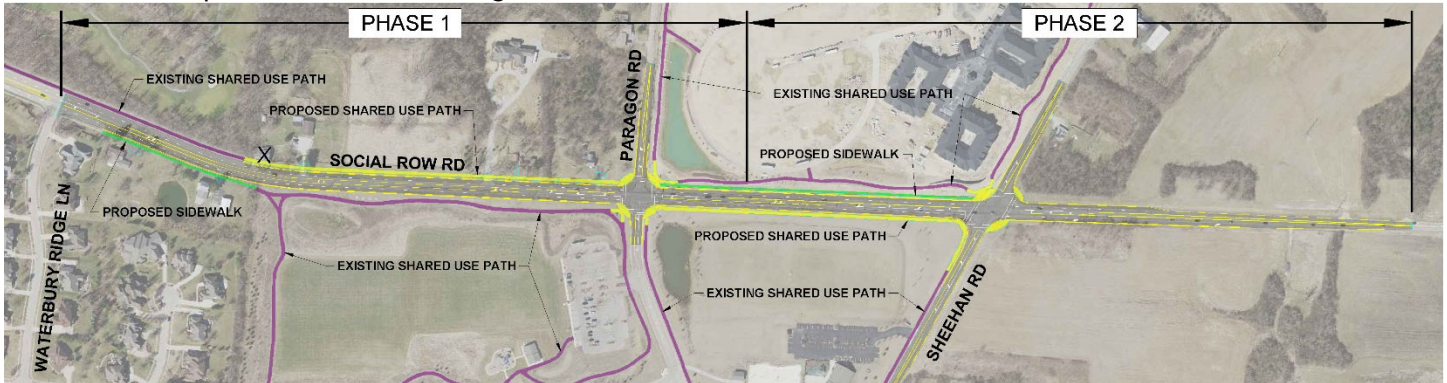




What does this project involve? Under the preferred alternative design, the Montgomery County Engineer's Office will widen Social Row Road from two lanes to five lanes, extending from Waterbury Ridge Lane to Sheehan Road. The project will be undertaken in two phases, with Phase 1 (PID 113360) extending from Waterbury Ridge Lane to Paragon Road and Phase 2 (PID 115191) extending from Paragon Road to Sheehan Road. A new shared use path and infill sidewalk will be provided for the full length of the corridor.



Why is this project needed? The project is intended to address existing and anticipated future congestion caused by increased traffic volumes. Currently, the Social Row Road/Paragon Road intersection is operating at a failed level of service of F. Level of service (LOS) is a term used to qualitatively describe the operating conditions of a roadway based on delay motorists experience. A LOS of 'A' is the best and a LOS of 'F' is the worst. In the case of the Social Row Road & Paragon Road intersection, it is currently operating at a LOS of F, because motorists experience delays of more than 50 seconds at the unsignalized intersection during the evening peak hour. Concurrently, several approaches to the existing Social Row Road/Sheehan Road intersection are operating at level of service D. This is because motorists are experiencing delays of more than 35 seconds to 55 seconds at this signalized intersection during the morning and evening peak hours. The delays at both intersections are expected to increase substantially by the design year (2045) if no improvements are made. Under the preferred alternative, almost all movements within the corridor will operate at a level of service C or better (>20 seconds to 35 seconds) on opening day. In the design year (2045), although some approaches to intersections will operate at a level of service E, most are expected to operate at a level of service D or better.

The project also provides an opportunity to expand and improve pedestrian/bicycle access within the corridor.

How much will this project cost and how is it funded? The current estimated cost for Phase 1 (PID 113360), including design, right-of-way acquisition, and construction costs, is \$5.08-million. The current estimated cost for Phase 2 (PID 115191) is \$4.63-million. Both projects are being funded with federal Surface Transportation Program funds through the Miami Valley Regional Planning Commission and county funds.

Who proposed this project and who is responsible for oversight? The Montgomery County Engineer's Office applied for and received federal transportation funds through the Miami Valley Regional Planning Commission. ODOT, as steward of the federal funds, will provide oversight during all phases of project development.

What acquisition is required for this project? The project will require up to 2.0-acre of new permanent right-of-way and up to 3.2-acre of temporary to allow for construction. Under the preferred alternative, the project is expected to require the removal of the existing house at 1057 Social Row Road. Affected property owners will be contacted at a later date to discuss the right-of-way needs, the acquisition process, and property owner rights under the process.

