

Comment	Response
I don't think any alternative is going to look good. It is going to feel like a big city.	Thank you for your comment.
The project needs to be done. I prefer the Court Street Alternative.	Thank you for your comment.
The most favorable alternative is Court Street. All the other alternatives are not favorable.	Thank you for your comment.
Please choose the Progress Parkway alternative. This is the option that affects no homes or businesses. It makes the most sense. The south side is already not funded enough. The last thing we need are for our homes, families, friends, and businesses to be taken from us.	Thank you for your comment.
The Court Street or Progress Parkway alternatives seem the most favorable at this time.	Thank you for your comment.
It seems to me that the Progress Parkway alternative is the least disruptive of the four choices as far as people's homes being affected.	Thank you for your comment.
Who is on the panel for the final decisions of this crossing? Is there a crossing the panel is leaning towards at this time? Will you ask citizens of the city which crossing they want to be installed? Will any of the landowners be able to give their impact statement?	The decision-making process has many steps: preliminary design, public engagement, feasibility study, ODOT review, and a vote by the city's elected officials. The purpose of the public meeting on March 5, 2024, was to gather input from the public on the preferred alternative. In addition to the public meeting, a feasibility study is being developed that will include analysis of all alternatives considered. In this study, an alternative evaluation matrix will be developed to give unbiased qualitative and quantitative comparisons. This is the metric to identify a preferred alternative. The findings of the report will be reviewed by ODOT before the study is approved. Circleville City Council will ultimately decide on the preferred alternative with a member vote. The next step after a preferred alternative is selected is to apply for the Railroad Crossing Elimination Grant.
All of the first responders are on Court Street. It seems reasonable to use the Court Street alternative if the purpose of the project is to protect the public.	Thank you for your comment.
Health Care Logistics opposes the selection of the Progress Parkway alternative. The construction of a grade separation across the majority of our vacant land would impede our ability to expand our operations in the most efficient manner.	Thank you for your comment.

<p>I would strongly support the Progress Parkway alternative. It appears to be an area of future growth in the south end of town. The other options will destroy generational homes and businesses. Housing in Pickaway County is at a premium, so to destroy family homes, to build walls to support the roadway, is not an argument for change. The train blocking intersections for extended periods of times has gone on for lifetimes. We have adjusted to the delays and aggravations. The railway is a problem and always has been.</p> <p>Our safety forces could build a new substation on land out by Progress Parkway to support growth in that area.</p> <p>I am disappointed by the lack of funding disclosed. Verbally saying there is no timeline in place seemed like “transparency” at its worst.</p>	<p>Thank you for your comment.</p> <p>At this time additional safety structures are not part of the planned development on Progress Parkway. Adding new EMS services would require construction of all EMS south of the railroad tracks. The construction costs and salaries associated with constructing new EMS services on the south side of the railroad tracks are not in the City’s budget.</p> <p>Currently, no funding sources have been secured for the project. The purpose of the public meeting on March 5, 2024, was to gather input on the preferred alternative from the public. A preferred alternative is required to apply for Railroad Crossing Elimination Grant funding. The next step is to apply for funding. Additional details will be provided to the public as the project progresses.</p>
<p>I am not in favor of any railroad grade separations, but if I have to choose the Court Street alternative is the most favorable because it includes two lanes and requires the least amount of acquisitions. The Pickaway Street and Washington Street alternatives are unfavorable.</p>	<p>Thank you for your comment.</p>
<p>The Washington Street alternative is the best option for our community, it is the least invasive and requires the least number of acquisitions. The Court Street alternative is least desirable because it throws the traffic into the already busy traffic lane. It also affects the character image of the town by disrupting the Court Steet historic district.</p>	<p>Thank you for your comment.</p>
<p>I think this project is absolutely needed. EMS needs to be able to respond to incidents in a timely manner, plus train traffic is annoying. The Court Street alternative makes the most sense traffic flow wise, but this is a growing city and traffic is subject to change. The Washington Street alternative would include the removal of my house and displacement of my family, all my house projects are on halt until something is decided. It is scary to think that there is a possibility that my family would be displaced but I would also dislike living next to the construction and increased traffic. The Progress Parkway alternative does not seem to make sense to me. It is too far out, too long for a bridge, and is too much money. I would like to stay informed as this project moves on, and I wouldn’t mind having the displacement packet sent to my email for future information.</p>	<p>Thank you for your comment.</p>

