



Ross County Thoroughfare Update Oversight Committee
Minutes for July 24, 2012

Martha Rittinger as acting Chairperson called the meeting to order at 2:00 p.m. in Room 102, at the 15 North Paint Street Complex. Present were Keith Coleman, A.J. Hamburger, Tom Day, Pat McAllister, Marvin Jones, Charlie Ortman, Patricia Wetzel, Robert Wakefield, Doug Corcoran, Jan Green, Chris Mangold, Nancy Ames, Jack Everson, Nick Corcoran. Also present were J. Devon Shoemaker and Keith Putnam from the Ross County Planning Department. Guests present were Ethan Gill, Ethan Gill, David Berman, and David Fishel.

Introduction of members and guests.

Brief Review of the Thoroughfare Plan and it's Transportation Improvement Plan

Element: Devon Shoemaker of the Ross County Planning Department gave a brief overview of the thoroughfare plan and its history and elements (*powerpoint presentation attached*).

Annual Update from City Engineer: Mr. Tom Day gave a brief overview of transportation activities that took place over the past year which focused on continued maintenance on the City's main thoroughfares. When properties develop or redevelop focus has been placed on improved and safer access. A high priority has been placed on connectivity.

Annual Update from County Engineer: Mr. Charlie Ortman indicated that the County is holding its own on roadway and bridge maintenance. Revenue remains steady and staying leans with regards to personnel. The three bridges crossing the Scioto are well maintained. Again, high priority has been placed on safer access and connectivity where possible.

Annual Update from ODOT: Mrs. Patricia Wetzel gave an overview of ODOT projects in the area such as the Hess Lane bridge relocation, resurfacing the bypass, and bridge replacement near Londonderry. ODOT is working with Kenworth to develop a traffic impact study. There is a new office created by ODOT to aid with economic development to assist businesses with funding for access improvements. There will be a traffic signal installed at Delano and State Route 159 soon. She also talked about upgrades to signal timings on Bridge Street and Main up to Riverside. ODOT also shifted some funds to systematic improvements such as backplates on signals to block sunlight and reflective strips to make more visible when electric is off, curve signage, rural intersection signage standards. ODOT will be focusing on education programs and a distractive driving simulator may be at the fairgrounds.

Open Discussion (mostly about Transportation Improvement Plan):

Martha Rittinger asked about the status of the Weigh Stations project. Patricia Wetzel indicated that there are no plans currently. One problem is the railroad overpasses. The expense of widening is very high. Doug Corcoran mentioned the possibility of leasing the sites to private use. No bidders received.

Jan Green brought up the status of US-50/Western Avenue widening. Stantec is working on a nine step process. Stantec will recommend three alternatives. Some may be expensive, some less

so. Commissioners are paying for 20-percent of the cost of the study and we need a grant to continue the nine-step plan process. Jan Green asked if there were any plans to remove the hill where the curve is. Charlie Ortman said yes it is part of the plan. Patricia Wetzel indicated that with safety fund we would normally have the designs. It is not off the table to use safety funds.

Tom Day spoke about the Northbound Turn Lane proposal for Bridge street. Decisions to-date have been to improve signal timings. Now it's a matter of time to set back and analyze new data that will come in. North Plaza Boulevard helps.

With regard to the SR-207 connector, Mrs. Wetzel explained that it is still in the beginning stages of looking at conceptual alignments. ODOT offering money used in upgrading over bridge and use it toward 207 design. Doug Corcoran indicated that the county will repave Overbridge and ODOT will complete the diaper of the bridge—will be working with ODOT to close the bridge when it gets worse. Martha Rittinger asked if we have more traffic counts and if deaths are considered. Patricia Wetzel indicated that the consultant will produce the figures and all necessary data will be taken into account with alternatives with the 207 extension. Mr. Corcoran said that the 207 connector has been renamed by ODOT as the **SR-180 Extension to US-23**.

General discussion revolved around the Massieville Road extension and how it is very difficult to find funding because it is a low priority.

Marvin Garrison brought up the concept of placing the Gateway Park access road extension. Mr. Corcoran said we should put it on the Transportation Improvement Plan.

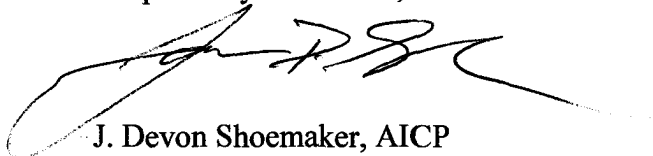
Mr. Day brought up that one of the biggest challenges for the Bridge Street proposed improvements is to work with landowners to obtain enough right of way and to work with developers to create connectivity.

Charlie Ortman indicated that we need to pursue grants and other funding to supplement the US-50/Western widening project. Doug Corcoran agreed that US-50/Western Avenue widening is the highest priority

Tom Day moved to add the Gateway Access Road (as a public road) to the Transportation Improvement Plan. Doug Corcoran seconded. The vote was unanimous.

