

Public Involvement Comment Summary

Butler Warren Road - PID 81988

Butler and Warren Counties, Ohio



Prepared For:

***Butler County Engineers Office
1921 Fairgrove Avenue
Hamilton, Ohio 45011***

***Ohio Department of Transportation
District 8
505 South SR 741
Lebanon, Ohio 45036***

Prepared By:



August, 2008

Butler Warren Road Improvement Project PID 81988
Public Involvement Meeting
June 26, 2008

Public Comment Summary

A public meeting for the Butler Warren Road project was held on Thursday, June 26, 2008. Representatives from the Butler County Engineers Office (BCEO), the Warren County Engineers Office (WCEO), the Ohio Department of Transportation (ODOT) and TranSystems held an Open House Public Meeting at the Voice of America Park in Butler County from 4:00 to 7:00 PM.

The purpose of the public meeting was to present the plans for the proposed Butler Warren Road improvement project to the interested public and allow them the opportunity to ask questions about the project and also allow them the opportunity to provide their comments concerning the project. The meeting was held in an open house format where people could attend at their convenience and could ask questions and have their comments heard on an individual basis. Meeting attendees were greeted at the front door, asked to sign in, and were given a meeting handout that also included a comment form. Attendees could fill out the comment form and turn it in at the meeting or they could take the form home and return it to ODOT within the two-week comment period (ended on July 10, 2008). A total of 132 persons signed in at the public meeting and included a mixture of residents from both Warren County and Butler County and local public representatives.

Overall, 44 comment sheets were received within the comment period. In addition, 10 people returned letters expressing their individual comments, a petition with comments was received having 217 signatures from the Heritage Club Homeowners Association and a petition was received with 26 signatures from the Citizens Concerned about the Butler Warren Road Project.

General comments included:

- The proposed Butler Warren Road is located too far east subjecting homeowners on the east side (Warren County) of the roadway to a disproportionate level of impacts compared to homeowners on the west side (Butler County) of the roadway. Impacts related to roadway location include loss of trees and other screening vegetation, loss of property due to right-of-way acquisition, traffic hazard to residents due to roadway being relocated closer to homes, aesthetic impact on stone wall that visually defines the Heritage Club Homes.
- There is a need for traffic signals at Heritage Club Drive and Ross Lane.
- The 50mph speed limit between Bethany Road and Hamilton Mason Road and the 45 mph speed limit between Hamilton Mason Road and Tylersville Road need to be reduced.
- The overhead power lines on the east side of Butler Warren Road need to be relocated or placed underground as part of the project.
- Consider moving the bike/pedestrian shared path from the west side of Butler Warren Road to the east side between Bethany Road and Hamilton Mason Road.

The original comments and the response to the comments are displayed in the following table:

TYPE OF COMMENT	NUMBER OF COMMENTS	COMMENT	NAME	RESPONSE
<p>There is much greater impact on the Warren County side of the project compared to the Butler County side of the project.</p> <p>North end of project near Bethany Road</p>	14 comments	We protest that the proposed roadway curb lines for the new roadbed are only expanded a few feet from the current edge on the Butler County (Four Bridges) side but extend between one and two lanes of traffic on the Warren County (Heritage Club) side.	Heritage Club Homeowners Assoc.	Response "A" : Design has been revised by shifting proposed alignment west north of Hamilton-Mason Road based upon public comment resulting in reduction of right-of-way.
		We protest that the proposed roadbed placement will result in the beauty and character of our community being severely and adversely impacted while the visual appeal of the Four Bridges community may very well be enhanced.	Heritage Club Homeowners Assoc.	Please see the above response "A".
		We protest that the curbing of the new roadbed would be virtually adjacent to the stone fence that visually defines the borders of our community between Heritage Club and Ross Lane. As a consequence, a significant number of mature trees that we have planted along our fence to enhance the beauty of our community and provide a barrier to roadway noise would be destroyed during the construction process.	Heritage Club Homeowners Assoc.	Design has been revised by shifting proposed alignment west north of Hamilton-Mason Road based upon public comment resulting in reduction of right-of-way and, the number of trees impacted was reduced.
		The proposed plan puts undue burden on the Warren County side of the project without consideration given to safety and property valuation.	Gregory S. Hardman	Please see the above response "A". Project will be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standards.
		Almost all of the increase in the widening of the road comes from the Warren County side. The Butler County side is not impacted at all even though it has more land on its side. That means 3 lanes and a bike lane will be taken off our side which has a stone wall and trees. The increase will come right next to the wall and will take out at least 81 trees. Houses are immediately beyond the wall, so these houses will have a highway right next to them.	Patricia Pennycook	Design has been revised by shifting proposed alignment west north of Hamilton-Mason Road based upon public comment resulting in reduction of right-of-way and, the number of trees impacted was reduced.
		I live on the east side of Butler Warren Rd. – do not want any property taken on east side- trees will be taken noise be right on our doorstep. It's BAD already. There's nothing on the west side that will be a hindrance.	Geneva McKeehan	Design has been revised by shifting proposed alignment west north of Hamilton-Mason Road based upon public comment resulting in reduction of right-of-way and, the number of trees impacted was reduced.
		I live on the east side of Butler Warren Road & I do not want any of my property taken for the widening of the road. Do all the widening on the Butler County side of the road.	Adam B. McKeehan	Please see the above response "A".
		Any negative impacts of the road widening should be born equally by the properties on the east and west sides of Butler Warren Road.	Hal Korbee & Carol Korbee	Please see the above response "A".
		From Hamilton Mason to Bethany must put sidewalk on east side of butler Warren and shift road construction more west between same.	Michael & Regina Spears	Please see the above response "A".
		Why is expansion not equal on both sides of existing road-Butler Cty. has much more property for expansion open land etc. golf course than Heritage Club. Why not put bike path on Heritage (east) side-much more children- NO WAY to get across 5 lanes to get to bike path.	Pat Greer	Please see the above response "A".
		The Butler County Engineer should be applauded for beautifying the Butler County side of the project. Did the Warren County Engineer attend any of the meetings? Only eight trees will be removed on the Butler County side. Warren County will lose 81 trees, and the sound buffer as well as the beautification buffer will be lost. In addition, the power poles will be moved closer to us. This will add to the beauty of the Butler County side, and severely lower the aesthetics of our homes and values of our properties.	Jay E. Myer	Please see the above response "A".
		The project uses more land from the Warren County and disproportionately impacts private residences on the	John Czarniecki	Please see the above response "A".

