

JEFF HALL  
MAYOR  
Telephone (740) 670-7512  
Fax (740) 349-5911



BRIAN MOREHEAD, P.E.  
CITY ENGINEER  
Telephone (740) 670-7727  
Fax (740) 349-5911

Department of Public Service  
Division of Engineering

October 6, 2016

**Subject: Responses to Public Comments**  
**Cherry Valley Road Bridge over Raccoon Creek**  
**Project: LIC-CR128-0.97; PID 87642**  
**City of Newark, Licking County, Ohio**

Dear Resident/Property-Business Owner/Interested Citizen:

The City of Newark Division of Engineering conducted an open house public involvement meeting on June 22, 2016 to present the feasible alternative designs for a new bridge crossing on Cherry Valley Road over Raccoon Creek in the City of Newark, Ohio. The meeting was held from 5:00 PM to 7:00 PM at Hospice of Central Ohio located at 2269 Cherry Valley Road, Newark, Ohio.

The purpose of the project is to construct a new bridge over Raccoon Creek in order to maintain a safe, reliable route of travel on Cherry Valley Road. The existing stone and concrete "Showman Arch Bridge", which was originally built around 1825 as part of the Granville Feeder for the Ohio and Erie Canal, is structurally deficient and in need of replacement. This project also will incorporate several goals and objectives, with the principal issues being: preserve the existing bridge, optimize traffic safety, support Licking County's long-term thoroughfare plan, and promote long-term economic development along Thornwood Drive.

The purpose of the public involvement meeting was to solicit comments from the public and stakeholders regarding the preliminary design that has been completed and on the preferred alternative (Alternative 4 - Direct Connection with a Roundabout). A total of sixty-one (61) people attended the June 22, 2016 meeting, and twenty-four (24) public comment documents were received, via completed comment sheets, letters, or e-mails. A summary of the public comments and the response to each comment is attached to this letter.

A copy of this letter and the summary of public comment responses also have been posted on the City of Newark's website at the following link:

<http://www.newarkohio.net/city-services/projects/cherry-valley-road-bridge-over-raccoon-creek>

Should you have any questions regarding the project, please contact:

Brian R. Morehead, P.E.  
City Engineer  
40 West Main Street  
Newark, OH 43055

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

Respectfully,

Brian R. Morehead, P.E.  
City of Newark Engineer



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
1	Can you send plan? We will not be able to attend 6/22; out of town.	Responded with an email that contained a link to the project documents on the City of Newark's website:  <a href="http://www.newarkohio.net/city-services/projects/cherry-valley-road-bridge-over-raccoon-creek">http://www.newarkohio.net/city-services/projects/cherry-valley-road-bridge-over-raccoon-creek</a>
2	Cannot attend the meeting; however, have a couple of questions: When will the groundbreaking take place? Will Reddington and/or Thornwood Roads be widened?	The project construction currently is scheduled to begin in Spring 2020.  Neither Reddington Road nor Thornwood Drive will be constructed with additional lanes beyond the entry/exit approaches to the roundabout. Both will be reconstructed with new curb and gutter and wider graded shoulders from the roundabout approaches to the ends of the work.
3	Comment sheet is attached, as well as a crude drawing of suggested changes to the Cherry Valley/Reddington intersection in Alternative #4 (my favorite choice). (NOTE: hand sketches were attached to the comment sheet).  I don't think there is very much traffic coming from the east on Reddington, so it would seem better to have Cherry Valley Road be the primary highway, with the section of Reddington east of Cherry Valley being a small secondary road coming into a T intersection. Thanks for the opportunity to get in my 2 cents worth. 1. I prefer Alternative #4 - roundabouts are better than lights. 2. I do not have property in the area, but I commute daily from Alexandria to PCA on	The roundabout is shown with a 150-foot inscribed circle, which can accommodate a 68.5-foot long tractor-trailer truck. The horizontal alignment taper and curvature of each intersecting roadway, and corresponding placement of the splitter islands, will be designed to reduce the speed of vehicles entering the roundabout to approximately 25 mph.  In the next design phase, necessary improvements at the Cherry Valley Road/Reddington Road intersection will be developed that will provide additional pavement areas for tractor-trailer trucks to negotiate the northbound left turn and eastbound right turn without encroaching into the opposing lanes.  In the next design phase, the projected traffic movements at the existing Cherry Valley Road/Reddington Road intersection will be