<p>I like the Court Street alternative. It keeps the main traffic flow instead of moving it to other streets.</p>	<p>Thank you for your comment.</p>
<p>Open to whichever alternative is feasible.</p>	<p>Thank you for your comment.</p>
<p>I like the Court Street alternative.</p>	<p>Thank you for your comment.</p>
<p>Court Street, Washington Street or Pickaway Street are better alternatives for traffic flow, it would create a crossing and provide incentive for railroad cooperation and funding. Progress Parkway would be a new crossing and further away from typical traffic flow; a less beneficial option.</p> <p>I have concerns for the aesthetics of an overpass near the downtown area and hope the project provides for beautification of the area surrounding the footers of the overpass and that the city commits to maintaining the area in the future.</p>	<p>Thank you for your comment.</p> <p>The citizens of Circleville deserve an aesthetically pleasing bridge and aesthetics is part of the decision-making process. A bridge-type study will be performed to determine the most economical option for the bridge configuration including abutment walls, beams, and parapets. Often, aesthetic upgrades aren't eligible for the federal funding opportunity. However, considerations can be made outside of infrastructure projects to include decorative lighting, signing, or painting to better suit the public wishes.</p>
<p>The Washington Street alternative is my first choice. Court Street and Progress Parkway are unfavorable because they are too disruptive.</p>	<p>Thank you for your comment.</p>
<p>I like the Pickaway Street alternative.</p>	<p>Thank you for your comment.</p>
<p>The most favorable is the Progress Parkway alternative because there would be no disruptions to any current homes or businesses, sounds to be the least costly, and still allow access for cars, bikes, walkers. The least favorable is Court Street because 20 homes/businesses will be impacted, including, my home, the proposed retaining wall could be 15 feet in front of my home with no grading. I will have no access from the front of my house and the sewer would go directly into the retaining wall. The only way to get out is through the alley, which needs repaired. The next alley south of me is blocked off in the rendering therefore safety would need to go south left on Walnut Street, left on Pickaway Street, left on Edison Avenue then through the alley.</p>	<p>Thank you for your comment.</p>
<p>As a business owner on Edison Avenue, I think the Progress Parkway alternative or Washington Street alternative make the most sense. This would minimize the impact on the houses and businesses in the area the least. Putting an overpass on Court Street or Pickaway Street will have a two-fold effect. Directly on the property taken to build the overpass, and secondly for the lower property values for the houses and businesses that are left.</p> <p>Long term, it would be great to extend Renick Avenue to Mingo Street, this would help to give a bypass on the east side. Another option might be to extend Crites Road to Kingston Pike. This would give another good bypass option.</p>	<p>Thank you for your comment.</p> <p>The extension of Renick Avenue to Mingo Street and Crites Road to Kingston Pike are not part of the proposed project. Crites Road was considered for this project but was ultimately not developed.</p>

<p>While a project like this will cause disruption, I believe most people agree that it is needed. I reside in Washington Township but work for PICCA, and I am writing to express concern about Progress Parkway. It will not only adversely impact development plans PICCA has for its property to better serve the community, but it will also adversely impact HealthCare Logistics, a major employer in our area that seeks to expand operations on its property.</p>	<p>Thank you for your comment.</p>
<p>The Court Street alternative is the most direct route. The Pickaway Street alternative takes my home.</p>	<p>Thank you for your comment.</p>
<p>The Court Street alternative provides the most direct route for emergency services, even though it would affect many properties. The Progress Parkway alternative is the least desirable route because it is too long.</p>	<p>Thank you for your comment.</p>
<p>I favor the Progress Parkway alternative for the following reasons. Emergency vehicles would use Town Street to access the south side residential areas or Crites Road to access the business district. All four options have a traffic light at their north end. The stopping distance for Progress Parkway is four times greater than the other three. Even though the Progress Parkway alternative length is greater, it requires no building demolition. The Progress Parkway crossing would tie in nicely with the proposed Nicholas Drive extension from Lancaster Pike to Kingston Pike. This would move a lot of eastside traffic to the southside from downtown to Progress Parkway. Funneling traffic from three crossings to one will increase the traffic density south of the now bridge.</p>	<p>Thank you for your comment.</p>
<p>The Progress Parkway alternative would make the better option in the long run. You would expand the town a little and during the pumpkin festival traffic would have other access ways into town. During construction it wouldn't affect normal traffic flow as badly. You wouldn't be bulldozing people's homes, and it would save money as well. Building a bridge in town will not only mess up the residential area but it will increase the drug rates and crime. How will this be maintained? During construction it will eliminate one more crossing point to get across town.</p>	<p>Short-term impacts during construction would be part of this project and impacts will be experienced by the public. Detours will be provided during construction. Management of the areas beneath the overpass will be managed similarly to how they are currently managed. There will also be ongoing coordination between the Norfolk Southern Railroad and the City staff to prevent individuals from setting up homeless encampments under the bridge.</p>
<p>We both think the Progress Parkway alternative would be the best choice. It will help people and have better access to the Walmart area. Our second choice would be the Court Street alternative. We do not like the idea of the curve with Washington Street and so many homes being taken down with the Pickaway Street alternative.</p>	<p>Thank you for your comment.</p>
<p>The Washington Street alternative should be considered over the other choices. It would be less disruptive to residents and businesses than the Court Street and Pickaway Street alternatives. It has direct access from north and south to Crites Road. During construction it would be less disruptive for traffic, which would allow Court Street and Pickaway Street to be used as they are today.</p>	<p>Thank you for your comment.</p>

