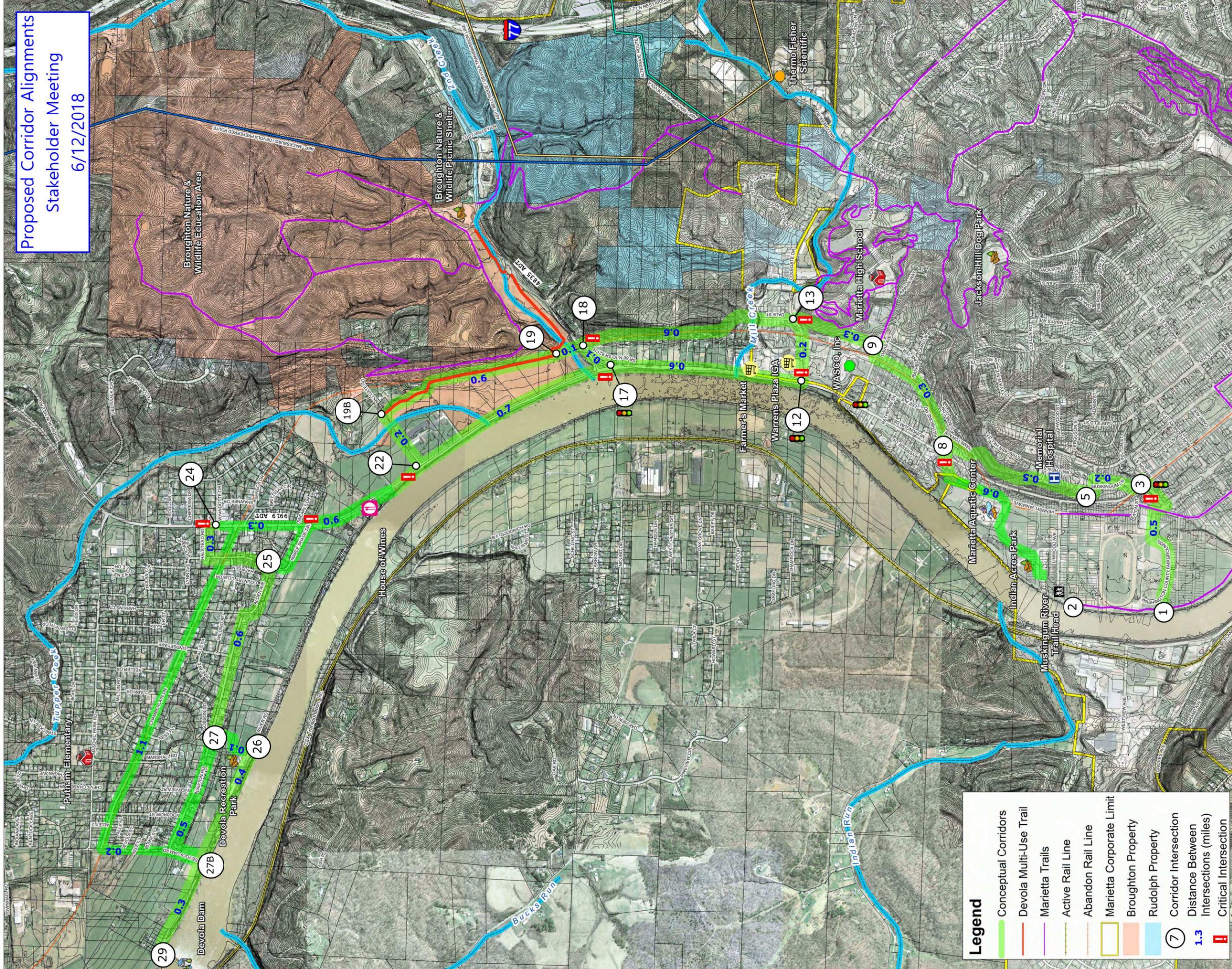


APPENDIX D:  
FEASIBLE CORRIDORS AND STAKEHOLDER'S MEETING #3  
CRITICAL LOCATION ANALYSIS

Proposed Corridor Alignments  
Stakeholder Meeting  
6/12/2018

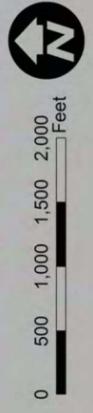


**Legend**

- Conceptual Corridors
- Devola Multi-Use Trail
- Marietta Trails
- Active Rail Line
- Abandon Rail Line
- Marietta Corporate Limit
- Broughton Property
- Rudolph Property
- 7 Corridor Intersection
- 1.3 Distance Between Intersections (miles)
- Critical Intersection

# Devola Multi-Use Trail

Washington County, Ohio





June 12, 2018

#### Devola Multi-Use Trail Response to Public Concerns

The Public Involvement meeting for this project was held on April 10, 2018 at the Devola Volunteer Fire company, and the public was invited to provide comments until May 10, 2018. During this time respondents provided 24 comments regarding a variety of topics. We thank all respondents for taking the time to explain their concerns and to choose their preferred routes.

Trail safety was one of the main concerns for respondents, with several comments addressing concerns with the safety of a trail along SR-60, SR-821, River Road and other highly travelled roads. The crossing of SR-821 was also commented on, and one comment requested markings to identify location of the trail to assist with emergency responses. User safety is a top priority of this Study and these concerns will be investigated as the study progresses. There will, however, be constraints that will limit what facilities we can use for this project, and these constraints will be investigated as the project develops.

Several respondents mentioned historic landslides that have occurred on the hill east of SR-60. Geotechnical information is a critical component of this project, and we will perform geotechnical studies as part of our engineering investigation of potential alternatives. Through this effort we will reduce the likelihood of future geotechnical issues.

A few respondents asked who has right-of-way when a path crosses a driveway, and who will be responsible for maintaining these crossings. When a path crosses a driveway pedestrians and cyclists on the trail will have right-of-way in the same way a vehicle traveling on the road has right-of-way. Traffic entering from a driveway must yield to pedestrians and cyclists on the trail.

One respondent recommended placing the path on the west side of Muskingum River. This route does not meet the purpose and need of the project, namely to provide bicycle and pedestrian connectivity through the communities of Devola and Marietta. Additionally, rehabilitating the existing railroad bridge and constructing a new river crossing is cost prohibitive and would prevent the trail from being constructed.

Several respondents addressed concerns with constructing a path along the banks of the Muskingum River from the vicinity of Rathbone Road to Davis Avenue. These concerns have been noted and will be considered as the Study moves forward.

Respondents indicated preferred paths and one general route was preferred by most of the respondents. This route has been identified on the Multi-Use Trail exhibit, and is described below:

- Beginning at the Muskingum River Trail Head the trail would go north through Indian Acres Park and behind the Marietta Aquatic Center.
- The trail would then turn east, cross SR-60 and follow Rathbone Road.
- The trail would cross Davis Avenue and go behind WASCO.
- North of WASCO the trail would either go north along SR-60 or behind the homes on the east side of SR-60 to SR-821.
  - If the trail is located on SR-60 north of WASCO, it would either continue along SR-60 until it reaches River Road, past Devola Recreation Park to Devols Dam, or would go through Devola via Maple Shade Drive and Devols Dam Road to Devols Dam.

Woolpert, Inc.  
One Easton Oval, Suite 400  
Columbus, OH 43219-6062  
614.476.6000

Page 2

- If the trail is located behind the homes on the east side of SR-60 it will cross SR-821 and tie into the existing Devola Multi-Use Trail. The trail would then either go west along Millgate Road and tie into SR-60, or go up the hill on the east side prior to tying into Seneca Drive and crossing SR-60 into Devola, ultimately reaching Devols Dam.

Many respondents highlighted various destinations along their preferred route as reasoning for the choice. Devols Dam and Marietta Aquatic Center were desirable destinations. Respondents also discussed the soccer fields at the Devola Recreation Park, however, there are safety concerns with motorists along River Road, and respondents do not want the soccer fields to be impacted by the trail.