TYPE OF COMMENT	NUMBER OF COMMENTS	COMMENT	NAME	RESPONSE
		Warren County side. The most impacted residences on the Butler County side are apartments and condominiums at Four Bridges, where most residents are not long term. Butler County residents did not make a significant showing at the public meeting compared to Warren County residents, consistent with the fact Warren County residents are more impacted and concerned.	Lisa Lestina	
		It seems that most of the changes are taking place on the Warren County side where you have expensive homes that are taking the brunt of the changes. Where on the Butler County side there are fewer houses and condos and more room to work with and less to disturb. Your plan takes a beautiful area and will change the entire look of its natural beauty by cutting down a substantial amount of trees on the east side.	David and Kristi Bowen	Design has been revised by shifting proposed alignment west north of Hamilton-Mason Road based upon public comment resulting in reduction of right-of-way and, the number of trees impacted was reduced.
		Open space should be used more instead of putting road by residential. Most of the land is taken from the Mason side residential. The project is of no benefit to the Mason residents.	Madeline Hoge	Please see the above response "A".
There is much greater impact on the Warren County side of the project compared to the Butler County side of the project. South end of project near Tylersville Road	2 comments	Whatever expansion of Butler Warren road may take place – we do not want any of our property to be taken. All expansion should come off the west side of Butler Warren Road – from the undeveloped park property. Taking any of our property will put the road too close to our house – causing safety concerns, along with increasing the noise factor; which will already go up with a larger road. We do not have the earthen mounds to help block the noise like the housing developments will have. We are also concerned with the loss of property value with putting up such a road in front of our house; and the further away from our house that it is put, so much the better. We also do not want to lose any portion of our large sugar maple tree located in front of our house. If any of that tree has to be taken, the road is entirely too close to our house.	Mary & Betty Thomas	Proposed sidewalk on east side will be eliminated due to public comment. This will reduce the right-of-way needed on the east side of Butler Warren Road.
		We feel strongly that not one inch of our land be taken by the state, county, township or city in completing this project. We respectfully request that design exceptions be investigated to eliminate any right of way taken on the residential, or east, side of the existing Butler Warren Road. We also want the widening of Butler Warren Road be limited to only 3 lanes. Based on the "Purpose and Need Report", it clearly shows traffic increasing on our section of Butler Warren Road from 11,600 vehicles per day in 2004 to 15,000 vehicles per day in 2030 a 29% increase. Compared to other sections of the road our section will carry less traffic than other sections and should not be widened to more than 3 lanes. As a group, we agree that a temporary right-of-way during the construction period for storm sewer and grading improvements into residential property is acceptable.	Citizens Concerned about the Butler Warren Road Project	Response "B" : Proposed sidewalk on east side will be eliminated due to public comment. This will reduce the right-of-way needed on the east side of Butler Warren Road. Recently developed certified traffic supports the 5-lane design.
Need for a traffic signal at either Heritage Club Drive and/or Ross Drive.	16 comments	We protest that while the safety of our residents is at risk today we foresee that they will be at even greater risk with a 4/5 lane configuration once the project is completed unless traffic signals are installed at Heritage Club Drive and Ross Lane. Moreover, how can school buses safely enter a five lane highway during rush hour in the dark on snow covered winter mornings? Daily we will be putting our children in harm's way without proper traffic signals and traffic management.	Heritage Club Homeowners Assoc.	Response "C" : Signal warrants will be investigated during final design.
		The project does not make allowances for stoplights at Heritage club Drive nor Ross intersections to allow access to the pedestrian and bike path on the Butler County side. The current speed limit along this section of Butler Warren Road is 55 mph. Many children will have to cross four or five lanes of busy, speeding traffic to gain access to the path without the benefit of stop lights, protected crosswalks. The current proposal does not incorporate sidewalks on the Warren County side in this section. We do not, however, want to see a sidewalk in this section at the expense of further tree loss or the project moving any closer to the stone wall, further encroaching on our privacy.	John Czarnecki Lisa Lestina	Please see the above response "C". Please see the above response "A".
		Now, it is difficult to turn onto Butler Warren Road. You are proposing a five lane road with no traffic light. That will pose a problem for any driver, but will be virtually impossible for elderly or newly licensed drivers to negotiate. The school bus drivers already have a difficult time with this and have complained. Now you are asking us to accomplish this with lane additions? Add a few lights, please.	Jay E. Myer	Please see the above response "C".
		Due to the high amount of traffic and the 55 mph speed limit on butler Warren Road, a stoplight is clearly needed at the corner of Ross Lane and Butler Warren Road. Crosswalks will also make it safe for children to get to the sidewalk on the west side of the road.	David B. Johnson	Please see the above response "C".

