

## 2050 Proposed Projects

Control ID	Project Discussion Group	CONCERN	Summary Concern	POTENTIAL ACTION
9556		2 1. Concern over power plant in the path of trail extending to New Richmond 2. Steep slope at Withrow Nature Preserve 3. River corroding shoulder along US 52* a. Trail could fall in with too much erosion	Power Plant, Steep Slope, Erosion	None listed
9558		2 1. No room for expanding road for a bike trail a. Road is at capacity unsafe for bikers 2. Connectivity of bike trails	Safety	None listed
9559		2 1. Opportunity for connectivity of multi-use trails a. 5 Mile to Little Miami Trail 2. Anderson Township Greenspace 60/70 parcels	NA	None listed
9610		2 1. Low density residential area “interchange not necessary” a. Adding lanes increases demand – “hope to decrease vehicular traffic congestion” 2. Concern with the conversion of prime agricultural land to development with addition of interchange	Not Necessary, Increases Traffic, Prime Agriculture	None listed
9628		2 1. Necessity of connectivity of bike trails to Miami Trail 2. Opportunity for multi-use trails connecting to Project 9805	NA	Multiuse Trails
9739		2 1. Steep slope with stream crossing – consider erosion possibilities 2. Intersects source water	Steep Slopes, Stream Crossing	None listed
9740		2 1. Steep slope with stream crossing – consider erosion possibilities	Steep Slopes, Stream Crossing	None listed
9741		2 I drive down this road frequently and notice the sediment and erosion control measures in place do not look very effective. I’m not sure if the current work is related to this particular project, but there is a lot of sediment leaving this site.	Erosion, Sediment	None listed

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9743		2 1. East fork flood plain, mentioned it is already filled so not necessarily a concern Interchange concerns: Provisions need to be in place to protect lands and open space especially prime farmland. Buffers necessary to combat increasing impervious surface and protect from flood events.	Open Space, Prime Farmland, Impervious Surfaces, Flooding	Need Buffers
9805		2 1. Necessity of connectivity of bike trails to Miami Trail 2. Opportunity for multi-use trails connecting to Project 9628 3. Clean Ohio funds park – is there opportunity to fund trail?	NA	Multiuse Trails
9824		2 1. Adding lanes increases demand – “hope to decrease vehicular traffic congestion”	Increases Demand	None listed
9954		2 1. Regulate traffic without increasing lane capacity and impervious surface a. Adding lanes increases demand – “hope to decrease vehicular traffic congestion” 2. Add bike lanes – specifically mentioned along 42	Increases Demand	Add Bike Lanes
9956		2 1. Concern for steep slope along road expansion 2. Existing bike trail maintenance and opportunity for green infrastructure a. Storm water drains from the bridge to the bike trail and expansion will exacerbate this issue during intense rain events b. Mitigation cost for eroding existing bike trail should be considered by OKI 3. Lake Isabella impacted and thorough discussion with Great Parks on impacts to Lake Isabella Park	Steep Slope, Stormwater, Erosion, Protected Land	Green Infrastructure

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9956		<p>2 This obviously, since it was ranked the highest environmental impact, is the biggest concern to me as well. Construction over the Little Miami River will need to allow for fish passage and take great precaution in preventing hazardous material spills. Hopefully this project won't look like the State Route 125 Bridge project over White Oak Creek in Georgetown, OH, Brown County. They pretty much just dammed up the whole creek which likely blocked fish passage and caused significant changes in the geomorphology of the creek, not to mention sedimentation upstream. There are several liveries along this river and recreation near the bridge is very high with the bike trail traveling underneath. Will construction impact recreation under the bridge? Traffic is very congested in this area and I'm supportive of projects that will lighten that congestion up, but serious mitigation and best management practices should be considered during this project.</p>	Aquatic Habitat, Hazardous Materials, Sedimentation, Increased Congestion	Fish Passage over Little Miami,
9961		<p>2 1. Opportunity for connectivity from Grandin Rd. to Kings Mill 2. Opportunity for connectivity with Project 10030 3. Slated for commercial use – but bike paths and multi-use paths are needed</p>	NA	Connectivity
9962		<p>2 1. Multi-use paths 2. Connectivity of bike paths 3. Connect trails along East to West corridors 4. Opportunity for connectivity with Project 10037</p>	NA	Connectivity
9967		<p>2 1. National wetland identified and newly inventoried a. Red maple swamp forest identified near Herold Rd. 2. Recommend changing alignment North of pond 3. Headwater stream nearby 4. Williamsburg to Batavia Trail final phase should be in plan Travis indicated that Chris would send further information</p>	Wetland, Headwater Stream	Change Alignment

