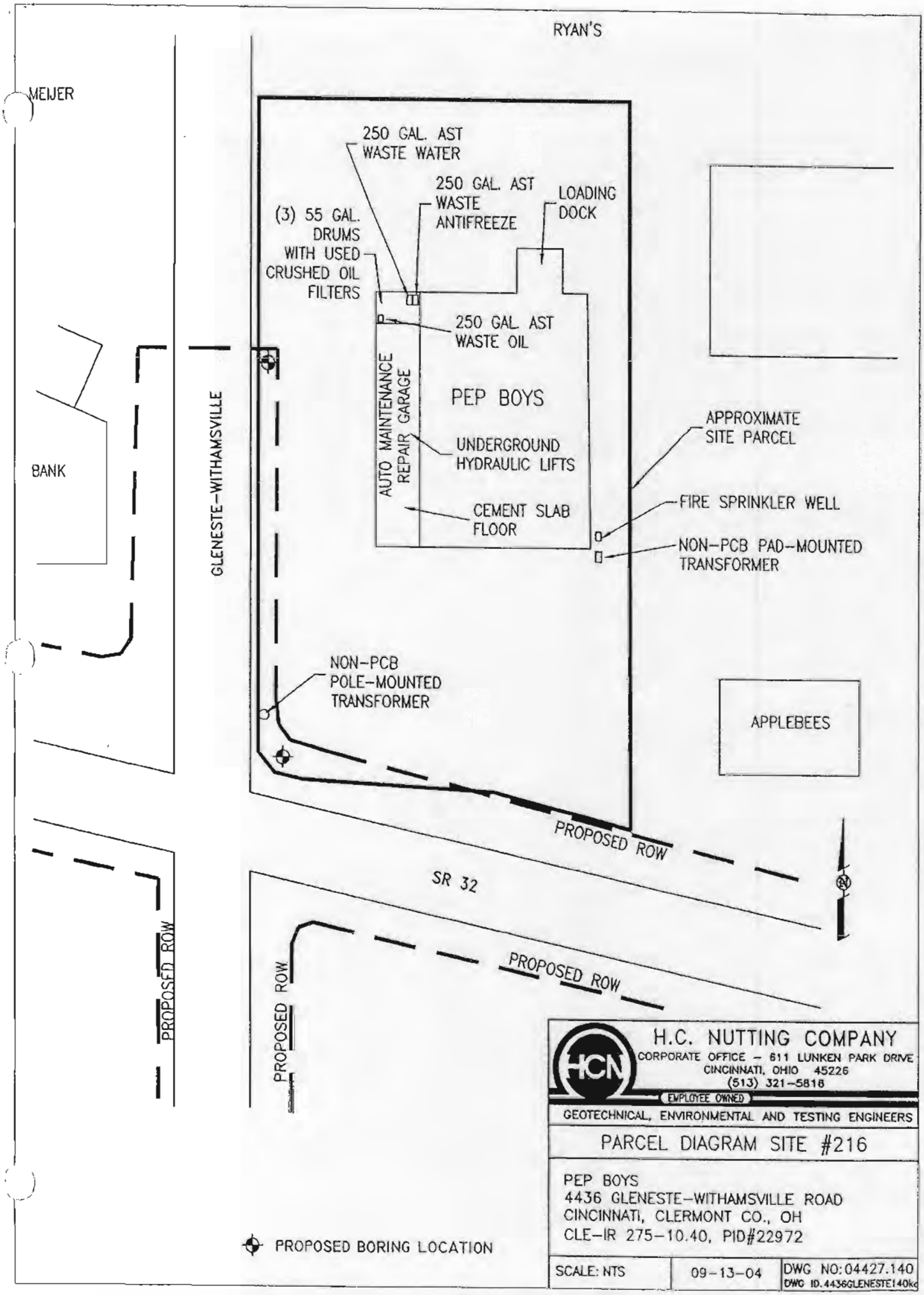
If you have any questions or concerns, please contact Kevin Hodnett, Environmental Specialist, at (614) 466-7925.

