

GRE-CR 71-2.66 Shakertown Rd., PID 119964 - Public Involvement, Comment Response Matrix

Note that personally-identifying information has been redacted from this public spreadsheet (Names, addresses, emails, phone numbers).

Date	No.	Comment Provided	Response to Comment
8/26/2025	1	"Do you have any questions regarding the proposed project?" yes	See below.
9/26/2025	27	Why do we need sidewalks? We are against the project. It will lower the value of our homes, will shorten the driveways of homes + also will not have much yard space. Some of our homes are already close to the roads. The speed limit needs to be reduced, vehicles already make a lot of noise driving down Shakertown + jar's house. If they put turn lanes in, the cars going straight are not going to slow down (very dangerous) We have bought new windows trying to keep noise down. Hasn't helped much. We have had several accidents in our yard. Also Sept. 2024, we had a car almost in my garage + living room, where i (Larry) sits in my chair.	See response letter for responses on sidewalk, noise, and speed. If there are specific concerns with the driveway, please contact the Engineering Division at 937-427-5513 to schedule a time to meet at the property to discuss further.
8/26/2025	2	We would like to discuss adding another entrance/exit to our parking lot - directly across from 3072 Shakertown (Church of Jesus Christ Latter Day) east entrance. If needed meet to look at our detention basin and how you will tie our existing drains to new storm sewer.	Please contact the Engineering Division at 937-427-5513 to meet on site to discuss.
9/22/2025	4	Curious if any moneys have been put aside for depreciated property values?	Please see right-of-way discussion in response letter
9/22/2025	5	Why?? Home most every day. Veru, very little traffic on Shakertown. Do not understand why it should be widened!! Never see anyone walking here!!	See response letter.
9/26/2025	34	WHY!! I purchased my home at the corner of Merrick + shakertown with my now-deceased husband in 1971. I never have an issue turning onto Shakertown due to traffic so I do not see where all the traffic is coming from which requires a turn lane. I strongly believe this project will lower my property values + I need these for future expenses. I also feel this project will enable drivers to exceed the speed limit more than they already do thus making Shakertown more unsafe!!	See response letter for speed discussion.
8/26/2025	3	Would it be possible to move the 8' sidewalk further to the south at 2982 shakertown to protect the root system of the large Maple tree located near our mailbox? Currently, some rainwater run-off from the southside of shakertown is channelled under the road and through a cement trough and pipe which empties into the large pond in our backyard. Would this project increase or decrease the amount of water entering our pond?	See response letter for sidewalk discussion and answers to location questions. Please contact Engineering at 937-427-5513 to discuss specifics with drainage around your property.
2/15/2025	11	EMAIL: Dear Mr. Smith, I am writing in response to your letter of 4 February 2025. We purchased this property in October of 2021, but only moved in this past April, after making extensive renovations to the house and grounds. We are fortunate in the fact that our house sits further back from the road than those of our neighbors, however, we are concerned about the safety of some mature trees along the front of our property. One, in particular, is a very large multi-trunk maple tree located near our mailbox. When we purchased the property, this tree was completely surrounded by honeysuckle and other tall bushes, had a large poison ivy vine growing up it, and a good-sized evergreen tree growing up through its branches. We worked hard to remove all of the extraneous vegetation which was obscuring this beautiful tree, and cleared and mulched the ground around it. We first heard of the plan to widen our section of Shakertown Road last year, and asked an arborist (who was working on a different tree on our property at the time) what effect he thought the nearby construction could have on our maple. He said that even if the tree was allowed to remain standing, it would likely die if a significant portion of its root system was damaged. This tree has been growing for generations (many decades) and cannot be replaced with something of a similar size, and we would hate to lose it. Our nextdoor neighbors have an historic 1800's-era barn which sits rather close to the edge of the road. They are currently trying to sell their home, and have advertised the barn as an asset of their property which affects the selling price they can ask and receive. As a couple who enjoys biking, and walking in the nearby neighborhoods, we can see the benefit of a paved multi-use path along one side of the road, but do not see why it is necessary to have a sidewalk on both sides of the road. The north side of Shakertown has relatively few houses in this section to be widened. We (and I would surmise most other homeowners on our side) would prefer to cross the road to access a sidewalk/bike path, rather than have to permanently sacrifice a significant portion of our front yards, bringing the lights and sounds of vehicle traffic closer to our houses. Are you planning to hold any public information sessions on this project, where affected residents can ask questions and receive more specific information, before the project plan is finalized? Thank you, I look forward to hearing from you.	EMAIL RESPONSE: Good morning, Thank you for reaching out to me with your concerns. I believe it was me that you talked to last year when you had some other questions with the property. I am happy to go over a couple of the items with your email and give you some further information for future public involvement items that will go on with this project. Your big maple and the barn should be surveyed with the crews being out there gathering information over the next couple of weeks. This will get put on the survey basemap that will be used for the design of the project. I can tell you that the barn was a concern I had being right next to the roadway and potential historic value. Part of this survey will include environmental studies to see if this barn was on the National Register of Historic Properties. If not, it will be studied to see if it meets criteria for the registry. With the barn being very close to the road, it is an item for design we will need to design around. We do not have the funding with the project to do a full relocation for that structure and I do feel there is a viable option to avoid this by shifting the alignment of the road way to the south in this area. This is something I have asked our designers in the scoping meeting to look at for options so it is not impacted. This being the case, I do think the maple