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9967		2 It looks like a major concern on this project is the reduction in wetland habitat. It is my understanding that a lot of the wetlands in this area were drained (illegally). It will be important to mitigate any wetlands that are left in the project area. If not many natural wetlands actually exist in this area than the planners may be considering downgrading the project's environmental impact.	Wetland,	Mitigation
9970		2 1. Opportunity for connectivity from Great Miami Trail to 275 a. Downtown to Milford	NA	Connectivity
9972		2 1. Adding lanes increases demand – “hope to decrease vehicular traffic congestion” 2. Lack of public transit or other modes of transportation 3. Multiuse paths 4. Concern that as economic development continues in Warren County and job creation increases the need to get vehicles door to door ESPECIALLY commuters from outside of Warren County	Increases Demand, Lack of Multi-Modal	None listed
9978		2 1. General concern for multi-use paths 2. Concerns with interchanges and increasing road capacity a. Adding lanes increases demand – “hope to decrease vehicular traffic congestion”	Increases Demand	None listed
10030		2 1. Opportunity for connectivity with Project 10031, Project 10030, Project 9946 2. Connect to Little Miami Bike Trail 3. This intersection should follow recommendations of the Hamilton Township Plan 4. Do a corridor study	NA	Connectivity, Corridor Study

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10037		<ol style="list-style-type: none"> <li>2 1. Adding lanes increases demand – “hope to decrease vehicular traffic congestion”</li> <li>2. Blvd. sections</li> <li>3. Bike trails and more connectivity, mentioned opportunity for connectivity Project 9962</li> <li>4. Advocate for multi-use paths</li> <li>5. Connect trails East to West corridor</li> <li>6. Connect trails from Monroe and Lebanon</li> <li>7. Connection of multi-use paths to new developments</li> </ol>	Increases Demand	Connectivity
10046		<ol style="list-style-type: none"> <li>2 1. Trail connection to Little Miami</li> <li>2. Mitigate storm water runoff to improve water quality               <ol style="list-style-type: none"> <li>a. Opportunity for green infrastructure projects</li> </ol> </li> </ol>	Stormwater	Green Infrastructure
10056		<ol style="list-style-type: none"> <li>2 1. Adding lanes increases demand – “hope to decrease vehicular traffic congestion”</li> <li>2. Bike paths along existing roads</li> <li>3. Bike connections from Butler to Warren County</li> <li>4. Logical termini, “sidewalks to nowhere will connect overtime”</li> <li>5. Significant crossing over Muddy Creek               <ol style="list-style-type: none"> <li>a. Potential for green infrastructure to mitigate impending storm water issues</li> </ol> </li> <li>6. Concern for water treatment plant intersected at this site</li> </ol>	Increases Demand, Water Treatment Plant	Green Infrastructure
10059		<ol style="list-style-type: none"> <li>2 1. Opportunity for more connectivity with more sidewalks and multi-use paths</li> </ol>	NA	Connectivity
10065		<ol style="list-style-type: none"> <li>2 1. Configure interchange to bike trail</li> <li>2. Coordinate with city of Lebanon to see where process is being made for bike trail configuration</li> </ol>	NA	Connectivity, Coordinate with other agencies
9614	1	erosion possible near bend closest to river; keep bed of bike trail out of creek flood zone; also, existing pedestrian connection nearby that maybe more efficient to use (LOW IMPACT)	Erosion, Flood Zone	Consider existing pedestrian connection

