CLERMONT COUNTY OHIO

Transportation

UPDATED MAY 2024

Introduction & Purpose

The Transportation Element includes:

- Clermont County's Roadway Types and Classifications
- Intermodal Transportation Options
- Transportation Studies relevant to Clermont County
- Current/Future Transportation Projects
- Transportation Goals

Transportation addresses traffic circulation; alternative modes of travel including public transit, pedestrian and bike travel; parking facilities; aviation, rail and barge facilities, access to those facilities, and intermodal terminals; the availability of transportation facilities and services to serve existing land uses; and the compatibility between future land use and transportation elements.

Clermont County Engineer Duties:

- Prepares all plans (specifications, details, and estimates of cost);
- Submits forms of contracts for the construction, maintenance, and repair of all bridges, culverts, roads, drains, ditches, roads on county fairgrounds, and other public improvements, except buildings, constructed under the authority of any board within and for the county;
- Serves as the engineering advisor to the township trustees for the maintenance, widening, and repair of their roads;
- Is responsible for the bridges on both the County and Township roadway systems as well as certain bridges within municipalities. Annual bridge inspections and evaluations of the condition and load-carrying capacity of each bridge are part of this responsibility; and
- Participates in County and Regional Planning Commissions and provides tax map drafting services for the county. In unincorporated areas, the engineer may also be involved in the establishment and maintenance of petitioned and assessed ditches, sidewalks, and even county airports.

The Clermont County Engineer's jurisdiction in 2023 included:

- 383.479 miles of county highways (center-line miles)
- 426 bridges
- 3,161 roadway culverts

The engineer shall not be required to prepare plans, specifications, details, estimates of costs, or forms of contracts for emergency repairs authorized under section 315.13 of the Ohio Revised Code, unless he deems them necessary.

This comprehensive plan includes the most current edition of the Clermont County Regional Transportation Improvement Program (RTIP) and is included in the appendix.

Clermont County Transportation Improvement District

Established in June 2006, the Clermont County Transportation Improvement District's (CCTID) primary function is to take the lead in working between local jurisdictional partners and other county, state and federal agencies to identify, develop and secure funding for transportation improvement projects that support local and regional economic development strategies.

Projects advanced by the CCTID ease congestion, expand access to current and future businesses and shopping locations, and improve safety for all who travel through the area.

The CCTID actively seeks out and builds partnerships that harness private sector innovation and resources, encourages competition, and optimizes the assignment of risk. Through this approach, the CCTID brings about cost-effective and environmentally compatible solutions for project development and delivery.

Over 60 projects since 2007, representing an investment of more than $102 million, have supported economic growth and regional stability and many were completed on time and on budget. The success of these projects has generated more funding and support for current and future projects. Approximately five additional projects representing more than $26 million in investments either are underway now or will be by 2028. And more are being planned.

Ohio Department of Transportation (ODOT)
Clermont County is located in District Eight for the Ohio Department of Transportation. District Eight also serves Butler, Clinton, Greene, Hamilton, Preble, and Warren counties in southwest Ohio.

All Department of Transportation activities within the seven-county region of District 8 fall under the guidance of the District Deputy Director. The Deputy Director assists in strategic planning, short and long-term goal setting, performance measurement and policy development and deployment on both the statewide and district-wide level.

The Deputy Director also represents and communicates the activities, views and policies of the department with representatives of local, state and federal agencies, elected officials of local, state and federal governments, consultants, contractors, vendors, the news media and other internal and external customers.

More Information: www.goclermont.org

Clermont County Road Types

Clermont County's Four Road Types:

1) State Highways, Interstate Highways, and U.S. Highways
2) County Roads
3) Township and Municipal Roads
4) Private Roads

State Highways, Interstate Highways, and U.S. Highways

These are also known as the main thoroughfares of the County. These roads can be identified by the road number. The Ohio Department of Transportation (ODOT) is responsible for these roads.

Some examples of these roads in the County include:

- Interstate 275
- US 50 and US 52
- SR 32, SR 125, SR 28, etc.

County Roads

The County Engineer is responsible for these roads. There are exceptions, but most county roads are "connector" type roads. They serve as main arteries or "collectors" for the State roads.

Some examples of these roads in the County include:

- Branch Hill-Guinea Pike
- Old SR 74
- Bethel-New Richmond Road
- Clough Pike
- Wolfpen-Pleasant Hill Road
- Jackson Pike

Township and Municipal Roads

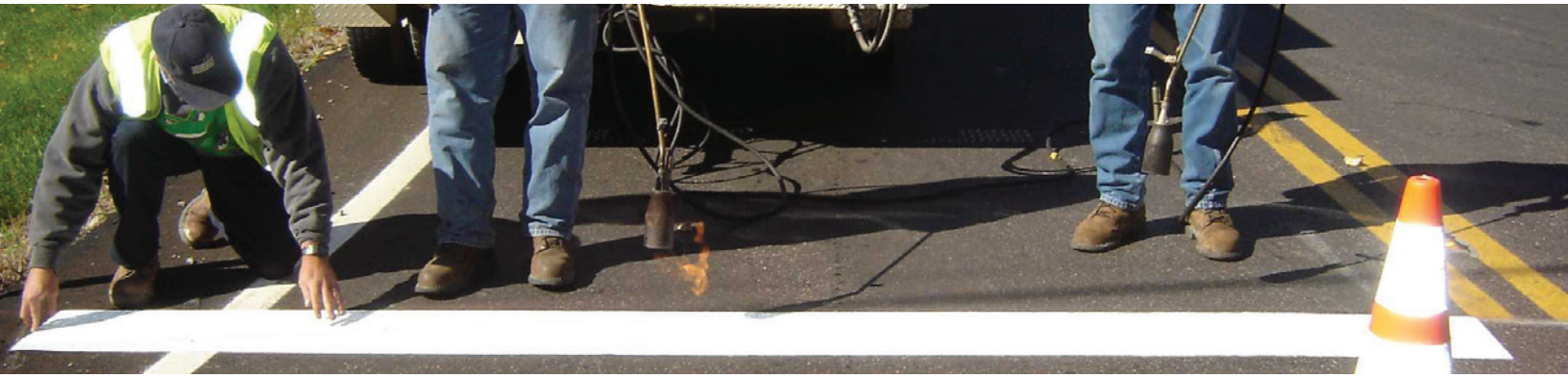
Township roads are public roads maintained by each township's highway department. These are generally subdivision and cul-de-sac roads within township limits. Municipal roads are those located within a city (i.e. Milford or Loveland) or within an incorporated village (i.e. Batavia, New Richmond, Bethel, etc.).

Some examples of these roads in the County include:

- Jenny Lind Road
- Weaver Road
- Patterson Road
- Maple Creek Road

Private Roads

The property owners maintain these roads.



Clermont County Roadway Classifications

Clermont County has many roads. These roads can be broken down into categories known as the "Functional Classification". This classification is created by grouping roads, streets, and highways in a hierarchy based on the type of highway service they provide.

Streets and highways do not operate independently. They are part of an interconnected network, and each one performs a service in moving traffic throughout the system.

Ohio Department of Transportation (ODOT) Classification Definitions

At the top of the road classification system hierarchy are "Arterials". These include classes of highways emphasizing a high level of mobility for the through movement of traffic. Travel speeds and distances are greater on these facilities compared to the other classes. The highest classes of arterials, Interstates and freeways, are limited access to allow the free flow of traffic.