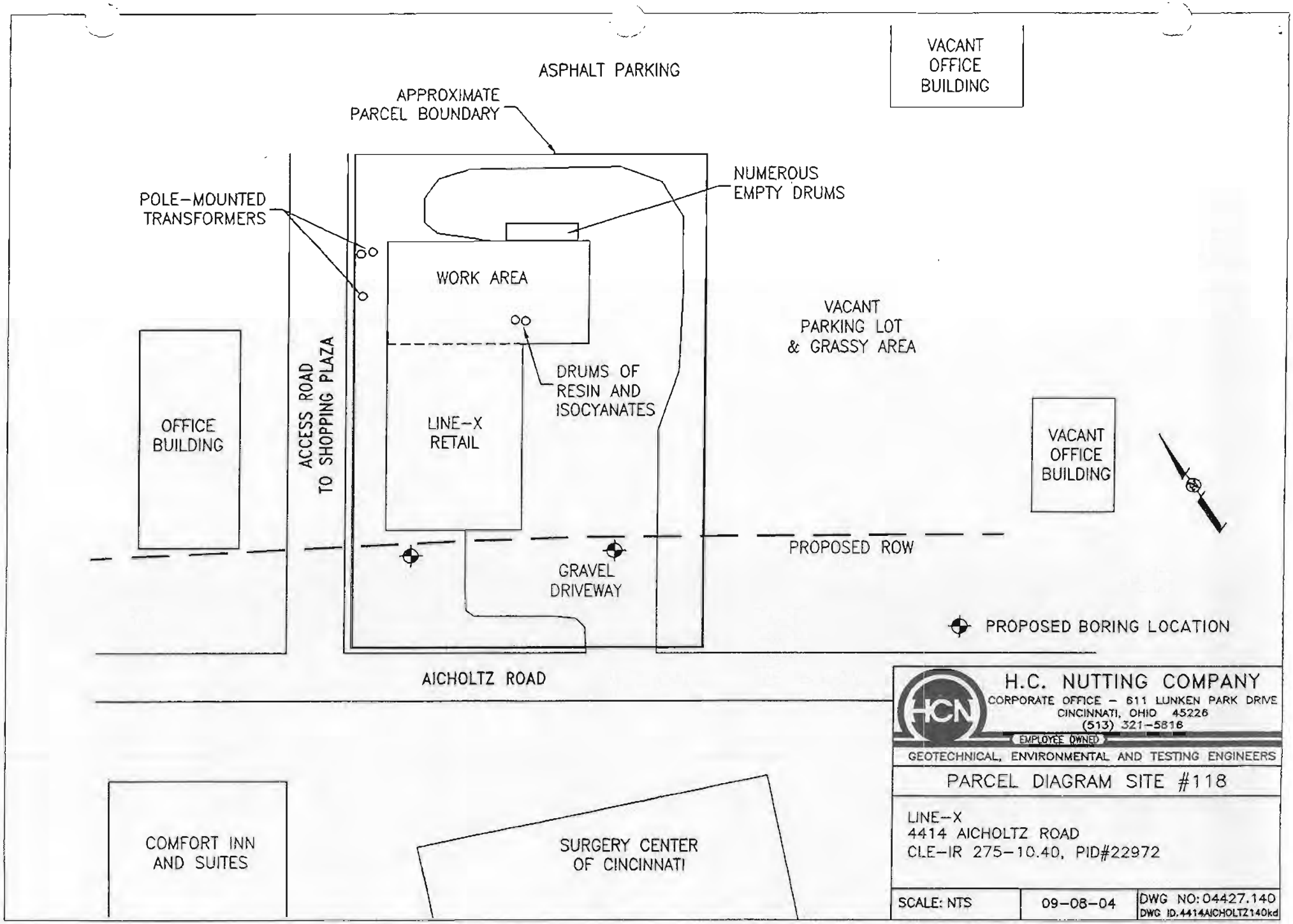
attachments

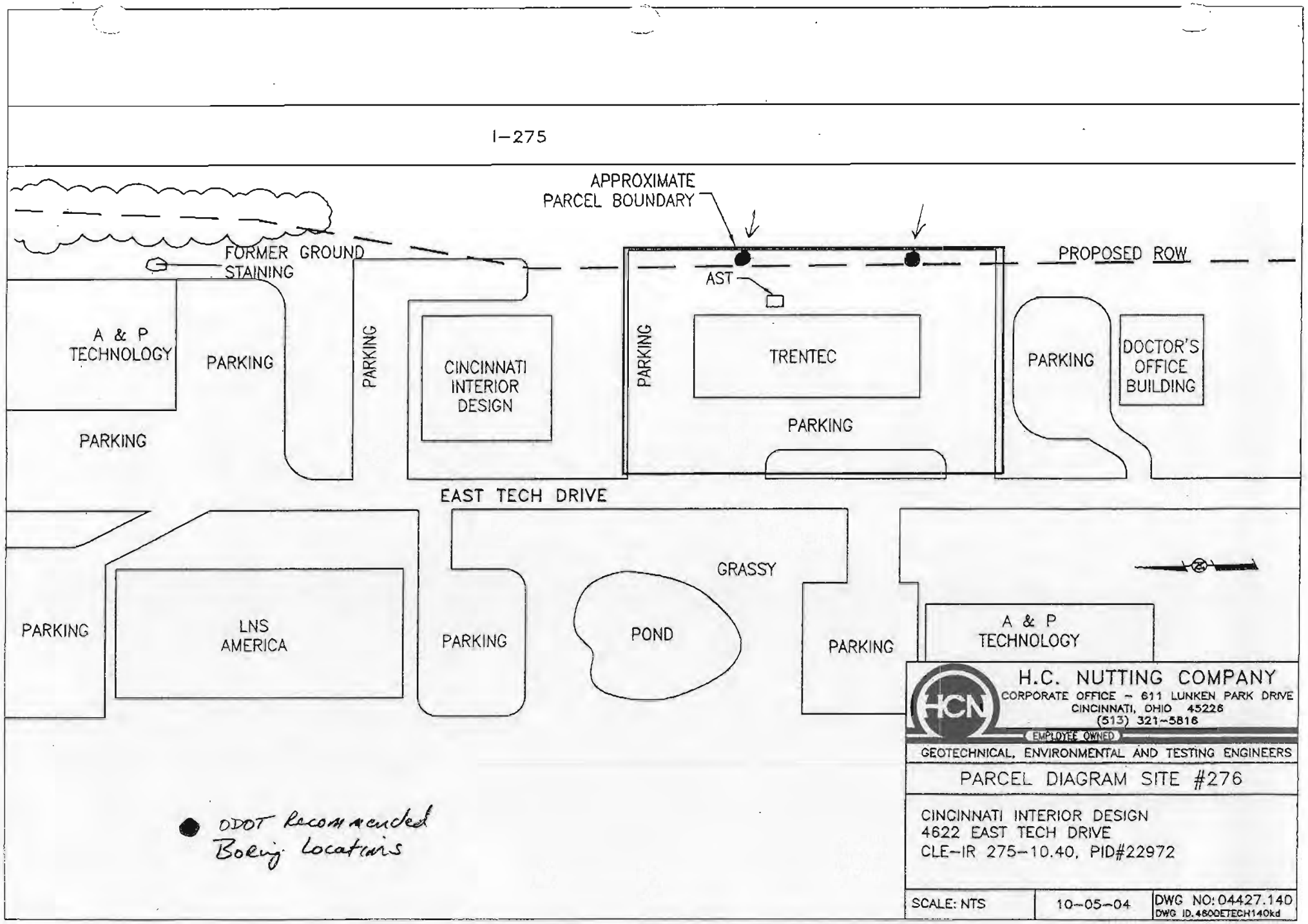
TMH:kwh

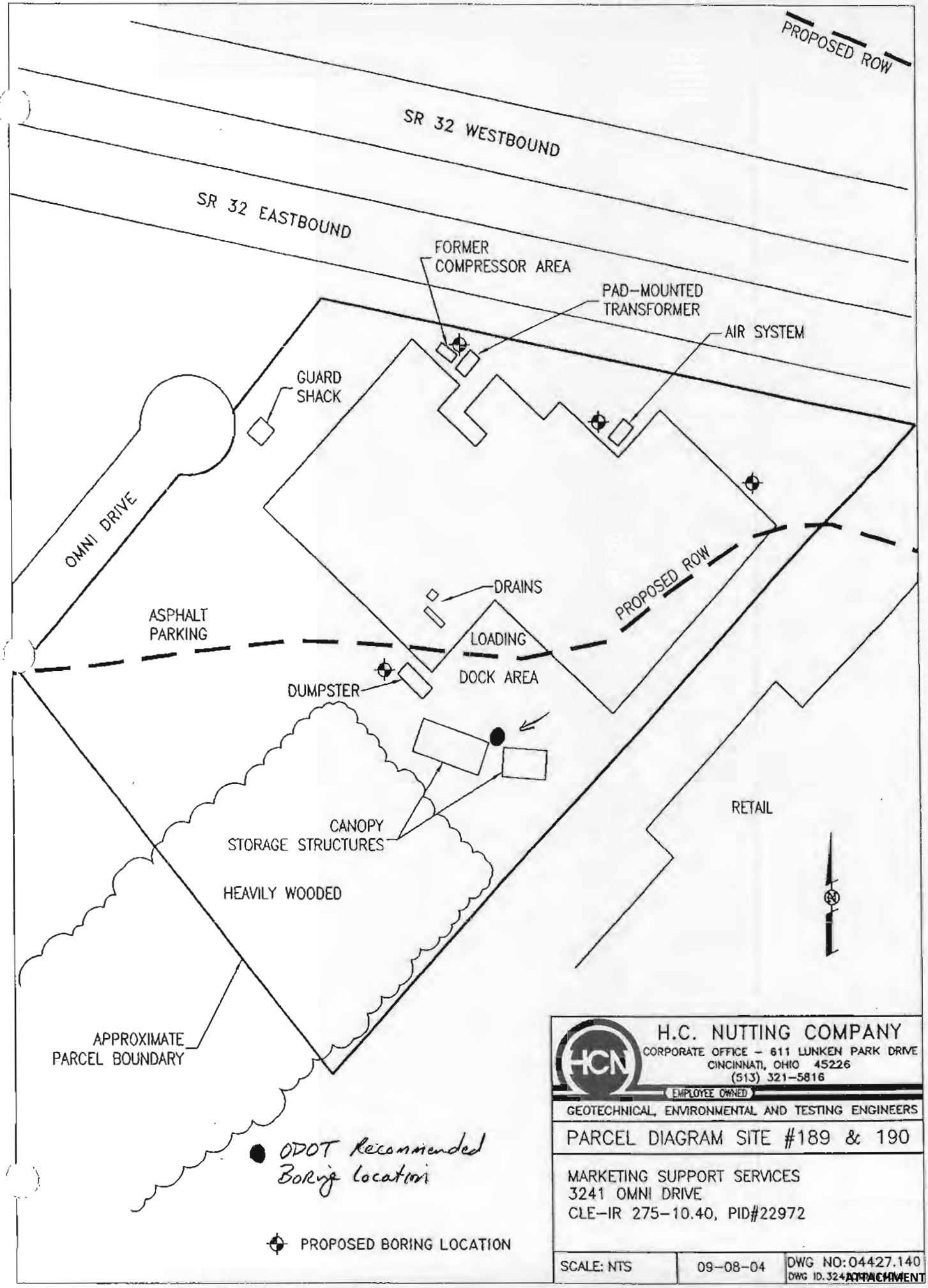
cc: File w/attachment
Reading File
Hans Jindal, D-8
Larry Hoffman, OES

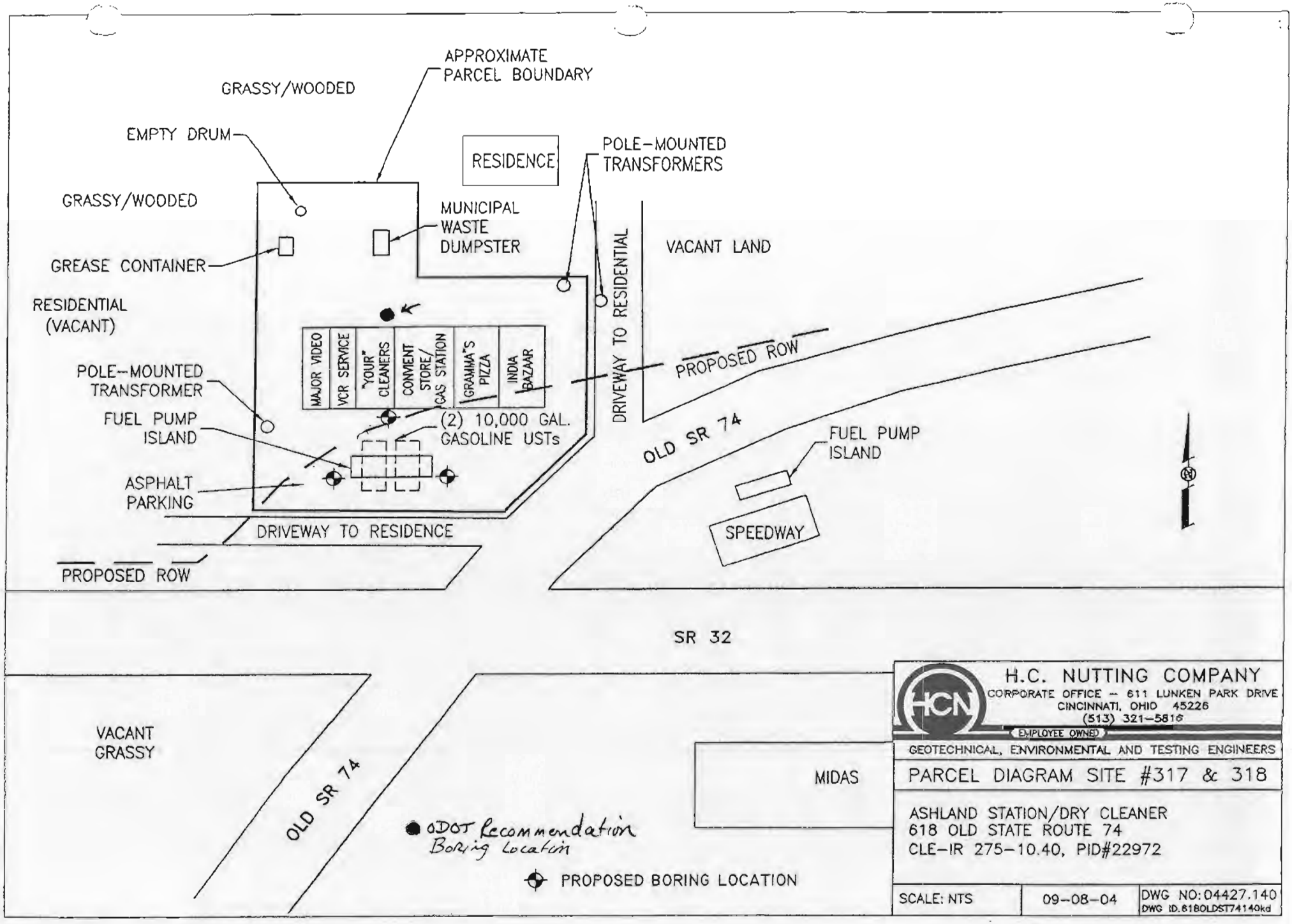

I-275
FORMER GROUND STAINING
PROPOSED ROW
WOODED
DOCK
A & P TECHNOLOGY
PARKING
PARKING
PARKING
CINCINNATI INTERIOR DESIGN
PAD-MOUNTED ELECTRICAL TRANSFORMER
EAST TECH DRIVE
APPROXIMATE PARCEL BOUNDARY
PARKING
LNS AMERICA
PARKING
ODOT Recommended Boring Locations
H.C. NUTTING COMPANY
CORPORATE OFFICE - 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #275
A&P TECHNOLOGY
4624 EAST TECH DRIVE
CLE-IR 275-10.40, PID#22972
SCALE: NTS
10-05-04
DWG NO: 04427.140
DWG ID.4624ETECH140kd

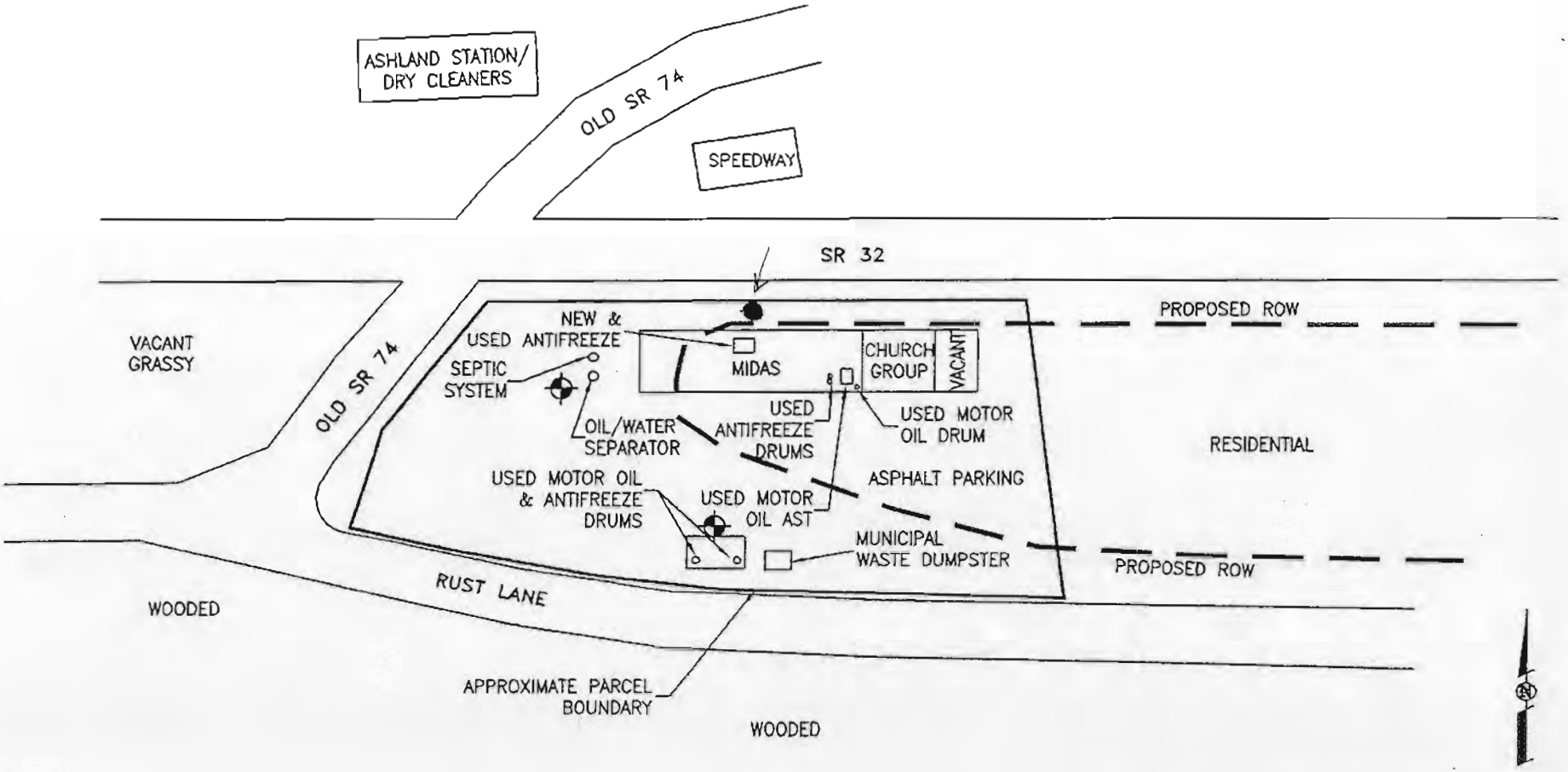

RYAN'S
MEIJER
250 GAL. AST
WASTE WATER
250 GAL. AST
WASTE
ANTIFREEZE
LOADING
DOCK
(3) 55 GAL.
DRUMS
WITH USED
CRUSHED OIL
FILTERS
250 GAL AST
WASTE OIL
AUTO MAINTENANCE
REPAIR GARAGE
PEP BOYS
UNDERGROUND
HYDRAULIC LIFTS
CEMENT SLAB
FLOOR
APPROXIMATE
SITE PARCEL
FIRE SPRINKLER WELL
NON-PCB PAD-MOUNTED
TRANSFORMER
BANK
GLENESTE-WITHAMSVILLE
NON-PCB
POLE-MOUNTED
TRANSFORMER
APPLEBEES
PROPOSED ROW
SR 32
PROPOSED ROW
PROPOSED ROW
PROPOSED ROW
PROPOSED BORING LOCATION
H.C. NUTTING COMPANY
CORPORATE OFFICE - 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #216
PEP BOYS
4436 GLENESTE-WITHAMSVILLE ROAD
CINCINNATI, CLERMONT CO., OH
CLE-IR 275-10.40, PID#22972
SCALE: NTS
09-13-04
DWG NO: 04427.140
DWG ID. 4436GLENESTE140kc