tree may be saved from impacts also. I don't know this for sure yet, but we will see more once some preliminary alignments are put over the basemap. For the sidewalk questions, as part of the project, we have to follow ODOT's Complete Street policy. This means we have to accommodate non-vehicular traffic as well (bikes, pedestrians, etc.) with the project. To do this, we need to provide an option for people to safely travel along the roadway for these movements. Our standard practice has been to do this with off street facilities with 5 feet wide sidewalks and 8 feet wide sidewalks due to traffic volumes and speeds on roadways such as Shakertown. With the majority of users being families and recreational bikers and pedestrians, this provides a much safer alternative to on-street facilities. We will have more details to share about these once preliminary plans are started and we have the public involvement meeting. This brings me to the public involvement for the project. The work crew letter is the 1st of many items for the public involvement portion of the project. Throughout the project, you are more than welcome to contact our office for either me, Jeff, or Hannah to come speak with you. The next official public involvement piece of the project will be a letter informing you of the public involvement meeting. At this point, I do not have a time or date of this since we are just getting started. It should be sometime the 2nd half of 2025 after preliminary plans are drafted. This public involvement meeting will have plans, displays, and other items showing potential impacts to properties along the corridor including construction limits and preliminary right-of-way needs/takes. The meeting is an open house format and you are welcome to share your comments and concerns at the meeting or in a comment form after the meeting. These are then reviewed to see what changes to the plans may be needed from comments by the public. Response are given to comments received after the official public involvement meeting comment period is over. From here, I normally meet with individual property owners to discuss concerns with their property in particular when I have an owner ask to meet. I would be happy to do this whenever is convenient for you as I stated above. I hope this answers all of your questions and concerns you had right now. Please let me know if there is anything else you can think of. - Nick Smith

8/28/2025	12	EMAIL: Hi Nick, We enjoyed talking with you Tuesday evening and we appreciate the information you were able to give us. Today I looked at where the drip line is on our Maple tree. The outer branches are reaching the center line of the existing road, so it seems that the root system is going to take a pretty big hit...regardless of where the sidewalk is placed. :(Still, we would appreciate whatever measures could be taken to minimize damage to the roots! Thanks.	EMAIL RESPONSE: Name, Thanks for sending that to me. I have copied the design team to verify if it looks like it will be damaged. Looking at the picture. There is definitely a possibility. We will see what we can do. Sincerely, Nick Smith
9/26/2025	21	Is it possible to have only one sidewalk (located on the south side of shakertown)? I am concerned about losing our 40 yr old maple tree, to ensure safety we could lower the speed limit to 35 mph rather than adding a turn lane.	This was discussed with MVRPC and ODOT. Please refer to response letter for discussion on this topic.
9/18/2025	8	Why do city leaders see the need to widen a road that will bring vehicles closer to the front doors of the houses on the north and south sides of shakertown rd. Several houses on the north and south sides are only 147 feet apart, making this widening project a huge safety concern! a third turn lane would only create higher traffic speeds! Please reconsider!	Please see response letter for discussion on these topics.
7/31/2025	9	EMAIL: Hello, We received notification of the upcoming project. My question is how much is this impacting me? I live on Willow Bend. So I can surmise that the construction and traffic changes during the project will impact how we come and go to our street given that we can only enter/exit via Jayell or Carlsbrok and there are no other options. Other than that, am I going to be impacted in any other way? Noise perhaps. Anything else that you can see impacting my street? Im assuming everyone in a certain radius received letters? I realize I'm certainly not going to be impacted as much as the people who actually live along Shakertown.	EMAIL RESPONSE: Good morning Name, Thank you for sending us your questions and concerns with the project. Many of the questions that you had may be answered at the public involvement meeting upcoming that you received the notification for. I recommend coming to see the current draft layout of the project and to get follow up questions answered by me or our project design team. For the project, there will be no construction on Willow Bend. There may be some changes in traffic patterns getting to and from Willow Bend from Carlsbrook or Jayell while those streets are reconstructed at the intersection with Shakertown. These streets will have at least one or the other intersection open at all times to allow traffic to access the properties in the neighborhood. You are correct with the letters. We send these out to all affected property owners as well as property owners within a certain radius or who may be impacted due to traffic pattern changes like discussed above. Getting this to all these property owners really does help to make sure we are not missing something that needs to be looked at more closely or redesigned as we move through the design process. I hope that answers all of your questions. if you have others, please reach out to me. I would be happy to answer them. Hopefully, you get a chance to stop by the open house as well. - Nick Smith
8/28/2025	13	EMAIL: Hello Beavercreek, The new Shakertown Road improvement project is not an improvement. The road does not need to be widened. It absolutely does not need a sidewalk that approximately five people will use, just like the rest of the sidewalks and crosswalks in the area that are very rarely used. Shakertown might be less used if the city weren't determined to allow every housing developing possible, like the new one just announced on Grange Hall (similar to new business construction on North fairfield despite existing vacancies). I moved to Beavercreek because it was a smaller area with lots of green space, had low crime, and no income tax. All of these so-called improvements make me want to leave. Im certainly rethinking living on just off Shakertown. Also, the calender is not clearly marked or easily found on the Beavercreek website, including the notice for the public hearing on this issue.	Please refer to response letter for responses to these concerns.