October 5, 2016

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



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
3	<p>S. 21st Street, so I am familiar with the traffic patterns.</p> <p>Concerns:</p> <p>1. Is the radius of the roundabout big enough for the large trucks that currently use Cherry Valley Rd. to get to the industrial park on Main St.? I can envision a log truck driving too fast and losing a load.</p> <p>2. Will the Reddington/Cherry Valley intersection in Alt. 4 be able to handle the truck traffic? Right hand turns from Reddington to Cherry Valley will be difficult (think of the Rt. 37/Rt. 62 intersection in Johnstown).</p> <p>3. I would like that intersection to be some type of continuous flow with Cherry Valley Rd. being the main thoroughfare (or a 3-way roundabout).</p>	<p>analyzed to determine what adjustments to the traffic signal timing and lane configurations would be appropriate to allow for more efficient traffic flow.</p>
4	<p>I speak on behalf of the Granville Historical Society that Alternative 4 is a good solution in that it not only simplifies the traffic pattern, it also saves the Showman Arch Bridge from demolition. We will support any future action that will preserve and restore the Showman Arch Bridge as one of Licking County's historic treasures. I am willing to participate in future discussions on how best to restore and reuse this structure.</p>	<p>The existing bridge (Showman Arch Bridge) would be retained with all four alternatives that were studied.</p>
5	<p>As someone who bikes down River Rd. to Reddington to take the bike trail into Newark, it is currently a difficult route to get to the trail. You have the intersection at Thornwood, the curve, go to the light at</p>	<p>The addition of a new bike trail or bike lanes is not included with this project. The City of Newark will look for opportunities to construct new bike and pedestrian facilities in the future as funding becomes available.</p>

October 5, 2016

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



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
5	Cherry Valley, go north to the parking lot, ride through the lot, and finally get to the trail. Adding bike lanes or a trail access point to the east of the current Cherry Valley lot would improve safety, especially if one of the goals is to improve truck access, adding more traffic to Thornwood Drive.	
6	What would be the possibility of running the power lines underground due to the ground being manipulated for construction of the roads?	This option can be discussed with AEP. However, electric utility companies typically do not bury their transmission and distribution power lines due to the initial construction, maintenance, and replacement costs involved.
7	I vote to save the Showman bridge.	The existing bridge (Showman Arch Bridge) would be retained with all four alternatives that were studied.
8	We prefer Alternate Plan 3 with signal at River Rd. and Thornwood. Cars come fast - hard to see looking up Thornwood from River Rd. Will River Rd. entrance off Rt. 16 be closed when interchange is finished? This would really help with the amount of traffic, especially between the hours of 6 am to 8 am and 3:30 to approximately 6 or 7 pm. If not then, perhaps be closed when proposed changes at Reddington and Thornwood are complete, which I have heard will not be started till 2020?	<p>Your comment will be considered as the project development continues in the next design phase. During the conceptual design for Alternative 4, the roundabout was situated at an appropriate location based on the alignments and approach angles of the intersecting roadways. Additionally, the horizontal alignment taper and curvature of each intersecting roadway, and corresponding placement of the splitter islands, will be designed to reduce the speed of vehicles entering the roundabout to approximately 25 mph. Unlike roundabouts, signalized intersections do not tend to lower the speeds of approaching vehicles on a continual basis.</p> <p>The River Road intersection with SR-16 is not located within the corporation limits of the City of Newark and is not part of this project. Any concerns with the intersection should be</p>