Finally, many people inquired about the public meeting handouts and maps. These handouts have been uploaded to Muskingum Township's website: <http://www.muskingumtwp.org/devola-multi-use-path/>.

Respectfully,

Paul Denny, PE  
Woolpert

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One Easton Oval, Suite 310  
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# Meeting Minutes

**Date of Meeting:** June 12, 2018  
**Re:** Devola Multi-Use Trail Stakeholder Meeting  
**Location:** Muskingum Township Hall  
**Issue Date:** June 15, 2018  
**Submitted By:** Paul Denny  
**Conference Call:**  
**In Attendance:** See sign in sheet

**ITEMS DISCUSSED:**

Ron Mattox led the meeting and noted that the goal of this meeting was to inform stakeholders of the comments received through the Public Involvement process and gather feedback. Woolpert received 24 comments following the public involvement meeting, and these comments were used to update the corridor alternatives. The updated corridor exhibit was presented, and Ron noted that the corridors located on the east side of the map were removed based on a lack of public support.

Indian Acres Park:

Ron Mattox noted the concerns associated with Segment 2 – 8, which crosses Indian Acres Park, the Marietta Shrine Club, and the Magnusson Hotel property. The Shrine Club is concerned about the location of the trail regarding their gazebo, and the owners of the hotel property do not support the trail. Joe Tucker recommended looking at an alternative corridor through this area that would allow the trail to travel through Indian Acres Park and next to the Aquatic Center prior to tying into SR-60 at Rathbone Road.

River Road Soccer Fields:

Public feedback has been received regarding impacts to the soccer fields located on River Road in Devola. The soccer fields have been graded to drain quickly and the soccer associations do not want the trail to negatively impact the fields. Additionally, cyclists and pedestrians have noted safety issues associated with overly assertive parents drive to and from soccer games and practices. Through this discussion it was determined that the trail should be used as an opportunity to enhance the park and improve access to it.

Stakeholders the pros and cons of locating the trail on River Road, Lawton Road, Chamberlain Road, and Masonic Park Drive. To summarize:

- During soccer season (spring / summer / fall) there are safety concerns associated with locating the trail along River Road. However, the road has a 30-ft right of way and it might be possible to construct the trail along the right of way line. This would maximize the separation between the road and the trail. Additionally, the trail could be routed around the soccer fields east of the parking lot to further reduce impacts.
  - o Follow up notes: After the meeting Woolpert's engineers visited the soccer fields and noted there is a significant drainage system (including an underground storm sewer system) along all four edges of the eastern fields. This would have to be addressed if the trail was routed around the field and could increase project costs. Additionally, Ken Schilling met with Roger Wright, whom noted the 30-ft right of way along River Road must be measured from the centerline. This reduces the amount of room

available for the trail. Due to the limited amount of Right of Way and the associated safety concerns the River Road corridor will be removed from further consideration, and the trail will be routed into Devola.

- Lawton Road, Chamberlain Road, and Masonic Park all have 40-ft to 50-ft right of ways, and significant amounts of traffic. These roads are not comfortable for pedestrians to walk on due to the amount of traffic and the lack of pedestrian facilities.

Millgate Road to Wyandotte Drive:

Segment 19B to 24 (Millgate Road to Wyandotte Drive) has been removed from further consideration due to property owner opposition and the hillside that would be traversed. It is likely that the property owner would support segment 19B to 22. This could tie into the park at Millgate and SR-60 that the Broughton Foundation is improving. Additionally, George Broughton noted that the green trail on the Broughton Nature and Wildlife Area could be modified for use by the trail if needed.

SR-60 Crossing into Devola:

Crossing SR-60 into Devola is difficult due to the amount of traffic and the speed of the roadway. Halstead Road, Chippewa Drive and Wyandotte Road are feasible locations for a crossing and offer some sight distance. However, Chamberlain Road and River Road both have less sight distance along SR-60, thereby making the crossing more difficult.

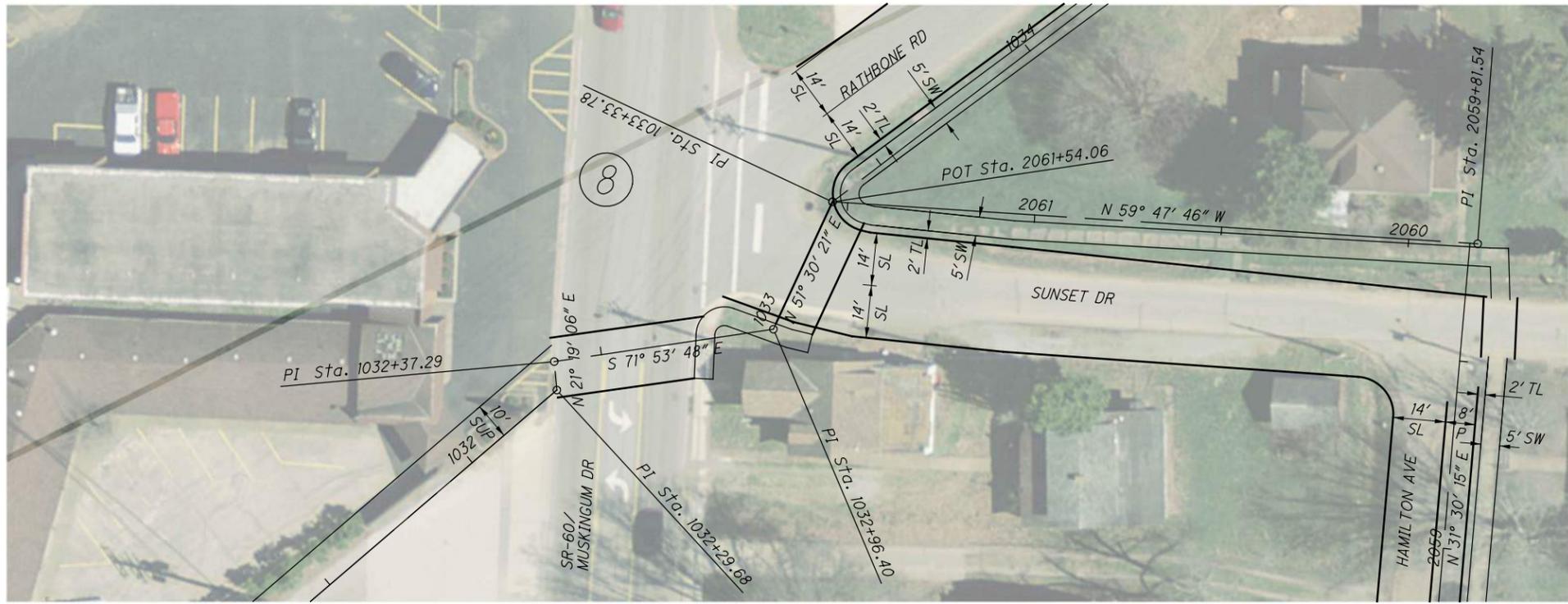
Action Items:

- Woolpert will schedule the next meeting near the first week of November 2018.
- Woolpert will update the stakeholder letter and redistribute to the stakeholders.
- Muskingum Township will work with ODOT to extend the project from August until the end of 2018.