8/25/2025	14	EMAIL: I keep seeing these middle turn lanes, sometimes to nowhere like grange hall road, with sidepaths on both sides wide enough for a car lanes, and wonder about the logic. Why not just go directly to four lanes with normal sidewalks? Maybe there's a pot of money for pedestrian or bike improvements that's driving it, maybe something about wheelchairs or walkers passing eachother. But I've yet to see a pedestrian, regardless of ability, on the grange hall road sidepaths. And why do the bicules and pedestrians get four inches of concrete almost like an airport runway while cars and trucks get a couple or a few inches of asphalt? Im a former lifelong resident but have retained interests in Beavercreek.	Please see response letter for discussion on these topics.
2/10/2025	15	EMAIL: hi Jeff or Nick, just wondering when project starts are they taking any residential property frontages on the north side of Shakertown rd? Thanks.	EMAIL RESPONSE: Good Afternoon, Right now, we really don't know what the road profile and acquisition will look like. The work crews now are just gathering survey and environmental data for the project. My feeling is that project will require work and property from both sides of the roadway. Some may only have temporary right-of-way needed for construction, but we will know more once our consultant has the chance to analyze the survey data and give recommendations depending on the topography and other factors. We will be holding a public involvement meeting with the preliminary layout for public comment sometime in late spring or early summer. Once that date and time are determined, you will receive a letter notifying you of the date. - Nick Smith

9/12/2025	16	<p>EMAIL: Hi Nick, I wanted to know if you can provide the documentation that was given to the Federal Highway Administration and the Ohio Department of Transportation by the city that obtained Monies to improve the roadway project on Shakertown Rd between Carthage and Southern Belle. Also if you have any information on roadway drainage and where it will end up. As you know my lane comes out on Shakertown and I'm concerned with increased water flow in the creek , the need for sidewalks on the North side of Shakertown as well as the justification to put a turn lane in. Thanks in advance! I can come by or email it.</p>	<p>EMAIL RESPONSE: Hi Name,</p> <p>Nick shared your message with me regarding some of your questions about the Shakertown Road project. I know that Nick is working on gathering the information you requested, but there were a couple of items in your message that I wanted to share my viewpoint on. Nick is managing the project and may have some additional information to add later, but my thoughts on these items are summarized below</p> <p>City Thoroughfare Plan Requirements</p> <p>The City's Thoroughfare Plan classifies Shakertown Road as a minor arterial roadway. Arterial roadways are the busier streets within the City and serve an important role in moving vehicles through the City and part of the purpose of the Thoroughfare Plan is to provide some consistency for the ultimate buildup of these busier corridors. Using a three lane pavement section for an arterial roadway is consistent with what's in the approved Thoroughfare Plan and when writing these grant applications we will follow the guidance in the approved plan. If it helps, I've attached the street classification map and typical roadway cross section drawing from the Thoroughfare Plan to this message.</p> <p>MVRPC Long Range Plan</p> <p>The Miami Valley Regional Planning Commission (MVRPC) is the metropolitan planning organization for the greater Dayton region, and they maintain a long range transportation improvement plan for our region. The current MVRPC long range plan lists Shakertown Road as being widened from a 2 lane pavement section to a 3 lane pavement section throughout the City. When applying to MVRPC for grant funding to improve arterial roadways, we need to meet the requirements in their long range plan. I've also attached the MVRPC long range plan for the streets in Beavercreek to this message.</p> <p>Past Arterial Roadway Upgrades</p> <p>Over the past many years the City has made efforts to improve the arterial roadway network within the City from the township style roadways the City inherited upon incorporation in 1980 to a more urban street section that meets current roadway design standards. These past projects have corrected issues like substandard lane widths, lack of shoulders, clear zone issues, open ditch drainage, lack of pedestrian facilities among other things as well as always including a center turn lane (there is only one exception to this that I can remember). As someone that has been managing this type of work for more than 30 years I feel strongly that the planning guidance in the Thoroughfare Plan is very good and that these center turn lanes should continue to be included with future corridor upgrades. These center turn lanes provide a location for turning vehicles to get out of the flow of through traffic which helps safety and traffic flow, provides lane continuity along major routes, avoids the construction of multiple tapers into and out of varying pavement widths, and helps to provide a facility that will hopefully serve the public well for many years to come. In the case of Shakertown Road, the pavement widths on either end of the project I believe are already three lanes wide, where is seems reasonable to match the existing pavement widths on either end of the project with the proposed improvement. I would be happy to discuss this further if that would be helpful, or I'd be happy to review any information that you may have seen that isn't in agreement with what I've said in this message.</p> <p>Sidewalks</p> <p>Both the City's Thoroughfare Plan and MVRPC's Complete Streets Policy promote the construction of pedestrian facilities as a part of these roadway reconstruction projects. When we plan for these reconstruction projects, we try to follow the requirements/recommendations in both of these documents. In the case of the work planned along Shakertown Road, the existing path and sidewalk to the west are connected to the City's larger pedestrian network. To the east of Carthage Drive there is an isolated path by Tara Estates that connects to Sky Crossing that would be connected to the larger pedestrian network with the proposed project. There are also multiple neighborhoods along the north and south sides of the roadway that would also be connected to the larger pedestrian network with these sidewalks. The proposed path is also shown in the Thoroughfare Plan (see the attached).</p> <p>I should mention that based upon some of the comments received during the public involvement meeting, Nick is looking at some changes to the location of the path vs. the sidewalk. As these changes become more finalized, I believe Nick plans to share the updated drawings with you.</p> <p>Please feel free to contact me if you'd like to discuss any of these items in greater detail.</p> <p>Thanks, Jeff Moorman, P.E.</p>