October 5, 2016

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



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
8		addressed to ODOT District 5 and the Village of Granville as a separate issue.
9	My concern is the amount of truck traffic that will come down Thornwood past Reddington Village. Have the studies examined this issue? Otherwise, the plan looks reasonable and perhaps the best alternative.	Traffic analyses, including truck traffic volumes, were performed for all four alternatives by the ODOT Office of Technical Services in conjunction with the Licking County Area Transportation Study.
10	Is it possible to have sound barriers along Thornwood Rd? Please consider re-routing large trucks off Thornwood and Reddington Roads.	Noise analyses will be performed and any potential mitigation measures evaluated during the next design phase.  Long-term planning for a new Cherry Valley Road bridge over Raccoon Creek began as early as 1971 when a potential realignment of Cherry Valley Road, between Thornwood Drive and Newark-Granville Road, was included in the City of Newark's <i>Land Use and Thoroughfare Plan</i> . This concept was revisited in several planning studies over the next four decades, the most recent being the <i>Transportation Moves 2035 Long-Range Multi-Modal Transportation Plan</i> , prepared by LCATS in 2012. All of the studies have envisioned the Thornwood Drive/Cherry Valley Road corridor as a potential bypass route for SR-79, and have included a direct connection from the Thornwood Drive/Reddington Road intersection to a new interchange on SR-16. In addition, both Thornwood Drive and Reddington Road are public roads that are open to use by all legal vehicles, as authorized in the Ohio Revised Code and City of Newark ordinances.
11	We live in Reddington Village and can view Thornwood hill from our sunroom, and we see trucks flying down (and up) the	The horizontal alignment taper and curvature of each intersecting roadway, and corresponding placement of the splitter islands, will be designed

October 5, 2016

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





**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
11	<p>hill and really doubt they will slow down in time for a roundabout. We should have fewer trucks rather than more. Getting out of RV (Reddington Village) and onto Thornwood is often difficult, so our entrance and then a roundabout seems complicated rather than safer. Are the homes and businesses along Cherry Valley being pushed out of business due to difficulty getting there?</p>	<p>to reduce the speed of vehicles entering the roundabout to approximately 25 mph.</p> <p>Both Thornwood Drive and Reddington Road are public roads that are open for use by all legal vehicles, as authorized in the Ohio Revised Code and City of Newark ordinances.</p> <p>Preliminary analyses indicate the proposed improvements are not expected to significantly impact ingress/egress maneuvers from Reddington Village; however, the City is willing to work with Reddington Village to explore alternatives for a second entrance prior to the start of construction in 2020.</p> <p>Full access to Cherry Valley Road, north of the Thornwood Crossing intersection and south of the Reddington Road intersection, will be maintained with no restrictions during the project's construction and after the project is completed.</p>
12	<p>I live in the Reddington Village Condos located at the corner of Thornwood Drive and Reddington Road. My concern with the completion of the Thornwood Crossing is twofold:</p> <ol style="list-style-type: none"> <li>1. The tremendous increase in traffic from both Cherry Valley Road and the newly created bypass of Heath and Newark. Is it possible for the overall project to include a second entrance to Reddington Village?</li> <li>2. The increase of noise that will come from the increased traffic, especially the semis, going up the hill on Thornwood Drive west of our village. Is it possible to</li> </ol>	<p>Preliminary analyses indicate the proposed improvements are not expected to significantly impact ingress/egress maneuvers from Reddington Village; however, the City is willing to work with Reddington Village to explore alternatives for a second entrance prior to the start of construction in 2020.</p> <p>Noise analyses will be performed and any potential mitigation measures evaluated during the next design phase.</p>

October 5, 2016

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



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
12	include sound barrier along the east side of Thornwood Drive? Thank you for your consideration.	
13	As president of the Reddington Village Condominium Unit Owners Association, I wish to express that the residents of Reddington Village have some concerns as to how the project will affect our community. Noise, Drainage, Guardrail along Thornwood at the top of the hill, and the future impact of future projects which generate traffic at our only entrance. The current proposed project ends just south of the present River Road intersection with Thornwood. At some time in the future Thornwood Road will be improved and result in the closing of Thornwood again and detouring the traffic which is heading to S.R. 16, down Cherry Valley Road to Reddington Road which would take it past our only access point on Reddington Road. Has there been any consideration to improving Thornwood south to Main street along with this project? Doing this with this project, while Thornwood is closed to traffic, would eliminate a second impact on our community, a detour at a future date and a lot of traffic at our entrance. Please give this some consideration.	It is intended to maintain traffic on Reddington Road and Thornwood Drive during the majority of the proposed project's construction. It is possible that short-term closures will be necessary on each road, which would require detours for through traffic but allow local traffic to be maintained to access the adjacent properties. Construction phasing and maintenance of traffic plans will be prepared as the project development continues in the next design phase.  The planned improvements to Thornwood Drive, south of the Cherry Valley Road Bridge project, will be funded and constructed as a separate project. The timeframe for improving Thornwood Drive is uncertain due to funding constraints. However, the City is continuing to look for ways to advance surrounding improvements prior to construction of the new bridge.
14	Rerouting traffic from Cherry Valley Road onto Reddington Road would be a nightmare for our Reddington Village residents. Besides the 24-hour noise which would occur due to semi trucks, fire trucks, ambulances, etc., there would be	Preliminary analyses indicate the proposed improvements are not expected to significantly impact ingress/egress maneuvers from Reddington Village; however, the City is willing to work with Reddington Village to explore