Project Name/Description:		Devola Multi-Use Trail Stakeholder Meeting	
Meeting Date/Time:		June 12, 2018 - 8:30 am	
Meeting Location:		Muskingum Township Hall	
Name	Company	Email	Phone
Ken Schilling	Muskingum Twp	kschilling@wwoolpert.com	740-628-1472
Paul Lewis	DMUT	plewis1442@AOL.com	941-676-0000
George Banerger	DMUT	gban242@subdmsr.com	740-434-5685
GARY DOAN	MUSK TWP TRUSTEE	gkdoan@yahoo.com	718-525-0060
Alan Craig	ODOT	alan.craig@dot.ohio.gov	740-575-9788
Eric Reed	ODOT	eric.reed@dot.ohio.gov	740-568-3951
PAUL DENNY	WOOLPERT	PAUL_DENNY@WOOLPERT.COM	614-727-6104
RON MATTOX	WOOLPERT	RON_MATTOX@WOOLPERT.COM	614-727-6108

## CRITICAL LOCATION ANALYSIS



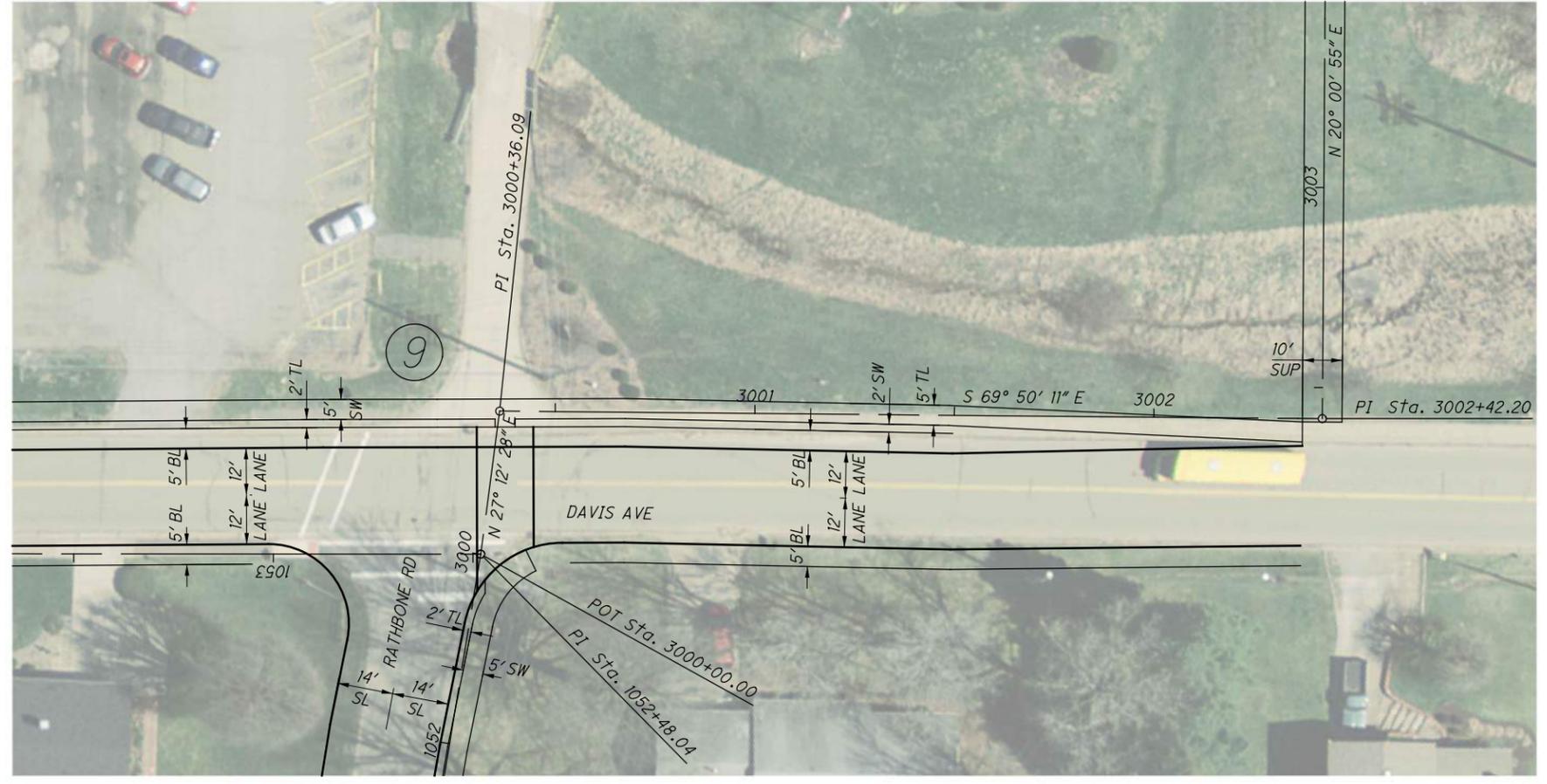
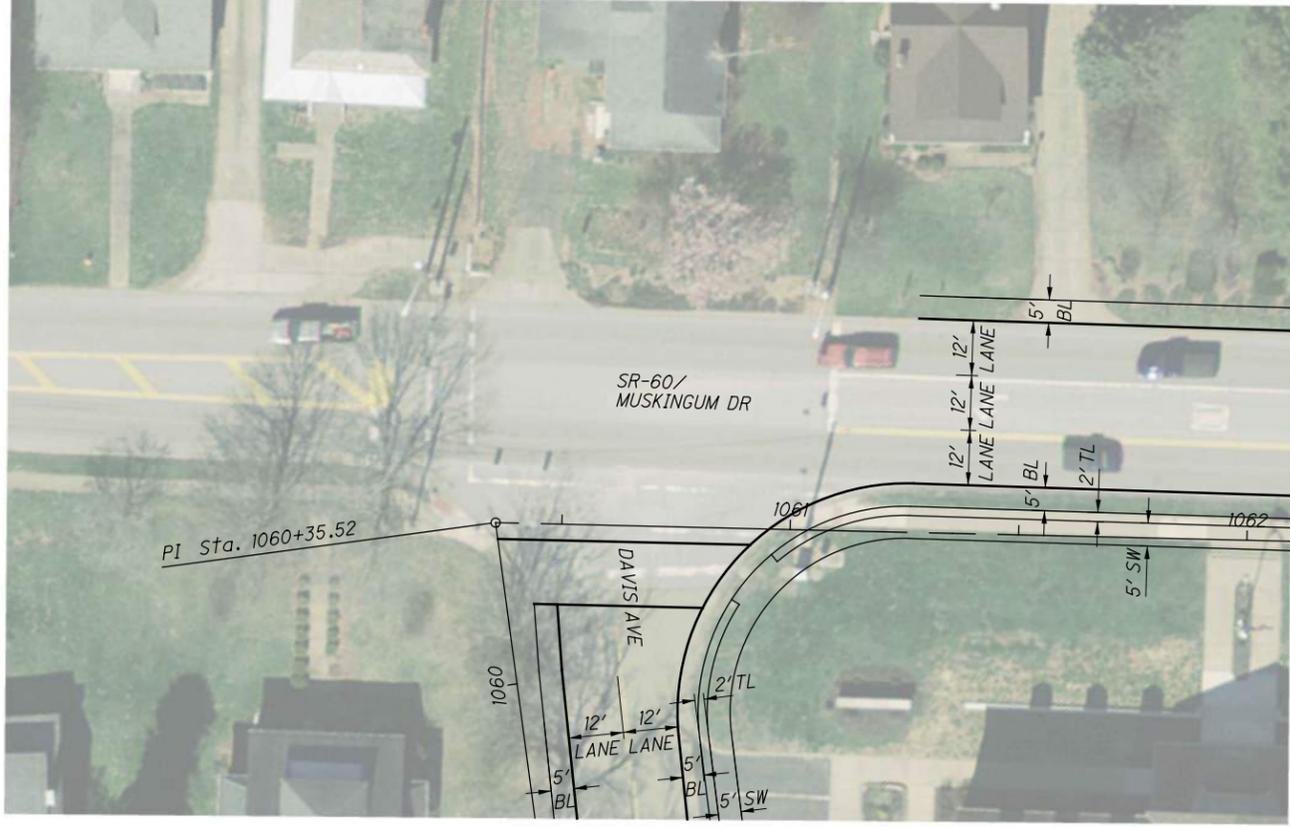
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- SL - SHARED LANE
- SUP - SHARED-USE PATH
- TL - TREE LAWN
- P - PARKING
- SW - SIDEWALK