9/26/2025	37	<p>Concerned over drainage and the need for sidewalks on both side of the street. I have a creek running thru my property and the area is low and already floods when it rains hard, will this increase? Don't see the need to widen roadway in this area. I do believe curbs and sidewalk on the southside to connect Southernbelle to Coy would be appropriate. Also please reduce speed limit in this area to 35 mph from 40 mph would help (make it safer).</p>	<p>Please refer to above response email by Jeff and response letter.</p>

2/7/2025	17	EMAIL: Attn: Nicholas W. Smith, P.E., CPMSM, City Engineer, We just received the mail about the street widening. We live at 675 Jayell Drive, Beavercreek, OH 45434. Is this project for sure happening, or are you gathering information to make a final decision? All of our privacy trees and tall privacy fence will be taken out with this project. Who will replace them? The street and sidewalk will be almost touching our house. I am not happy about this at all. We plan on selling our house within the next two years. This is going to SIGNIFICANTLY depreciate our house and turn away a lot of future buyers. How are you going to compensate? Please advise.	EMAIL RESPONSE: Name, Thank you for contacting us with your concerns about the Shakertown Road widening with the letter you received. This project is funded with a federal transportation grant with construction beginning in 2027. Right now, our design team is gathering survey information to begin the design of the project. Their teams will be out there to start surveying around February 20. You may see utility marking flags being put in your yard by the utility marking company as well over the next couple of weeks ahead of the surveyors to mark these for them. As for specifics for your property impacts, we do not know this at this time. We will know more once preliminary plans are developed this spring. We will also be holding a public involvement meeting for residents and the community later this summer. When that date has been determined, you will receive a letter informing you of the meeting date and location. If there are any impacts to trees, fencing, and other items on the property, these will be part of the appraisal done at the time of right-of-way negotiations, which will occur in 2026. Compensation for removal of any of these items and the purchase of the land would be part of this appraisal to determine fair market value for the acquisition of property for right-of-way. During the public involvement meeting, preliminary ROW will be shown on plans and displays to discuss with owners and get feedback prior to acquisition. I hope this answers the questions that you had. If you think of any others or would like to discuss the project more, please feel free to reach out to me. Sincerely, Nick Smith
2/7/2025	17 cont.	EMAIL: How exactly is it decided where the "center" is going to be? Will one side of the road get more yard removed, or will it be equal? How exactly is this decided? Houses on both sides of Shakertown are very close to the street, and will both be impacted. Best.	EMAIL RESPONSE: Name, Thank you for the follow up. Those are great questions and I wish I could give you a definite answer now. These items will all be looked at after survey data is collected by our engineering consultant. There are many factors that go into this like topography of the land, utility impacts, environmental impacts, right-of-way impacts, as well as other engineering items like sight distance and roadway geometry standards. Usually, we like to widen the roadway down the middle with equal widening on each side to keep impacts to adjacent property to a minimum, especially in areas where houses are closer to the roadway. Some of these factors listed above require us to widen/reconstruct to one side or the other, or realign the roadway with small shifts to avoid impacting some surrounding items that cannot be touched, like the cemetery next to Kirkmont Church on N Fairfield. The preliminary alignment is presented to us at stage 1 taking in these factors. These are the same plans the public will see at the public involvement meeting to give their feedback on this preliminary layout. Our comments, ODOT's comments, plus the comments received from the public will be used to help refine alignments and impacts to adjacent properties as the engineering consultant moves towards producing final alignment and final plans. The preliminary drawings should be in to us sometime in April. I would be happy to meet with you and discuss the preliminary plans we receive when they are submitted. I would also be happy to meet anytime during the project development to discuss any concerns you have with the project. I hope the above answers this question for you. Please do not hesitate if there are any other questions. Sincerely, Nick Smith
9/26/2025	32	Will we be losing our fence? Tree roots run underneath it. Will you be compensating for lost property value + acreage? This is a pointless project that no one wants, and the data shows this is not needed. This is a waste of the city's money and should be used elsewhere. I am extremely scared for the safety of my newborn as she grows up, as cars will be flying by, and the road + sidewalk will be on top of our house	Please see response letter for discussion on these topics.