TYPE OF COMMENT	NUMBER OF COMMENTS	COMMENT	NAME	RESPONSE
		Coming out of Hampton Village onto Butler Warren Road to go south will be difficult to cross 2 lanes. Need light?	Paul Goldschmidt	Please see the above response "C".
		Will not be able to turn out of subdivision.	Laura Nickell	Please see the above response "C".
		Affect of the construction on traffic congestion flow especially during peak hours of the day. Getting out of Heritage Club at Ross across from Four Bridges is getting difficult at times now! A traffic light at Ross & Butler Warren seems to have been overlooked.	David & Kristi Bowen	Please see the above response "C".
		Street lights will be at intersection of Hamilton Mason & Bethany they need to be timed so that we can get out- currently have difficulty making left hand turns with 2 lanes – with 4 lanes it will be impossible.	Bonnie Pfaffenberger	Please see the above response "C".
		I am concerned about the speed & quantity of traffic on the newly expanded road. It will be very difficult to get out of driveways safely. I would like to see at least one traffic signal between Tylersville and Mason Roads to allow for the safety of the residents.	Kim Ohlweiler	Please see the above response "C".
		The lack of traffic lights at Heritage Club Dr. and Ross present a real traffic hazard to residents as well as those using Heritage Club and Four Bridges golf clubs.	R. L. Patterson	Please see the above response "C".
		Need for new traffic light at Heritage Club Drive and new Butler Warren Road.	Gene Armentrout	Please see the above response "C".
		Even at just two lanes traffic exiting Heritage Club onto Butler Warren Rd. has a very difficult time getting out – especially if making a left turn. Seriously suggest you consider a traffic signal at this intersection as soon as possible.	Rita Armentrout	Please see the above response "C".
		Traffic light at 4 Bridge – to many hits & misses in this area. Kids going from the subdivisions to bike path crossing the road it is bad now. Caution lights might help but it would be much better with traffic lights.	Pam Kemper	Please see the above response "C".
		No stop lights at 4 Bridges entrance or Heritage Club entrance???	Pat Greer	Please see the above response "C".
		I am concerned about difficulty exiting Hampton village onto Butler Warren road. A light (traffic) should be added.	Tim French	Please see the above response "C".
		Safety on the Mason side is an issue because of no sidewalks and no traffic lights at Heritage club and 4 Bridges.	Madeline Hoge	Please see the above response "C".
The speed limit on Butler Warren Road is too high.	15 comments	The speed limit currently seems to be excessive and we had spoken with individuals about this several years ago. They informed us that a speed study was being done. We have accidents occurring in the area on a frequent basis and with the current speed limit at 45, cars can easily do 50 and 55 mph. You have kids who want to ride their bikes to Four Bridges CC and at these speeds, it is extremely dangerous. Young drivers trying to pull out of Ross looking south have a difficult time judging the dip in the road as drivers speed northward.	David and Kristi Bowen	Response "D": As part of the project, the BCEO performed a traffic speed study and determined that the speed limit should be 45 mph between Tylersville Road and Hamilton Mason Road and 50 mph between Hamilton Mason Road and Bethany Road.
		Concerned about the 55 mph speed limit between Mason rd. and Bethany- s/b 45 mph.	Paul Goldschmidt	Please see the above response "D".
		Lack of speed limit.	Laura Nickell	Please see the above response "D".
		Concerned about speed limit (55) between Hamilton Mason and Bethany! Should be 45 – many cars now travel over 60 on that road.	Partridge, M.	Please see the above response "D". Enforcement of the speed limit is a local issue.
		Please consider reducing the speed limit to 35 mph. 1) It is a heavily populated residential area. 2) It is already hard to turn left on Butler Warren – the extra traffic will only make it harder. 3) the main roads in Mason are already 35 mph it would be less confusing if the speed limits were more uniform. Will the traffic lights be coordinated to allow the neighborhoods to empty out?	Karen Spletzer	Please see the above response "D".
		Concerned over the 55 mph speed limit for a residential area. 55 is too fast. The speed makes it extremely dangerous & difficult to turn left onto Butler Warren Road. I feel 45 mph is a better speed & matches the speed on B-W between Tylersville and Hamilton Mason Rd. Even Tylersville Rd is 45 mph.	Debbie Speer	Please see the above response "D".
		I'm concerned regarding the speed limit- too fast! Why not under or equal 40 mph? Or keep it 45 – 55 is too dangerous.	Wayne Speer	Please see the above response "D".
		Butler Warren speed limit between Hamilton Mason & Bethany should be reduced to 45 to decrease noise and to make left turns out of subdivisions possible or all subdivision entrances should have lights.	Garvin Mitchell	Please see the above response "D".
		Reduce speed to 45 mph.	Janet Clifford Brown	Please see the above response "D".
		Consider speed restriction to 45 mph.	Derrell Brown	Please see the above response "D".