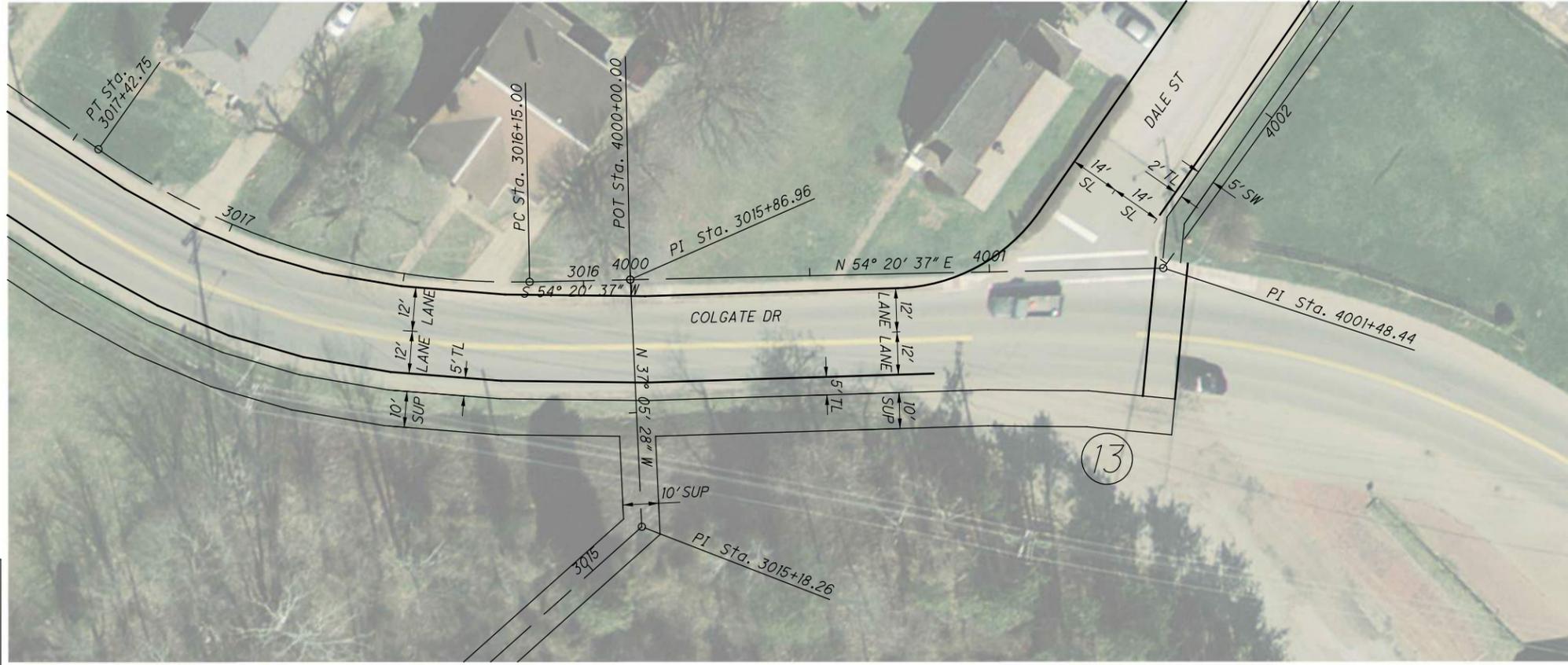
CALCULATED	MDK	CHECKED	MWZ

**CRITICAL LOCATION - NODES 3 & 8**

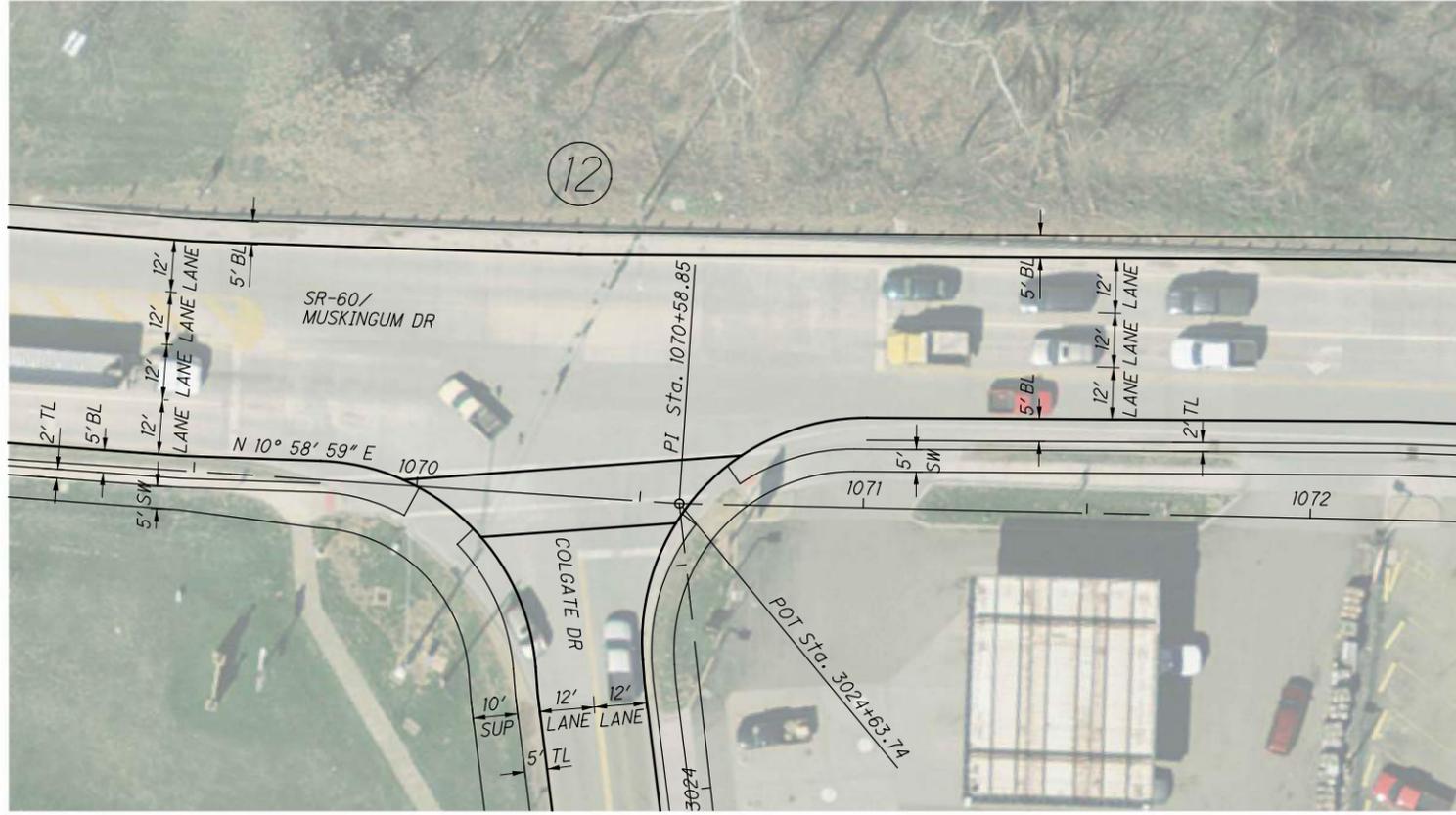
WAS-DEVOLA MULTI-USE PATH