Will the project include new signalized intersections? The intersection of Social Row Road and Paragon Road will be signalized. The intersection of Waterbury Ridge Lane will not be signalized, as it does not meet the criteria (known as signal warrants) that allow for installation of a traffic signal.

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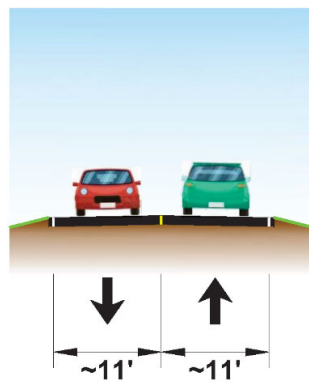


Did the County consider roundabouts at the intersections? Consideration was given to constructing roundabouts at Social Row Road’s intersections at Paragon Road and Sheehan Road. Given traffic volumes in the design year (2045) being significant, however, a multi-lane roundabout versus a single lane roundabout appeared to be necessary. Because of the need for a multi-lane versus single-lane roundabout, the existing skewed alignment of the Sheehan Road intersection, and additional highway right-of-way needs immediately at each intersection, the installation of roundabouts were dismissed. The Engineer’s Office is supportive of roundabouts for traffic control, and believes they are appropriate for many projects; however, this project was not one.

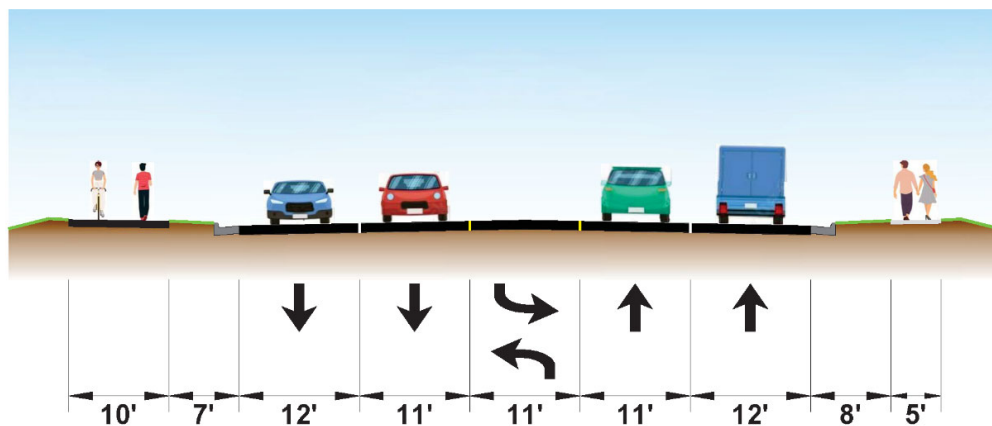
Given the recent popularity of road diets, did the County consider limiting this project to just adding a turn lane? Yes. Unfortunately, while the three-lane cross-section improves congestion slightly at the intersections under current conditions, the anticipated traffic in the design year (2045) is still expected to result in failed conditions at the intersections with Paragon Road and Sheehan Road in the design year.

Will the project affect the walking trails at the Randall Residence of Centerville? The walking trails at the Randall Residence of Centerville are privately-owned and maintained trails. Portions of these trails may be reconfigured or otherwise impacted by construction, so they can be connected to the new roadway improvements.

How will the roadway change? The existing roadway provides for one through lane in each direction. Under the preferred alternative, the new roadway will provide two through lanes in each direction, with a center turn lane. A multi-use trail will be provided on the north side from the existing multi-use trail at Waterbury Ridge Lane to Paragon Road, then shift to the south side from Paragon Road to Sheehan Road. Infill sidewalk will be provided on the alternate side of the roadway from the shared use path.



EXISTING TYPICAL SECTION ~ SOCIAL ROW ROAD



PROPOSED TYPICAL SECTION ~ SOCIAL ROW ROAD

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Did the County consider alternatives that would avoid the loss of the house at 1057 Social Row Road? Yes. Unfortunately, an alternative to avoid the loss of this house would require a substantial shift in the roadway alignment, resulting in much greater impacts to Robert F. Mays Park (including reconstruction of the existing walking trail and detention pond at the park) and much higher project costs.