TYPE OF COMMENT	NUMBER OF COMMENTS	COMMENT	NAME	RESPONSE
		Need to lower the speed limit to 35 mph.	Pam Kemper	Please see the above response "D".
		Reduce speed to 40 mph.	Cantang & Rebecca Yin	Please see the above response "D".
		Speed limit issue / 5 lanes – more speed.	Pat Greer	Please see the above response "D".
		Speed limits need to be reduced for residential.	Madeline Hoge	Please see the above response "D".
		Please consider reducing the speed limit to 35 miles per hour (or 40 miles per hour at least), as opposed to the current 45 miles per hour. As I am sure you are very much aware, whatever the posted speed limits, the traffic usually goes 5 to 10 miles or more beyond the posted speed limit. Thus if the speed limit remains at 45 miles per hour – cars will more than likely travel at speed of 50 to 55 miles per hour or even more than that. Such speeds make it difficult to safely leave our driveways. We realize your computer models have made the decision that 45 miles per hour is a safe speed with the homes only being on one side of the road. However, we are not computer of hypothetical people and computer or hypothetical cars/vehicles. We are real people and real car/vehicles trying to navigate safely out onto the roadway. Please help us in this. It would be greatly appreciated.	Mary & Betty Thomas	Please see the above response "D". Enforcement of the speed limit is a local issue.
Safety and Traffic Operations	4 comments	We protest that the loss of so much land in front of the mounds between Ross and Bethany will create a potential safety hazard if, for instance, a child were to wander over and down the mounds directly into a lane of 55 mile per hour traffic.	Heritage Club Homeowners Assoc.	Response "E" : Roadway design is per AASHTO Standards.
		Most of the residents of the Warren County property in question are, like us, parents of small children. If a child were to wander to the top of the mounds (the proposed border) one stumble would send the child into 55mph traffic.	Jay E. Myer David B. Johnson	Please see the above response "E".
		The proposed plan does not maximize safety.	Gregory S. Hardman	Please see the above response "E".
		Must add sidewalk between Hamilton Mason and Bethany on the east side or provide a safe way to cross B-W to west side walking path.	Michael & Regina Spears	Addition of sidewalk north of Mason Road to Hampton Cove Ct. will be investigated in final design.
Concern for the loss of trees.	7 comments	The loss of trees on the Warren County side is unacceptable. These are mature trees that provide valuable screening and enhance both the aesthetics and value of the property. I also expect that additional evergreen trees (above the number already existing) will be planted to mitigate the impact of this project on residents.	David B. Johnson	Response "F" : Design has been revised based upon public comment and number of trees impacted was reduced. Compensation for privately owned landscaping will be addressed during right-of-way acquisition discussions.
		Thanks for saving most of trees – can the ones you need to cut down be relocated within neighborhood boundaries?	Partridge, M.	Please see the above response "F".
		Save the trees on Butler Warren eastside @ Heritage Club.	Gene Armentrout	Please see the above response "F".
		Shrubs/trees a must after construction on both sides of Butler Warren.	Michael & Regina Spears	Please see the above response "F".
		We will need new trees planted west of Butler Warren Road since trees will be taken down to widen the road and for the bike path. This will provide a sight and sound barrier. Can this be put into the plan?	Dave Gronostat	Please see the above response "F".
		Sidewalk or bike path (one in the same) Such a shame to tear down trees when we are supposed to be going GREEN!!!	Pat Greer	Please see the above response "F".
		Proposed widening will encroach on berm behind my house and roadway will be raised. Also, trees will be removed, so I will see more of the traffic. Can landscaping be added to soften the impact?	Tim French	Please see the above response "F".
Overhead Power Lines	6 comments	Is it possible to find another route for the power lines? Can they run up Cox Road or another corridor?	David B. Johnson	Response "G" : Impacts (such as increased cost and right-of-way requirements) to relocate overhead utilities to underground are prohibitive.
		The proposed plan does not consider burying the power lines.	Gregory S. Hardman	Please see the above response "G".
		Why not bury the utility lines while you're widening Butler Warren road. Those old, huge, heavy, wooden utility	Rita Armentrout	Please see the above response "G".