October 5, 2016

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



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
14	<p>serious safety issues for our residents entering and/or leaving Reddington Village since we only have one entrance. A sound deterrent wall may be necessary, in addition to a second entrance to Reddington Village via Cherry Valley Road. An on-going concern is that a vehicle may lose control and come over the steep hill next to Thornwood Drive causing condo/vehicle damage or injury/death. I am especially concerned when there is snow, ice, or freezing rain on Thornwood Drive as my condo faces the steep part of the hill. A guardrail would be somewhat of a deterrent and could/should be installed immediately. Also, if there are plans to widen Thornwood Drive in this area, provisions should be made to hide the traffic from Reddington Village with shrubbery or a wall. I hope that a decision will not be finalized without seriously considering concerns from the Reddington Village residents.</p>	<p>alternatives for a second entrance prior to the start of construction in 2020.</p> <p>Noise analyses will be performed and any potential mitigation measures evaluated during the next design phase.</p> <p>The installation of roadside safety devices and screening devices/features, between the condominium complex and Thornwood Drive and Reddington Road, will be considered as the project design development continues.</p>
15	<p>In regards to the Showman Arch Bridge - another possible option, save the bridge. I'm surprised no one else mentioned that. As stated in the Advocate article, this bridge was constructed in the mid-1800's, I'll assume as an aqueduct for the canal system. I believe there is one other in the county, but it is on private property. Please consider saving the bridge, and not losing yet another historic link to Licking County's past.</p>	<p>The existing bridge (Showman Arch Bridge) would be retained with all four alternatives that were studied.</p>

October 5, 2016

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





**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
16	I like #4. I like the idea (of) direct connection around about (sic); no traffic signals.	Comment acknowledged.
17	Move round-about further southwest. This would allow Reddington Village residents additional time to enter and/or exit our village, promoting safer conditions.	<p>The roundabout has been situated at an appropriate location based on the alignments and approach angles of the intersecting roadways.</p> <p>Preliminary analyses indicate the proposed improvements are not expected to significantly impact ingress/egress maneuvers from Reddington Village; however, the City is willing to work with Reddington Village to explore alternatives for a second entrance prior to the start of construction in 2020.</p>
18	<p>I would recommend two additions to Plan #3:</p> <ol style="list-style-type: none"> <li>1. Move roundabout closer to exit from Reddington Village.</li> <li>2. Leave existing bridge open to cars only until the improvements to Main St. and James Rd. are complete.</li> </ol>	<p>The roundabout proposed with Alternative 4 has been situated at an appropriate location based on the alignments and approach angles of the intersecting roadways.</p> <p>Cherry Valley Road, between Thornwood Crossing and Reddington Road, including the existing bridge, will remain open to vehicular traffic until construction of the proposed project is completed. After the new crossing is open, the existing Showman Arch Bridge will be closed to traffic due to its structural deficiencies.</p>
19	<ol style="list-style-type: none"> <li>1) Our front door and patio area face Thornwood. We already experience a noise problem at times during heavier traffic. A noise barrier is critical.</li> <li>2) Very concerned about ability to get out of community during peak traffic with all of the W. Main traffic routed to Reddington Rd. prior to the 3rd phase/W. Main project.</li> </ol>	<p>Noise analyses will be performed and any potential mitigation measures evaluated during the next design phase.</p> <p>Preliminary analyses indicate the proposed improvements are not expected to significantly impact ingress/egress maneuvers from Reddington Village; however, the City is willing to work with Reddington Village to explore</p>