"Collectors" are in the middle of the hierarchy and their name describes their function. They collect traffic from the lesser traveled roads and distribute it to the higher traveled ones. Collectors provide both mobility and land access. Generally, trip lengths, speeds, and volumes are moderate.

At the bottom of the hierarchy are local streets and roads. Their primary function is to provide land access. Travel speeds, distances, and volumes are generally low, and through traffic is usually discouraged.

RURAL CLASSIFICATIONS

The rural functional classification system consists of all highways located outside urban and urbanized area boundaries. There are four classes of highways in the rural system: principal arterials, minor arterials, major and minor collectors, and locals.

Rural Principal Arterial

Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel; connect all or nearly all urban areas with 50,000 and over population and the majority of urban areas with 25,000 and over population; provide an integrated network of continuous routes.

Rural Minor Arterial

Serve primarily inner-county rather than statewide travel; serve more relatively high travel speeds with minimum interference to through movement.

Rural Collectors

Collectors serve the critical role of gathering and channeling traffic from Local Roads to the Arterial network.

Clermont County Roadway Classifications

Rural Major Collectors

Provide service to any county seat, larger towns, and other county destinations such as consolidated schools, parks, or important mining and agricultural area not served by an arterial; connect these places with nearby larger towns and cities or with arterial routes; serve the most important inner-county travel corridors.

Rural Minor Collectors

Are spaced at intervals to collect traffic from local roads and bring all developed areas within reasonable distance of a collector; provide service to smaller communities not served by a higher class facility; connect locally important traffic generators with rural hinterlands.

Rural Locals

Provide access to adjacent land; serve travel over relatively short distances.

URBAN CLASSIFICATIONS

The urban functional classification system consists of all roads, streets, and highways located inside the urban/urbanized area boundary. Because of the greater concentration of population, more intense land use, and higher traffic volumes in the urban area compared to rural, some characteristics of urban classes differ slightly from their rural counterparts, for example in the density and spacing of the urban network and in the volume and length of trips.

Urban Principal Arterial

Serve major activity centers, highest volume corridors, and longest trip demands; carry high proportion of total urban travel on minimum of mileage; interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area; serve demand for intra-area travel as between the central business district and outlying residential areas.

Urban Minor Arterials

Interconnect with and augment the principal arterials; serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials; distribute traffic to smaller geographic areas than those served by principal arterials; provide more land access than principal arterials without penetrating identifiable neighborhoods; provide urban connections for rural collectors.

Urban Collectors

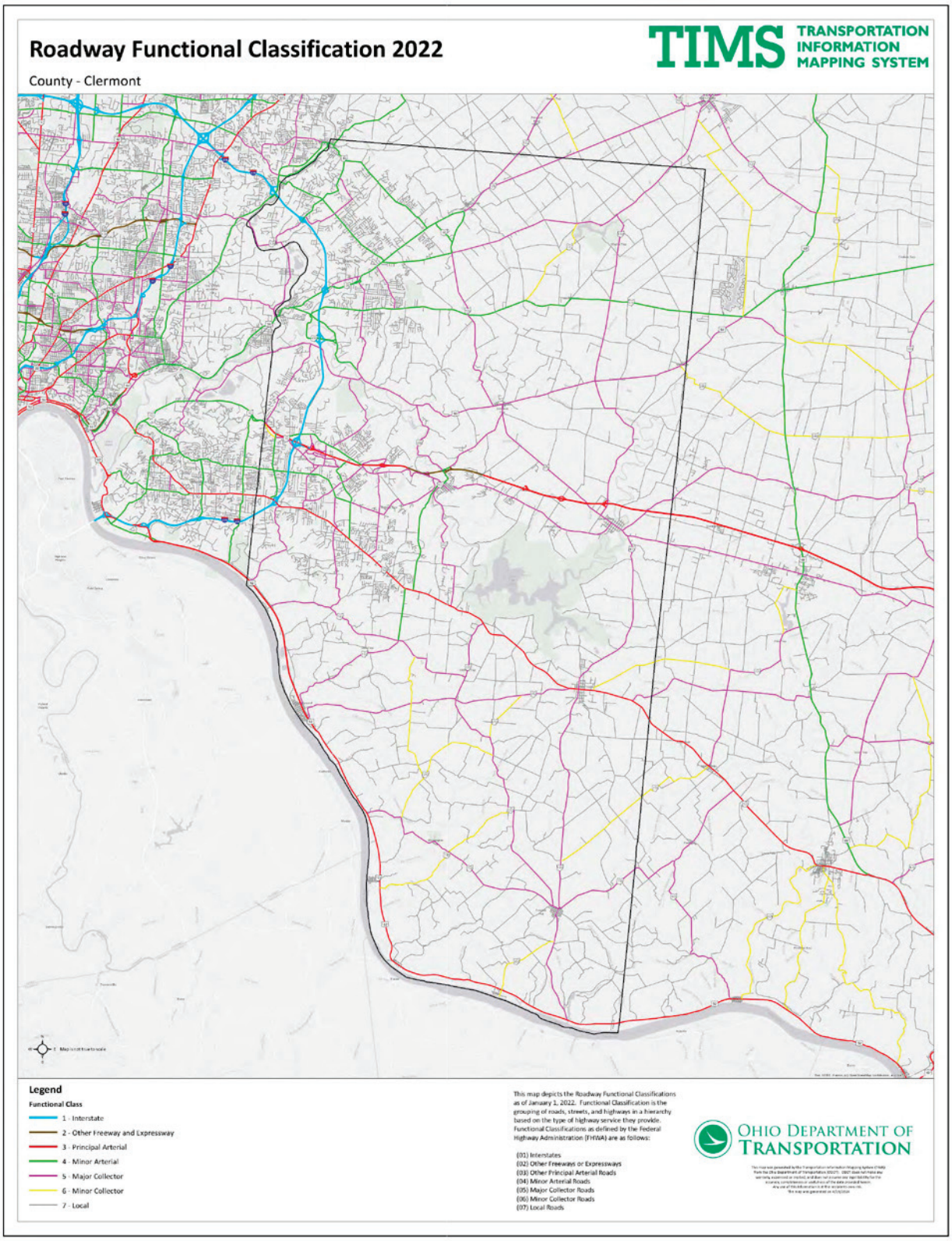
Serve both land access and traffic circulation in residential and commercial/industrial areas; penetrate residential neighborhoods; distribute and channel trips between local streets and arterials.

Urban Locals

Provide direct access to adjacent land; provide access to higher systems; carry no through traffic movement.

Source: Ohio Department of Transportation (ODOT)

Road Classifications (ODOT)



Road Classification Map: Ohio Department of Transportation (ODOT)

Clermont County Transit Options

Metro Routes
28 Milford/East End & 29X Milford Express
Beginning in Milford this bus route travels throughout Terrace Park, Plainville, Madeira, Mariemont, Fairfax, East End, Columbia Tusculum to downtown Cincinnati.

82X Eastgate Express
Provides non-stop express service from Union Township Civic Center to downtown Cincinnati.

Route 2X New Richmond Express
Provides non-stop express service from the Rivertown Market Park & Ride (1041 Old St Rt 52) to downtown Cincinnati. The route has 4 bus stops in downtown.

