

RESPONSE TO COMMENTS FROM NOVEMBER 2002 MEETING

The concept displayed at the 2002 public meeting included access roads and changes to travel patterns in front of the schools in Lucasville.

The comments included: (1) the access roads will create ingress and egress problems, (2) volume of traffic on access roads will affect busing, (3) the dangerous intersection of Morris Lane and SR 728, (4) the use of Thomas Hollow Road as an alternate, and (5) response time of emergency services to all of the Valley Local Schools.

- (1) The previous Valley Alignment included access roads in front of the Valley Middle and High Schools; however, the current Valley Alignment (V4) will not change the location or use of existing 728 in front of the schools.
- (2) The new alignment of the highway will not involve the addition of access roads or any substantial changes in travel patterns. Traffic volumes are not expected to increase as a result of the new highway.
- (3) As a part of the Project, the intersection of Morris Lane and SR 728 will be improved to include turn lanes and increased sight distance. No impact is anticipated to the safety of school transportation. Based on traffic studies performed during the planning study for the project, less traffic is anticipated to travel the existing roads after the bypass is constructed, which should also improve the safety of school transportation along these routes.
- (4) The new alignment of the highway will not require additional school traffic to use Thomas Hollow Road, as SR 728 is not affected in front of the schools.
- (5) Access patterns are being maintained as they currently exist; no impacts to emergency services are expected. The reduction in traffic on local roads expected as a result of the bypass may improve travel times for emergency vehicles. Emergency vehicles traveling longer trips, such as between Lucasville, Minford and Wheelersburg will be able to use the bypass to improve response times.

Other comments received in this area included: (6) noise factors related to the new bypass, (7) transportation of hazardous materials, (8) a possible decrease in school enrollment, and (9) the effect on the Valley School District tax base.

- (6) Noise is not expected to be a problem for the schools. The proposed bypass is approximately 550 feet from the middle school and 1,800 feet from the high school. There are numerous locations throughout Ohio where school buildings are in close proximity to a limited-access roadway, many of them built after the roadway is already in place. Noise impacts will be analyzed as part of the Draft Environmental Impact Statement to determine if a noise wall is needed or other mitigation measures are appropriate.
- (7) Impacts due to transport of hazardous materials on the roadways cannot be foreseen. Accidents of this type are uncommon and the probability of a spill occurring at any particular location along the roadway is small. The new roadway will be constructed according to current standards and, as a limited access, divided roadway, it is the type of facility that has the lowest number of accidents per miles traveled.
- (8) While some families may decide to leave the area due to the construction of the bypass, it is more likely that the county's population will increase due to the creation of new jobs. An increase in population would most likely mean an increase in school enrollment in the long run.
- (9) Neither alternative is expected to have a substantial effect on the revenue to the Valley Local School District. Some homes and properties may be obtained due to construction of the bypass, regardless of location. However, less than 10% of Valley Local School District's revenue comes from property taxes. According to current segment calculations, there will be approximately 16 residential relocations within the Valley Local School District. This translates into a loss of less than 1% of the total school revenue because of the small percentage of this revenue that comes from property taxes. The bypass will also provide many opportunities for economic growth in the area. Because the bypass will offer a better transportation route, new industries may be attracted to the area, with the potential to create over time between four and six thousand new jobs. This will bring more money to the Scioto County economy and help to create a larger tax base. It should also be noted that homes needed for the project will be purchased. Most families will probably stay in the vicinity of their former residences, making a loss of tax revenue less likely and create an insignificant effect on enrollment.