October 5, 2016

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



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
19	<p>3) Could round-a-bout be located farther away from our entrance?</p> <p>4) Could we have a gated emergency entrance/exit to Cherry Valley Rd. in the event of an accident at our current entrance?</p>	<p>alternatives for a second entrance prior to the start of construction in 2020.</p> <p>The roundabout has been situated at an appropriate location based on the alignments and approach angles of the intersecting roadways.</p>
20	<p>Obvious Issue/Problem: With heavy traffic flow and emergency units being directed onto Reddington Road, and only one exit onto this road from the Condo Village, it will be extremely hazardous exiting from Reddington Village onto Reddington Road, particularly when turning left to go to State Route 16. Design as it is, relies entirely on driver's ability.</p> <p>Possible Solution: if the Thornwood project connection to West Main Street cannot be done at the same time, recommend leaving Old Cherry Valley Bridge "open" until the W. Main/Thornwood connection is completed.</p> <p>Benefits: Safety. Less noisy to Reddington Village which would have more trucks and more emergency units going past it for a longer period. Quicker response by emergency units to and from Route 16.</p>	<p>Preliminary analyses indicate the proposed improvements are not expected to significantly impact ingress/egress maneuvers from Reddington Village; however, the City is willing to work with Reddington Village to explore alternatives for a second entrance prior to the start of construction in 2020.</p> <p>The planned improvements to Thornwood Drive, south of the Cherry Valley Road Bridge project, will be funded and constructed as a separate project. The timeframe for improving Thornwood Drive is uncertain due to funding constraints.</p> <p>Cherry Valley Road, between Thornwood Crossing and Reddington Road, including the existing bridge, will remain open to vehicular traffic until construction of the proposed project is completed. After the new crossing is open, the existing Showman Arch Bridge will be closed to traffic due to its structural deficiencies.</p>
21	<p>I talked to you about getting projections for traffic flow for option 4 but forgot who I needed to touch base with for those numbers. ODOT? Any direction would be appreciated.</p>	<p>A copy of the certified traffic diagrams was provided.</p>
22	<p>The option being considered, option 4, will only benefit those who have speculated</p>	<p>Long-term planning for a new Cherry Valley Road bridge over Raccoon Creek began as early as 1971</p>

October 5, 2016

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



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
22	<p>on vacant farmland on Thornwood Drive, at the expense of Columbus commuters and emergency service vehicles which use Cherry Valley Road as a vital transportation artery to the west end of Newark. I learned only through the article in the Advocate that what has been called the "Cherry Valley Road interchange project" is now resulting in an exit sign on Route 16 for "Thornwood Crossing." That indicates the decision has already been made, and your "public comment" period is a farce to give the appearance that public input has been sought. If ODOT is, as David Rhodes indicates, pressuring the City to improve access to Thornwood Drive, it's only because the City has chosen to divert traffic from Cherry Valley Road to Thornwood Drive in order to benefit investors such as Robertson Construction. Heath already has splendid access to Interstate 70 and has no need for improved access to Route 16; this plan makes access from the west end of Newark to Route 16 more complicated, and it is the citizens of Newark rather than Heath to whom you owe your duty.</p>	<p>when a potential realignment of Cherry Valley Road, between Thornwood Drive and Newark-Granville Road, was included in the City of Newark's <i>Land Use and Thoroughfare Plan</i>. This concept was revisited in several planning studies over the next four decades, the most recent being the <i>Transportation Moves 2035 Long-Range Multi-Modal Transportation Plan</i>, prepared by LCATS in 2012. All of the studies have envisioned the Thornwood Drive/Cherry Valley Road corridor as a potential bypass route for SR-79, and have included a direct connection from the Thornwood Drive/Reddington Road intersection to a new interchange on SR-16.</p> <p>An important strategy noted in the <i>Destiny 2020 Comprehensive Plan</i>, which was prepared for the City of Newark in 2002, was to provide continued assistance for industrial development along Thornwood Drive. Much of the land surrounding Thornwood Drive is vacant and currently open for development, with several vacant areas incorporated into an Enterprise Zone designated by the Licking County Planning Commission. Construction of Alternative 4 would facilitate the transportation of goods and services to/from the current and future commercial and manufacturing facilities along Thornwood Drive, and thereby assist Licking County's long-term plans for economic development.</p>
23	<p>Concerns for Reddington Village Condominiums at the corner of Thornwood Drive and Reddington Rd. We are a land-locked neighborhood with only one access to our community of 86 homes. ALL residential and commercial traffic will</p>	<p>The roundabout has been situated at an appropriate location based on the alignments and approach angles of the intersecting roadways. Additionally, the horizontal alignment taper and curvature of each intersecting roadway, and corresponding placement of the splitter islands,</p>