VACANT OFFICE BUILDING
ASPHALT PARKING
APPROXIMATE PARCEL BOUNDARY
NUMEROUS EMPTY DRUMS
POLE-MOUNTED TRANSFORMERS
WORK AREA
VACANT PARKING LOT & GRASSY AREA
DRUMS OF RESIN AND ISOCYANATES
OFFICE BUILDING
ACCESS ROAD TO SHOPPING PLAZA
LINE-X RETAIL
VACANT OFFICE BUILDING
PROPOSED ROW
GRAVEL DRIVEWAY
PROPOSED BORING LOCATION
AICHOLTZ ROAD
COMFORT INN AND SUITES
SURGERY CENTER OF CINCINNATI
H.C. NUTTING COMPANY
CORPORATE OFFICE - 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #118
LINE-X
4414 AICHOLTZ ROAD
CLE-IR 275-10.40, PID#22972
SCALE: NTS
09-08-04
DWG NO: 04427.140
DWG ID.4414AICHOLTZ140kd


I-275
APPROXIMATE PARCEL BOUNDARY
FORMER GROUND STAINING
PROPOSED ROW
AST
A & P TECHNOLOGY
PARKING
PARKING
PARKING
CINCINNATI INTERIOR DESIGN
PARKING
TRENTEC
PARKING
PARKING
DOCTOR'S OFFICE BUILDING
EAST TECH DRIVE
GRASSY
PARKING
LNS AMERICA
PARKING
POND
PARKING
A & P TECHNOLOGY
ODOT Recommended Boring Locations
H.C. NUTTING COMPANY
CORPORATE OFFICE - 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #276
CINCINNATI INTERIOR DESIGN
4622 EAST TECH DRIVE
CLE-IR 275-10.40, PID#22972
SCALE: NTS
10-05-04
DWG NO: 04427.140
DWG ID. 4600ETECH140kd


PROPOSED ROW
SR 32 WESTBOUND
SR 32 EASTBOUND
FORMER
COMPRESSOR AREA
PAD-MOUNTED
TRANSFORMER
AIR SYSTEM
GUARD
SHACK
OMNI DRIVE
PROPOSED ROW
DRAINS
ASPHALT
PARKING
LOADING
DOCK AREA
DUMPSTER
CANOPY
STORAGE STRUCTURES
HEAVILY WOODED
RETAIL
N
APPROXIMATE
PARCEL BOUNDARY
ODOT Recommended
Boring location
PROPOSED BORING LOCATION
H.C. NUTTING COMPANY
CORPORATE OFFICE - 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #189 & 190
MARKETING SUPPORT SERVICES
3241 OMNI DRIVE
CLE-IR 275-10.40, PID#22972
SCALE: NTS
09-08-04
DWG NO: 04427.140
DWG ID. 324


APPROXIMATE PARCEL BOUNDARY
GRASSY/WOODED
EMPTY DRUM
RESIDENCE
POLE-MOUNTED TRANSFORMERS
GRASSY/WOODED
MUNICIPAL WASTE DUMPSTER
GREASE CONTAINER
VACANT LAND
RESIDENTIAL (VACANT)
MAJOR VIDEO
VCR SERVICE
"YOUR" CLEANERS
CONVENIENT STORE/ GAS STATION
GRAMMA'S PIZZA
INDIA BAZAAR
DRIVEWAY TO RESIDENTIAL
PROPOSED ROW
POLE-MOUNTED TRANSFORMER
FUEL PUMP ISLAND
(2) 10,000 GAL. GASOLINE USTs
OLD SR 74
FUEL PUMP ISLAND
ASPHALT PARKING
SPEEDWAY
DRIVEWAY TO RESIDENCE
PROPOSED ROW
SR 32
VACANT GRASSY
OLD SR 74
MIDAS
ODOT Recommendation Boring Location
PROPOSED BORING LOCATION
H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #317 & 318
ASHLAND STATION/DRY CLEANER
618 OLD STATE ROUTE 74
CLE-IR 275-10.40, PID#22972
SCALE: NTS
09-08-04
DWG NO: 04427.140
DWG ID. 618OLDST74140kd