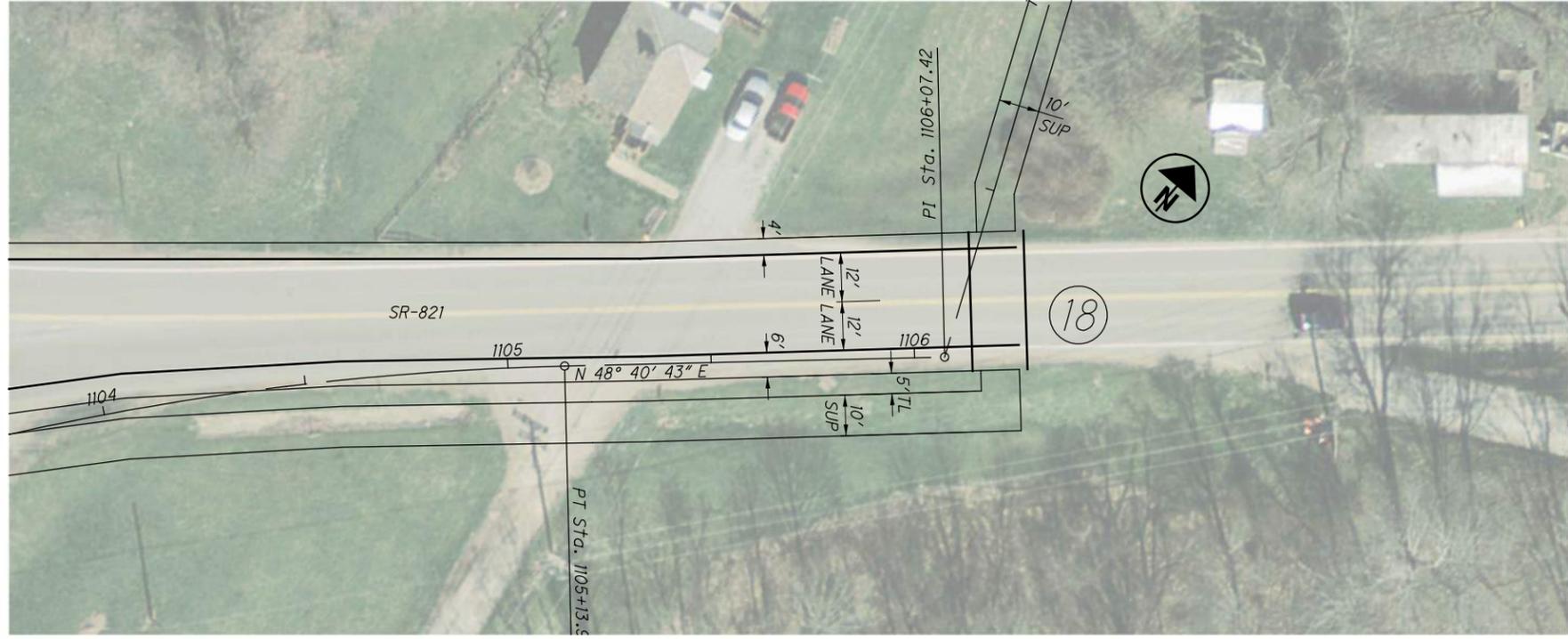
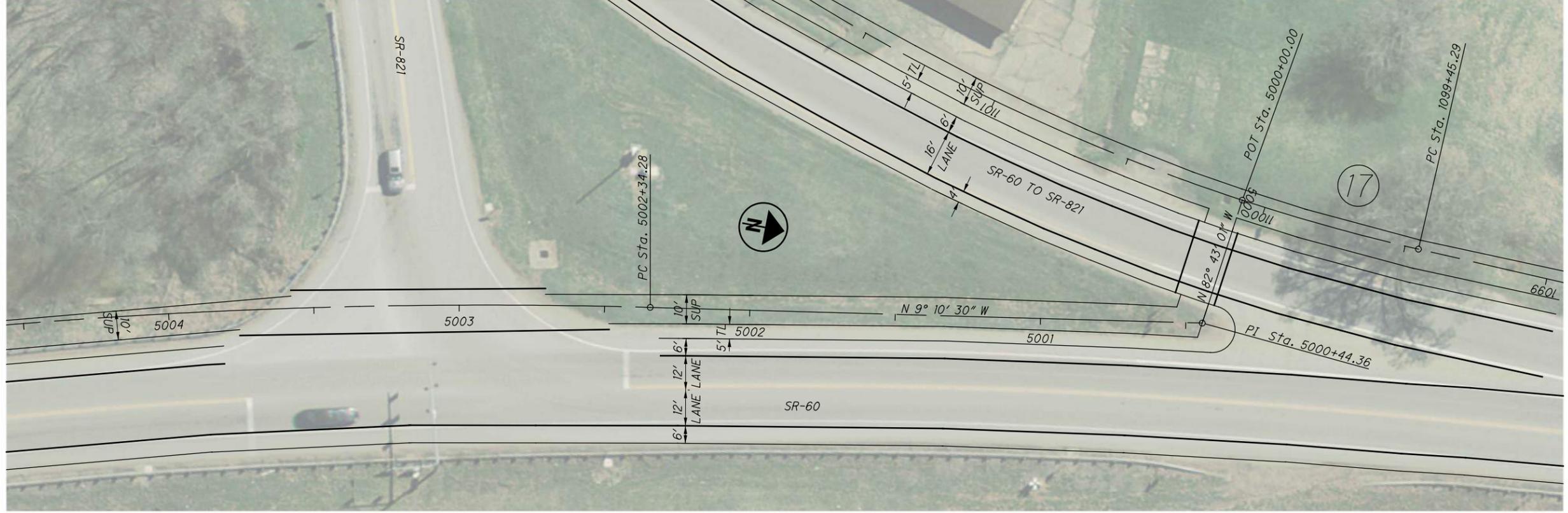
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- P - PARKING
- SW - SIDEWALK