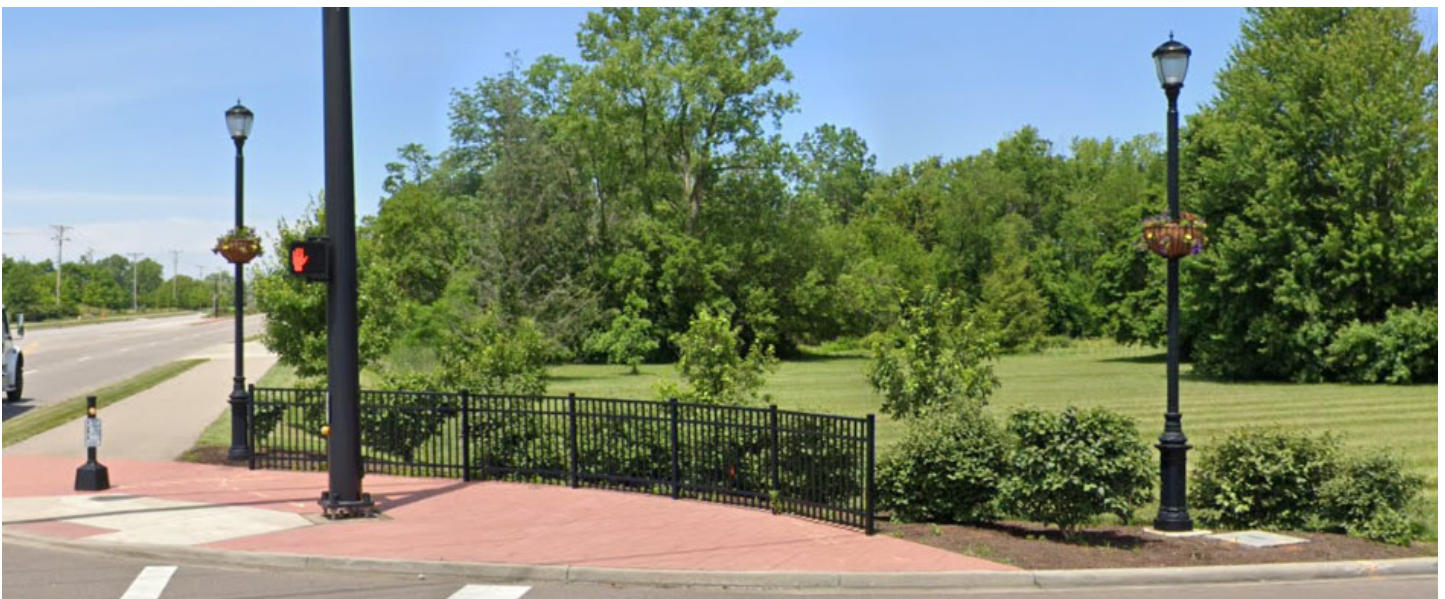
How will the project affect historic resources? An evaluation of the corridor for historic resources, and the project effect on any identified historic properties, will be undertaken as part of the environmental review of the corridor. At this time, there are no properties within the corridor that are listed on, or known to be eligible for, the National Register of Historic Places.

If you are concerned that the project will affect historic properties and would like to have an opportunity to comment on our decision-making regarding historic properties, please complete the section of the comment form titled “Section 106 Consulting Party Request”.

How will the project affect Yankee Trace and Robert F. Mays Park? Under the preferred alternative, involvement with Yankee Trace is expected to be limited to minor temporary right-of-way (up to 0.01-acre) from an undeveloped corner of the park, to allow for construction at the project’s west limits. This involvement is expected to meet the “temporary no use” criteria of Section 4(f) of the US DOT Act of 1966, which protects publicly-owned recreational resources.

The project will require both temporary (up to 0.62-acre) and permanent (up to 0.54-acre) easements from the Robert F. Mays Park, to allow for construction. The project may require temporary closure of a portion of the existing walking trail at the park, to protect workers and the public. Access to all areas of Robert F. Mays Park outside of the construction limits will be maintained during construction. Involvement with Robert F. Mays Park is expected to meet the de minimis criteria of Section 4(f).

