



FREQUENTLY ASKED QUESTIONS

TRABUE ROAD OVER SCIOTO RIVER & OVER SCIOTO POINTE DRIVE FRA-CR27-10.77 & 10.89 PID 105759

Q: Will this project add lanes to Trabue Road?

A: No, this project will not add lanes to Trabue Road.

The existing lanes will be reconfigured to lengthen the westbound left turn lane onto Lake Shore Drive and the eastbound left turn lane onto Riverside Drive. No new through-lanes on Trabue Road will be built with this project. We do not anticipate this project generating additional traffic through the corridor. The main purpose of the project is to rehabilitate the two existing bridges over the Scioto River and over Scioto Pointe Drive, to resurface a portion of Trabue Road, and to add a shared use path and sidewalk connection from Lake Shore Drive to Riverside Drive.

Q: Will the sidewalk and Shared Use Path on this project be connected to any other networks?

A: Yes, we are working with the City of Upper Arlington to coordinate access to our bridges from the intersection of Riverside Drive and Trabue Road/Cambridge Road. Currently, Upper Arlington is planning to construct a shared use path and sidewalk connection at the intersection and run those routes west to our project to provide a continuous pedestrian and bike route.

Upper Arlington is also constructing a path on the north side of Lane Avenue and down Riverside Drive, as detailed at the two links below:

<https://upperarlingtonoh.gov/update-on-plans-for-a-shared-use-path-connecting-to-the-quarry-trails-metro-park/>

<https://upperarlingtonoh.gov/wp-content/uploads/2022/10/Focus-On-Quarry-Trail-Metro-Park-Multi-Modal-Connections-Update-and-Notice-of-Council-Meeting1.pdf>

Please contact Mandi DiSanto (Upper Arlington Management Assistant) for further information on the Upper Arlington path projects: mdisanto@uaoh.net or 614-583-5360

Q: Do sidewalks or shared use paths increase crime? Will sidewalks or shared use paths reduce the value of my property?

A: Research has shown that urban trails do not increase burglary. Increased pedestrian activity puts more eyes on the street and creates safety in numbers, which can actually deter and reduce criminal activity. According to research from the Rails to Trails Conservancy, a nonprofit organization dedicated to creating a nationwide network of trails, very few incidents directly affecting adjacent property owners occurred along trails. During their study, none of the urban trails reported burglary to adjacent homes and only 5% of trails reported trespassing.

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Letters from law enforcement agencies supported these findings, and several letters cited heavy trail usage as a crime deterrent:

"The trail has not caused any increase in the amount of crimes reported and the few reported incidents are minor in nature... We have found that the trail brings in so many people that it has actually led to a decrease in problems we formerly encountered such as underage drinking along the river banks. The increased presence of people on the trail has contributed to this problem being reduced."

— Charles R. Tennant, Chief of Police, Buena Vista, PA

Increasing the walkability of a neighborhood can also increase property values.

56% percent of millennials and 46% of baby boomers prefer to live in more walkable, mixed-use neighborhoods, according to the Regional Plan Association. Additionally, half of respondents to an Urban Land Institute Survey said that walkability is either the top or a high priority in where they would choose to live. Properties located in convenient, amenity-rich communities are commanding increases in the per-square-foot price of both commercial and residential spaces compared to those in neighborhoods where residents do not have these amenities. According to a study of the Little Miami Scenic Trail, being closer to the trail increased property values for single-family homes.

Q: Is this project reducing noise from Trabue Road?

A: Yes, we anticipate a reduction in traffic noise at the completion of this project. There are several other ways that traffic noise can be mitigated beyond the construction of the typical, interstate-style noise walls.

1) New Pavement:

According to ODOT, tires contacting the pavement is the source of most road noise. The existing pavement on the bridges over the river and over Scioto Pointe Drive is transverse-grooved concrete (meaning the grooves run perpendicular to the direction of travel). This grooving direction is the loudest pavement in the country and is no longer allowed to be installed. The proposed concrete texture will be longitudinally-grooved concrete (parallel with the direction of travel) and the noise levels on the bridges will be reduced substantially with the new pavement, according to ODOT's past research of noise levels on grooved pavements. This project also includes the resurfacing of the asphalt pavement from Lake Shore Drive to Riverside Drive, and the new asphalt pavement on Trabue Road will reduce noise as well.