9/18/2025	18	when are detailed drawings expected? Is the project fully funded? Who is the city employee I can talk to about this project? When will the project be bid?	Good morning, Thank you for your comments regarding the Shakertown Road widening project. Below are answers to your questions from the comments you provided. 1. Stage 1 (1st set of preliminary drawings) are available if you would like to see them. Please let me know and we can set up an appointment for you to come in and see them. I think I discussed this with you as well at the PI meeting, but there are multiple changes that are going to happen to the plans based on City review comments, ODOT review comments, and comments from citizens from the PI meeting and comments received after the meeting that we are looking at now through the comment period. These revised preliminary plans (Stage 2) will be ready about the end of the year. 2. The project is fully funded. Construction is scheduled to be bid in 2027. The project will be a 365 day contract, so the project will complete sometime in 2028. We will not know start dates until the contractor that wins the bid in 2027 provides us with a schedule. 3. I am the person that you can contact about the project. I am the project manager for this project. If there are questions and I am not here, Hannah Remy and Jeff Moorman can also answer some project questions, but may not be able to answer detailed project questions. Thank you again for your comments and please feel free to contact me to set up the meeting or discuss any further questions. Sincerely, Nick Smith

9/26/2025	20	Was there a traffic study/count showing the need? We do not see the need for a turn lane on the section proposed on Shakertown. We live on a side street off Shakertown and drive on Shakertown daily at various times. We NEVER experience an issue getting on or off Shakertown. These lanes are being done to help with future projects on either end of Shakertown, we would like to know why our Shakertown neighbors have to forfeit their property and have their property values lowered just so some future residents can travel on Shakertown faster and more readily. Drivers already go too fast here, and having a turn lane will make that easier for them. You are committed to helping people with sidewalks, please consider just installing them on one side and not both. We believe people should not have to give up their property for an unnecessary project.	Please see response letter for discussion on these topics.
9/26/2025	22	Widening the road will make the road more dangerous. Cars have to slow down when other cars are turning onto streets now, otherwise cars go speeding down the road.	Please see response letter for discussion on these topics.
9/26/2025	23	I'm against widening the road because it will only make it more dangerous. Cars are forced to slow down when other cars are turning into the streets, otherwise cars will go speeding down the road.	Generally against project. No specifics for why than speed. Please refer to the response letter for discussion on speed and other topics.
9/26/2025	24	Our concerns are with privacy and safety of all properties on Shakertown affected by the project. Examples below. Lower speed limit required for safety of pedestrians, misuse of middle turn lane passing slower drivers/ use of amazon/UPS/Fedex, sidewalks not wanted due to solicitation and increased crime without appropriate lighting, increased hazard due to shorter driveways, wide sidewalks increases misuse with alternative forms of transportation.	Please see response letter for discussion on these topics.
9/26/2025	25	Not interested in any of this being done	Generally against project.
9/26/2025	26	Is there any way the city can halt or reconsider this project? Our house faces the street with an already short driveway and slopes downward toward the garage. The project will further reduce its length, increase the risk of collisions for us when backing out. We are over 70 years old & live here since 1988 and worry about our safety. If the city's project is a go -ahead we respectfully request the city assisting the turn-arounds on our property.	Please see response letter for discussion on these topics. In addition, please contact the Engineering Division with specific questions on your driveway so we can discuss further as needed. We can be reached at 937-427-5513.
9/26/2025	28	yes, why does the city think this project is necessary? Concerns, loss of land & trees, cars too close to houses, increased speeding. Generally not necessary	Please see response letter for discussion on these topics.
9/26/2025	29	Lower the speed limit? Why not one sidewalk like N. Fairfield? Sidewalks with no destination? They don't seem necessary? Less value for our home? Safety! Speeding - people will drive faster; turning into driveways and streets forces slowing down. Short driveways are hazardous to get out safely. Headlights shining in, cars close enough to collide with houses. Our property will be harder to sell. NO CONVINCING INFO ON NECESSITY as area grows.	Please see response letter for discussion on these topics.
9/26/2025	30	What necessitates this project scope of 3 lanes and 2 large sidewalks? I am very concerned about the amount of my yard that I will be asked to give up, as well as how close my front door will be to the thoroughfare. I lose a substantial amount of parking capacity for guests in my driveway.	Please see response letter for discussion on these topics.