What types of amenities will be offered? There will be no medians incorporated into this project. Otherwise, existing amenities found west of the project limits along Social Row Road and Austin Boulevard (as shown in the photograph below of the nearby Yankee Street intersection) will be continued as part of this project. The traffic signals at the intersections of Paragon Road and Sheehan Road will be mounted on black mast-arms. The project will include decorative street lights with acorn-shaped fixtures. In addition, colored and textured concrete sidewalk will be installed at both project intersections. Finally, plantings at the intersections and along Social Row Road within the project will be installed behind the proposed walk and multi-use trail. These plantings will range from flowering plants to small trees. Costs for the plantings are being paid for by Washington Township and the City of Centerville.



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How will the project affect noise and will noise barriers be built? A noise analysis has been completed for the County's preferred alternative. In total, three residential properties were considered impacted, as well as the walking path at Randall Residence of Centerville and the walking path at Robert F. Park. The anticipated maximum increase in the level of noise caused by the proposed improvements is about 4.5 decibels over existing conditions. Though these impacts have been identified, it would not be reasonable and feasible to construct a noise barrier at the three residential dwelling units because residential driveways located along Social Row Road would require many breaks in the barrier to maintain access to the residential properties; these breaks would prevent the barrier from functioning effectively. A noise barrier at Robert F. Mays Park is not be feasible and reasonable, as it would not meet the cost reasonable criterion of less than \$35,000 per benefited receptor.

What is the schedule for the project? The project is currently in preliminary design. Final plans for Phase 1 are expected to be completed in late 2024, with the project awarded to a contractor in March 2025. Phase 1 is expected to require up to 18 months to construct.

Final plans for Phase 2 are expected to be completed in late 2025, with the project awarded to a contractor in early 2026. Phase 2 is expected to require up to 6 months to construct.

Will the project impact ecological resources, such as waterways or wetlands? An evaluation of the corridor for the presence of ecological resources, including resources that could offer habitat for protected species, will be undertaken as part of the environmental review of the corridor. Impacts to ecological resources or protected species' habitat will be coordinated with the appropriate agencies and any necessary permits will be obtained.

How will the project affect air quality along the corridor? The addition of through travel lanes is not expected to increase the number of vehicle miles travelled within the corridor but will move travel lanes closer to homes along the corridor. This could result in these homes being exposed to higher vehicle emissions than currently. These emissions will be offset somewhat by lower emission rates due to reduced congestion within the corridor. The magnitude and duration of these changes cannot be accurately quantified due to inherent deficiencies in the current models.

How will traffic be maintained during construction? Temporary pavement will be installed in order to maintain two-lane, two-way traffic on Social Row Road. Utilizing the temporary pavement, half of the proposed new roadway will be constructed. Once half of the new roadway is built, traffic will then utilize this new portion as the remaining half of the roadway is built.

How will utilities be impacted by this project? When will utility relocations occur? Currently, impacts to utilities are expected to be limited to the publicly-owned street lighting and storm sewer within the corridor. Replacement of the lighting and resetting of catch basins will occur during the project construction. If private utilities are found to require relocation, these relocations may occur several months prior to the actual project start.

Will the project be ADA-compliant? Yes. All pedestrian facilities within the corridor will be ADA-compliant. In addition, at signalized intersections, marked crosswalks will be provided with countdown style pedestrian signal heads.

Will the project impact the floodplain? No. The project is not located within a designated special flood hazard area.

Will property access/driveway configurations be affected? Yes. Although construction limits along driveways will be kept to a minimum, and existing driveway apron geometries will be matched as close as reasonably possible, some sections of driveways will need to be reconstructed to tie into the new roadway. During construction, access to homes will be maintained; however, temporary restrictions will be needed to complete the driveway reconstructions. The contractor will coordinate the timing of the driveway reconstruction with the home owner.

What is the current status of decision-making on this project? No final decisions regarding this roadway improvement project have been made at this time. The Montgomery County Engineer's Office is seeking public input, in order to ensure the best possible decisions are made for the community. We welcome your input and encourage you to provide comments.

How can I submit comments? To provide comments, you may return the comment form included in this packet by mailing it to the Montgomery County Engineer's Office, attention Joseph Dura, at 451 West Third Street, P.O. Box 972, Dayton, Ohio 45422. You may also call the project manager, Joseph Dura, at 937-225-5507 or E-mail him at duraj@mcoho.org. Comments are requested no later than **December 3, 2021**. You may also leave comments on the ODOT Project Page for PID 113360, available at www.transportation.ohio.gov under the "Projects" tab.