Route 4X Amelia Express
Provides non-stop express service from the Amelia area to downtown Cincinnati. The route has 4 bus stops in downtown and over 30 stops along 125.

Clermont Transportation Connection (CTC)
Clermont Transportation Connection provides funding for 3 Metro routes in Clermont County. These routes provide fixed route bus service to several parts of Clermont County and downtown Cincinnati.

Dial-A-Ride Service
Dial-A-Ride is a door to door public transit service which operates very similar to a taxi cab. Passengers must call the dispatching office and schedule a ride on one of CTC's buses.

The service is open to any person in Clermont County. All vehicles are wheel chair accessible. Passengers can be picked up anywhere in Clermont County and taken to any destination in Clermont County. If a passenger wishes to go outside Clermont County CTC can drop them off at a METRO bus stop, but CTC's Dial-A-Ride vehicles do not leave the county.

Non-Emergency Medical Transportation (NET)
Non-Emergency Medical Transportation or NET is available to persons on Medicaid. The service provides transportation services to and from medical appointments. The service is free of charge for those who are eligible.

Airports
The Clermont County Airport is a general aviation airport with a 3,566 foot runway located two miles west of Batavia. There are 121 aircraft based at the field and flight instruction and T-hangar rentals are available at the airport.

The Greater Cincinnati/Northern Kentucky International Airport (CVG) is a direct 30 minute drive via I-275. The airport provides non-stop services to over 50 destinations via twelve different airline carriers.

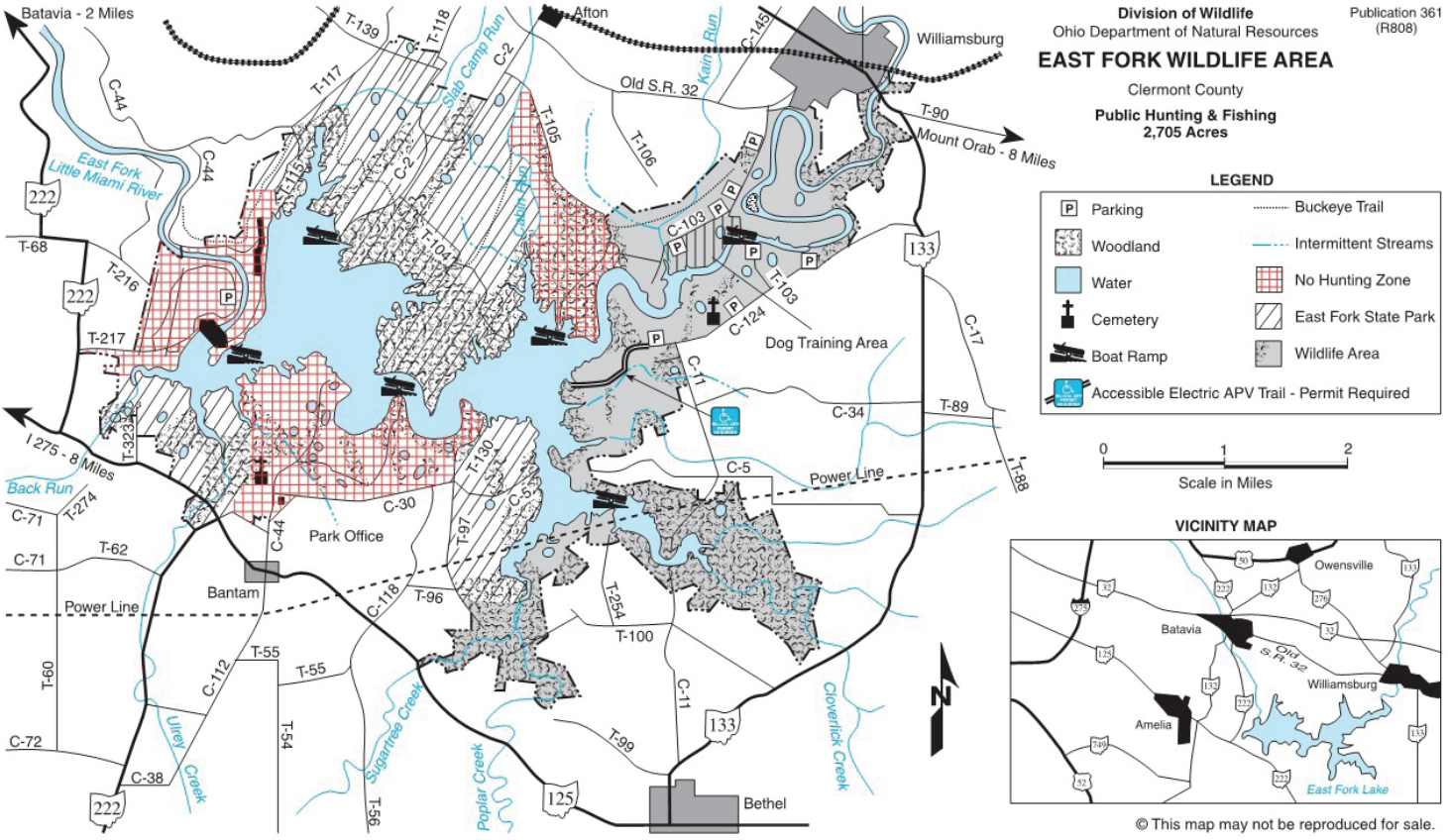
Biking and Walking Trails in Clermont County

The Little Miami Scenic Bike Trail

This bike trail is referred to as the Loveland Bike Trail and "Rail Trail". It begins on Beechmont Ave., Anderson Township , following the original route the Little Miami Railroad ran in 1937. The trail is about 78 miles long, with the portion in Clermont County being nearly 13 miles, and is built along the right-of-way of the abandoned Little Miami Railroad, on the Little Miami River. The Clermont County portion connects the cities of Loveland and Milford.

The East Fork State Park Mountain Bike Trail

The East Fork State Park Mountain Bike Trail system has been around since 1994. In 2004, the transformation began to turn this trail system into one of the Cincinnati area's premier mountain biking locations. The park offers some of the fastest single track mountain bike trails in the state. The trail consists of twenty-six miles of scenic trails.