● ODOT Recommended Boring Location

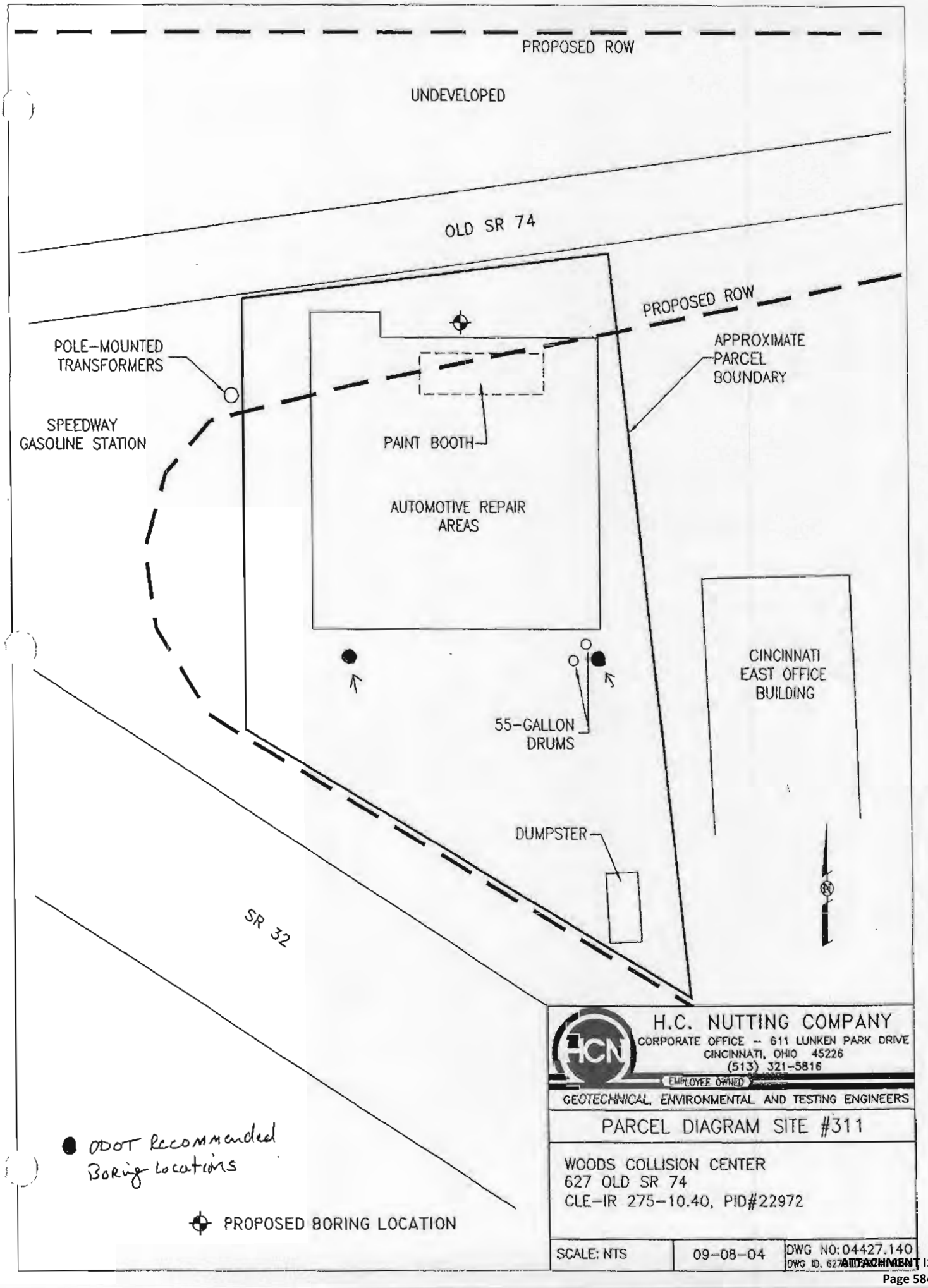
⊕ PROPOSED BORING LOCATION

H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS

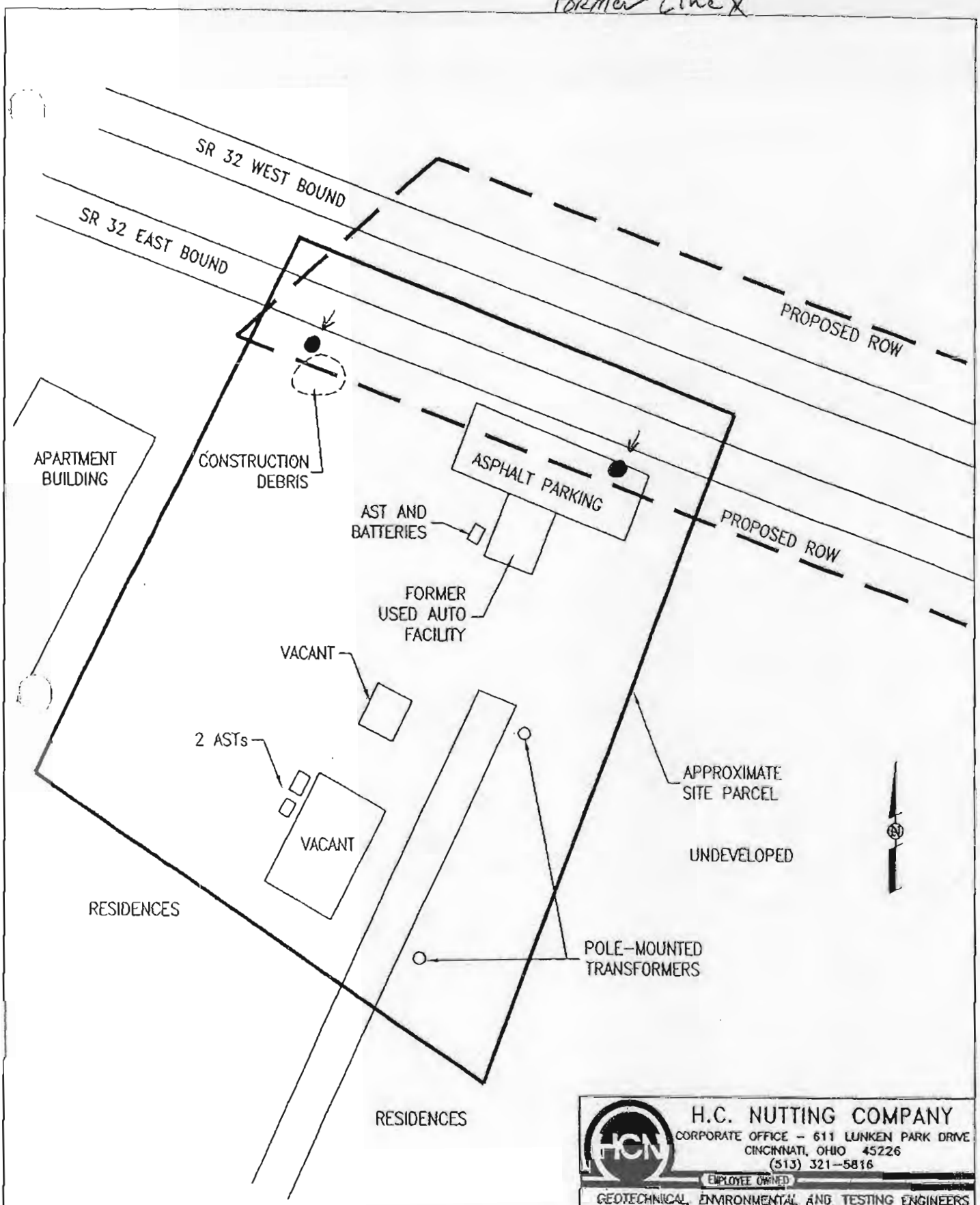
PARCEL DIAGRAM SITE #356

MIDAS
620 RUST LANE
CLE-IR 275-10.40, PID#22972

SCALE: NTS	09-08-04	DWG NO: 04427.140 DWG ID.620RUSTLN140kd


PROPOSED ROW
UNDEVELOPED
OLD SR 74
PROPOSED ROW
POLE-MOUNTED TRANSFORMERS
APPROXIMATE PARCEL BOUNDARY
SPEEDWAY GASOLINE STATION
PAINT BOOTH
AUTOMOTIVE REPAIR AREAS
CINCINNATI EAST OFFICE BUILDING
55-GALLON DRUMS
DUMPSTER
SR 32
ODOT Recommended Boring Locations
PROPOSED BORING LOCATION
H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #311
WOODS COLLISION CENTER
627 OLD SR 74
CLE-IR 275-10.40, PID#22972
SCALE: NTS
09-08-04
DWG NO: 04427.140

Former Line X

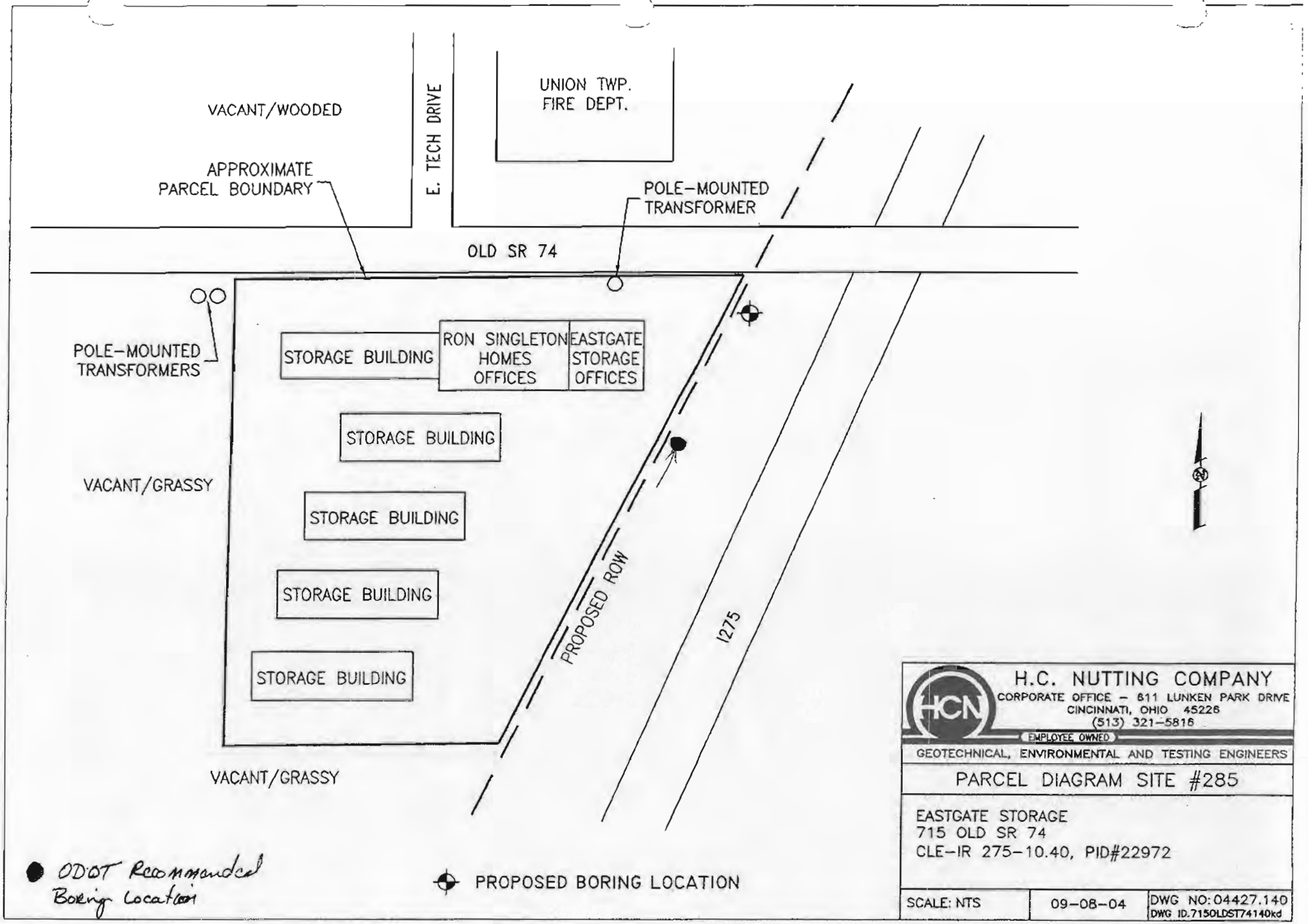


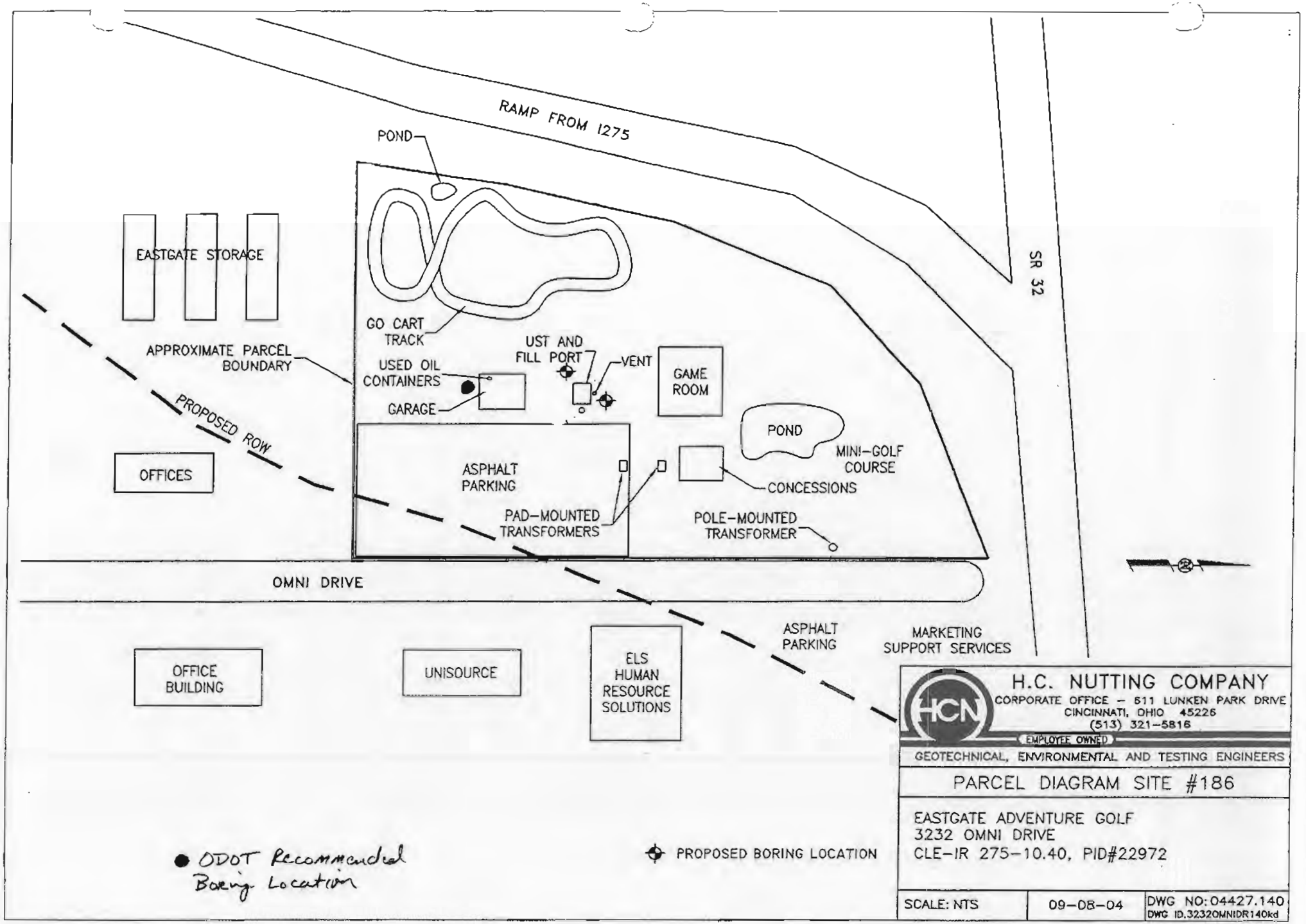
H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS