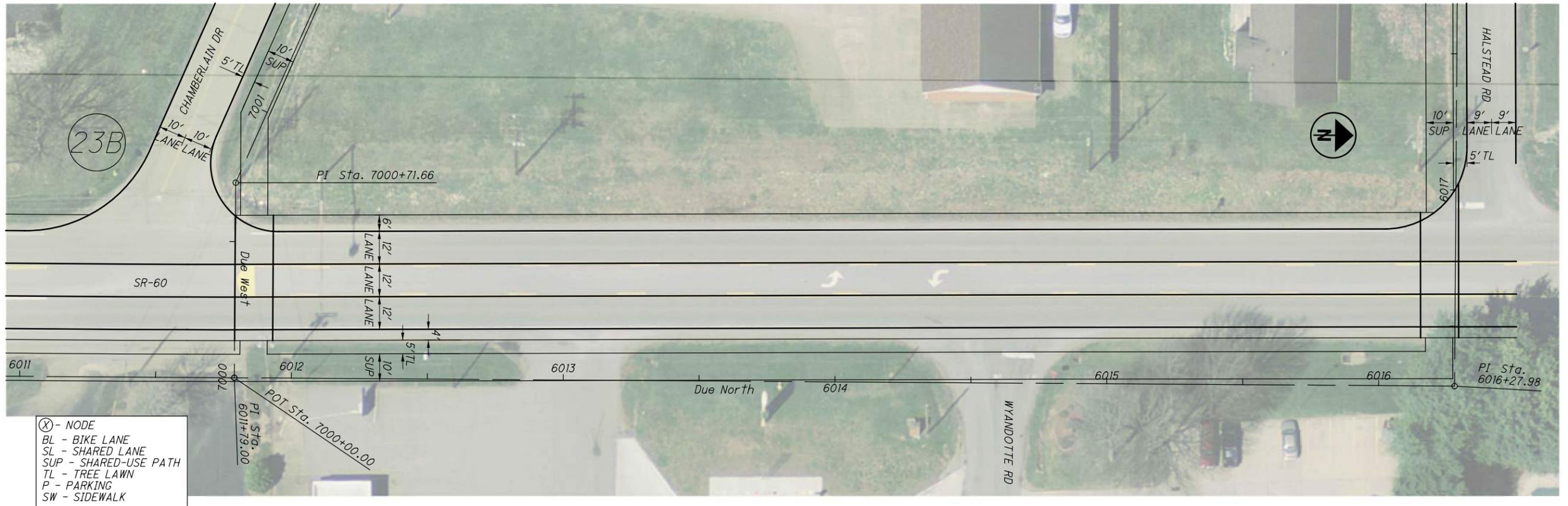
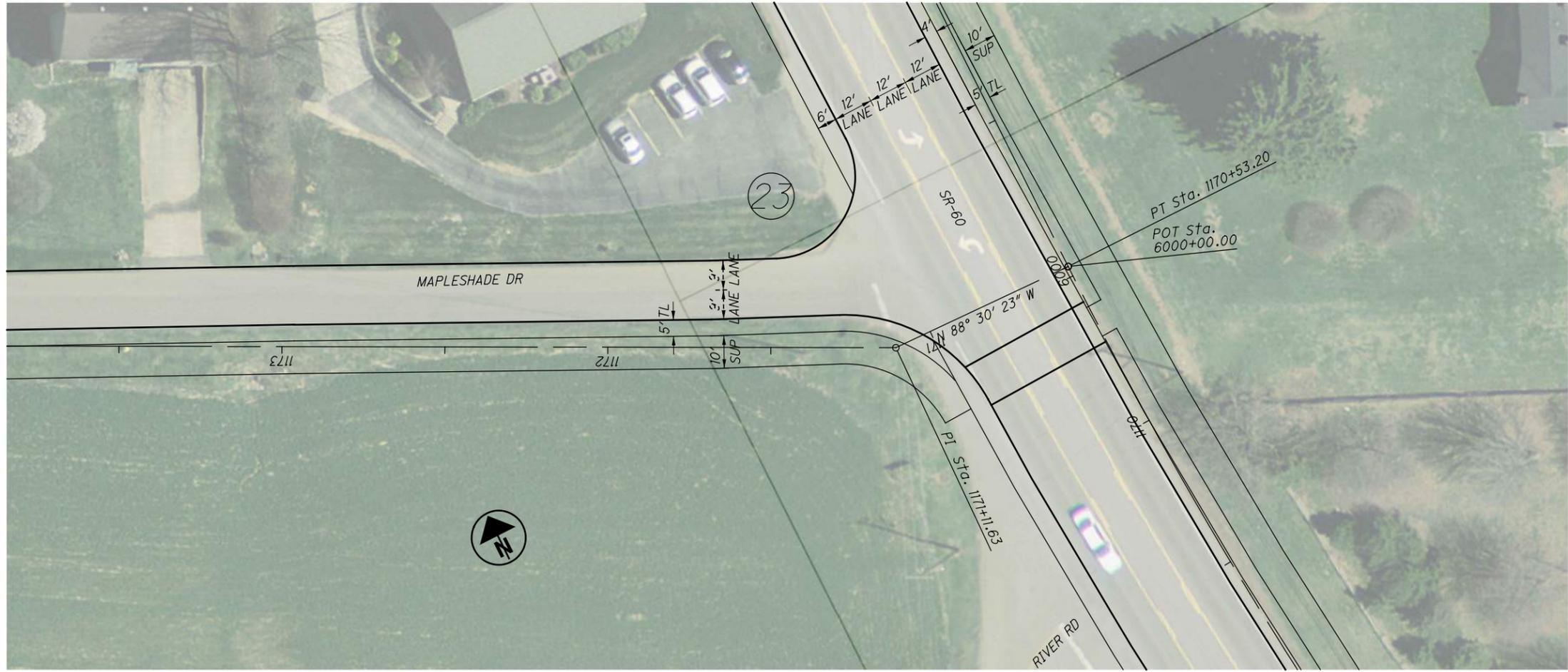


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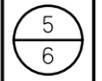
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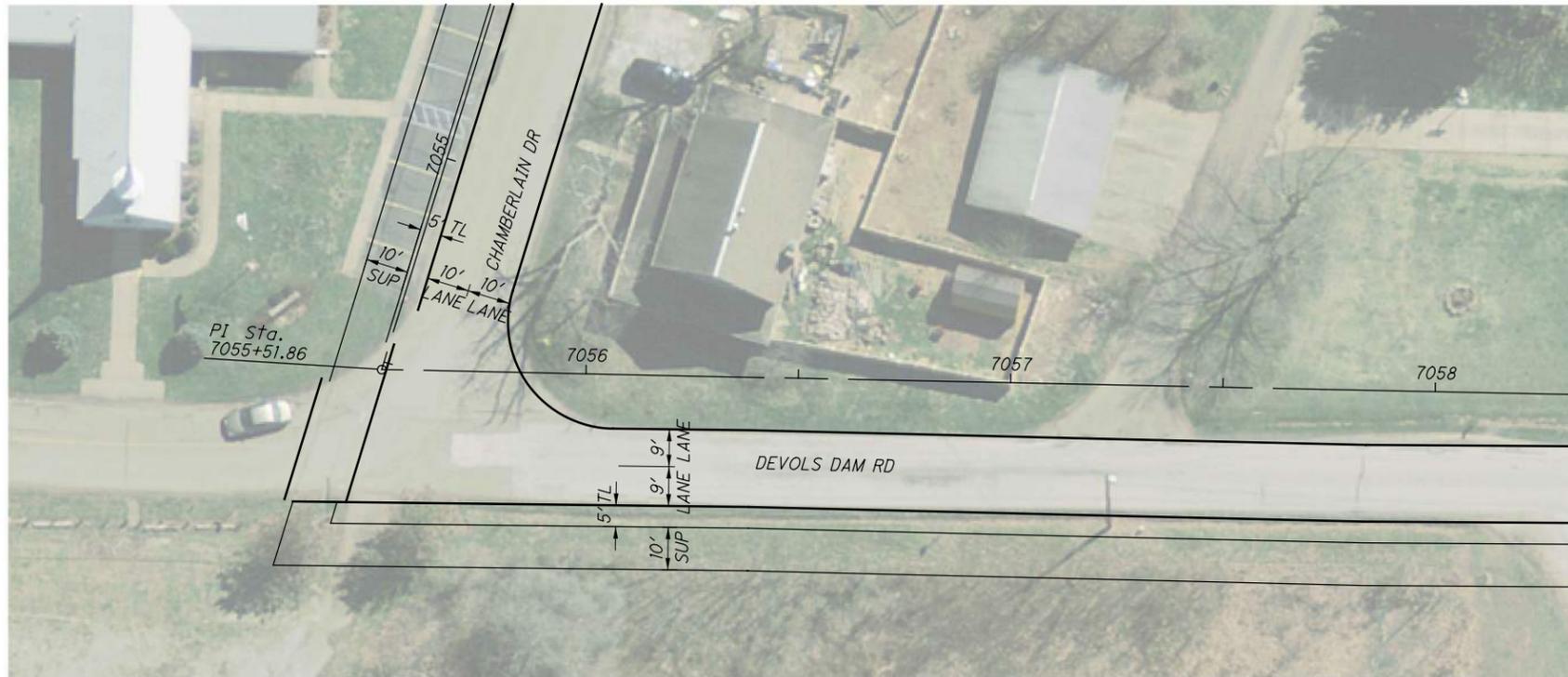
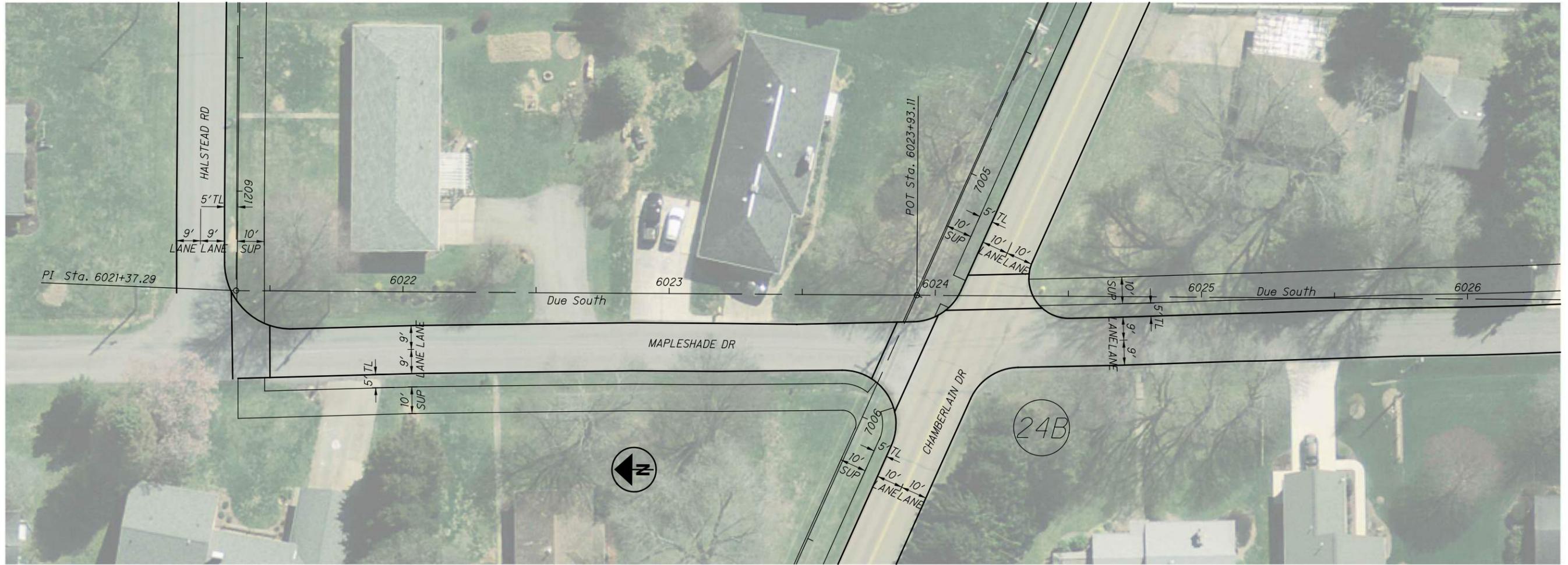