Source: Clermont County Park District

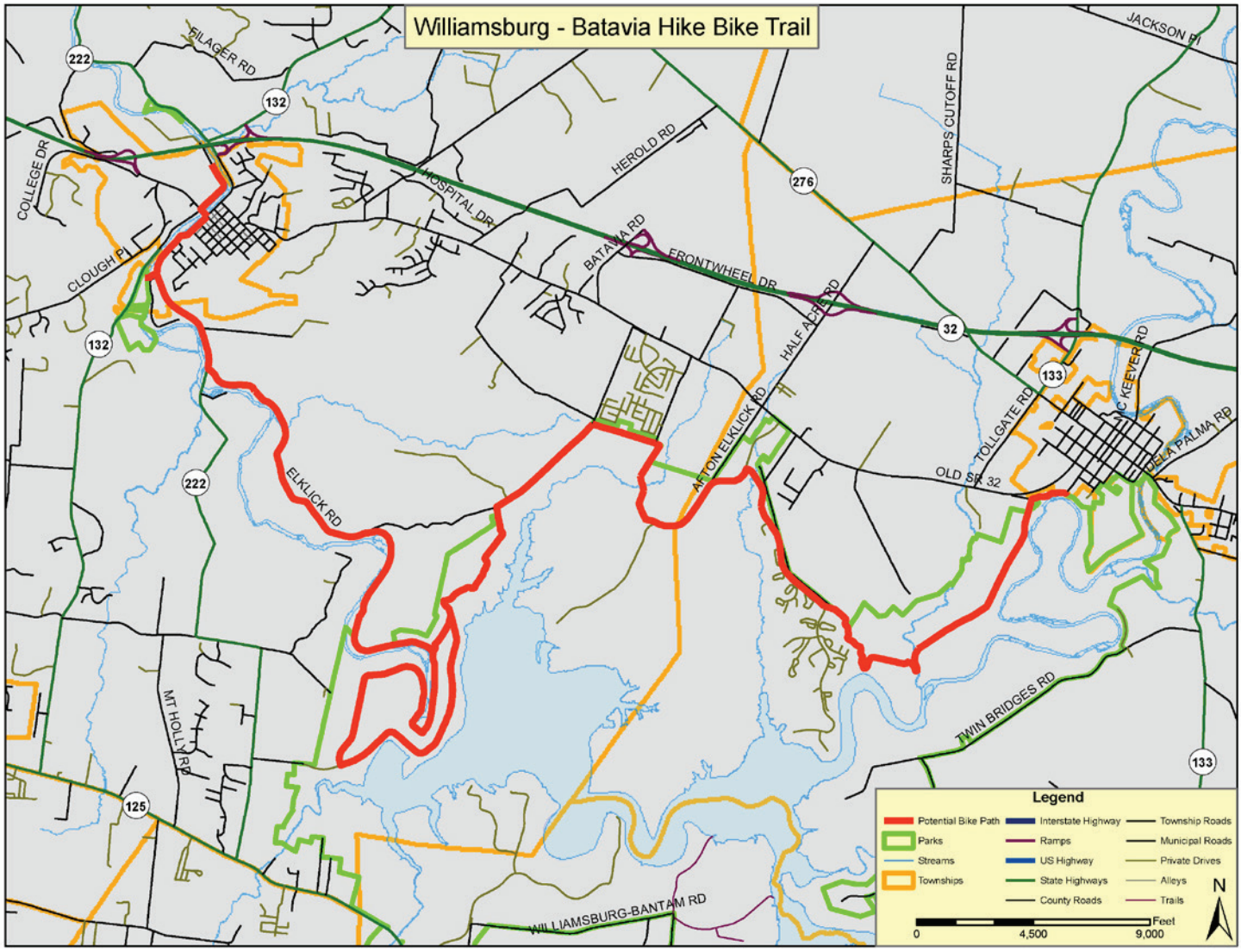
Williamsburg to Batavia Hike & Bike Trail

Williamsburg to Batavia Hike Bike Trail

This trail is different from the Little Miami Scenic Trail in that it shares roadway with vehicles in some places and other areas it is a separate trail. It also differs by making use of old roadways that were abandoned during the construction of Harsha Lake.

The second phase of the Williamsburg to Batavia Hike/Bike trail was completed in October 2013. This section of trail connects the East Fork State Park campground with the existing trail, thereby connecting users to the Village of Williamsburg. Phase III is currently being planned.

Places to stop along the trail will include the East Fork River Valley overlook on the old Broadway trail section in Williamsburg, the Cain Run Creek bridge and waterfalls at the end of Williamsburg-Bantam Road, the wetland observation deck, and the lake overlook at the end of old Cain Run Road trail segment.



Source: Clermont County Park District

Eastern Corridor Multi-Modal Improvements

Spanning nearly 165 square miles, the Eastern Corridor Program area extends east from downtown Cincinnati through Hamilton County to the Olive Branch-Stonelick interchange in Batavia Township, Clermont County.

The Eastern Corridor Multi-Modal Improvements consist of rail transit (Oasis Line to be discussed in further detail later in this chapter), roadway, expanded bus, and pedestrian/bike access throughout the Eastern Corridor. The following is a brief overview of the roadway segments:

Segment I - Red Bank Corridor

The Red Bank Corridor extends between US-50 (Columbia Parkway) in Fairfax and the I-71 ramp in Madisonville. Project elements include improvement to the Red Bank Corridor to better support current and future traffic volumes; intersection improvements coordinated with roadway design to better facilitate accessibility, safety and traffic efficiencies; and to accommodate pedestrian and bicycle movements as part of the overall design. A preferred alternative has been divided into five separate components to better facilitate implementation.

Segment II-III Relocated State Route 32

As one of the primary thoroughfares within the Eastern Corridor region, SR 32 is an important element of the Eastern Corridor. Currently, this roadway experiences high volumes of commuter, heavy truck and residential traffic. This creates high levels of congestion and accident rates and poor levels of service. In addition, travel is primarily limited to vehicular traffic.

Previous recommendations for transportation improvements through this area focused on relocating SR 32 from where it currently meets SR 125 (Beechmont Levee) to create a new, direct connection with US 50 (Columbia Parkway) and the Red Bank corridor. After reviewing the results of in-depth studies, ODOT determined that relocating the roadway through the Little Miami River valley is not currently feasible due to potentially significant environmental impacts, and high construction costs. Studies and analysis have led to the 2019 Conceptual Alternatives Implementation Plan. Several of these recommended projects have been advanced for further planning and development.

Segment IV - I-275/SR 32 Interchange Improvements

This section of the Eastern Corridor includes SR 32 from the I-275 & SR 32 interchange to Batavia. Goals of the projects in this segment are related to accommodating increasing levels of traffic volumes, reducing congestion and delay, and improving safety and access for all road users. Many of the projects identified for Segment IV and IVa have been completed including the Aicholtz Road Connector, Eastgate North Frontage Road Improvements, Eastgate South Drive Rehabilitiation, Eastgate South Drive Roundabout, I275/SR 32 Interchange Improvements, ITS Phase I, II, & III Improvements, Ivy Pointe Extension, Reconstruction of Eastgate Boulevard over SR 32, SR 32 Improvements at Bells Lane, and the Clough Pike Widening.