9/26/2025	31	Can't you find a more usefull way of spending our money??? Shakertown road is already used as a highway. Expanding the road is only going to encourage this driving more. Secondly the need for a sidewalk is confusing being it would lead to nowhere.	Please see response letter for discussion on these topics.
9/26/2025	35	EMAIL: I am very pleased to learn you are planning on building sidewalks on both sides of Shakertown Road. My husband is wheelchair bound so the sidewalks will enable me to take him for walks. However, I would like to convey my concerns about taking part of my front yard for the widening of Shakertown Road. I am hoping most of the needed land will be taken from the large front yard of the Mormon church rather than our small yard. From the maps, I was unable to tell how much of our yard will be taken. Shakertown Road has become a very busy road especially with large trucks. Their speeding is troubling. I would suggest using some of the ODOT monies to install <i>traffic calming measures</i> . That would reduce the speed and perhaps encourage trucks to use Rt 35 rather than our residential road.	Please see response letter for discussion on these topics.
9/25/2025	36	EMAIL: I wholeheartedly support the City of Beavercreek's proposed plan to make improvements to Shakertown Rd. from Carthage Dr. to Southern Belle Blvd. in 2026. (ODOT Project Name: GRE-CR 71 - 2.66 Shakertown Rd. PID 119964) . The improvements are long overdo. As a resident of nearby Big Stone Dr., I use Shakertown daily. The road is narrow with little to no shoulders and most of the turn-ins to side streets have sharp drop-offs on either side. The road's problems have been compounded by increased traffic due to two new subdivisions and the improved intersection at Factory Rd. New turn lanes will help this problem significantly. Also, pedestrian traffic is nearly impossible, and dangerous, so the installation of sidewalks will be a welcomed addition and huge improvement to the neighborhood. Again, the proposed improvements to Shakertown Rd are badly needed. Thank you for accepting my comments.	Support of project. If you would like to see additional information from all comments received, please see the response letter.

9/25/2025	38	<p>EMAIL: Dear Mr. Smith,</p> <p>I am writing as a resident along Shakertown Road to express my strong opposition to the proposed roadway and sidewalk project (GRE-CR 71-2.66/PID 119964). After reviewing the plans and discussing them with my neighbors, I believe this project will create more problems for residents than it solves, while also taking away private property from homeowners. First, the proposed widening and addition of a center turn lane will worsen safety issues. Drivers already speed and pass illegally across the double yellow line, and making the roadway wider and placing vehicles closer to our homes will only increase safety risks for residents living along the corridor. Rather than expanding the roadway, the city should be focusing on traffic-calming solutions to reduce cut-through traffic and speeding. Second, the sidewalk installation is unnecessary and burdensome. The new subdivisions in this area are quite distant from commercial locations, already discouraging pedestrian traffic, and both ends of Shakertown already have access to reach connecting bike paths and existing facilities. This makes the new sidewalks redundant. Additionally, property owners like myself will be forced to take on the responsibility and costs of maintaining these sidewalks, including snow and ice removal, despite not requesting them. Third, this project does not reflect the actual needs of the community. There are already three major east-west corridors-Dayton, Xenia, 35, and Indian Ripple. Expanding Shakertown will only draw more vehicles into our residential corridor. Many of us feel the city should be exploring alternatives that reduce traffic volumes on Shakertown, rather than expanding its capacity.</p> <p>In short, this project will:</p> <ul style="list-style-type: none"> - Increase speeding and unsafe driving behavior - Place new financial and maintenance burdens on homeowners - Add infrastructure that is unnecessary given existing paths and roadways - Fail to address the real problem of cut-through traffic in our neighborhoods <p>For these reasons, I respectfully urge the city to reconsider this project and explore alternatives that focus on traffic reduction, safety improvements, and community needs—rather than roadway expansion.</p> <p>Thank you for considering my concerns. I look forward to hearing how the city will address the issues raised by myself and other residents.</p>	<p>Please see response letter for discussion on these topics.</p>
9/26/2025	33	<p>Please provide data obtained & submitted for grant:</p> <p>We do not feel that sidewalks are necessary on this stretch of roadway. In the 8 years that we have lived here, we have seen very little foot traffic. There really isn't anywhere for people to go. The bike path is very accessible to all homes impacted and can be used as an alternative. The road is not very well lit at nighttime and anybody using sidewalks would be at risk. Sidewalks will also increase solicitation to our area. The proposed sidewalks will only invite inappropriate forms of transportation (golf carts, side by sides, go carts, etc) because they are too large and unreasonably sized. We can 100% tell you that we would not feel comfortable allowing our children to utilize any sidewalk on this road due to the speeding and safety concerns. Therefore, they will be totally useless to us.</p> <p>This project will further reduce our property values. Our homes are already at a reduced value due to being directly on the road (this information came from our realtor) and moving the road even closer will make it worse. This is a permanent reduction! How are we being compensated for that?