CALCULATED	MDK	CHECKED	MWZ

CRITICAL LOCATION - NODES 23 & 23B

WAS-DEVOLA MULTI-USE PATH





- ⊗ - NODE
- BL - BIKE LANE
- SL - SHARED LANE
- SUP - SHARED-USE PATH
- TL - TREE LAWN
- P - PARKING
- SW - SIDEWALK



**CRITICAL LOCATION - NODE 24B**

**WAS-DEVOLA MULTI-USE PATH**



### Devola Multi-Use Trail Segment Analysis

Corridor	Segment	Facility Type		Proposed Facility	Existing Facility	Existing R/W Width (per GIS)	Critical Points and Potential Issues	Aesthetics	Utility Impacts	Anticipated # Parcels Impacted	Potential for Geotechnical Issues
		Bike Lane and Sidewalk	Shared Use Path (SUP)								
1	2 to 8		X	10' SUP	N/A	N/A	- Existing path north of boat ramp parking lot - Substantial property obstructions (Magnuson Hotel, Gas Station, several residences) pose a challenge to connect to Rathbone Rd - Crossing Muskingum Dr (SR-60)	- Scenic - Along river - Connection to park and recreational areas	Overhead Electric Gas Water	32	Minimal
	8 to 9	X		28' Roadway Width (2-14' Shared Lanes) 5' Sidewalk	24' Roadway Width (2-12' Vehicular)	40' Rathbone	- Somewhat steep slopes on both sides of Rathbone Rd in some locations - City project is planned for Rathbone Rd - Crossing Davis Ave.	- Roadside - Residential	Overhead Electric Water Drainage Channel Storm	31	Minimal
	9 to 12	X		24' to 48' Roadway Width (2 to 4-12' Vehicular, 2-5' Bike) 5' Sidewalk	24' Roadway Width (2-12' Vehicular) 4' to 5' Sidewalk (Both sides) (Davis Ave) 36' to 48' Roadway Width (3 to 4-12' Vehicular) 4' to 5' Sidewalk (SR-60)	40' Davis Ave ?? SR-60	- Impact to businesses along SR-60 - High speed on SR-60	- Roadside - Commercial - High vehicular traffic - Connection to local businesses	Overhead Electric Gas Water Storm	17	???????
	12 to 17	X	X	46' to 58' Roadway Width (3 to 4-12' Vehicular, 2-5' Bike) 5' Sidewalk OR 44' to 56' Roadway Width (3 to 4-12' Vehicular, 2-2' to 6' Shoulder) 10' SUP	44' to 56' Roadway Width (3 to 4-12' Vehicular, 2-2' to 6' Shoulder) 4' to 5' Sidewalk	?? SR-60	- Impact to businesses along SR-60 - High speed on SR-60 - Difficult crossing @ SR-60/SR-821 intersection - Large culvert under SR-60 - Steep embankment and river immediately to west of SR-60	- Roadside - Commercial - High vehicular traffic - Connection to local businesses	Overhead Electric Gas Water Storm	34	Minimal on East Significant on West (river side)
	17 to 18		X	26' Roadway Width (16' Vehicular, 4' and 6' Shoulder) 10' SUP	26' Roadway Width (16' Vehicular, 4' and 6' Shoulder)	25' Slip Ramp	- Travels along high speed slip ramp - High speed crossing @ SR-821	- Roadside - High vehicular traffic - High vehicular speeds	Overhead Electric	3	???????
	18 to 19		X	10' SUP	N/A	N/A	- Crosses Second Creek. Large structure required.	- Connects to existing trail	Overhead Electric Gas	4	-
	19 to 19B		X	10' SUP	Portion 10' SUP	N/A	- Connect to and utilize existing DMUT - Crossing Millgate Rd	- Existing trail. Remote.	None apparent	2	N/A (Existing)
	19B to 22		X	18' Roadway Width (2-9' Vehicular) 10' SUP (Millgate Rd)	18' Roadway Width (2-9' Vehicular)	?? Millgate Rd	- Narrow two-way neighborhood roadways - Many private property impacts	- Portions Remote and Residential	Overhead Electric Gas Water Storm	5	Minimal
	22 to 23		X	24' to 48' Roadway Width (2 to 3-12' Vehicular, 2-2' to 6' Shoulder) 10' SUP	24' to 48' Roadway Width (2 to 3-12' Vehicular, 2-2' to 6' Shoulder)	?? SR-60	- High speed on SR-60 - Many private property impacts	- Roadside - High vehicular traffic	Overhead Electric Gas Water Storm	19	Minimal
	23 to 25		X	18' Roadway Width (2-9' Vehicular) 10' SUP	18' Roadway Width (2-9' Vehicular)	40' Mapleshade Dr	- Narrow two-way neighborhood roadways - Potential for considerable earthwork - Many private property impacts - High speed crossing of SR-60	- Residential	Overhead Electric Gas Water Storm	15	Minimal
	25 to 27		X	18' Roadway Width (2-9' Vehicular) 10' SUP	18' Roadway Width (2-9' Vehicular)	40' Alden Ave 40' to 50' Lawton Rd (40' East of Lindsey Ave 50' West of Lindsey Ave)	- Narrow two-way neighborhood roadway - Many private property impacts - 5 Residential Crossings	- Residential	Overhead Electric Water Storm	40	Minimal
	27 to 26		X	10' SUP	N/A	N/A	- Need to avoid soccer fields and parking	- Connection to park and recreational areas	Overhead Electric	15	???????
	26 to 27B		X	20' Roadway Width (2-10' Vehicular) 10' SUP	20' Roadway Width (2-10' Vehicular)	15' River Rd	- High congestion along River Rd	- Scenic - Along river - Connection to park and recreational areas	Overhead Electric Storm Gas	31	Minimal on North Significant on South (river side)
27B to 29		X	20' Roadway Width (2-10' Vehicular) 10' SUP	20' Roadway Width (2-10' Vehicular)	15' River Rd	- High congestion along River Rd	- Scenic - Along river - Connection to park and recreational areas	Overhead Electric Storm Gas	15	Minimal on North Significant on South (river side)	

