



PROJECT INFORMATION SHEET
GRE-BELLBROOK BIKEPATH CONNECTOR (PID 80625)
(BELLBROOK-SPRING VALLEY BIKEPATH)
PUBLIC MEETING – WEDNESDAY SEPTEMBER 10, 2008

INTRODUCTION

This is a public meeting for the GRE-Bellbrook Bikepath Connector (Bellbrook-Spring Valley Bikepath) project. This Project Information Sheet will serve to answer some of the questions about the project and define the purpose of this meeting. Please read through this handout, browse the exhibits, and be sure to ask any questions you may have of the representatives that are in attendance. Representatives from the Ohio Department of Transportation, Greene County Parks, the Greene County Engineer's Office, and Barge, Waggoner, Sumner & Cannon, Inc. are available to answer your questions.

WHAT IS THE PURPOSE OF TODAY'S MEETING?

The purpose of this Public Meeting is to let project stakeholders and interested parties review and comment on the planned project. This meeting is being held as an Open House format which will allow you to ask questions you may have concerning the project and provide input regarding the future development of the project. Comment sheets have been provided so that you may have your comments recorded as part of the public record for the project. Comments should be made at the meeting using the supplied sheets or mailed to ODOT District 8 at the following address by September 24, 2008:

Mr. Keith Smith, P.E., Acting Planning and Environmental Engineer
Ohio Department of Transportation, District 8
505 South State Route 741
Lebanon, Ohio 45036

Comments may also be received via the following website:

<http://www.dot.state.oh.us/districts/D08/Pages/CommentsonPublicMeetings.aspx>

Additional project information can be obtained from the ODOT District 8 Public Involvement Meeting web page: <http://www.dot.state.oh.us/districts/D08/Pages/PublicInvolvementMeetingSchedule.aspx>.

WHAT IS THE GRE-BELLBROOK BIKEPATH CONNECTOR?

The project involves construction of a paved, multi-use bike path in southwestern Greene County that will connect the City of Bellbrook at Sackett-Wright Park to the Little Miami Scenic Trail in or around the Village of Spring Valley. The bikepath will offer transportation and recreation opportunities for walking/jogging, cycling, skating, and wheelchair use along the portions of the Little Miami State and National Scenic River. The ADA accessible path will generally be constructed of asphalt or concrete and will be ten feet in width with two foot grass shoulders on each side. The project is expected to utilize a combination of existing right-of-way, public land, and private property easements. The exhibits provided at the Public Meeting show the potential alignment of the bikepath overlaid on aerial photos and existing property lines.

WHY CONSTRUCT THE GRE-BELLBROOK BIKEPATH CONNECTOR?

The purpose of the project is to provide a link from the City of Bellbrook to the existing Little Miami Scenic Trail. This will allow trail users a safe, off roadway multi-use trail for nearby residents and existing Little Miami Scenic Trail users. Existing shoulder widths, traffic patterns, and horizontal and vertical curves on SR 725 prohibit many people from traveling along the planned route. The project is listed as part of the Miami Valley Comprehensive Local-Regional Bikeways Plan and has been identified in 2008-2011 MVRPC's Transportation Improvement Plan. The bikepath is also critical to the continued development of the multi-use trail system to the north and the west. It will eventually



provide a tie-in to the Little Miami Scenic Trail from the Bellbrook-Fairborn Connector (along Upper Bellbrook Road) and trails in Centerville to the west.

WHO WILL MAINTAIN THE BIKEPATH?

The bikepath will become part of the Greene County Park system of trails and paths. Greene County Parks will maintain this trail to the same high level of care as their other bikepaths. Motor vehicle use on the trail will be prohibited and the bikepath will be designed to limit use by motor vehicles except for emergency and maintenance vehicles.

HAVE OTHER ALTERNATIVES BEEN CONSIDERED?

Several alternative routes have been considered during the development of this project. Routes along SR 725 and along both banks of the Little Miami River were examined. The selected alternatives have been chosen due to constructability, aesthetic, and land use issues. Areas with steep slopes were avoided because they would require retaining walls and the acquisition of additional easements. Portions of selected alternatives are expected to overlap existing utility corridors which will reduce the impact on the area’s natural setting. The goal is to have a bikepath which minimizes impact on surrounding property owners but provides an aesthetic ride for its users.

HOW WILL THE PROJECT AFFECT MY PROPERTY?

The bikepath will be routed to maximize the use of existing public land owned by the city, village, county, and/or state. In some areas, easements will need to be obtained from property owners in order to construct one continuous trail. Where easements are required, the County will enter into negotiations with the affected property owners to determine if the bikepath can be constructed on their property. Affected property owners will be compensated at fair market value for the right to use the property for the bikepath. The bikepath will generally be routed away from homes and near public areas to provide privacy to nearby property owners.

WHAT ARE THE NEXT STEPS?

Comments and input from today’s meeting will be used to further develop and refine the project. Comments will be included in the official documentation for the project as part of the environmental approval process. Funding for a portion of the project has been currently identified and additional funding sources are being pursued to construct the project as a whole. Environmental field work and the design and development of construction plans will proceed next. The project is scheduled to start construction in 2012.

CURRENT MILESTONE DATES

ENVIRONMENTAL CLEARANCE	JUNE 2010
FINAL PLANS	AUGUST 2010
RIGHT-OF-WAY ACQUISITION START	JUNE 2010
RIGHT-OF-WAY ACQUISITION END	AUGUST 2011
PROJECT SALE DATE	DECEMBER 2011
START OF CONSTRUCTION	FEBRUARY 2012
END OF CONSTRUCTION	APRIL 2013