</p> <p>Adding a center turn lane creates extreme safety issues due to shortened driveways, less room to turn around, decreased sight lines due to now having to look across 3 lanes of traffic, etc. Delivery drivers will be forced to park their large trucks in the center turn lane as they will not fit in the shorter driveways. Keep in mind most of us park our cars in our driveways. That will not only completely block use of the center turn lane, but add to the sight line issues. Currently, these delivery drivers utilize our driveways without any issues. This road also runs east to west and direct sun is a huge issue! Visibility is already a safety concern as it is ... adding an additional lane will just make it worse.</p> <p>Adding a center turn lane will only increase the speeding on this road. We have a serious issue with noncompliance with the current speed limit already. On average cars are going 45+. There are bus stops on this road. That is simply not safe! Cars will now swerve past those pulling into the center lane at increased speeds and potentially be overlooked by those attempting to turn left off all the side streets. Also, at these increased speeds our homes are at risk. Most of the accidents that have occurred on this stretch of road were due to deer strikes, blown tire, OVI, failure to yield, etc ... moving the road closer to our homes means in most of those situations our homes could have been hit! We do not want to worry about the safety of our family while inside our home.</p> <p>PLEASE REDUCE THE SPEED LIMIT ON THIS ROAD!!! Most other residential roads in this city are 35mph.</p> <p>The road noise is already extreme! Moving the road closer to our home will make it worse. Is the city going to provide funds for noise reduction windows? This road is extremely uneven and when big trucks or trailers drive by, all you hear is BAM BAM BAM! Our children have to use sounds machines at nighttime, otherwise the road noise wakes them up.</p> <p>We are very concerned about the runoff and drainage. The road sits substantially higher than our home. Our front yard has a slight downgrade towards the road and we have our gutters running underground. This project is slotted to take away 18' of our yard and we were told that it "would be leveled off". How will our gutters drain moving forward?</p>	<p>EMAIL RESPONSE: Name,</p> <p>I received your comments for the project. I also saw that you requested a copy of the grant application for the project. Attached is the grant application that the City was successful in receiving funding. Please let me know if you have any additional questions with this request.</p> <p>- Nick Smith</p> <p>Revised application was submitted to MVRPC to fix typos on 10/31/2025 per City Council request. A copy of the revised application was also sent to Gary Dunkle per his request.</p> <p>Please see response letter for discussion on these topics including speed, road layout, right-of-way, noise, lighting, and other topics.</p> <p>For the downspouts, we have informed Woolpert of these to make sure they are addressed with plan revisions for Stage 2. We will contact you after Stage 2 is submitted to discuss more if you would like. We would also be happy to meet with you on your property to discuss the specific concerns of the drainage and these downspout outlets.</p> <p>The half interchange at Research Blvd and US 35 was removed as part of the N Fairfield Road Interchange project that occurred in 2000. The existing interchange was converted to a wetland for mitigation needed for this project along with a bikepath stub for Creekside Trail. In addition, ODOT and FHWA determined this interchange had to be removed with the full interchange being construction at North Fairfield Road as it did not meet spacing requirements to their standards. If this was to be looked at to put back in place, ODOT would have to follow their PDP process and start from the beginning again for this with a feasibility study to see if the addition of this would be feasible.</p> <p>For the mailbox, locations must meet USPS standards. The postmaster needs to be contacted by the property owner if the property owner is looking to move the mailbox to verify it meets their delivery standards. Please contact the post office for further information.</p>

If there is no downgrade? we do not want the runoff from the road or the sidewalk coming towards our home. What steps are being taken to ensure this doesn't happen? Can you provide a more detailed picture of exactly what we will be left with? Will there be some sort of retaining wall? Will we have a ditch? If so, that means we will have even less usable space in our front yard.

We would like to know the specific traffic numbers submitted for this project. We have been told that this project is necessary as the city anticipates traffic on this road increasing because apartments are being built in a neighboring city. Our question is how do you know that for certain? Are all of those people going to be working in Xenia or Wilmington? That seems very unlikely. Also, I was a home health care nurse and am very familiar with short cuts in all neighboring cities ... I would never consider driving all the way down Shakertown as a means to access Research! That just isn't a true assumption. You can get off 35 at N. Fairfield and go across the road, take that all the way to the stop sign and get right on Research ... that is MUCH quicker! OR you can take 35 to 675 and take the first exit at Dorothy Lane and go one light down and turn onto Research ... again that is MUCH quicker. It sounds like the city is banking on our road being used as an alternative to 35 and really that makes us question why more efforts weren't put into making 35 better if you "know" people will be getting off to take "short cuts". What about reconnecting Research to 35 if your concerns are that all these people are going to need access to that road? Has that been reconsidered? Also, there is no more land to develop over here so the traffic isn't just going to dramatically increase by leaps and bounds. Even with the addition of the two MI developments traffic is not unmanageable. We do not face adversities when trying to turn left currently.