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9615	1	sizable buffer between trail and water is good, good connection between residences and river, shape is ideal for erosion (the way it follows the natural path will lead to less reforestation), proximity to miami-erie canal is important to consider as well (LOW - MOD IMPACT)	Erosion, Proximity to Miami Erie Canal	Buffer
9616	1	there is existing stress on bank along with the fact that it is armored; just completed a rehabilitation of nearby area; project will be VERY costly due to floodplain; topography will also bring major construction challenges; path crosses well field which have not been able to be successfully fenced in and have been flooded before; path crosses very close to bank of river and houses; would probably be better aligned with road if possible (HIGH IMPACT)	Streambank, Floodplain, Topography, Well Field Crossing,	High Impact
9617	1	good use of existing infrastructure; great connection and use of space; political issue that trail goes through backyards (LOW IMPACT)	Political Issue	None listed
9622	1	reduction of farmland not ideal; good connectivity-wise; risk to proximity of water body; mining/gravel pits nearby (MODERATE IMPACT)	Farmland, Proximity to Surface Water	Connectivity
9638	1	potential slope issues; a ton of natural disturbance in general; function would overall be worth risks (MODERATE IMPACT)	Slope, Habitat	None listed
9744	1	erosion risk near areas where stream meanders; natural vegetation disturbance; would be more scenic and safer than current routes (MODERATE IMPACT)	Erosion, Habitat	None listed
9752	1	helps create options for crossing canal however usability is questionable (LOW to MODERATE IMPACT)	Questionable use	Canal Crossing
9754	1	low disturbance from using existing roadway infrastructure; huge flood risk; majorly steep slopes; (often have to close road for days due to flooding); would make sense to route along adjacent road which connects to a historic pedestrian only bridge (LOW - MODERATE IMPACT)	Flood, Steep Slopes	Reroute

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9764	1	prone to slippage; erosion risk from hillside; major slope issues which lead to safety issues (trucks have been tipping over); difficult project but ultimately necessary (MODERATE IMPACT)	Erosion, Steep Slope, Landslide Prone	
9772	1	slope concerns especially due to hillside; old growth forest is also VERY important to avoid (HIGH IMPACT)	Slope, Habitat	Avoid
9778	1	bridge is the only way to get to major schools but it has structural issues ("floating bridge" susceptible to flooding); widening is definitely needed due to congestion; overall impact could vary depending on if new bridge is made or current is altered (LOW IMPACT)	Flood Risk,	Look at new vs altering old bridge
10048	1	no apparent major issues (LOW IMPACT)	NA	None listed
9572	3	<p>Amazon has already made an enormous mess and this will create additional mess.</p> <p>Additional impervious surface is a concern. How to manage it? KYTC is always looking toward reducing roadway runoff. Has own MS4 permit that they go by, but always look to go above and beyond. Some watersheds have special protections, such as Gunpowder Creek.</p> <p>Amazon did a lot to manage storm water from new 900 acre building.</p> <p>CVG has two large detention/retention basins and are actively engaged in trying to improve the situation. Private industry are also trying to retrofit their basins to improve situation. Could building this road negate any positive effects attained by those improvements?</p> <p>Would like to see scoring process take into account storm water concerns. Go above and beyond storm water requirements and get more points.</p> <p>Historic places might not show up on database now but are a concern with this project. Whole communities were wiped out by the airport and those remains are still out there.</p>	Runoff, Stormwater, Historic Places,	Scoring process to take into account stormwater concerns. High Impact

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9573		3 Sometimes the legislature jumps to the answer before the need has been fully assessed. Without knowing the design here how can we really know what is needed and what the impacts will be?	Is it needed?	None listed
9577		3 Agreed that this is in "most environmental impact." Same general comments regarding the Youell Road Connector. Is it necessary? What are the impacts?	Is it needed?	None listed
9578		3 Is a nasty curve, but same general impact questions apply. Design should be sensitive. Project #9581—Logistics Blvd to KY 338 Same comments about other four lane conversions. Increasing impervious surface always a concern. This applies to every project that widens. No need to go through every project individually. This is universal.	Impervious Surfaces	None listed
9584		3 Could have impacts on the park that is there. There is also an environmental education facility on the other side of the road. Lots of wickets to steer through here.	Protected Land	None listed
9590		3 Longbranch is a tributary of gunpowder creek so this will impact that watershed as well.	Stream Crossing	None listed
9829		3 There has been a lot of studying of this project. Pursuing an INFRA grant. This will have similar impacts as other widening projects. A lot of downstream issues in Banklick Creek with excessive erosion.	Impervious Surfaces, Streambank Erosion	None listed
9850		3 Will discharge to combined sewer system.	Water Quality (Discharge to CSO)	None listed
9856		3 Agree that this is "most environmental impact." Watershed is pretty much undeveloped now.	High Quality (Undeveloped area)	None listed
9860		3 Several stream crossings and steep slopes. Cruises creek has a permit for aquatic life.	Stream Crossing, Steep Slopes	None listed
9862		3 Several stream crossings and steep slopes. Cruises creek has a permit for aquatic life.	Stream Crossing, Steep Slopes	None listed