October 5, 2016

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



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
23	<p>be exiting and accessing Rte. 16 and Granville near the only entry to Reddington Village Condominiums. This includes ambulances from Licking Memorial Hospital and large semi-tractor trailers from the east side of Main Street; Tamarack Farms, Universal Veneer Mill, International Paper and Holtz Industries. From the drawings it is difficult to judge the distance from our only entrance or the size of the turnaround that will handle the large rigs. Hopefully there can be some resolution for our community and the following ideas studied and considered.</p> <p>1. We would recommend the round-about be placed as far west and north as possible from the current corner. And turning lanes added from Thornwood Drive and Reddington Rd. to allow Reddington owners a safer entry and exit from the Village.</p> <p>2. The possibility of a security wall or raised earth berm with plantings of evergreens, etc. on Thornwood Dr. and the bend on to Reddington Rd. to help alleviate noise and dust? Or a "cable" guard rail, found on many freeways, on Thornwood Dr. to prevent any major accident going over the hill into owners homes.</p> <p>3. A possible second entrance into Reddington Village Condominiums from Cherry Valley Rd. This would not be easy, because of the TJ Evans bike path, also a major power grid on Cherry Valley Rd.</p>	<p>will be designed to reduce the speed of vehicles entering the roundabout to approximately 25 mph.</p> <p>The installation of roadside safety devices and screening devices/features, between the condominium complex and Thornwood Drive and Reddington Road, will be considered as the project design development continues.</p> <p>Preliminary analyses indicate the proposed improvements are not expected to significantly impact ingress/egress maneuvers from Reddington Village; however, the City is willing to work with Reddington Village to explore alternatives for a second entrance prior to the start of construction in 2020.</p> <p>New directional and regulatory signage, including speed limit signs, will be installed along each of the roads that will be constructed/reconstructed with the proposed project.</p> <p>The City of Newark does not have codified ordinances regarding the installation and monitoring of traffic cameras to enforce traffic laws. In addition, Ohio Senate Bill 342, which went into effect in March 2015, requires a traffic camera to be manned by a police officer at all times in order to use it as an enforcement tool. This legislation makes the use of traffic cameras very costly and essentially reduces the number of police officers available for patrol duty.</p>

October 5, 2016

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



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
23	<p>Since the bike path ends at Main Street, maybe an entrance for the community could be created where the smallest parking lot exists on Cherry Valley Rd.?</p> <p>4. Posted speed limit signs and ticketing as needed on Reddington Rd and Thornwood Dr.</p> <p>5. Camera set up could also help slow down traffic.</p> <p>6. Signage concerning "Jake" breaking on Thornwood Drive as they come down the hill.</p> <p>Thank you for considering these comments and concerns.</p> <p>A list of owners and addresses was attached to the letter.</p>	<p>Establishing "No Engine Brake" zones in the project area will be considered as the project design development continues.</p>
24	<p>I refer to the letter dated July 1, 2016 from Reddington Village Condominium Owners, whereby several concerns were made regarding the proposed reconstruction of Reddington Road/Thornwood Drive Round-About, and I feel that some major concerns have not been mentioned. I will outline them as follows:</p> <p>1) The only community affected by this proposed reconstruction will be the 86 residents of Reddington Village. Although we are not considered as a "seniors" community, we have a majority of seniors. And by the year 2021, this may be vastly increased.</p>	<p>We appreciate all of the comments received from the residents of Reddington Village. The issues/concerns that were expressed in the comments will be considered in future decisions as the project development continues. Responses to the comments are included throughout this summary.</p> <p>Reddington Road will be reconstructed with new curb and gutter and wider graded shoulders from the roundabout approach to the end of the work. The City of Newark repaired the embankment slope with a process that is expected to secure the roadway for its useful lifetime. The City will continue to monitor the slope and will look for longer-term solutions for improvements if warranted.</p>