<p>The overpass could be for three lanes of traffic using Washington Street instead of four lanes using the Court Street alternative. Have the consultants given consideration of rerouting at least half of the east bound railroad traffic through south Circleville?</p>	<p>The railroad train route is already optimized for its entire trip. Trains only go through the City when absolutely necessary, so diverting railroad traffic is not feasible.</p>
<p>I believe the Progress Parkway alternative is the best because our town is growing, and we need more ways to access the south end of town as well as EMS but tearing people's houses and businesses down is not the answer to get better access to the south end. My house would be one of the ones that would be torn down. This is a small town and I do not think tearing down families' homes is going to fix our issues. I also believe that if we build a bridge the homeless will be living under the bridge.</p>	<p>Thank you for your comment. Management of the areas beneath the overpass will be managed similarly to how they are currently managed. There will also be ongoing coordination between the Norfolk Southern Railroad and the City staff to prevent individuals from setting up homeless encampments under the bridge.</p>
<p>As a member of the Circleville safety forces the only workable alternative is Court Street. Since the reason is to maintain traffic, you certainly do not want to shove traffic onto the narrower side streets. Court Street is a wider multi-lane street.</p>	<p>Thank you for your comment.</p>
<p>I am extremely interested in how this project proceeds. Is the main purpose of this project to enable safety forces access to the south when the railroad tracks are blocked?</p> <p>Is the railroad's desire to eliminate grade crossings?</p> <p>If there is future growth and long-term development south of Court Street would an overpass give the city an excuse to not have additional fire/emergency services in the south end of the city?</p> <p>The Court Street alternative is the least desirable because it would destroy many historic structures or make them undesirable.</p> <p>While this is a straight path for emergency vehicles it would still require extensive travel through smaller residential streets to the eastern section of the city because it is located on the western edge of town. This alternative seems to cut Court Street down to a single lane in each direction. Could this alternative have a curve into the Ralston Purina site? The Pickaway Street alternative is my third choice because it would still destroy residential properties. The Washington Street alternative is my second choice because it would still destroy some residential properties</p>	<p>The purpose of the project is to improve mobility and reduce traffic disruptions for the traveling public (motorists, pedestrians, and emergency responders) in the City of Circleville caused by train delays on the Norfolk Southern Rail Lines.</p> <p>Yes, railroad grade crossings create safety hazards for the public. Additionally, these crossings block the public and EMS while traveling through the city causing delays for all of those involved.</p> <p>Adding new EMS services would require construction of all EMS services south of the railroad tracks. The construction costs and salaries associated with constructing new EMS services on the south side of the railroad tracks are not in the City's budget.</p> <p>Once the preferred alternative is determined, environmental studies will be conducted for the preferred alternative, including investigating all structures and determining their historical significance.</p> <p>It is important to maintain three-lanes of traffic which is the current configuration. The alignment of the Court Street bridge could be fine-tuned during the detailed design phase to minimize impacts to properties. The information presented to the public was preliminary engineering.</p>

<p>and historic structures, but it also makes use of vacant land. The Progress Parkway alternative is my first choice because it would encourage new growth in areas needing improvements. Bringing traffic into the area would encourage this to happen.</p> <p>Why was Clinton Street not considered? Why was South Scioto Street not considered?</p>	<p>Clinton Street and South Scioto Street alternatives were considered but not ultimately developed. The daily traffic volumes on these roads and position in the roadway network made them less effective candidates for consideration of a grade separation. Specifically, both routes dead end within 1,000 ft south of the railroad crossing, which would create a meandering path for the north-to-south traveling public and emergency responders. The alternatives presented at the public meeting offer more direct routing.</p>
<p>Considering the four alternatives, my preference is the Progress Parkway alternative. It would benefit truck traffic away from downtown, as well as impact the fewest number of homes and businesses. It would also be an asset for the commercial development on Progress Parkway. If that is not possible my second option would be the Washington Street alternative because it would impact fewer homes and businesses. It would also spread-out traffic.</p>	<p>Thank you for your comment.</p>
<p>I support the Progress Parkway alternative because it would divert truck traffic from the downtown Circleville retail center. People do not like shopping in this area and I think it is because the trucks that come through and generate too much traffic, noise, and pollution. The Progress Parkway alternative is the only alternative that would divert the trucks away from the city. The Washington Street alternative would be the next best because it would also divert truck traffic away from the downtown area. The Court Street alternative would only be two minutes faster if there was no traffic for emergency vehicles and there would still be four traffic lights. Additionally, we still have Mutual Aid Agreements with neighboring townships' EMS that help out in the south. The Court Street alternative would require the removal of 24 homes and the construction of noise walls. The Pickaway Street alternative is not desirable because of the number of homes to be removed.</p>	<p>Thank you for your comments.</p>