More Information: www.easterncorridor.org

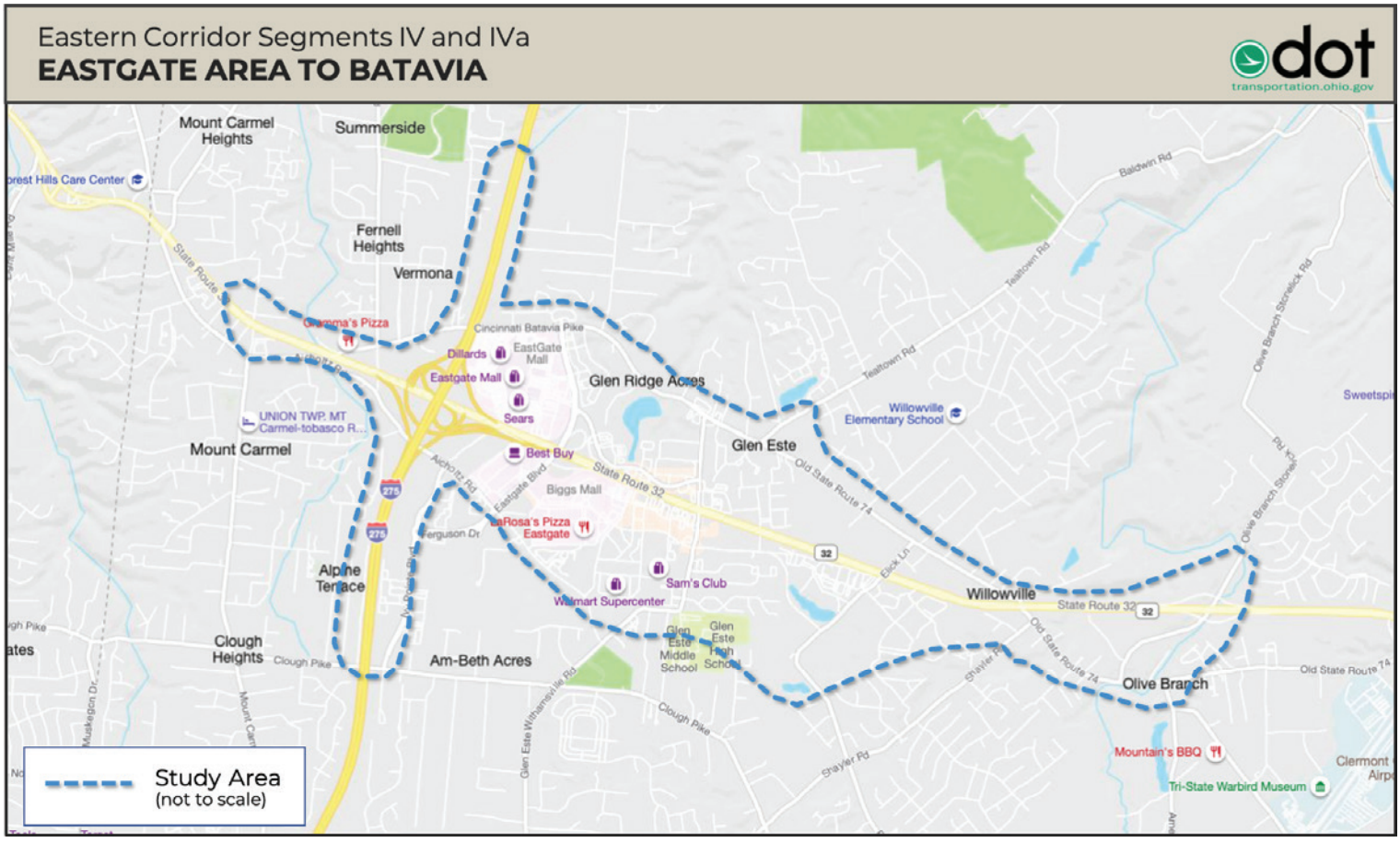
Eastern Corridor Multi-Modal Improvements (cont'd)

Segment IVa - SR 32 Corridor Improvements

Segment IVa of the Eastern Corridor primarily focuses on the portion of SR 32 in Clermont County from just west of Glen Este-Withamsville Road to the Olive Branch-Stonelick interchange. The focus of the improvements center on access management and, more specifically, the elimination of the existing at-grade intersections (both signalized and unsignalized) along this stretch of SR 32. Proposed alternatives were presented to the public in 2014 and preferred alternatives selected shortly thereafter.

Improvements include expanding the roadway's capacity and consolidating entrance and exit locations. Other portions of these improvements are currently under construction including the creation of a new interchange at SR 32 & Bach Buxton, an overpass and partial interchange at SR 32 & Gleneste Withamsville Road, and additional travel lanes for both eastbound and westbound SR 32 with an expected completion date in 2026. Two local roadway improvements indentified for Segment IVa have been completed:

- Clepper Lane Extension
- Old SR 74 Widening



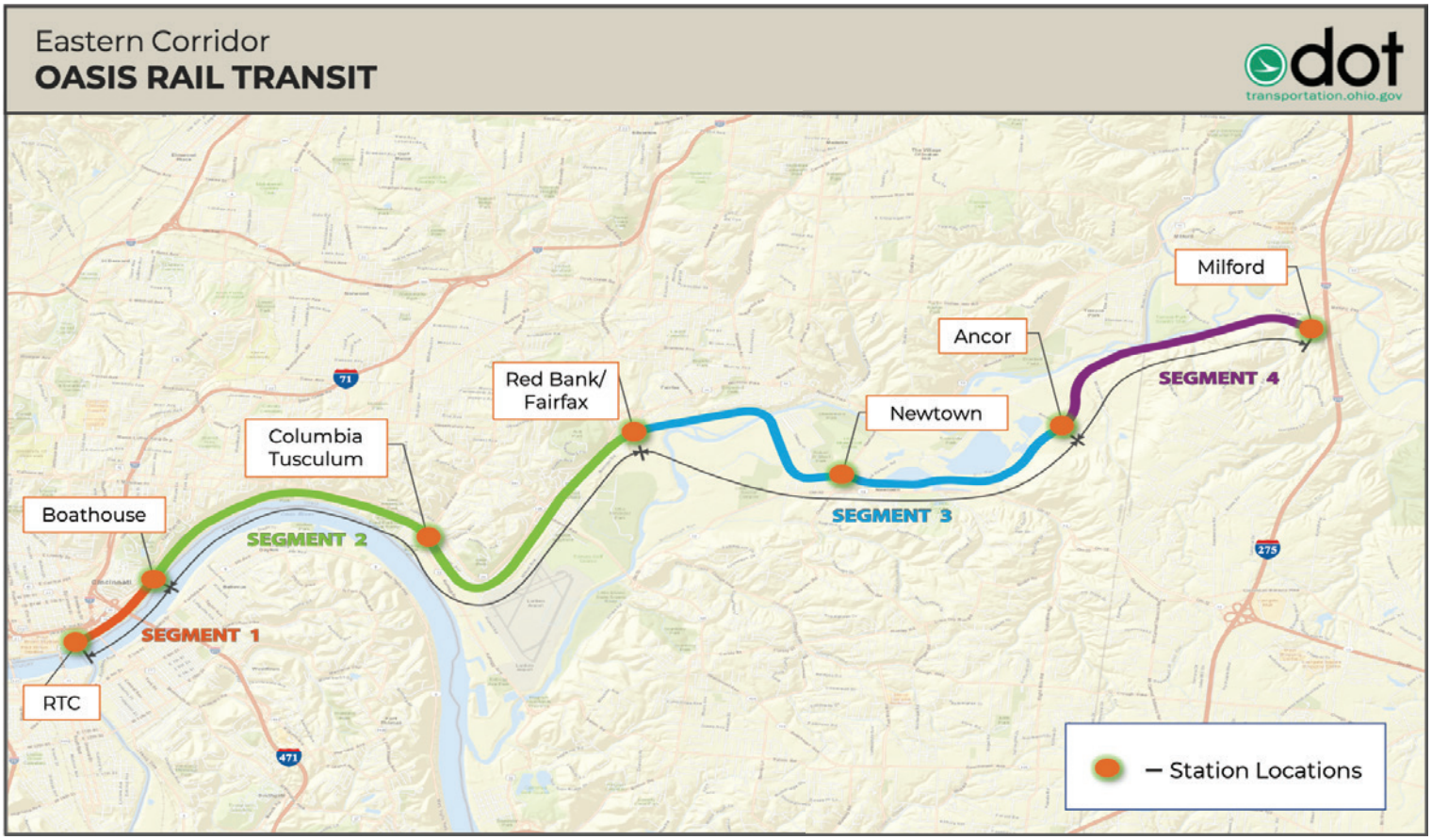
More Information: www.easterncorridor.org

Oasis Rail Transit

Offering a new transportation alternative to the Greater Cincinnati region, Oasis Rail Transit is a proposed commuter rail line that would transport residents, workers and visitors between downtown Cincinnati and the communities extending east through Hamilton County and into western Clermont County along a 17 mile corridor.