2) Concrete Bridge Walls:

New standard concrete bridge walls will be installed along both sides of the road with this project. The walls will be 42" tall and serve to block some noise by blocking the line of sight to the pavement. The walls will run from the western edge of the Scioto River bridge through to

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the eastern edge of the Scioto Pointe Drive, including the intermediate space between the two bridges. Currently, the roadway between the bridges contains only guardrail, which has no effect on noise. The addition of new bridge walls will result in a significant reduction of road noise along the corridor and will reduce noise very noticeably for the adjacent communities.

Q: Is a noise barrier wall being considered with this project? How do noise barriers work?

A: A noise barrier wall is not being considered because the project does not qualify as a Type I project for noise, meaning that it is not adding capacity to the roadway, and it is not moving thru travel lanes at least 50% closer to noise-sensitive areas. Therefore, a noise analysis is not required for the project under Federal Regulation 23 CFR 772 and ODOT's Noise Manual.

Noise barriers reduce noise by blocking the direct travel of sound waves from a source (such as a roadway) to adjacent homes or businesses, forcing the waves over the top or around the barrier. The barrier must be high enough and long enough to block the view (line of sight) of the roadway.

Noise walls will not provide any additional benefit to residents whose line of sight to the roadway is already blocked or to residents who live downhill from the roadway.

A noise barrier must provide a readily perceptible decrease in noise levels to adjacent receivers to be effective. This is defined as a noise decrease of at least 5 decibels. It is not prudent to construct a noise barrier that gives only a 1 or 2 decibel benefit because such small changes are generally not perceptible to the human ear.

Properties more than 200 feet from the roadway see little to no benefit from noise barriers. According to ODOT, noise barriers are most effective for the first one or two rows of homes at distances up to 200 feet from the barrier. As noise levels decrease with distance, there is a point away from the roadway at which noise barriers are no longer effective. Most of the properties in the subdivisions adjacent to Trabue Road are more than 200 feet from the roadway.

Openings or gaps in barriers for driveway connections or street intersections also reduce barrier effectiveness. Properties near intersections or driveways would not see significant benefit from noise barriers.

Based on the line of sight, a 200' radius, and necessary gaps in the wall, there are potentially only 8 homes in the community that would see a benefit from the noise barriers. Most of these 8 homes are downhill from the roadway and would receive a reduced benefit from the noise wall.

For more information about noise walls, please see ODOT's FAQ page:

<https://www.transportation.ohio.gov/programs/noise/resources/faqs-new>

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Q: Should a noise wall barrier be installed with this project, if a noise analysis were required by Federal Code or ODOT Regulations?

A: According to Federal Highway Administration (FHWA) regulations, a noise barrier must be both "Feasible and Reasonable."

A barrier is feasible if it can be constructed without major engineering or safety issues and if it provides a noise reduction of 7 decibels for at least one property and a noise reduction of 5 decibels for at least 40% of properties. Reasonableness deals with whether the barrier can be constructed in a cost-effective manner, the number of receivers benefitted from the noise barrier, whether or not the noise reduction design goals are being achieved, and the desires of the community. ODOT's current policy is if the cost of a noise barrier is \$42,000 per residence or less, the noise barrier is deemed cost reasonable, based on ODOT's noise wall construction cost estimate of \$30/SF.

The Trabue Road project is approximately 1,505 feet long, and a 12-foot-tall noise wall on both sides of the road would be 36,120 square feet of surface area. Using ODOT's construction cost estimate, the noise barrier would cost an additional \$1,083,600, which is \$720 per linear foot of barrier. There would also be additional costs for revised structural design for a wall.

Additionally, ODOT has qualifications for their noise wall programs. Because the project is not adding through lanes on Trabue Road, the project does not qualify as a Type I project, and a noise analysis is not required by federal regulations. The adjacent subdivisions also do not predate the adjacent roadway, and so the Type II Noise Wall Retrofit (NWR) Program also does not apply.

Because the project does not meet the above Federal Highway Administration regulations or qualify under ODOT's noise wall programs, the cost of a noise wall would not be covered by the grant funding that is being used to pay for the majority of the project.

Several residents have asked for a noise wall to be installed between their properties and the roadway. Adding barrier walls to separate properties from the roadway would require residents to permanently give up use of some of their property.

If a noise wall were to be installed between the roadway and residents' properties, portions of private properties may need to be acquired or placed into permanent maintenance agreements. During construction of the wall, additional temporary construction easements may be required and any existing trees, shrubs, landscaping, or deck and patio structures within the acquisition or easement may need to be removed. A permanent maintenance access area that is at least 15 feet wide is required on all sides of the wall, and landscaping, fences, or structures within the access area are not allowed.

Based on the information facts stated above, it has been determined that a noise barrier is not cost effective or viable for this project.