TYPE OF COMMENT	NUMBER OF COMMENTS	COMMENT	NAME	RESPONSE
		poles are a great danger to motorists, pedestrians and residents.		
		Please consider underground utilities.	Anne Marie Weingand	Please see the above response "G".
		If moving telephone poles, must bury utilities.	Michael & Regina Spears	Please see the above response "G".
		Utilities (telephone poles) will move closer to my house. Why wouldn't they be buried when relocated?	Tim French	Please see the above response "G".
Property Values	3 comments	The proposed plan does not maximize property value.	Gregory S. Hardman	Response "H": Right-of-way impacts have been reduced, where possible, based upon public comment.
		Concerned that homes near the expanded highway will see decreased property value, increased noise level, accident and challenge even merging into traffic. The cost of providing improved access reduced noise levels and lost property value should be included in the cost of the project.	Roland Hamilton	Please see the above response "H".
		Add landscaping to minimize the adverse effect on the adjacent properties.	Cantang & Rebecca Yin	Please see the above response "H".
Noise	10 comments	Since the traffic is increasing, more sound barrier trees are necessary. The traffic will only increase and the noise now is loud. Going from 2 to 5 dBA is twice as loud.	Tom & Kellie Shroeder	Response "I": A traffic noise analysis was prepared for the project which determined that noise levels would increase 2 to 5 decibels from the date of project completion up to the design year of 2030. This increase is not considered a substantial increase per ODOT noise policy. Noise abatement measures were evaluated and were determined to not be reasonable and feasible. Additional vegetation would not decrease future noise levels. The existing heights of the soil berms will not be affected by the project.
		Noise bigger issue than they are stating	Laura Nickell	Please see the above response "I".
		Please replace trees cut down by the Hawthorne development so that the sound barrier is not compromised.	K. C. Kendall	Please see the above response "I".
		Keep the berms along the subdivisions to keep out noise & the views of cars going by. As well as keeping up property values.	Anne Marie Weingand	Please see the above response "I".
		Improvements to berms to offset increase in noise – help in negative effect on property value.	Garvin Mitchell	Please see the above response "I".
		I am extremely concerned about the noise level increase. There is a noise problem now with the trucks and motorcycles at the Butler Warren & Bethany intersection. Also, pollution....	David & Kristi Bowen	Please see the above response "I".
		Trees are being removed by creek south of Sweet Briar. Will these trees be replaced as they act as a sound barrier? Can additional trees be planted along road to minimize increase in sound?	Phil Paffenberger	Please see the above response "I".
		The project should provide for improved noise buffers such as mounds ,trees, etc.	Kim Ohlweiler	Please see the above response "I".
		Add tree barriers; extend Hampton Village retention brick walls.	Michael & Regina Spears	Please see the above response "I".
		Build sound wall (to minimize noise).	Cantang & Rebecca Yin	Please see the above response "I".
Drainage/Culverts	3 comments	The current two pipe culvert could not handle the water flow by our house five years ago during heavy rains. The new culvert must handle more volume (plus the storm sewers will drain into the culvert also).	Dave Gronostat	Response "J": All bridges and culverts will be analyzed for hydraulic impact during final design and will be replaced or upgraded as necessary.