The proposed Oasis line would be supportive of transit, bicycle, and walking-based travel and reduce reliance on cars as a primary mode of local transportation. It would also help stimulate community enhancement, revitalization, and economic growth opportunities through on-going service and Transit-Oriented Development (TOD). TODs are walkable, mixed-use community spaces that typically include office, retail, residential, and social gathering amenities.

For study purposes, the corridor has been broken into four segments as shown below. A series of preliminary studies have been completed and based upon study results the project has been recommended to advance to more detailed analysis. At this time, no project sponsor or funding source has been identified for the next steps of this analysis.



More Information: www.easterncorridor.org

State Route 32 - Local Networks Improvements

In addition to the improvements taking place along State Route 32 by the Ohio Department of Transportation, there are planned local network improvements that will support improved traffic flow throughout the corridor:

- Aicholtz Road Roundabouts
- Bach Buxton Road Roundabouts
- Mt Carmel Tobasco & Clough Pike Intersection Improvement/Corridor Improvements
- Herold Road Intersection Improvement

Eastgate Area - Local Network Improvements

AICHOLTZ ROAD ROUNDABOUTS
Estimated Completion Date: 2024
Estimated Project Cost: $10.8 Million

Project Scope: This project will realign and construct three roundabouts on Aicholtz and Glen Este-Withamsville Roads. The current intersections of Larma and Wuebold Lanes to Glen Este-Withamsville will be removed and those roads will be converted to cul-de-sacs. Additional improvements include roadway widening, lighting, sidewalks and stormwater drainage improvements.

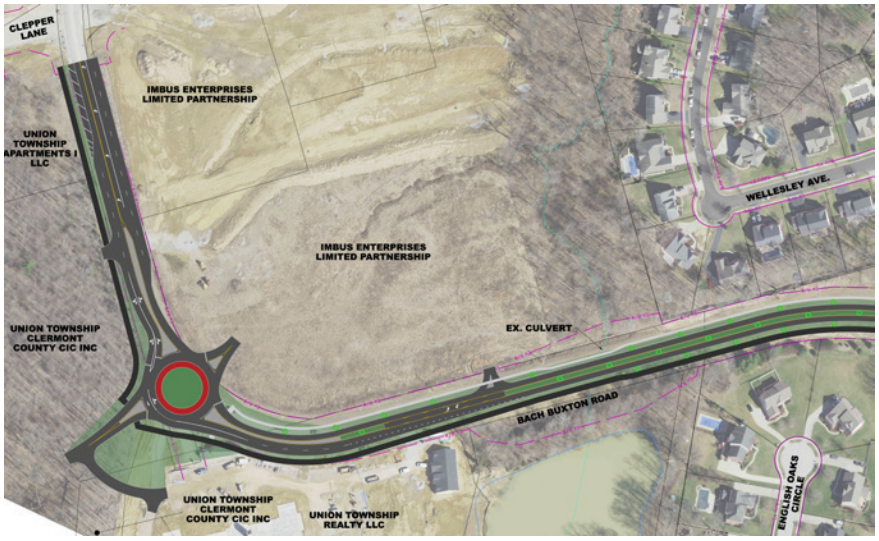
Community Benefit: This project will provide the needed congestion relief in the area. This corridor will be a major east-west route serving the residents and commercial developments of the area.

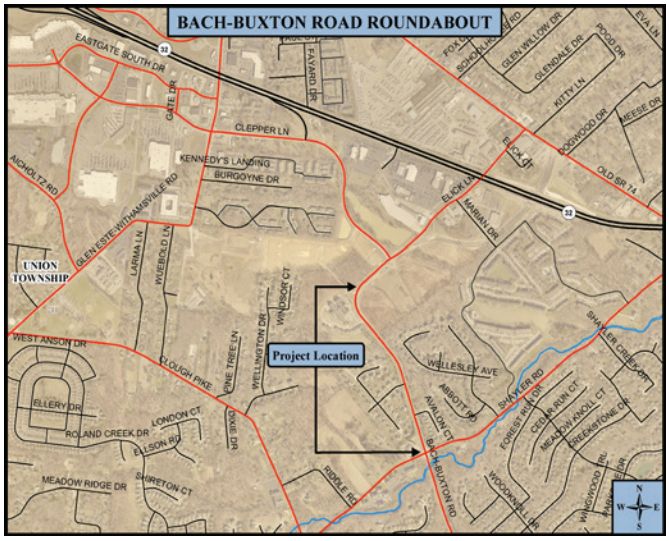
More Information: www.goclermont.org

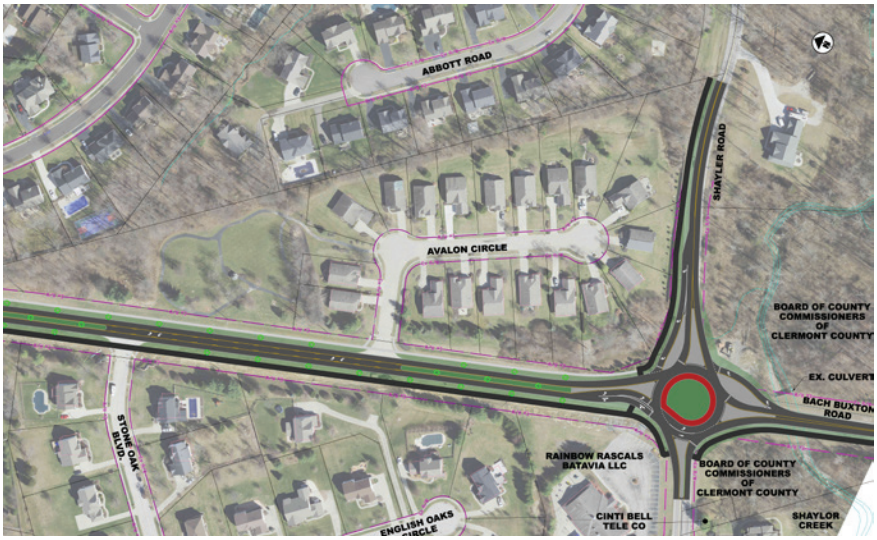
BACH BUXTON ROUNDABOUT
Estimated Completion Date: End 2028
Estimated Construction Cost: $7.7 Million

Project Scope: The project will improve traffic operations and safety on Bach Buxton Road from Shayler Road to Clepper Lane, with a total project length of approximately 3,400'. The existing traffic signal at Bach Buxton Rd & Shayler Rd experiences long queues and poor Level of Service, which will degrade with increased traffic. The project will install two roundabouts, one at Shayler and one near the Provision Living senior housing, add pedestrian/bike facilities, and provide a two way left turn lane to local residential streets that have been and will continue to be impacted by increased traffic volumes in this area.