October 5, 2016

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





**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
24	<p>2) As noted in the last letter, Reddington Road will handle all the large trucks, semis (53'), police cars, ambulances, EMs, etc., etc. coming from Tamarack/Cherry Valley Road. As we all know Reddington Road had some repairs done last year to shore up one part on the north side from crumbling. Will this road be able to handle all these additional heavy traffic? Have the City engineers considered how a 53' semi will make a left turn from Cherry Valley into Reddington? It is difficult enough today that cars never stop behind the white line on Reddington, where semis are expected to make a tight left turn onto Reddington Road.</p> <p>3) Our community has only one exit from the Village. With the new proposed Alternate 4, any person wishing to go to Granville, or Columbus or east on 16 will have to cross 2 lanes of traffic, namely the nearest lane coming from the west (Thornwood at high speeds) and cross over onto the traffic coming from the east on Reddington Road to get into the 3rd lane at the round about. This will be an accident zone.</p> <p>4) We forget another important fact, and that is with the high traffic on Reddington, this will have an effect for the worse to the selling value of our property. IS THIS FAIR TO OUR COMMUNITY?</p> <p>SUGGESTED SOLUTIONS:          A) The City to reconsider looking again at Alternate 2 which seems to be the safest</p>	<p>In the next design phase, necessary improvements at the Cherry Valley Road/Reddington Road intersection will be developed that will provide additional pavement areas for tractor-trailer trucks to negotiate the northbound left turn and eastbound right turn without encroaching into the opposing lanes.</p> <p>Preliminary analyses indicate the proposed improvements are not expected to significantly impact ingress/egress maneuvers from Reddington Village; however, the City is willing to work with Reddington Village to explore alternatives for a second entrance prior to the start of construction in 2020.</p> <p>Noise analyses will be performed and any potential mitigation measures evaluated during the next design phase.</p> <p>The installation of roadside safety devices and screening devices/features, between the condominium complex and Thornwood Drive and Reddington Road, will be considered as the project design development continues.</p> <p>Alternative 4 is considered to have more safety benefits compared to Alternative 2. It removes sub-standard curvatures in the roadways where run-off road crashes have occurred and utilizes a modern roundabout intersection. As stated in the National Cooperative Highway Research Program Report 672, roundabouts have been found to reduce crashes by 35% and injury crashes by 76% compared to intersections designed with other</p>

October 5, 2016

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



**LIC-CR128-0.97, PID 87642**  
**CHERRY VALLEY ROAD BRIDGE REPLACEMENT**  
 Public Meeting #1, June 22, 2016  
 Public Comments and Responses to Comments

Sheet #	Comment(s)	Response(s)
24	<p>and possibly the least costly, and our community will feel safe.</p> <p>B) Should Alternate 4 be decided upon, we propose that Reddington Road be reconstructed from Cherry Valley to the Round-About to handle the heavier traffic and Rumble Strips be installed starting (at) least 100' from Round-About to slow down the traffic and give our residents time to get out.</p> <p>C) Similarly, Rumble Strips be installed on Thornwood prior to the Round-About. Today, traffic from Thornwood comes at speeds between 30-35mph down the hill and into Reddington. We do have a concern here.</p>	<p>traffic control features. Also, please refer to the response to Comment 22 above regarding the various planning studies that have been prepared over the past four decades, which have envisioned the Thornwood Drive/Cherry Valley Road corridor as a potential bypass route for SR-79, and how Alternative 4 would assist Licking County's long-term plans for economic development along Thornwood Drive.</p> <p>While the installation of rumble strips can be an effective tool to alert drivers of unexpected geometric conditions or to bring their attention to an upcoming intersection, they are not intended for traffic calming and should be installed only when all other appropriate, standard traffic control devices have been utilized and have failed to resolve a problem satisfactorily. Additionally, the level of noise typically generated by rumble strips can be disruptive and objectionable in a residential area. As previously noted in the response to Comment 3, the intersecting roadways entering the roundabout will be designed to reduce the speed of vehicles to approximately 25 mph. For these reasons, the installation of rumble strips will not be included with the project unless they are determined to be necessary at some point, based on the results of engineering analyses.</p>

October 5, 2016

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