TYPE OF COMMENT	NUMBER OF COMMENTS	COMMENT	NAME	RESPONSE
		Hawthorne section of Four Bridges-Sweet Briar Creek & culvert water flow from upstream and gets backups with heavy rainfalls culvert needs to be large enough to handle the runoff as development occurs. Current creek backs up into property heavy rains.	Bonnie Pfaffenberger	Please see the above response "J".
		Please be sure the culvert under the road just south of Sweet Briar has capacity to handle 100 year flood level flows. The current culvert cannot. Please fix (eliminate) the wetland area west of the culvert mentioned above.	K. C. Kendall	Please see the above response "J". The wetland is located on private property outside the project limits and will not be modified as part of the project.
The need for a sidewalk on the east side of Butler Warren Road between Tylersville Road and Hamilton Mason Road	6 comments For sidewalk: 0 Against sidewalk: 6	No sidewalk please. Unnecessary, costly & wasteful	Harold L. Howard	Response "K" : Based upon public comment, no sidewalk will be included in final design on the east side of Butler Warren Road between Tylersville and Mason Road.
		No.	Geneva McKeegan	Please see the above response "K".
		No – I do not want a sidewalk.	Adam B. McKeegan	Please see the above response "K".
		I am not in favor of a sidewalk. With traffic moving at 45-50 mph it would be too dangerous a place to walk.	Kim Ohlweiler	Please see the above response "K".
		We do not want a sidewalk. We chose to live in the suburbs. If we had wanted a sidewalk we would have chosen to live in the city	William & Hazel Webb	Please see the above response "K".
		We do not want a sidewalk on the east side of Butler Warren Road included in the project.	Mary & Betty Thomas	Please see the above response "K".
Access to the Voice of America Park	4 comments	Provide access/gate to VOA park from Mason Road/Tylersville Road.	Janet Clifford Brown	Response "L" : Gate access to VOA park is a Metro Parks decision, independent of this project. This comment will be forwarded to Metro Parks.
		Provide gate access to VOA park at SW corner of Butler Warren and Hamilton Mason intersection.	Derrell Brown	Please see the above response "L".
		Will there be a way to access the VOA park from Hampton Village sub division.	Terri Piening	Addition of sidewalk north of Mason Road to Hampton Cove Ct. will be investigated in final design.
		I am thankful that you have included both a bike path and sidewalk along Butler Warren Co. Road. Please keep access to VOA park from Butler Warren road.	James Raptis	Please see the above response "K". Addition of sidewalk north of Mason Road to Hampton Cove Ct. will be investigated in final design.
Shared Path	2 comments	Please do not eliminate the sidewalks and pedestrian/bicycle paths. At least keep them in the plan on the west side as a minimum. For 3 reasons: 1) there are many cyclists that now use Butler Warren Road. This is dangerous someone is going to get hit. A path would help. 2) The path between Four Bridges neighborhoods must be maintained to preserve the membership and property values. 3) It is ridiculous for us to drive 1 block to walk our dogs at VOA park.	Deborah Busse	Design has been revised based upon public input. The existing path on the west side of Butler Warren Road north of Sweet Briar Ct. will be maintained.
		If path between Sweet Briar and Four Bridges Drive is eliminated/replaced with walk/bike path, will golf carts be allowed on the new path so residents can get to golf club?	Phil Paffenberger	The existing path on the west side of Butler Warren Road north of Sweet Briar Ct. will be maintained.
Project Cost	1 comment	Will there be any increased cost to residents in taxes or assessments to fund this project?	Pamela Kolsin	The project is funded by federal and local transportation funding. There will be no assessments or increase in existing taxes.
Public Input Process	6 comments	Will there be another opportunity to review and comment on formal plan before construction starts?	Bonnie Pfaffenberger	Response "M" : Comments from the public are accepted throughout project development.

TYPE OF COMMENT	NUMBER OF COMMENTS	COMMENT	NAME	RESPONSE
				Public Involvement Comment Summary will be made available for review. Stage 1 plans will be made available for viewing. All affected residents will be notified of when the additional updated information is available to the public.
		Format for presenting information very good. Content detailed and well presented. Nice job on sidewalks and bike paths.	Derrell Brown	Please see the above response "M".
		Would you pls notify residents re proposed forums or meetings!!	Pat Greer	Please see the above response "M".
		To respond to the project we had to have our letters in by July 9, 2008. This project has been in the works for 5 years. We are given two weeks to respond with a July 4 th weekend in between. This is ridiculous when you see how many homes and families are impacted. Small children already play on the wall and now the wall will be right next to a 5 lane highway. This cannot happen. Please do the right thing and give us an extension of time.	Patricia Pennycook	Response "N" : This project has followed the standard federal public involvement process. A time extension was granted for the written requests received prior to the PI summary conclusion.
		It seems irregular that you have had years to put this plan together, yet we have only days to comprehend and state our positions and concerns on this project. We highly protest this plan and will support those in opposition of it.	David and Kristi Bowen	Please see the above response "N".
		While there are several other points about this project that the community group is discussing, we have not been given adequate time to investigate, meet, and discuss the facts. Our properties belong to us, and there is absolutely no need to extend right of way east of Butler Warren road into our properties for this project. This is particularly true since to the west of Butler Warren Road is a field of weeds in the VOA Park where no property lines would be affected. There is also no need to widen Butler Warren Road such that it is among the widest streets in this entire area. Butler Warren Road is a residential street and will remain so for the foreseeable future. Therefore, it does not need to be widened beyond 3 lanes like the highly commercial 5-lane wide Tylersville Road and Cox Lane. In fact, north of Bethany Road, Butler Warren has a one-lane bridge and is indeed a country lane which curves around and ends unceremoniously in Monroe, Ohio, clearly not a major thoroughfare.	Citizens Concerned about the Butler Warren Road Project	Please see the above response "N". Based upon public comment, no sidewalk will be included in final design on the east side of Butler Warren Road between Tylersville and Mason Road, thereby reducing right-of-way requirements. Please see the above response "B".
Other Roadway Concerns	11 comments	Concerned about the two lanes from Butler Warren Road – east on Mason Rd. Needs to be widened.	Paul Goldschmidt	Outside the scope of this project.
		We object to any removal of the front entrance at Sweet Briar/Cardinia. We do not see a need to remove the Four Bridges sidewalk just to replace with a straight walk. Keep the entrance to our neighborhood intact!	Tom & Kellie Shroeder	Design has been revised based upon public input. The existing path on the west side of Butler Warren Road north of Sweet Briar Ct. will be maintained.
		Please consider at least a temporary right turn lane at the NW corner of Butler Warren and Tylersville. In the early mornings this is a real bottleneck that could be easily alleviated.	Rita Armentrout	Will be reviewed during final design.
		Need for improvement to intersection of Mason Rd. @ Butler Warren Rd. (westbound Mason needs turn lanes onto Butler Warren).	Gene Armentrout	Will be reviewed during final design.
		Leave dip between Hampton Court and Heritage- will reduce noise.	Michael & Regina Spears	Project will be designed in accordance with the AASHTO standards.
		Re-review alternative of making Cox Road major north-south corridor.	Michael & Regina Spears	Outside the scope of this project.
		Landscaping berms should remain untouched. Recommend 3 lanes of traffic instead of 5 lanes.	Janet Clifford Brown	The certified traffic supports the 5-lane design.
		3-lane instead of 5-lane expansion.	Cantang & Rebecca Yin	The certified traffic supports the 5-lane design.