Devola Multi-Use Trail Segment Analysis											
Corridor	Segment	Facility Type		Proposed Facility	Existing Facility	Existing R/W Width (per GIS)	Critical Points and Potential Issues	Aesthetics	Utility Impacts	Anticipated # Parcels Impacted	Potential for Geotechnical Issues
		Bike Lane and Sidewalk	Shared Use Path (SUP)								
2	1 to 3	X	X	10' SUP (Fairgrounds Perimeter Rd) 34' Roadway Width (2-14' Shared Lanes) 5' Sidewalk (Front St) 30' Roadway Width (12' Vehicular, 2-5' Bike, 8' Parking) 2-5' Sidewalks (Marion St)	N/A 28' Roadway Width (2-12' Vehicular) 5' Sidewalk 30' Roadway Width (14' Vehicular, 2-8' Parking) 2-5' Sidewalks	66' Front St 70' Marion St	- Dennison & Assoc. Nationwide Office in R/W (Corner of Front St/Marion St.) - Crossing Front St - Crossing 2nd St - Crossing Marion St - Crossing 3rd St (SR-60)	- Roadside - Low vehicular traffic	Overhead Electric Gas Water Fire Hydrants Storm	18	Minimal
	3 to 5	X		46' Roadway Width (2-12' Vehicular, 12' Median, 2-5' Bike) 5' Sidewalk (lower Matthew St) 42' where parking present one side (2-12' Vehicular, 2-5' Bike, 8' Parking) 5' Sidewalk (upper Matthew St) 46' where parking present on both sides (2-11' Vehicular, 2-12' Shared Bike/Parking) 2-5' Sidewalks (Muskingum Lane)	42' Roadway Width (2-15' Vehicular, 12' Median) and 5' Sidewalk 32' Roadway Width (2-12' Vehicular, 8' Parking) and 5' Sidewalk 38' (2-11' Vehicular, 2-8' Parking) and 2-5' Sidewalks	40' 3rd St 40' to 55' Matthew St	- Crossing Matthew St. - Crossing Muskingum Ln - On-street parking - Emergency traffic - Road grade > 5%	- Roadside - High vehicular traffic - Connection to hospital	Overhead Electric Underground Telecom Water Fire Hydrants Storm	8	Some
	5 to 8	X	X	28' Roadway Width (2-14' Shared Lanes) 5' Sidewalk (Muskingum Lane) 10' SUP 22' Roadway Width (14' Shared Lane, 8' Parking) 5' Sidewalk (Hamilton Ave)	12' Roadway Width (Two-way Alley) N/A 18' to 22' Roadway Width (2-9' to 11' Vehicular) 0' to 4' Sidewalk	10' Muskingum Lane 40' Hamilton Ave	- Muskingum Lane very constricted. Structures would be impacted. - Hamilton Ave and Eggser Rd are constricted. Considerable private property impacts. - Excavation > 40' between Hospital and Hamilton Ave. (Retaining wall required) - Crossing Hamilton Ave - Crossing Rathbone Rd	- Remote - Connection to hospital	Overhead Electric	48	Significant
3	9 to 13	X	X	26' Roadway Width (2-13' Vehicular) 10' SUP 10' SUP	26' Roadway Width (2-13' Vehicular) 5' Sidewalk N/A	40' Davis Ave	- Davis Ave is route to Marietta High School. High traffic. - Hillside - Potential for considerable earthwork or retaining walls - Crossing Colegate Dr. on curve on hill	- Remote	Overhead Electric Water	3	Significant
	13 to 12	X		24' Roadway Width (2-12' Vehicular) 5' Sidewalk, 10' SUP	26' Roadway Width (2-13' Vehicular) 5' Sidewalk	40' Colegate Dr	- High truck traffic - Road grade >5% - Crossing Muskingum Dr (SR-60)	- Roadside - Commercial - High vehicular traffic	Overhead Electric Gas Water Storm	12	Minimal
4	13 to 18	X	X	28' Roadway Width (2-14' Shared Lanes) 5' Sidewalk (Dale St) 10' SUP	28' Roadway Width (2-14' Vehicular) N/A	31' Dale St	- Hillside near residences along SR-60. - Potential for considerable earthwork or retaining walls - High speed crossing @ SR-821 - Historical landslides	- Remote	Overhead Electric Gas Storm	43	Significant
5	17 to 22		X	34' Roadway Width (2-12' Vehicular, 4' and 6' Shoulder) 10' SUP	34' Roadway Width (2-12' Vehicular, 4' and 6' Shoulder)	?? SR-60	- High speed/high vehicular traffic, with passing vehicles - Steep embankment and river immediately to west of SR-60 - Crossing SR-821 - Large culvert under SR-60	- Roadside - Connection to Marietta Bible College	Overhead Electric Gas	19	Minimal on East Significant on West (river side)
6	23 to 23B		X	46' Roadway Width (3-12' Vehicular, 4' and 6' Shoulder) 10' SUP	46' Roadway Width (3-12' Vehicular, 4' and 6' Shoulder) 10' SUP	?? SR-60	- High speed/high vehicular traffic, with passing and turning vehicles	- Roadside - High vehicular traffic - High vehicular speeds	Overhead Electric Gas Water	15	Minimal
	23B to 24		X	46' Roadway Width (3-12' Vehicular, 4' and 6' Shoulder) 10' SUP	46' Roadway Width (3-12' Vehicular, 4' and 6' Shoulder) 10' SUP	?? SR-61	- High speed/high vehicular traffic, with passing and turning vehicles	- Roadside - High vehicular traffic - High vehicular speeds	Overhead Electric Gas Water	3	Minimal
	24 to 24B		X	18' Roadway Width (2-9' Vehicular) 10' SUP	18' Roadway Width (2-9' Vehicular)	50' Halstead Rd 40' Maple Shade Dr	- Narrow two-way neighborhood roadway - Several private property impacts - 2 Residential Crossings - Crossing Chamberlain Dr	- Residential	Overhead Electric Gas Water Storm	6	Minimal
	24B to 25		X	18' Roadway Width (2-9' Vehicular) 10' SUP	18' Roadway Width (2-9' Vehicular)	40' Maple Shade Dr	- Narrow two-way neighborhood roadway - Several private property impacts - Crossing Chamberlain Dr	- Residential	Overhead Electric Gas Water Storm	8	Minimal
7	24B to 27A		X	18' Roadway Width (2-9' Vehicular) 10' SUP (Devols Dam Rd) 20' Roadway Width (2-10' Vehicular) 10' SUP (Chamberlain Dr)	18' Roadway Width (2-9' Vehicular) (Devols Dam Rd) 20' Roadway Width (2-10' Vehicular) (Devols Dam Rd)	50' Chamberlain Dr 36' Devols Dam Rd	- Narrow two-way neighborhood roadway - Potential for many private property impacts - Many Residential Crossings - High Traffic on Chamberlain Dr	- Roadside - High vehicular traffic	Overhead Electric Gas Water Storm	43	Minimal
8	27A to 27B		X	18' Roadway Width (2-9' Vehicular) 10' SUP	18' Roadway Width (2-9' Vehicular)	36' Devols Dam Rd	- Narrow two-way neighborhood roadway - Intersection with Devols Dam Rd	- Residential	Overhead Electric Gas Water Storm	2	???????