



# THORNWOOD DRIVE



## Public Involvement Meeting

Thursday, September 16, 2010



**HNTB**

Please provide any comments you might have concerning this project in the space below or on a separate sheet of paper. You may deposit your comments in the designated box or mail them to the following address by **no later than September 30, 2010**:

Ohio Department of Transportation  
District 5 Planning Office  
9600 Jacksontown Road S E.  
P O. Box 306  
Jacksontown, Ohio 43030-0306

You may use additional pages if necessary. Your responses will be considered during the refinement of the alternatives for Thornwood Drive Project. **Thank you for your input.**

THANK YOU FOR THE OPPORTUNITY TO COMMENT ON THE PROJECT. MY SPECIFIC PROPERTY OF INTEREST FOR THESE COMMENTS IS OWNED BY '375 THORNWOOD LLC' AND ADJUTS THE ROADWAY ON THE EAST SIDE FROM ROUGHLY STATION 188+00 TO STATION 202+00.

THERE ARE SIGNIFICANT PROFILE CHANGES TO THE ROADWAY ALONG THIS PROPERTY. OUR REQUEST IS THAT THE FINAL DESIGN ENSURE SAFE AND REASONABLE ACCESS TO THIS PROPERTY FOR FUTURE DEVELOPMENT. THERE ARE NO OTHER ACCESS OPTIONS, SO ACCESS TO THORNWOOD DRIVE MUST BE AVAILABLE.

I OR THE OWNERS WOULD BE HAPPY TO DISCUSS THIS ISSUE WITH ODOT OR THE PROJECT SPONSORS AT ANY TIME.

THANK YOU.

Name: Jim ROBERTS Address: 59 GRANT ST.  
City: NEWARK, OH Zip: 43055 Date: 9/30/10

*This comment sheet is a self-mailer. Fold in thirds, tape (do not staple), and place in any mailbox. (Postage is required)*



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My Comment is that the speed limit shouldn't be 55mph on Thornwood Dr. People already go that fast! If you make it 55, they will think that they can go 60-65mph. This is not a highway in front of my house. There will be more accidents then compared to 2002-2004 of 72 automobile accidents

Thank you.

Name: Robin Stutney  
City: Heath

Address: 1430 Thornwood Dr.  
Zip: 43056 Date: 9/23/10

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WE HAVE PROPERTY LOCATED AT 1396 AND 1400 THORNWOOD DR,  
HEATH, OH. (EAST SIDE ON THORNWOOD DR.)  
I'M CONCERNED ABOUT THE BASEMENTS AND FIELD DRAINAGE  
TILE THAT DRAIN INTO THE DITCH WILL NOT GET COVER UP, DAMAGE,  
AND RETAIN THE CORRECT DROP, DURING AND AFTER COMPLETION OF  
PROJECT.  
ALSO SOME PROPERTY OWNERS HAVE SEPTIC SYSTEMS IN THERE FRONT  
YARDS THAT WILL NEED TO BE WATCH OUT FOR.

Name: DONALD AND MARILYN WHITE Address: 733 ALPINE CIRCLE  
City: HEATH, OHIO Zip: 43056 Date: SEPT. 24, 2010

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- Cost & Timing
- Very concerned about the amount of my property being taken & compensation.
- Very concerned about my concrete drive landing which is necessary in winter time.
- Dirt & mess that could end up in our pool.
- Construction & equipment problems getting in & out of property.
- Increase in traffic when completed.
- Traffic speeding more than current.
- Noise increase

Name: GARY L. PIKE

Address: 315 THORNWOOD DR

City: NEWARK

Zip: 43055 Date: 9-22-10

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*Susan J. Haas*

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1295 County Line Rd  
Hopewell, OH 43746  
(740) 787-1039  
susanjhaas@earthlink.net

September 24, 2010

Ohio Department of Transportation  
District 5 Planning Office  
9600 Jacksontown Rd. SE  
PO Box 306  
Jacksontown, OH 43030-0306

Re: Thornwood Drive Project

Dear Friends:

Thank you for hosting the open house and for the opportunity to comment on the proposed Thornwood Drive project. As a cyclist and runner, I am writing to ask that the needs of non-motorized and low-speed road users be taken into account in the final design.

As you may know, Thornwood Drive is a major corridor for cyclists between Newark and points southwest. The current terminus of the bike path at W. Main St. and Coffman Rd. is convenient to Thornwood Drive. More importantly, every alternative route is either extremely busy, extremely hilly, or both – perhaps adequate for experienced adult cyclists without mobility problems, but inappropriate for children, recreational cyclists, or persons who require mobility aids.