TYPE OF COMMENT	NUMBER OF COMMENTS	COMMENT	NAME	RESPONSE
		My biggest concern is that it doesn't look like Tylersville Road (from Snider to the highway). Miles of pavement is just an eye-sore. Adding trees, flowers, and grass to medians would make the area more inviting. Mason City has done a wonderful job with the five lane part of Tylersville from 42 to I-71, with sidewalks, bike path & medians. That would be our preferred vision, & it looks as if the plans might be pretty close. Green space would be appreciated. Another neat way of doing crosswalks could be taken from the city of Montgomery. The street actually "lights up" when people are allowed to cross. All of these are expensive I'm sure, but worth mentioning and looking into.	Kelly & Dan Vaughan	A median design was evaluated early but rejected due to right-of-way concerns. Will consider and assess cost impact of cross walk "lights in pavement" during final design.
		We still are not convinced that there is a need for Butler Warren Road to be made into a 5 lane road. When all the cross roads are open – Hamilton mason road, Bethany road, Princeton road, Milliken Road and Kyles Station road – the traffic is fine. We believe if any expansion is necessary, that a 3 lane road would take care of the traffic very satisfactorily.	Mary & Betty Thomas	The certified traffic supports the 5-lane design.
		In one of the plans presented at the open house – the plan we were told was going to be used - there are several properties, the southern-most 4 houses, a church and a bank who will lose several feet of their property because of the plan for the intersection of Butler Warren Road and Tylersville Road. We were told that this leg of the project stopped at Tylersville Road. So the intersection has to be aligned with the existing Butler Warren Road on the south side of Tylersville Road. In figure 1 of the Purpose and Need documents, it clearly shows the Project Area going several hundred feet south of Tylersville Road, presumably to allow for the alignment of the intersection during this phase of the construction. Also in the same document, Figure 3 shows the Butler Warren Road project to extend eventually all the way south to Route 42. This is one of "eight priority improvement projects" identified in both the Purpose and Need document and in the "southwest Warren County Transportation Study" (completed in September, 2005.) Developers have clearly been on board with this plan since all residents on the west side of Butler Warren Road south from Tylersville Road to Route 42 are set back far enough from the road to allow for adequate right of way on that side of the street. Since that section of the project will be built to the west, it does not make sense to move the intersection on the north side of Tylersville Road to the east. Foresight would dictate completing the intersection on the south side of Tylersville where it will need to be once the entire project is completed, thereby eliminating the need to encroach upon any of the properties north of Tylersville Road.	Citizens Concerned about the Butler Warren Road Project	Study of this project extends beyond proposed construction limits to include all environmental impacts. Certified traffic for Butler Warren Road south of Tylersville supports a 3-lane design. Right-of-way impacts on east side of Butler Warren Road between Tylersville Road and Mason Road have been reduced by elimination of the sidewalk due to public comment.
Statements of Support	6 comments	I just want to say "thank you" for the informational public meeting. Obviously a great deal of thought has gone into your plans for Butler Warren. Butler Warren definitely needs to be widened and improved. It has become dangerous as so narrow and with so much traffic-esp. in the winter. Look forward to the improvements although 2012 is not soon enough! Thank you, Marty.	Marty Davis	No response required.
		Appreciate the fact, it appears that our mounds will remain intact and not many trees will be removed at least in the Hampton village Section.	Mike Abbinante	No response required.
		I'm satisfied with the proposed plan as shown. While I am still concerned about the volume of traffic due to the full interchange project, this plan does provide a good plan to accommodate. I still think the Cox Road extension all the way through to Bethany (eliminate the golf course) would be better so that traffic would be dispersed over both Hamilton Mason & Bethany Roads.	Jim and Nancy Armentrout	The Cox Road extension is outside the scope of this project.
		Personally, I look forward to having the extra lanes on Butler Warren. The traffic already gets bad at times and will only get worse. My main comment is the hope that it gets down as quickly as possible.	Dieter Moeller	No response required.
		We support the project enthusiastically.	Hal Korbee & Carol Korbee	No response required.
		Like installation of sidewalk/bike path. Like road being flattened out/removal of dip. Provide landscaping that enhances the area eg. Boulevards with trees/shrubs/flowers (similar to other areas in Mason).	Janet Clifford Brown	No response required.