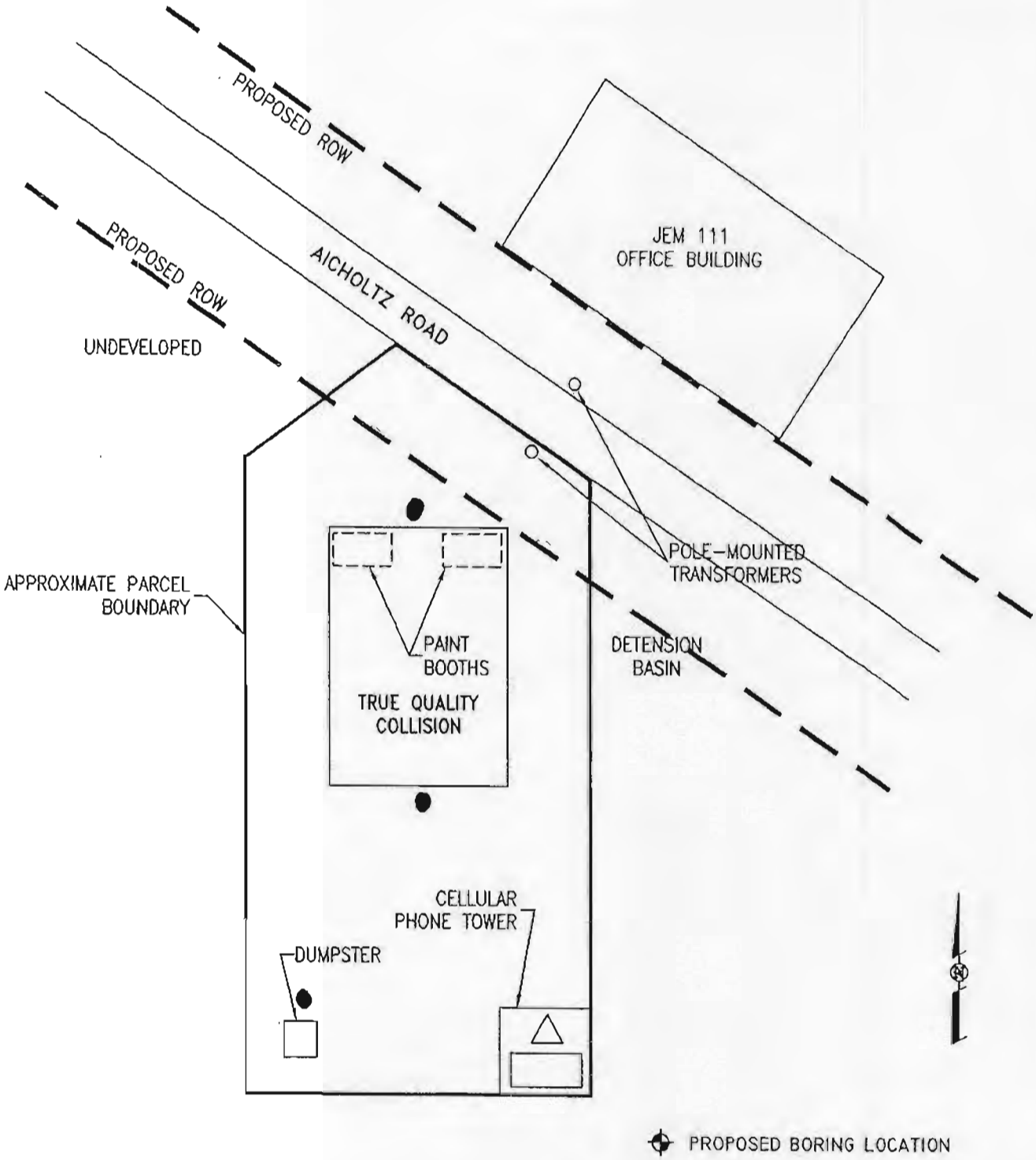
PARCEL DIAGRAM SITE #415

KOI AUTO PARTS
508 OLD SR 74
CLE-IR 275-10.40, PID#22972

● ODOT Recommended Boring Locations


VACANT/WOODED
E. TECH DRIVE
UNION TWP.
FIRE DEPT.
APPROXIMATE
PARCEL BOUNDARY
POLE-MOUNTED
TRANSFORMER
OLD SR 74
POLE-MOUNTED
TRANSFORMERS
STORAGE BUILDING
RON SINGLETON
HOMES
OFFICES
EASTGATE
STORAGE
OFFICES
STORAGE BUILDING
VACANT/GRASSY
STORAGE BUILDING
STORAGE BUILDING
STORAGE BUILDING
PROPOSED ROW
I275
VACANT/GRASSY
ODOT Recommended
Boring Location
PROPOSED BORING LOCATION
H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #285
EASTGATE STORAGE
715 OLD SR 74
CLE-IR 275-10.40, PID#22972
SCALE: NTS
09-08-04
DWG NO: 04427.140
DWG ID.7150LDST74140kd


RAMP FROM I275
POND
EASTGATE STORAGE
GO CART TRACK
APPROXIMATE PARCEL BOUNDARY
USED OIL CONTAINERS
UST AND FILL PORT
VENT
GAME ROOM
GARAGE
PROPOSED ROW
POND
MINI-GOLF COURSE
OFFICES
ASPHALT PARKING
CONCESSIONS
PAD-MOUNTED TRANSFORMERS
POLE-MOUNTED TRANSFORMER
SR 32
OMNI DRIVE
ASPHALT PARKING
MARKETING SUPPORT SERVICES
OFFICE BUILDING
UNISOURCE
ELS HUMAN RESOURCE SOLUTIONS
ODOT Recommended Boring Location
PROPOSED BORING LOCATION
H.C. NUTTING COMPANY
CORPORATE OFFICE – 511 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #186
EASTGATE ADVENTURE GOLF
3232 OMNI DRIVE
CLE-IR 275-10.40, PID#22972
SCALE: NTS
09-08-04
DWG NO: 04427.140
DWG ID.3232OMNIDR140kd



H.C. NUTTING COMPANY
CORPORATE OFFICE - 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS

PARCEL DIAGRAM #124

TRUE QUALITY COLLISION
4425 AICHOLTZ ROAD
CLE-IR 275-10.40, PID#22972

SCALE: NTS	09-08-04	DWG NO: 04427.140 DWG ID. 4425AICHOLTZ.DGN

● ODOT Recommended Boring Locations

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Hans Jindal, District 8 Deputy Director
Attn: Keith Smith

DATE: March 21, 2007

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Environmental Site Assessment Screening Addendum

PROJECT: CLE – 275 – 10.15

PID: 76289

This office has reviewed the Environmental Site Assessment (ESA) Screening Addendum for the above referenced project which was completed by Balke American.

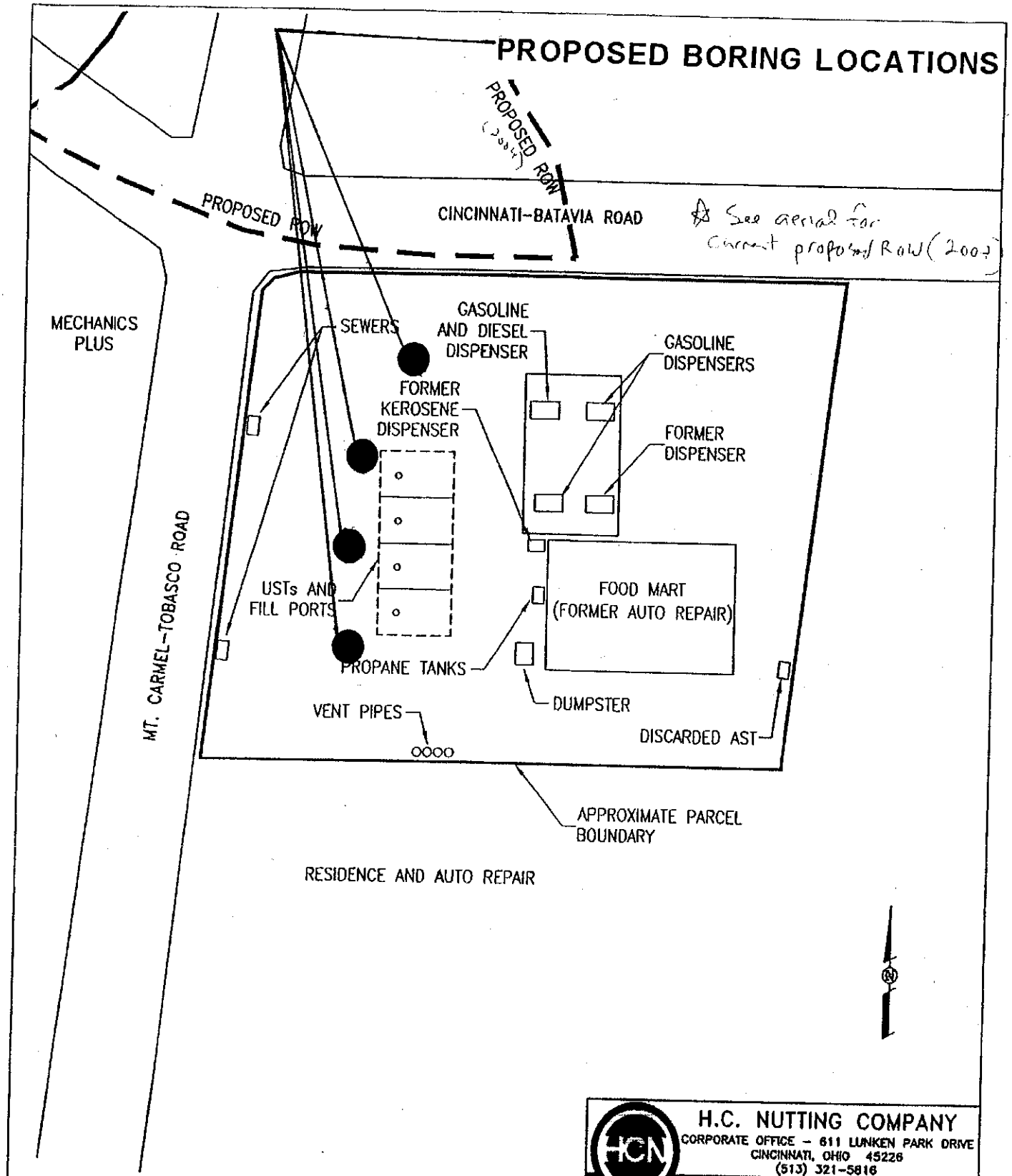
Based on the additional information provided, we concur with the consultant that a Phase I ESA is warranted for Mechanics Plus Auto Repair located at 539 Old SR 74.

If you have any questions or concerns, please contact Craig Kerscher, Environmental Specialist, at (614) 752-2175.