Adjournment was by mutual consensus.

Respectfully Submitted,



J. Devon Shoemaker, AICP

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04-04-2013 At 01:42 pm.
COMM/REC .00
OR Volume 439 Page 1907 - 1913
ME CR Vol. 359 Pg. 2567



V. TRANSPORTATION IMPROVEMENTS Amendment 2012-1

This amendment adds Gateway Industrial Park Access Road improvement in the City of Chillicothe ranked with the highest priority.

As part of this thoroughfare plan update, various roadway improvements were considered for inclusion. The proposed improvements described in this update are considered technically feasible, logical, and supported by the public. The decision to include the projects described on the following pages was determined through extensive public involvement via surveys, public meetings, oversight committee meetings, and up-to-date data. **The following improvements are recommended to supplement and update the original thoroughfare plan. Recommended improvements and priorities could change because of changing circumstances. The oversight committee will review the plan yearly.**

Transportation Improvement Plan Update Table

Project Description	Project Limits	Improvement	Priority
U.S. 50/Western Avenue Widening	Limestone Blvd. To Veterans Parkway	Widen to multiple lanes and utilize access roads as primary means of access	Highest
Gateway Industrial Park Access Road	Industrial Drive south to connect with service road	Extend Industrial Drive approx. 1,710 ft. with curb/gutter and storm drainage	Highest
Northbound Turn Lane on Bridge Street	Stewart Road to Winona	New northbound right turn lane from Stewart Road to Winona	High
S.R. 207 Connector Continuation	U.S. 23 and S.R. 207 Interchange to S.R. 180	New S.R. 207 segment to link with S.R. 180 and S.R. 159	High
Full Interchange with U.S. 23 to Seney Road and Marietta Road	ODOT Weigh Stations near Seney Road, U.S. 23, and Marietta Road	Add ramps to and from 23 N. at Marietta; add ramps to and from 23 S. at Seney Road.	Intermediate
Delano Road Upgrade	Hospital Road or S.R. 207 to S.R. 159	Widen road, correct geometrics, add turn lanes, add signals	Intermediate
S.R. 159 Widening	Kenworth Drive to S.R. 180	Widen to multiple lanes (possibly four) and utilize access roads as primary means of access	Intermediate



Massieville Road to Three Locks Road Connector	Where Massieville Road dead ends to Three Locks	Continue Massieville Road north to connect with Three Locks and close access to the short segment of Trego Creek to Massieville Road	Low
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Widen U.S. 50/Western Avenue

Widening U.S. 50/Western Avenue between Limestone to Veterans Parkway to multiple lanes and utilizing access roads as primary means of access is the highest priority. Traffic is expected to increase substantially in the future. According to the year 2030 traffic forecast, traffic will increase after full development of the area to an Average Daily Traffic Volume (ADT) of 20,000, which warrants multiple lanes. Widening U.S. 50/Western Avenue combined with access management will improve the facility enough to meet future traffic demands.

Add Northbound Lane on Bridge Street

This section of Bridge Street currently has the highest ADT and will grow to 35,000 ADT by the year 2030. As noted in the access management study portion of this update, the possibility exists between Stewart Road and Winona Boulevard to widen Bridge Street and incorporate a northbound right turn lane while still accommodating the left turn lanes between U.S. 35 and Winona Boulevard. The new northbound right turn lane would improve access to shopping areas and improve traffic flow.

Continue S.R. 207 Connector

Continuation of the new S.R. 207 to link with S.R. 180 and S.R. 159 is the logical project to complete the connectivity between five major facilities: SR-104, SR-207, US-23, SR-159, and SR-180. Plans are underway developing the area north of the US-23/SR-159 interchange along SR-159, and near the new SR-207/US-23 interchange. Commercial/industrial activity in this area will need the transportation facilities to accommodate this development. The intersection of Delano Road and SR-159 has become a safety concern because of the increasing traffic. As the area develops, safety concerns increase. Accomplishing this project addresses safety concerns, connectivity, and accommodates development.

Connect Massieville Road to Three Locks Road

Connecting Massieville Road to Three Locks coincides with State and local goals to limit access where possible along U.S. 23. The project would eliminate some secondary public access points along U.S. 23, and provide a new intersection with Massieville and Three Locks. Specifically, the access point of Trego Creek on the east side of US-23 leading to Massieville road would be eliminated. There are issues that must be overcome in order to implement this project such as designing a new roadway in the floodplain while protecting the functional integrity of the floodplain.



Full Interchange with U.S. 23 to Seney Road and Marietta Road

It is possible that the area where the ODOT weigh stations are located along U.S. 23 could be utilized for a full interchange. Seney Road on the west and Marietta Road on the east of U.S. 23 would have access to and from the highway. Travelers would have the option of accessing the Bridge Street area from either Seney or Marietta from the highway. This segment of highway boasts the third highest ADT in the county. There are challenges to overcome such as the two railroad Bridges on Seney Road.