<p>How do you plan to compensate for losses in property value due to the overpass?</p>	<p>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. The acquisition of property will be done according to all state and federal laws, including the Uniform Relocation Assistance and Real Property Act.</p>
<p>How do you propose to manage the area beneath the overpass to ensure it doesn't become a homeless camp?</p>	<p>Management of the areas beneath the overpass will be managed similarly to how they are currently managed. There will also be ongoing coordination between the Norfolk Southern Railroad and the City staff to prevent individuals from setting up homeless encampments under the bridge.</p>
<p>When you say "other intersections will need to be evaluated to match the grade of the incline" - what does this mean? How will the construction affect housing structures in the grade path?</p>	<p>Intersections near the proposed grade separation will need to be adjusted due to the raised elevation of the road. Immediately near the railroad, intersecting roads will be converted to cul-de-sacs. Further away from the railroad, side roads will be raised to a new, lifted intersection.</p>
<p>How do you expect the traffic pattern to change with the installation of the overpass?</p>	<p>Traffic during construction will be detoured to build the new bridge. After construction, we expect traffic patterns to return to the pre-construction conditions. In the long-term, traffic will likely have a slight favor to the new route with the consistent lack of delay during railroad crossing events.</p>
<p>How long will the construction take?</p>	<p>The project is in the planning phase of ODOT's Project Development Process. No date for project design or construction has been determined at this time. Construction duration for this type of project typically takes approximately two years.</p>
<p>How do you plan to secure funding for the project? How will the decision be made?</p>	<p>The purpose of the public meeting on March 5, 2024, was to gather input on the preferred alternative from the public. The Circleville City Council will ultimately decide on the preferred alternative with a member vote, then apply for Railroad Crossing Elimination Grant funding. Additional details will be provided to the public as the project progresses.</p>

The Court Street alternative is the most direct route. The Progress Parkway alternative would require less property taken and water and kerosene lines would have less impact on them. Washington Street has less property taken and would have less impact on utilities. Progress Parkway would require multiple businesses taken, several homes and large petroleum tanks located in impact area.

Who requested this project?

Who does property assessment?

What percentage of this project is for safety and emergency needs?

Who maintains property that is demolished?

What is the purpose of Progress Parkway?

What effect will this have on Property Jap?

**Will the city maintain the alley behind our home like the street in front?
For instance, repair and snow removal.**

Thank you for your comments.

The City of Circleville requested a study completed due to the delays experienced by the public and EMS.

The Ohio Department of Transportation Real Estate Department ensures the fair and equitable treatment of all parties affected by the purchase of right-of-way. They will often work with design consultants who are prequalified to perform property assessments, facilitate communication, and the negotiation of right-of-way acquisition. 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. The acquisition of property will be done according to all state and federal laws, including the Uniform Relocation Assistance and Real Property Act.

A percentage for needs is difficult to provide. Overall, safety concerns for the travelling public, including emergency services, are vital for this project. The purpose of the project is to improve mobility and reduce traffic disruptions for the traveling public (motorists, pedestrians, and emergency responders) in the City of Circleville caused by train delays on the Norfolk Southern Rail Lines.

The City will maintain all property within the right-of-way that is purchased as part of this project. The remainder of the property would be maintained by the current property owner.

The Progress Parkway alternative was to explore a roadway extension through existing green space and minimize impacts to residential and commercial properties. In similar projects elsewhere, there has been value in performing construction off-line from existing traffic with lesser impacts on existing buildings.

We are not sure of the property referenced in this question.

Typically, the City does not maintain (road repair and snow removal) the alley behind homes; however, since the primary access would be through the alley for some homes, provisions may be needed and will be determined at a later date.

Will funding for the project be in a ballot or will it be allocated by the council?

The Federal Railroad Administration has a Railroad Crossing Elimination Grant active for the next few years. This grant has a maximum award of 80% of design and project cost with a 20% match from the municipality. The City has had preliminary discussions on the source of this match, including use of annual budget, loans, and support from the Ohio Rail Development Commission. Once the Circleville City Council votes on the preferred alternative the City will apply for Railroad Crossing Elimination Grant funding. Additional details will be provided to the public as the project progresses.

Because we live in the impacted area on Pickaway, we are greatly concerned about this project.

Thank you for your comment. Additional details will be provided upon notification of the Railroad Crossing Elimination Grant funding award.