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9865		3 This one might be too far along to incorporate any changes at this point. Alignments have been selected.	NA	Too far along to change?
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9867		3 Only farm that isn't developed on this road. Should say prime farm land. Also in Gunpowder Creek watershed. Is there a metric for neighborhood impacts? Would be a concern here. You can't "not miss" people going through this location. Environmental justices issues.	Prime Farmland, EJ Issues,	None listed
9880		3 Three Mile Creek watershed. A lot going on here. Flooding on lower portions that City of Wilder is concerned about. Master plan underway to address that. Three Mile Road is about to fall into the creek.	Flooding, Erosion	Master Plan
9885		3 Big Bone watershed. Pretty high up in the headwaters. Would add historic sites to this.	Headwaters, Historic	None listed
9887		3 There is overlap here with another project (Logistics to 338).	NA	None listed
9894		3 Agree that it is "high impact." Would not add any more pavement.	High Impact	Do not add more pavement
9896		3 Runs right along Four Mile Creek. Lots of cultural resources and farm land. Same issues that have come up for other streams. Boone County has mapped small family cemeteries. Have Kenton or Campbell? We believe there's some effort to record them, but maybe not mapped.	Streams, Possible Cemetery	None listed

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9904		3 Might want to add historic sites to this. Are these above ground resources or archeological? Above. There is a conservation easement here that it is dangerously close to. There is an Ag district. KYTC should have all of these because they've been mapped.	Historic Sites, Close to Ag District, Conservation Easement	None listed
9907		3 Stream crossings. Prime farm land. Probably cultural concerns here.	Stream Crossing, Prime Farmland, Cultural	None listed
9916		3 This roadway is expensive to fix and maintain. High effort and cost to stabilize.	Stabilization	None listed
9919		3 Same concerns that we've mentioned before. This stream is very unstable. Impacting infrastructure and people nearby.	Stream Stabilization	None listed
9595		4 I don't like that it is so close to the preserve Is this a facilitator of other development in the area? That gives me pause – I would like to promote redevelopment as opposed to urban sprawl Too close to preserve Concerned about birds in the area Are bottomless culverts universally required now? The water source of concern there is the pond; protecting that is a priority Priority for protecting preserve Leave the wetland there! A bird sanctuary there, every bit as important This is wildly unnecessary – this is a bad one. Concerned with spill potential, freight And lots of other concerns	Protected Land, Species, Surface Water, Wetland, Hazardous Materials	High Impact

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9688		4 One concern – put it on the non-stream side, solve a lot of construction issues Seems problematic with a lot of fill dirt in a 100-year flood plain These are steep slopes ... is that a concern? They're over 20 percent grade in some areas	Flood Plain, Steep Slopes, Stream Crossing	Relocate on non stream side
9693		4 There is high quality habitat in this area, that's a concern for me That area has blown up so much, and it's blowing that stream out Concerned about the hydraulics, making sure that someone qualified on how project is affecting stream hydraulics	Quality Habitat, Stream Erosion, Stream Hydraulics	Stream Hydraulics Research
9678		4 Steep slopes, potential erosion issues Landslide-prone area Should have geo-technical study for proposed path	Steep Slopes, Erosion, Landslide Prone	Geo-Tech Study
9681		4 Steep area, don't know if it is landslide-prone area Geo-tech study for high landslide-prone areas	Steep Slopes	Geo-Tech Study
9989		4 Road there floods a lot; it's an issue Bridge needs to be higher, too low Bridge floods often	Flood	Higher Bridge