TMH:ctk

cc: File w/attachment
Reading file

POSSIBLE WHOLE TAKE

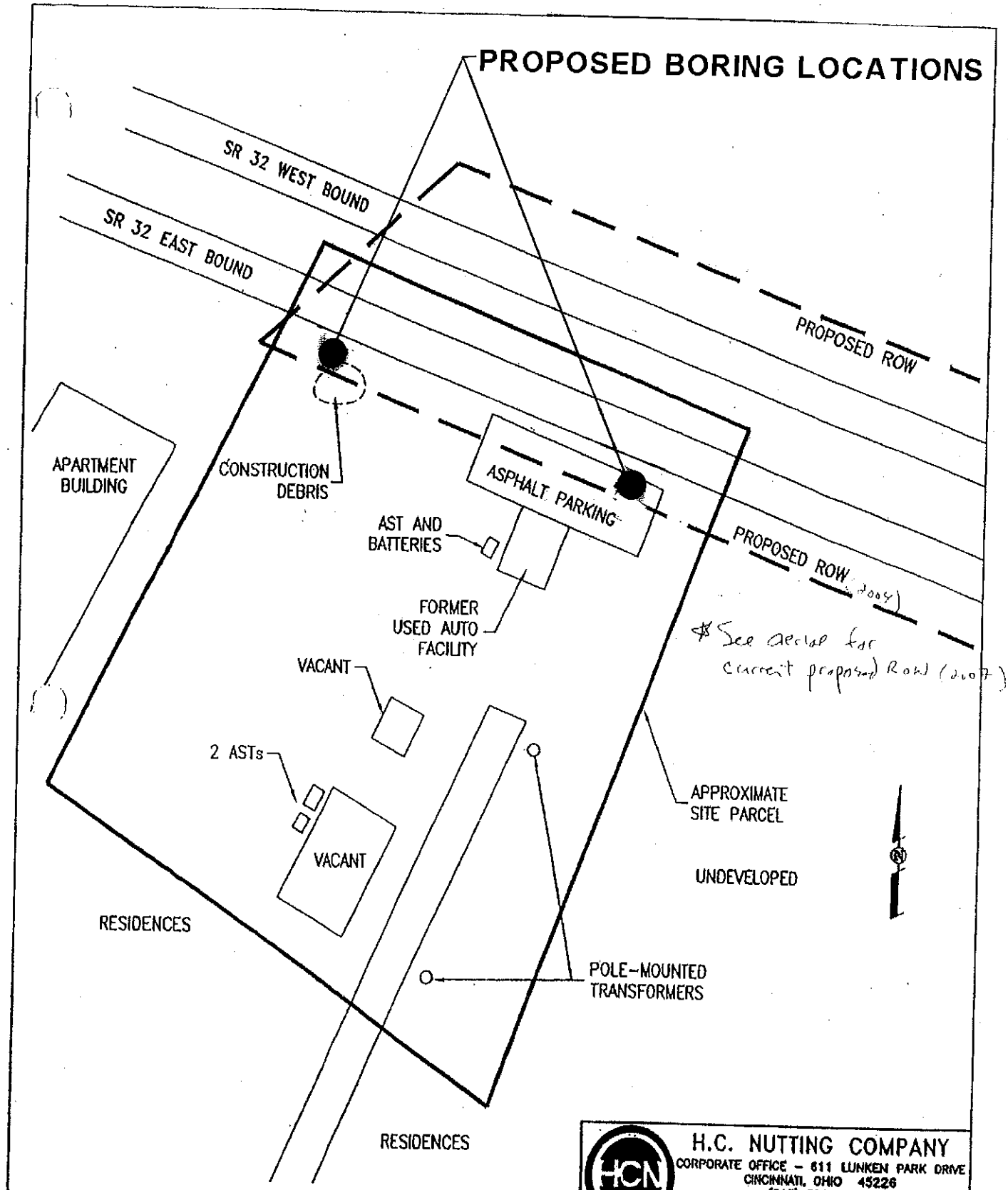


H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS

PARCEL DIAGRAM SITE #352

[redacted]
4514 MT. CARMEL-TOBASCO ROAD
CLE-IR 275-10.40, PID#22972

SCALE: NTS	09-08-04	DWG NO: 04427.140 DWG ID:4514MTCARMEL140kd

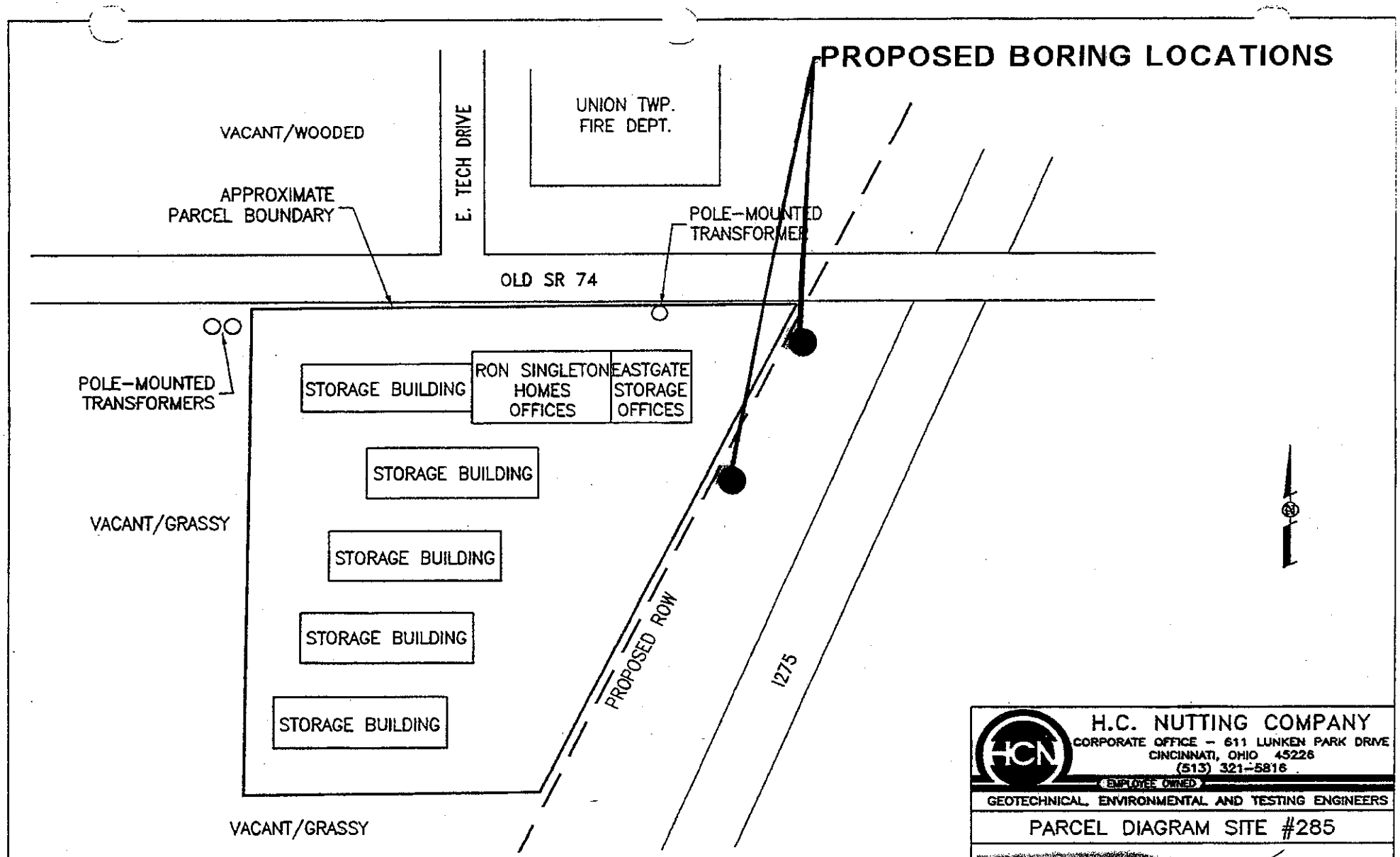


H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL, AND TESTING ENGINEERS

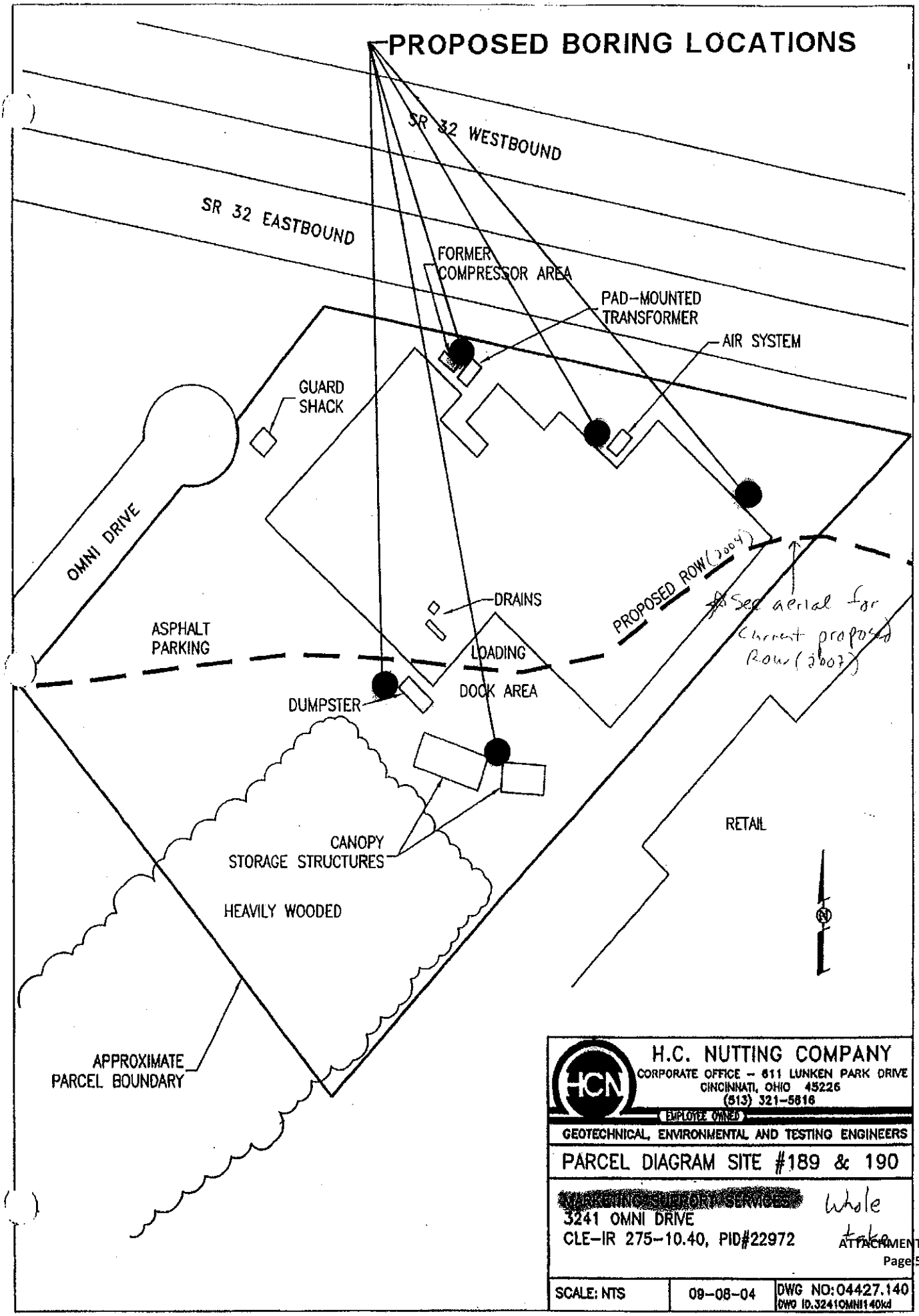
PARCEL DIAGRAM SITE #415

~~KOI AUTO PARTS~~ [redacted]
508 OLD SR 74
CLE-IR 275-10.40, PID#22972

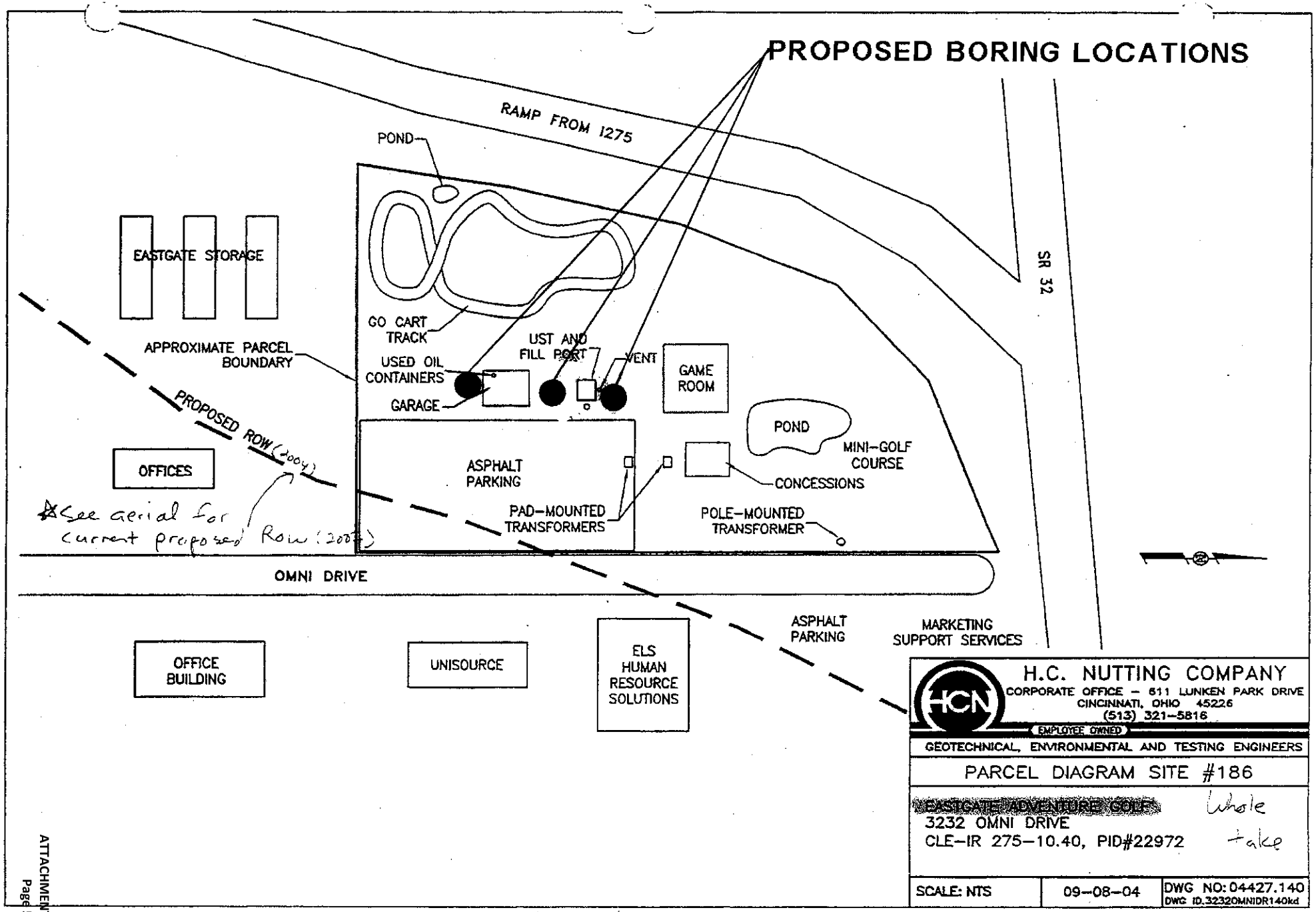
Strip take

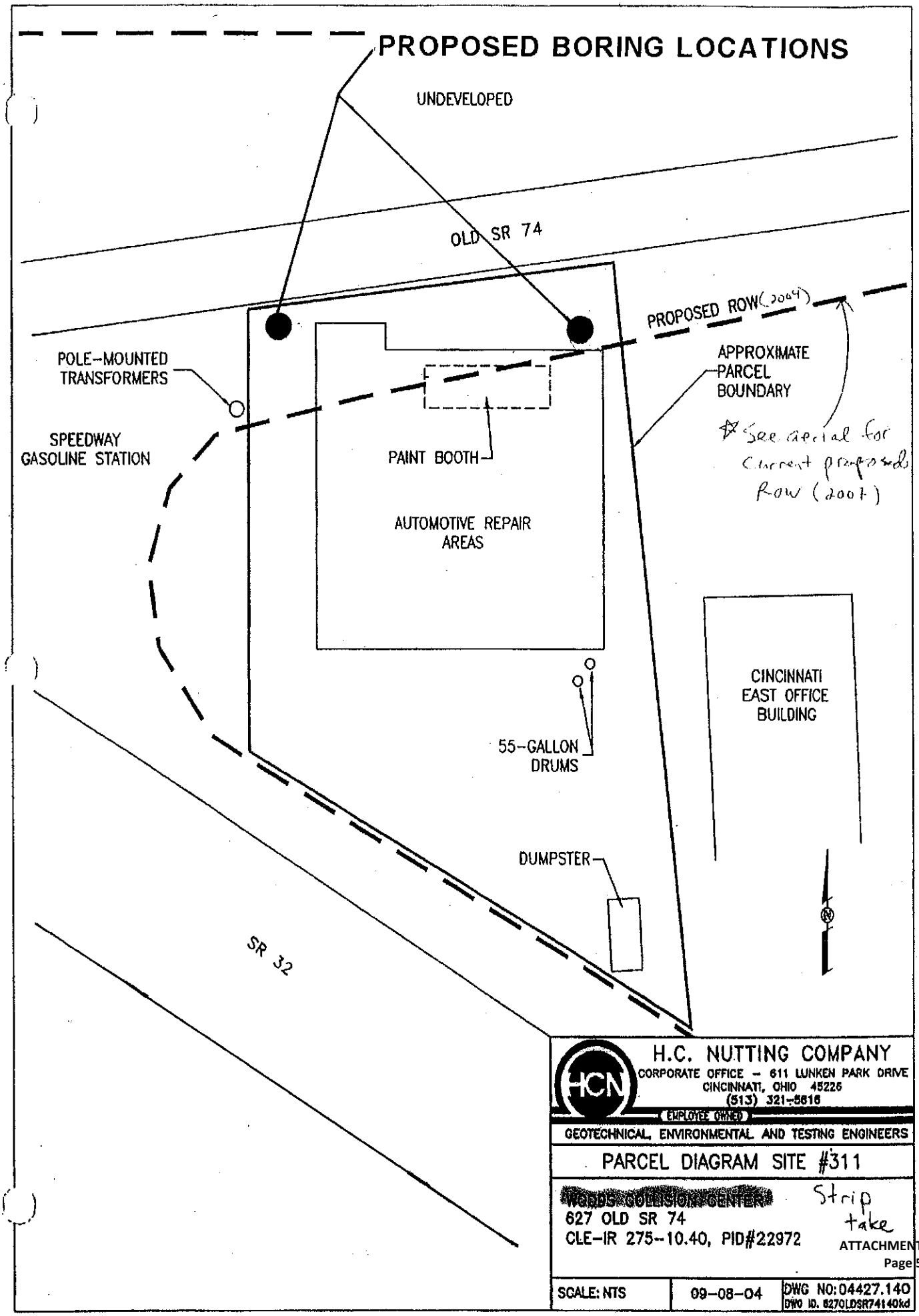

PROPOSED BORING LOCATIONS
VACANT/WOODED
APPROXIMATE PARCEL BOUNDARY
E. TECH DRIVE
UNION TWP. FIRE DEPT.
POLE-MOUNTED TRANSFORMER
OLD SR 74
POLE-MOUNTED TRANSFORMERS
STORAGE BUILDING
RON SINGLETON HOMES OFFICES
EASTGATE STORAGE OFFICES
STORAGE BUILDING
VACANT/GRASSY
STORAGE BUILDING
STORAGE BUILDING
STORAGE BUILDING
PROPOSED ROW
I275
VACANT/GRASSY
H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #285
EASTGATE STORAGE
715 OLD SR 74
CLE-IR 275-10.40, PID#22972
Strip take
SCALE: NTS
09-08-04
DWG NO: 04427.140
DWG ID.7150LDST74140kd

WHOLE TAKE

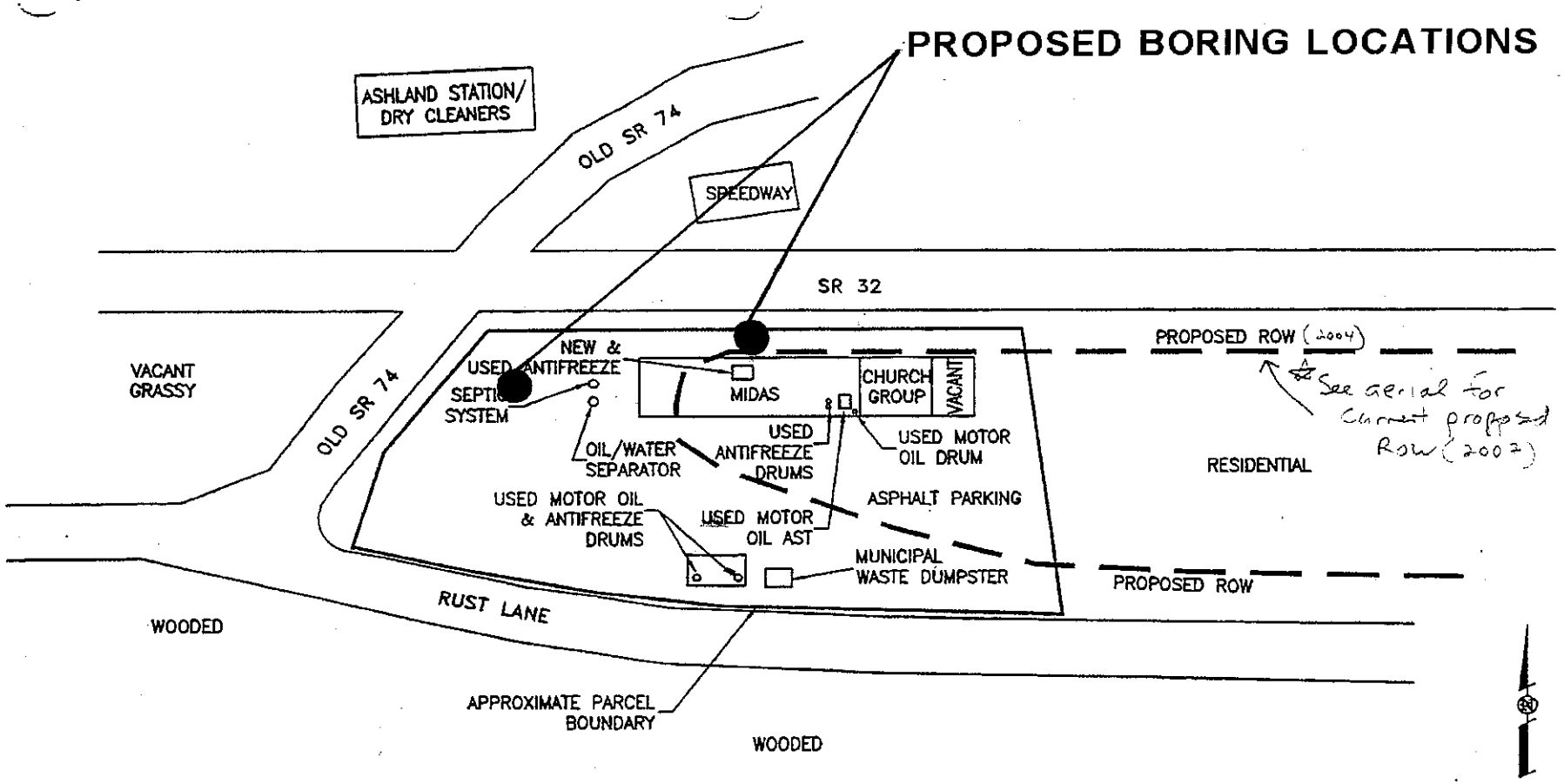

PROPOSED BORING LOCATIONS
SR 32 WESTBOUND
SR 32 EASTBOUND
FORMER COMPRESSOR AREA
PAD-MOUNTED TRANSFORMER
AIR SYSTEM
GUARD SHACK
OMNI DRIVE
PROPOSED ROW (2004)
See aerial for Current proposed Row (2007)
DRAINS
ASPHALT PARKING