Delano Road Upgrade

The project involves improvements to Delano Road beginning at Hospital Road and running to S.R. 159. The traffic associated with the Kenworth Drive area would have a direct northern access to the new S.R. 207 and U.S. 23 corridors. The work would include widening, correcting of the geometry adding signals and turn lanes at SR-159.

S.R. 159 Widening

The project calls for widening SR-159 from Kenworth Drive to SR-180 to four lanes or improved as needed. After the SR-207 Connector Continuation is completed and as development takes place in the area, it is expected that traffic volume on this segment of SR-159 will increase to the extent that multiple lanes will be necessary. The 2030 traffic forecast for this segment shows a 20 percent increase in Average Daily Traffic. This is considered to be a conservative figure and will depend upon various factors such as economy, and eventual land use of the area. Obtaining right of way from the new development areas and using a logical system of intersections and access roads with adequate throat depth should provide enough area for widening SR-159.

Gateway Industrial Park Access Road

The road would be approximately 1,710 in length, 27 feet wide with curb/gutter and storm drainage (to be determined on the south side of the stream). It would cross the intermittent stream using a large culvert to match the system under SR 104. On both the north and south sides of the stream public potable water and sanitary sewer service is already available. The path shown in the attached sketch is only a representation of the road's location. No plans have been prepared to date. The actual path may vary from what is shown to take advantage of the available land to be developed. The road would terminate at the existing service road to the Chillicothe Baptist Church. A connection would be provided.

Proposed by:
Development Committee



BK: 439 PG: 1912

DATE	AGENDA NO.	READING	CRISP OF RULES
11-12-12	15	1st	<input type="checkbox"/> 3 day receipt
		2nd	<input checked="" type="checkbox"/> 3 reading
		3rd	<input type="checkbox"/> 3 reading
11-12-12		Passed	Notes
		Defeated	
		Tabled	
		Not Read	

ORDINANCE NO. 87-12

AN ORDINANCE APPROVING THE ACTION OF THE PLANNING COMMISSION OF THE CITY OF CHILlicothe IN AUTHORIZING THAT THE INDUSTRIAL DRIVE ROADWAY EXTENSION PROJECT BE ADDED TO THE ROSS COUNTY THOROUGHFARE PLAN AND GIVEN A "HIGHEST PRIORITY" RATING, AND DECLARING AN EMERGENCY.

WHEREAS, The Ross County/City of Chillicothe Thoroughfare Plan is a priority listing of roadway projects. Projects are listed from "highest" to "low" priority status; and,

WHEREAS, the Industrial Drive roadway extension project is currently not included on the Thoroughfare Plan list; and,

WHEREAS, The Community Improvement Corporation, on behalf of the City, has applied for a \$450,000.00 grant to finish the infrastructure in the industrial park and has requested that the Gateway Industrial Park project be added to the Thoroughfare Plan list and given a "highest" priority rating so that the revised list may be included in the grant application package which is due to the Ohio Valley Regional Development Commission by November 30, 2012; now, therefore;

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF CHILlicothe, STATE OF OHIO:

SECTION 1. City Council hereby approves the action of the Planning Commission of the City of Chillicothe authorizing that the Industrial Drive roadway extension project be added to the Ross County/City of Chillicothe Thoroughfare Plan and given a "highest priority" rating.

SECTION 2. This Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public health, safety, and welfare. The reason for such necessity is that the Industrial Drive roadway extension must be added to the Ross County Thoroughfare Plan and given a "highest priority" rating so that the revised list may be included in the grant application package which is due November 30, 2012. Therefore this Ordinance shall go into immediate effect.

Passed: Nov. 12, 2012


PRESIDENT OF COUNCIL
Pro Tem

Attest:


CLERK OF COUNCIL

Approved: Nov. 12, 2012

FILED WITH THE MAYOR


MAYOR

Nov. 12, 2012

Voting "yea" were the following members of Council: Ames, Bonner, Gray, Neal, Patrick, Proehl, Siberell, Tatman and Fruttschel.

ROSS COUNTY CITY OF CHILlicoTHE THOROUGHFARE PLAN PROPOSED EXTENSION OF INDUSTRIAL DRIVE

201300002851
ROSS COUNTY PLANNING DEPT
FILE FOR PICKUP

BK: 439 PG: 1913

PROPOSED EXTENSION OF INDUSTRIAL DRIVE
ALIGNMENT SHOWN IS A GENERALIZATION
MAY BE BUILT TO ACCOMMODATE DEVELOPMENT

BEGIN AT INDUSTRIAL DRIVE

TERMINATE AT EXISTING SERVICE ROAD

GATEWAY

SR-104

US-35 W TO SR-104

US-35

US-35

US-35 E TO SR-104

PLEASANT VALLEY

ROBERTS

PLEASANT VALLEY

SR-104 TO US-35 W

1 inch = 100 feet