Community Benefit: Bach Buxton Road is a primary north-south connector road between SR 125 and SR 32. This project is an extension of the current ODOT Interchange project on SR 32, is a major connection to residential areas and schools to the south, and is anticipated to experience commercial development. This project will improve traffic flow, improve safety and provide multi-modal options with sidewalks and bike path facilities.







More Information: www.goclermont.org

MT. CARMEL-TOBASCO ROAD & CLOUGH PIKE INTERSECTION IMPROVEMENT/CORRIDOR IMPROVEMENT
Estimated Completion Date: TBD
Estimated Construction Cost: $4-12 Million

Project Scope: This intersection has been identified as a target for potential improvement, pending funding, as this area of Union Township continues to experience growth and development. Additional commercial growth on Ivy Pointe and residential development growth in the Gleneste Withamsville area will continue to add traffic to this intersection. Clough Pike was improved to include additional turn lanes and a continuous center turn lane between Mt. Carmel Tobasco Rd and Gleneste Withamsville Road in 2014 and included minor improvements to this intersection at that time. Additional future improvements would address the increasing congestion experienced by road users on all 4 intersection approaches as well as potential corridor improvements along Mt. Carmel Tobasco which may also include the installation of sidewalks for the benefit of north-south pedestrian traffic in this area.

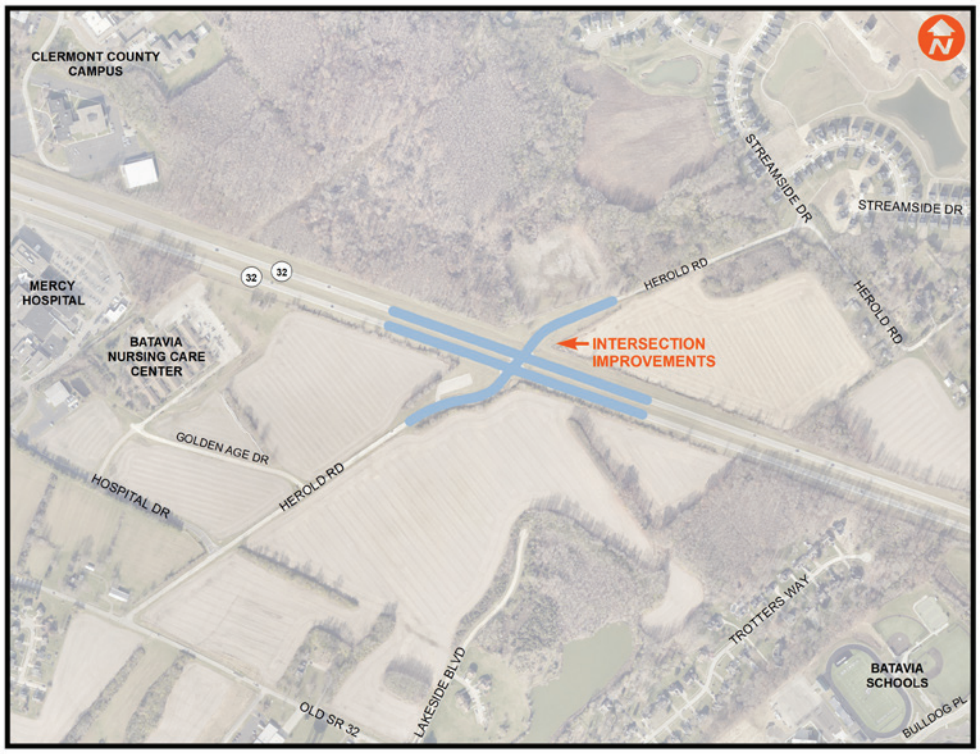
Community Benefit: In addition to serving local businesses, Clough Pike and Mt. Carmel Tobasco Road are both heavily traveled commuter routes. This project would serve to increase safety and travel efficiency through both corridors as well as through the intersection where they converge.

Batavia Area - Local Networks Improvements

HEROLD ROAD/STATE ROUTE 32 INTERSECTION IMPROVEMENT
Estimated Completion Date: 2028
Estimated Project Cost: $5.5 Million

Project Scope: The existing intersection is a full access four way intersection between a rural local road and a high volume 4 lane limited access highway and has seen an increasingly high crash rate in recent years. This project will convert the full access intersection to right-in/right-out limited access intersection which will eliminate the Herold Road cross traffic and left turns. With the increasing residential and potential commercial development along Herold Road on the north side of SR32, a new frontage road would extend from Herold Road, parallel to SR32, westward connecting to the full access interchange at Batavia Road and SR 32.

Community Benefit: Current Herold Road traffic and future road users from continued residential and possible future commercial developments would have safer access to SR 32 and their destinations. Traffic would be able to use the full interchange of SR32 and Batavia Road. Travel volumes through this intersection are expected to increase as vacant properties in the area continue to develop.