Of particular concern in the drawings is the transition at the railroad tracks from a wide 55 mph roadway to a narrow 35 mph road. Northbound low-speed users, who are likely to use the shoulder in the 55 mph area, will be forced into close proximity with high-speed traffic when the shoulder width decreases. This will be occurring at the same time that high-speed users are adjusting to a decreased speed, the railroad crossing may require all road users to change lane position, and the “hump” for the rail crossing may interfere with high-speed road users’ ability to see potential obstructions in the road ahead. That there is no intersection at this transition means that low-speed users have no alternative but to join the traffic flow on Thornwood Drive.

When common cycling routes are considered, the location for the transition is particularly inopportune, since the part of Thornwood Dr. most heavily used by cyclists is the portion between Faye Dr. (where cyclists, pedestrians and wheelchair users may use Coffman Rd. to access West Main St. and the bike path) and Hallie Ln. (where these

road users may access Canyon Rd.). If the general design is approved, I would urge that either the wide shoulder be continued for the length of Thornwood Dr., or that a dedicated bike lane be created.

I would also emphasize the importance of a smooth 90° railroad crossing. As you know, two-wheeled vehicles such as bicycles and motorcycles, as well as narrow-wheeled vehicles such as wheelchairs, strollers and mobility scooters, must cross railroad tracks as close to 90° as possible. Such vehicles may lose traction on the rails or on asphalt bumps, and gaps may entrap a wheel. When a vehicle must cross tracks by traveling in a direction that is not parallel to the flow of traffic, all road users are endangered.

Finally, in general, the Hallie Ln./Faye Dr. connection raises an issue that is common to all east-west traffic in Licking County: the misalignment of secondary roads at major crossings. In general, recreational loops must choose to stay on one side or the other of State Routes 79 (in southern Licking County) and 13 (throughout the county); transportation routes that require crossing these roads can sometimes double the distance compared to high-speed users. I hope that east-west crossings are taken into account in this project as well as future projects.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Susan J. Haas', written in a cursive style.

Susan J. Haas



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1. Concern for safety where River Road meets Thornwood. Many accidents. I live in Reddington Village & fear vehicles coming down over hill into our homes. Could we get some kind of wire barrier - now?

2. Concern about water drain-off when road widening takes place. Again we live below the road level & definitely would want curbs.

3. Will the water pumping station on Thornwood & River Rd be moved?

4. Concern about our safety once the road is widened. We are below road level & an accident could throw a vehicle into our homes.

5. Concern about 3 way stop backing up traffic over Reddington Rd & not being able to get out of our driveway turning left.

Name: Lee & Lonnie Miller

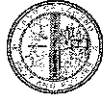
Address: 173 Reddington Vly Lane

City: Newark

Zip: 43055 Date: 9-29-10

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Thank you for listening



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**Comments:**

The improvements to Thornwood Drive will bring more traffic to the road.

This is the primary road for cyclist to access the southwest region of the county. The Evans Bicycle Path ends at W. Main St. Faye Drive is the usual access to Thornwood. It is currently quite difficult to get across the railroad track and onto Hallie Lane and Lees Rd. With increase traffic, wide shoulders will be required all along Thornwood to make bicycle use safe

Is it possible to plan now for a bicycle path along Thornwood? If it is not done now it will never be done!

Since most accidents involve running off the pavement, I expect you will be considering grinding rumble strips on the shoulder. This will make the narrow shoulders unusable by cyclists. Wider shoulders are required to allow for rumble strips. Wide shoulders will be required the whole length of Thornwood for safe use by cyclists.

*Ken Apacki*

Please accept these comments. I was out of town until today and sent friends to the open house.

Name: Kenneth Apacki Address: 352 Llanberis Dr.  
City: Granville, OH Zip: 43023 Date: 2 Oct 2010

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CC: Susan Wyatt

## OFFICE OF LICKING COUNTY ENGINEER

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TIM LOLLO, ENGINEER

Donald D. Hill County Administration Building  
20 South Second Street  
Newark, Ohio 43055  
Phone 740-670-5280  
FAX 740-670-5295

September 28, 2010

Karl Newman, District Deputy Director  
Ohio Department of Transportation  
District 5 Planning Office  
9600 Jacksontown Road S.E.  
P.O. Box 306  
Jacksontown, Ohio 43030-0306

Subject: Thornwood Public Involvement Meeting

Dear Mr. Newman,

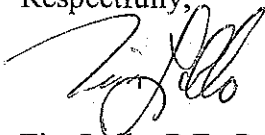
Thank you for sending us copies of the comments from the September 16, 2010 Public Involvement Meeting for the subject project. As we were not able to attend we would like to take this opportunity to provide you with our comments as well.

Given that the project costs have escalated to over \$12M, it is questionable whether or not construction of the entire project is prudent. Based on the stage 1 design cost estimate information submitted to this office by district 5, it appears the high project costs are being driven by the earthwork, right of way, utility relocations and geotechnical requirements associated with the proposed shoulder widening. Wider shoulders are typically required to mitigate crashes and alleviate congestion. Since there were zero crashes in 2009, and the congestion problems are marginal, the benefits derived from the project as currently proposed are very difficult to rationalize. Therefore, based on the excessive costs and limited benefit of the project we do not support further development for the shoulder widening portion of the project.