LOADING DOCK AREA
DUMPSTER
CANOPY
STORAGE STRUCTURES
HEAVILY WOODED
RETAIL
N
APPROXIMATE PARCEL BOUNDARY
H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #189 & 190
[redacted]
3241 OMNI DRIVE
CLE-IR 275-10.40, PID#22972
Whole take
SCALE: NTS
09-08-04
DWG NO:04427.140
DWG ID.3241OMNI140kd

WHOLE TAKE


PROPOSED BORING LOCATIONS
RAMP FROM I275
POND
EASTGATE STORAGE
GO CART TRACK
APPROXIMATE PARCEL BOUNDARY
USED OIL CONTAINERS
UST AND FILL PORT
VENT
GAME ROOM
GARAGE
PROPOSED ROW (2004)
POND
MINI-GOLF COURSE
OFFICES
ASPHALT PARKING
CONCESSIONS
PAD-MOUNTED TRANSFORMERS
POLE-MOUNTED TRANSFORMER
*See aerial for current proposed Row (2007)
SR 32
OMNI DRIVE
OFFICE BUILDING
UNISOURCE
ELS HUMAN RESOURCE SOLUTIONS
ASPHALT PARKING
MARKETING SUPPORT SERVICES
H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #186
EASTGATE ADVENTURE GOLF
3232 OMNI DRIVE
CLE-IR 275-10.40, PID#22972
whole take
SCALE: NTS
09-08-04
DWG NO: 04427.140
DWG ID.3232OMNIDR140kd


PROPOSED BORING LOCATIONS
UNDEVELOPED
OLD SR 74
PROPOSED ROW (2004)
POLE-MOUNTED TRANSFORMERS
APPROXIMATE PARCEL BOUNDARY
SPEEDWAY GASOLINE STATION
PAINT BOOTH
AUTOMOTIVE REPAIR AREAS
CINCINNATI EAST OFFICE BUILDING
55-GALLON DRUMS
DUMPSTER
SR 32
N
H.C. NUTTING COMPANY
CORPORATE OFFICE - 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #311
627 OLD SR 74
CLE-IR 275-10.40, PID#22972
SCALE: NTS
09-08-04
DWG NO: 04427.140

Strip take



H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5818
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS