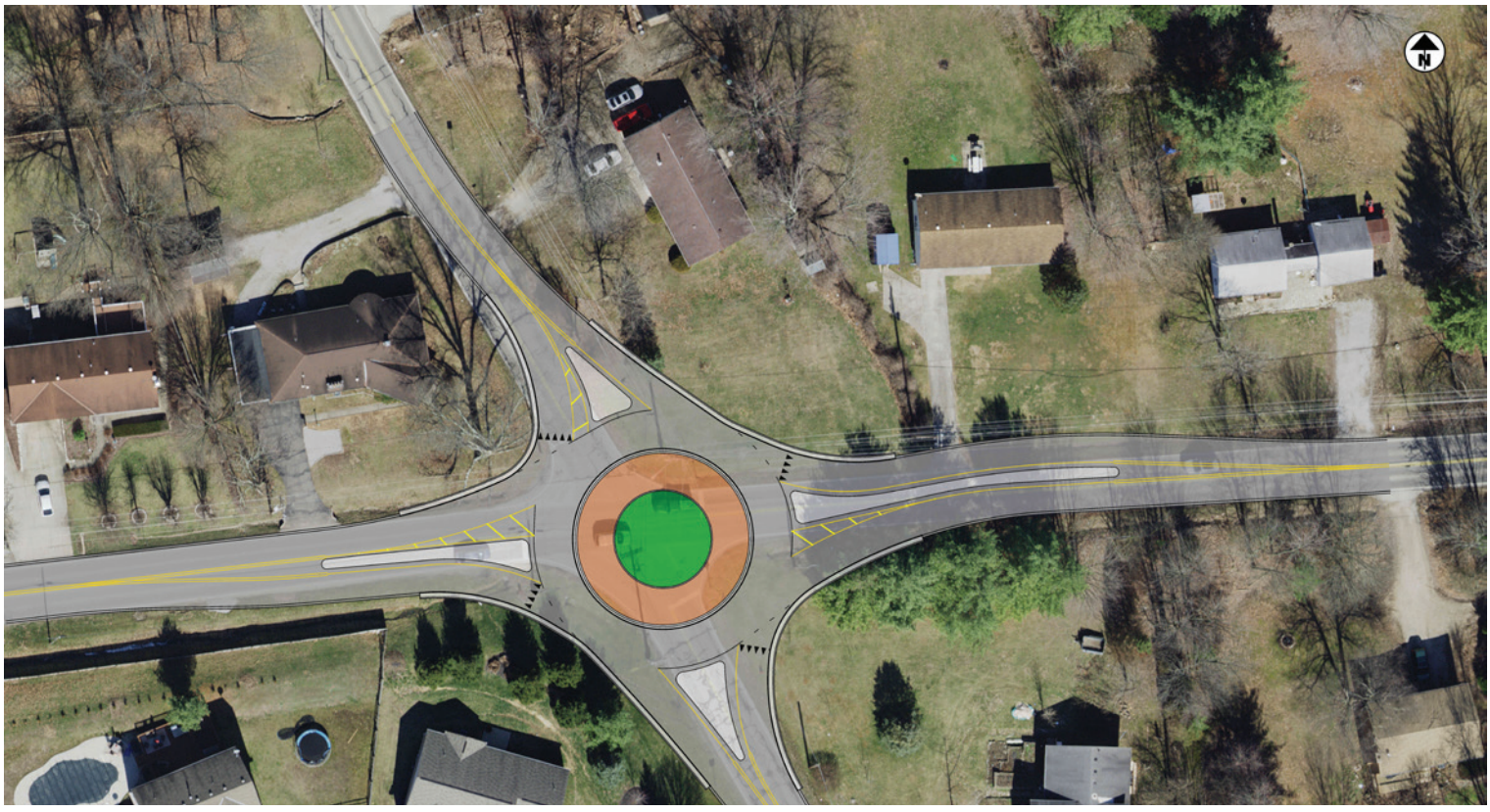


SR 28 Corridor Improvements

DEERFIELD ROAD/WOODVILLE ROAD ROUNDABOUT
Estimated Completion Date: 2028
Estimated Construction Cost: $3.2 Million

Project Scope: Deerfield Road and Woodville Pike is a rural intersection with no turn lanes and minimal shoulders. The project involves the conversion of an all-way stop controlled intersection to a roundabout. A roundabout at this location will take up less space than adding multiple turn lanes on each of the 4 legs of the intersection which would be required in order for a traffic signal to function efficiently. Initial analysis shows that traffic flow is best improved by the creation of a single lane roundabout.

Community Benefit: Improvement of the intersection to enhance traffic flow, reduce accidents and injuries, and reduce overall emergency response times



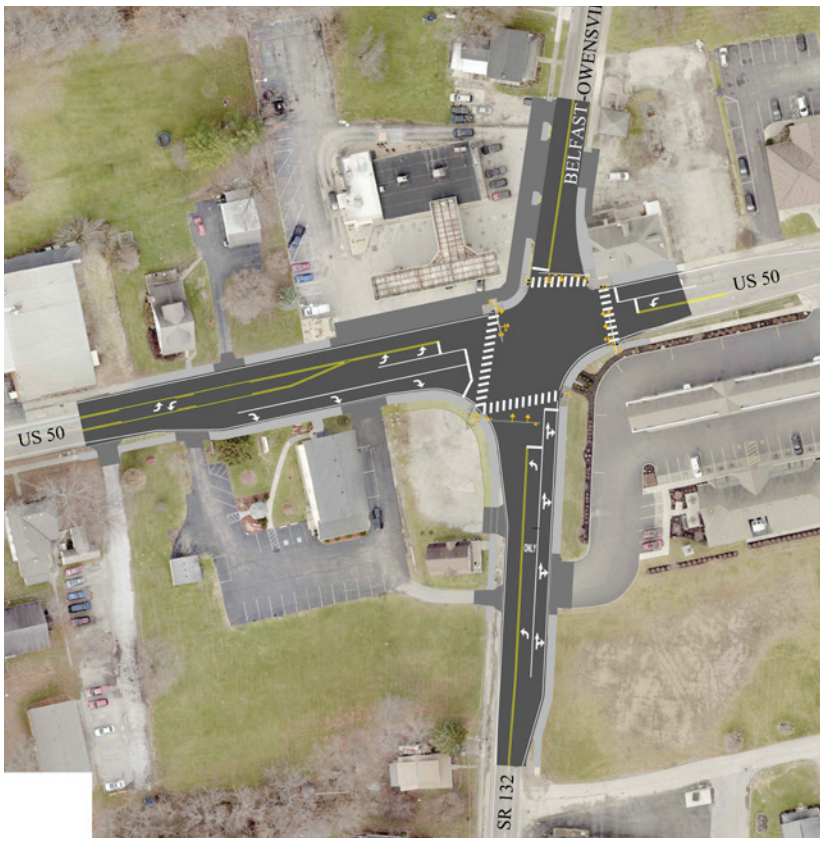
More Information: www.goclermont.org

US 50 Corridor Improvements

US 50/SR 132 INTERSECTION IMPROVEMENTS
Estimated Completion Date: December 2024
Estimated Construction Cost: $3.7 Million

Project Scope: The project involves adding turn lanes at both intersections of State Route 132 and US 50, installing new mast arm traffic signals, curb, sidewalks, curb ramps, storm sewer and other roadway safety incidentals. Additionally, a water main improvement project is included at each intersection.

Community Benefit: US 50 is a heavily traveled east-west route through Clermont County and State Route 132 an equally important north-south connection. These routes converge to pass through the Village of Owensville and frequently experience significant traffic congestion. Improvement of these intersections with additional turn lanes and revised signal timing will enhance traffic flow and improve safety for both vehicles and pedestrians.



More Information: www.goclermont.org

Future Projects

LOVELAND-MIAMIVILLE ROAD CORRIDOR
Estimated Completion Date: TBD
Estimated Construction Cost: $12+ Million

Project Scope: This project includes the section of Loveland Miamiville Road between Wards Corner Road and Branch Hill Guinea Pike in Miami Township. Preliminary study identified a series of recommended improvements which could include the addition of a center two-way left turn lane in select areas, geometric changes to the horizontal alignment through some of the existing curves, a traffic signal at Price Road when signal warrants are met, and sidewalk through portions of the corridor.

Community Benefit: Loveland Miamiville Road is a heavily traveled connection providing access between the local community and I-275. These improvements could serve to improve travel efficiency through the corridor.

WARDS CORNER ROAD CORRIDOR IMPROVEMENTS
Estimated Completion Date: TBD
Estimated Construction Cost: $5+ Million

Project Scope: This project includes the section of Wards Corner Road between Loveland Miamiville Road and Bonnie Lane in Miami Township. Preliminary study identified a series of recommended improvements which could include the addition of a center two-way left turn lane in select areas, geometric changes to the horizontal alignment through the existing curves, and a sidewalk in portions of the corridor.

Community Benefit: Wards Corner Road also serves as a connection between the local Miami Township community and I-275. These improvements could serve to improve travel efficiency through the corridor.

More Information: www.goclermont.org

Goals & Objectives

1) To develop transportation solutions that adequately address the future land use and infrastructure needs of Clermont County and transportation corridors.

2) To preserve needed right-of-way for future transportation and infrastructure investments.

3) To develop infrastructure solutions that are compatible with the character of the corridors while at the same time allowing for economic development opportunities.

4) To improve the safety and efficiency of the transportation system by preserving capacity, decreasing travel times and providing adequate connectivity.

5) To develop innovative financing options for the phased implementation of the preferred transportation and infrastructure improvements.

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