However, we do suggest spot improvements within the unincorporated sections of the roadway be pursued. The substandard vertical curve at the railroad crossing, and the lack of left and right turn lanes at Irvingwick Drive, Hallie Lane and Lees Road on the Thornwood Drive mainline should all be considered for further development. The preliminary engineering studies showed that turn lanes at these locations are all warranted. The highest priority of these is the need for the southbound left turn lane at Irvingwick Drive. This was eliminated earlier due to the proposed realignment of Irvingwick Drive with Hallie Lane, but it now appears that project will not be constructed in the foreseeable future, and therefore the left turn lane should be reconsidered.

Thanks again for keeping us involved. Should you have any questions pertaining to our comments please feel free to call me anytime.

Respectfully,



Tim Lollo, P.E., P.S.  
Licking County Engineer



To: Ohio Department of Transportation

9-28-10

From Gordon C. Postle

Re: Thornwood Drive

Budget, cost and finance not withstanding, and in response to ODOT's Thornwood drive proposal, I offer the following comments.

I strongly feel it would be a grave mistake to leave the Thornwood corridor a two lane road with grade crossings and intersections at

Cherry Valley Rd.  
River Rd.  
Reddington Rd  
James Rd.  
Faye Dr.  
Columbus and Ohio River Rail Road  
Hallie Lane  
Irving Wick Rd.  
Lees Rd.  
Seminary Rd.  
Beaver Run Rd.

The very instant that a new Rt. 16 interchange opens and dumps high speed traffic onto a two lane Thornwood drive, to confront a four way stop sign at James Rd , or a blocked rail road crossing, all the benefits of any future Rt. 16 improvements will be lost.

And the first time a teenage stop sign fatality occurs from a side road, ODOT will find itself installing ¼ million dollar traffic lights at every grade intersection between Rt. 16 and Hebron as they've been politically pressured to install elsewhere on Rt. 16 i.e.: Dayton Rd., Marne Rd., and Brownsville Rd., east of Newark.

A substantially wiser proposal, keeping in mind the 21<sup>st</sup> century transportation needs of the area, would be a four lane limited access expressway with a major interchange in the Central City area that would provide rapid access to Licking Memorial Hospital, The Medical Center of Newark, the rest of the medical community and Doctors, Newark's west end fire station, and the Tamarack industrial areas, with limited availability of off-on ramp access to Cherry Valley/Reddington Rds., River rd., and James Rd/west Main St.

Next an overpass over the Columbus and Ohio River railroad is paramount to "keeping people and products moving" (Advocate quote, 9-26-10).

The expressway's second and only other interchange needs to be at Irving Wick Drive to provide access to Heath and a spot for service road access to the new road from all roads from the west. Columbus and Franklin County use service roads extensively.

I'm sure ODOT is aware of the wide and increasing use of Thornwood Drive as a Rt. 79/Heath by pass (most dangerous route in Ohio-ODOI quote) to the Air Force Base, The Newark and Heath Industrial Parks. Expressway access to these job sites is vital so that wage earners can continue to support themselves and meet their tax obligations, some of which is directed to ODOT to build up to date roadways

I acknowledge that cost is always a factor so here's some food for out-of-the-box consideration. Toll roads work very well for building and maintaining 21<sup>st</sup> century roadways without tax payer expense. A couple of toll road benefits come to mind: First drivers who are too frugal to pay a toll will drive elsewhere, reducing traffic volumes, and the expressway would be built with no further consumption of tax dollars. It would be paid for only by those who really need the road.

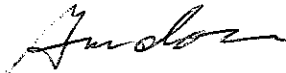
And I'm sure if the city of Heath can snap your picture and generate an unchallengeable fine from as far away as Arizona, that technology could instantly tract tolls on an accumulating basis with a radar type device and send a monthly billing (jobs) or collect at point of auto registration, drivers license, state income tax return, etc.

Thanks for listening. I'm sure ODOI has already decided what it's going to do. But---

Simply put, In 2010 we know better than to stick to a two lane highway if our goal is "to move people and products." Keep in mind that when they open the gate at route 16, and they eventually will, Thornwood Drive, as currently proposed, will be grossly inadequate, and side street safety will be a major factor. If new industrial job sites are needed, Newark, Heath, Hebron, and Licking County should first attempt to fill vacant factories that already exist; Granville and Pataskala have some too. And the old Roper factory site is an option also (Ethanol site that won't take cropland out of production). It has expressway access, public water, sewer, gas, electric, railroad, and is already zoned industrial. Developers wouldn't have to do battle with Granville's perpetual opposition.

I would welcome the opportunity to discuss these ideas with ODOI officials at the decision making level.

Sincerely,



Gordon C. Postle  
12105 Claylick Rd. SE  
Newark, Ohio 43056  
740-763-2854