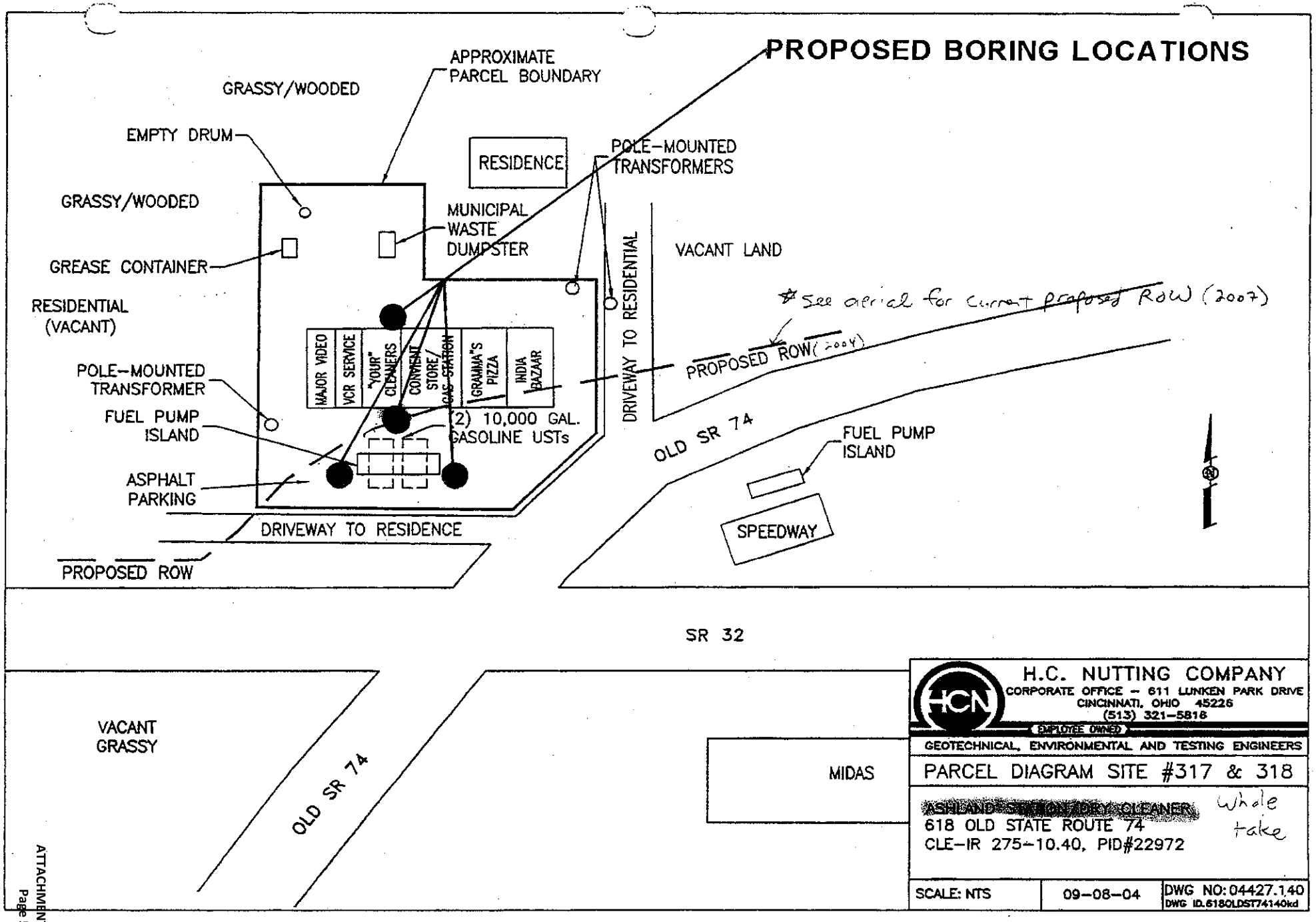
PARCEL DIAGRAM SITE #356

MIDAS
620 RUST LANE
CLE-IR 275-10.40, PID#22972

Strip take

SCALE: NTS	09-08-04	DWG NO: 04427.140 DWG ID.620RUSTLN140kd

WHOLE TAKE


PROPOSED BORING LOCATIONS
APPROXIMATE PARCEL BOUNDARY
GRASSY/WOODED
EMPTY DRUM
RESIDENCE
POLE-MOUNTED TRANSFORMERS
GRASSY/WOODED
MUNICIPAL WASTE DUMPSTER
GREASE CONTAINER
VACANT LAND
RESIDENTIAL (VACANT)
* See aerial for current proposed ROW (2007)
PROPOSED ROW (2004)
MAJOR VIDEO
VCR SERVICE
"YOUR" CLEANERS
CONVENIENT STORE/ GAS STATION
GRAMMA'S PIZZA
INDIA BAZAAR
DRIVEWAY TO RESIDENTIAL
POLE-MOUNTED TRANSFORMER
FUEL PUMP ISLAND
(2) 10,000 GAL. GASOLINE USTs
OLD SR 74
FUEL PUMP ISLAND
ASPHALT PARKING
SPEEDWAY
DRIVEWAY TO RESIDENCE
PROPOSED ROW
SR 32
VACANT GRASSY
OLD SR 74
MIDAS
H.C. NUTTING COMPANY
CORPORATE OFFICE – 611 LUNKEN PARK DRIVE
CINCINNATI, OHIO 45226
(513) 321-5816
EMPLOYEE OWNED
GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
PARCEL DIAGRAM SITE #317 & 318
ASHLAND STATION/DRY CLEANER
618 OLD STATE ROUTE 74
CLE-IR 275-10.40, PID#22972
Whole take
SCALE: NTS
09-08-04
DWG NO: 04427.140
DWG ID.618OLDST74140kd

ATTACHMENT I2

CLE-275-10.15 ESA Screening Addendum - ODOT IOC

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Hans Jindal, District 8 Deputy Director
Attn: Keith Smith

DATE: March 21, 2007

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Environmental Site Assessment Screening Addendum

PROJECT: CLE – 275 – 10.15

PID: 76289

This office has reviewed the Environmental Site Assessment (ESA) Screening Addendum for the above referenced project which was completed by Balke American.

Based on the additional information provided, we concur with the consultant that a Phase I ESA is warranted for Mechanics Plus Auto Repair located at 539 Old SR 74.

If you have any questions or concerns, please contact Craig Kerscher, Environmental Specialist, at (614) 752-2175.

TMH:ctk

cc: File w/attachment
Reading file

ATTACHMENT I3

CLE-275-10.15 Phase I ESA Addendum - ODOT IOC's

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Hans Jindal, District 8 Deputy Director **DATE:** January 3, 2008
Attn: Keith Smith

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Phase I Environmental Site Assessment Addendum

PROJECT: CLE – 275/32 – 10.40 **PID:** 22972

This office has reviewed the Phase I Environmental Site Assessment (ESA) Addendum for the above referenced project prepared by Entran.

Based on the information provided, we believe that a Phase II ESA is warranted for the project as follows:

Name	Address	Proposed Action	# of Wells	# of Borings	Test Method(s)
Ashland Station/ Dry Cleaners	618 Old SR 74	Whole Take	4 (20 ft)	4 (20 ft)	Soil & G.W. BTEX/MTBE – 8260 or 8270, & PAHs - 8100
Midas Muffler	620 Rust Lane	Strip ROW Take	N/A	2 (10 ft)	Soil VOCs – 8260, SVOCs – 8270, & RCRA Metals - 6010
Woods Collision Center	627 Old SR 74	Strip ROW Take	N/A	2 (10 ft)	Soil VOCs – 8260, SVOCs – 8270, & RCRA Metals – 6010
Eastgate Adventure Golf	3232 Omni Drive	Whole Take	3 (20 ft)	3 (20 ft)	Soil & G.W. VOCs – 8260 & SVOCs – 8270
Marketing Support Services	3241 Omni Drive	Whole Take	5 (20 ft)	5 (20 ft)	Soil & G.W. VOCs – 8260, SVOCs – 8270, & RCRA Metals – 6010
Eastgate Storage	715 Old SR 74	Strip ROW Take	N/A	2 (10 ft)	Soil VOCs – 8260 & SVOCs – 8270
Former Line X	508 Old SR 74	Strip ROW Take	N/A	2 (10 ft)	Soil VOCs – 8260, SVOCs – 8270, & Cyanides – 9010B
Sunoco Gas Station	4514 Mount Carmel-Tob. Road	Possible Whole Take	4 (20ft)	4 (20 ft)	Soil & G.W. BTEX/MTBE – 8260 or 8270, & PAHs - 8100

Note: there are maps indicating the proposed boring locations attached to this IOC.

If you have any questions or concerns, please contact Craig Kerscher, Environmental Specialist, at (614) 752-2175.

TMH:ctk

Attachments

cc: File w/attachment
Reading file

02-13-08 P03:47 IN

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Hans Jindal, District 8 Deputy Director
Attn: Keith Smith

DATE: February 12, 2008

RECEIVED
FEB 19 2008
BY:

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Phase I Environmental Site Assessment Addendum

PROJECT: CLE – 275 – 10.15

PID: 76289

This office has reviewed the Phase I Environmental Site Assessment (ESA) Addendum concerning the FSK Investments/Mechanics Plus Auto Repair facility (539 Old SR 74) for the above referenced project, which was prepared by ENTRAN.

Based on no right-of-way (ROW) take nor any immediately adjacent construction activity, we concur with the consultant that no further environmental site assessment is warranted for FSK Investments/Mechanics Plus Auto Repair facility. However, if plans change and ROW is required from this site, then further environmental site assessment may be necessary.

If you have any questions or concerns, please contact Craig Kerscher, Environmental Specialist, at (614) 752-2175.

TMH:ctk

cc: File w/attachment
Reading file

ATTACHMENT I4

CLE-275-10.15 Phase II ESA (8 Properties) - ODOT IOC

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Hans Jindal, District 8 Deputy Director
Attn: Keith Smith

DATE: November 17, 2008

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

RECEIVED
NOV 25 2008
BY:

SUBJECT: Phase II Environmental Site Assessment

PROJECT: CLE – 275/32 – 10.40

PID: 76289

This office has reviewed the Phase II Environmental Site Assessment (ESA) for the above referenced project prepared by Burgess & Niple, Inc.

Based on the information provided, we believe that a Plan Note for petroleum contaminated soil (PCS) should be developed and incorporated into the plans for the Former Ashland Station (618 Old SR 74), Eastgate Storage (715 Old SR 74), and Sunoco Gas Station (4514 Mount Carmel-Tobasco Road). Attached for your files is one copy of the subject report.

If you have any questions or concerns, please contact Craig Kerscher, Environmental Specialist, at (614) 752-2175.

TMH:ctk

Attachment

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ATTACHMENT I5

Aicholtz Connector ESA Screening – ODOT IOC

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Hans Jindal, District 8 Deputy Director
Attn: Keith Smith

DATE: April 6, 2010

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Environmental Site Assessment Screening Addendum

PROJECT: CLE – CR 3 (Alicholtz Connector) **PID:** 82553

This office has reviewed the Environmental Site Assessment (ESA) Screening Addendum for the above referenced project which was prepared by ENTRAN.

Based on the information provided, we concur with the consultants recommendations with the following exception:

Since a previous ESA Screening Addendum IOC dated March 21, 2007 already recommended a Phase I ESA be performed for Mechanics Plus Auto Repair (539 Old SR 74), another Phase I ESA is not warranted.

If you have any questions or concerns, please contact Craig Kerscher, Environmental Specialist, at (614) 752-2175.

TMH:ctk

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APR 09 2010
BY:

ATTACHMENT I6

Aicholtz Connector Phase I ESA – ODOT IOC

OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services

TO: Steve Mary, District 8 Deputy Director
Attn: Keith Smith

DATE: June 3, 2011

RECEIVED
JUN 08 2011
BY:

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Phase I Environmental Site Assessment

PROJECT: CLE – CR 3 – Aicholtz Connector **PID:** 82553

This office has reviewed the Phase I Environmental Site Assessment (ESA) for the above referenced project prepared by ENTRAN.

Based on the information provided, we believe that no further environmental site assessment is warranted for the two sites covered by the subject report.

A previously completed Phase I ESA for the CLE – 275 – 10.40 project (PID: 22972) found that the True Quality Collision (4425 Aicholtz Road) warranted a Phase II ESA. However, this site was a whole take under that project. Under the subject project, the site is limited to a small amount of frontage impact for driveway reconstruction work. Therefore, a Phase II ESA is not warrant for True Quality Collision under this project.

If you have any questions or concerns, please contact Craig Kerscher, Environmental Specialist, at (614) 752-2175.

TMH:ctk

cc: Andy Fluegemann, D-8
File w/attachment

ATTACHMENT J

MISCELLANEOUS

Attachment J1 Information Sources

ATTACHMENT J1

Information Sources

INFORMATION SOURCES

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