Based on public comment, several changes have been incorporated into the proposed improvement to Butler Warren Road.

Response “A”

In response to the comment that there is a much greater impact on the Warren County side of the project compared to the Butler County side of the project near the north project end (Bethany Road), the proposed roadway centerline alignment has been shifted to the west north of Hamilton-Mason Road. This will result in a reduction in the amount of right-of-way that will be acquired from property owners on the east side of Butler Warren Road and will also lessen the impact on trees and ornamental vegetation on the east side of Butler Warren Road.

Response “B”

In response to the comment that there is a much greater impact on the Warren County side of the project compared to the Butler County side of the project near the south project end (Tylersville Road), the proposed sidewalk on east side of Butler Warren Road between Hamilton Mason Road and Tylersville Road will not be included in the project. This will lessen the impact on property owners by reducing the amount of right-of-way needed on the east side of Butler Warren Road. Certified traffic supports the 5-lane design.

Response “C”

In response to the need for a traffic signal at either Heritage Club Drive and/or Ross Drive, signal warrants will be investigated during final design phase of project development.

Response “D”

In response to the comment that the speed limit on Butler Warren Road is too high, the BCEO performed a traffic speed study and determined that the speed limit should be 45 mph on Butler Warren Road between Tylersville Road and Hamilton Mason Road and should be 50 mph on Butler Warren Road between Hamilton Mason Road and Bethany Road.

Response “E”

In response to the comment concerning the future safety and operational characteristics of Butler Warren Road, the proposed roadway is being designed and will be constructed in accordance with the American Association of State Highway Transportation Officials (AASHTO) standards for general safety and operational policy.

Response “F”

In response to the comment concerning the loss of trees and ornamental vegetation, the number of trees impacted by the project will be reduced by various design revisions. Compensation for privately owned landscaping will be addressed during right-of-way acquisition discussions.

Response “G”

In response to the comment concerning the relocation or burying of the overhead power lines on the east side of Butler Warren Road, the impacts (such as increased cost and right-of-way requirements) associated with relocating overhead utilities to underground would be prohibitive.

Response “H”

In response to the general concern of the project on property values, right-of-way impacts have been reduced, where possible, based upon public comment.

Response “I”

In response to the concern that the project will result in an increase in traffic noise, a traffic noise analysis determined that noise levels would increase 2 to 5 decibels from the date of project completion up to the design year of 2030. This increase is not considered a substantial increase per ODOT noise policy. Noise abatement measures were evaluated and were determined to not be reasonable and feasible.

Response J

In response to concerns that the proposed project could result in future flooding, all bridges and culverts will be analyzed for hydraulic impact during final design and will be replaced or upgraded as necessary.

Response K

All property owners on the east side of Butler Warren Road between Tylersville Road and Hamilton Mason Road were questioned as to the need for a sidewalk in front of their properties. All respondents stated they did not want a sidewalk. Therefore, the sidewalk proposed for the east side of Butler Warren Road will not be included in the project between Tylersville Road and Mason Road.

Response L

In response to including new access points to VOA Park, gate access to VOA Park is a Metro Parks decision and is independent of this project. However, the comment will be forwarded to Metro Parks for their consideration.

Response M

In response to comments regarding the public input process and the opportunity for future public comments, is that comments from the public are accepted throughout project development. Public Involvement comment summary has been made available for public viewing. Stage 1 plans will be made available for viewing. All affected residents will be notified of when the additional updated information is available to the public.

Response N

In response to the public input process comments about there not being enough time for the public to review and submit comments, this project followed the standard federal public involvement process. A time extension was granted for written requests received prior to the public involvement summary conclusion.



**Public Involvement Comment Summary
Butler Warren Road – PID 81988
Butler and Warren Counties, Ohio**

720 East Pete Rose Way
Suite 360
Cincinnati, OH 45202
(513) 621-1981