We have already asked the city about relocating our mailbox due to safety concerns. It is very dangerous!
We feel strongly that this project is NOT SAFE and will only increase accidents in this area! Please reconsider!

2/10/2025	19	MISSING	<p>Good morning,</p> <p>Thank you for speaking with me about your concerns with the Shakertown Road widening project this morning. As part of our discussion, I looked up the accident data for this segment of Shakertown Road for the last 5 years of data (2020-2024). From the data, it showed that 12 accidents occurred. Of these, 5 were injury crashes, 7 were property damage only. The crashes also showed a total of 6 of the 12 (4 angle, 1 left turn, and 1 rear end) that are normally attributed to vehicles turning from the thru lane like we have seen on many of our two lane roadways.</p> <p>The accident rate for Shakertown between Carthage and Southern Belle for this timeframe is 3.18 accidents per million vehicle miles travelled (MVMT). This is 22% over the statewide average for roadways of this type (2.60 accidents/MVMT). Our goal for all of our roadways is the same goal of ODOT, which is to try and have 0 accidents. In a perfect world, that would happen. With that being said, our goal is to always try to alleviate accidents on roadways to the maximum extent possible through proven countermeasures (i.e., turn lanes, speed enforcement, intersection reconstruction, etc.) to try to at least match, if not beat, the statewide average for accident rates. As you can see with the above, this is part of the need shown with why improvements are needed for Shakertown and are included with this project.</p> <p>As for your concerns with the existing speeding going on along Shakertown, I have copied our police chief to inform him so he can have this roadway patrolled for selective enforcement.</p> <p>As you stated when we talked, the work crew letters received were in an envelope from Woolpert. I do apologize for that being sent by our consultant in their envelope. It should have been in an envelope with the City information on the return address. I will let them know so that this does not happen again for future mailings.</p> <p>Please let me know if there is anything else you have questions on with the above. I would be happy to meet with you and talk with you more about your other concerns once you have a list of them put together. If you miss me by phone, you can always email me here as well to get back to you. I will also let you know when we receive the initial preliminary plans later this spring if you would like to discuss those prior to the public involvement meeting.</p> <p>If you would like the actual accident reports, I can work with the police department to get them for you. I will just need to go through the PD to make sure personal information is redacted as we discussed.</p> <p>Thanks again for talking with me this morning. I look forward to talking to you again.</p> <p>Sincerely,</p>
9/22/2025	6	Five (5) year traffic issue do not support these proposed "improvements" - a waste of taxpayer dollars The proposed "improvements" from Project ID 119964 are not improvements, but rather will reate severe safety issues; proximity of houses to road - driveway issues - speed issues	Please see response letter for discussion on these topics. This project is also part of the City of Beavercreek Thoroughfare plan and MVRPC Long Range Plan.
9/22/2025	7	Lived in this location for 35 years, even with all the new developments along Shakertown Rd. there has never been any traffic issues, accidents are basically non-existent, a third lane will just lead increased speed - which we don't want. Bottom line - waste of tax payer money.	Against project. Concerns with speed. Please see response letter for discussion on speed and other topics.

9/22/2025	10	EMAIL: Nick, I am in receipt of the information about setting up a meeting which I appreciate and I will be getting back to you on some options. Importantly, we are requesting that the due date for the Public Comment Forms on project ID 119964 be extended from September 26, 2025 until October 10, 2025 to enable the Beavercreek citizens to properly provide their input on this issue. Since I trust that the two (2) week extension will not be an issue, I thank you for your cooperation. I will be in contact with you concerning meeting dates/times. Thanks.	EMAIL RESPONSE: Name, Thanks for getting back to me quickly. I look forward to hearing on the dates that work for you all. As for the comments, I just checked with ODOT for concurrence on if the official time could be extended for the comment period. This was their response, "To be included in the official PI summary for the document, we ask them to have their comments in by the close of the comment period. Comments will always be accepted and "can" be considered, they just will not be in the official summary document." We always try to work with property owners, accept, and listen to comments and concerns throughout the project progression. So, as ODOT stated, we will always accept comments throughout the project and try to work them into the plans as needed throughout the design process. After the official comment period is over, it takes a few weeks to gather and categorize all of them for response. With that being said, I will check with our design team to make sure holding the official time open until October 10th isn't an issue. I don't see an issue with this but will verify with them. We will gladly try to include these in the official summary document but it may be responded to and looked at under a separate letter to you and the group of concerned residents so that we have time to analyze your comments. I hope that answers the comment questions. Please let me know if there are any other questions you have as we get this meeting set up. - Nick Smith
9/22/2025	39	EMAIL: Debbie, I reside on Shakertown Road in Beavercreek. On behalf of a large group of concerned citizens, I am requesting a meeting with the Mayor, Vice Mayor and Councilman Glenn Duerr, to discuss the proposed Shakertown Road Improvements, project ID 119964. We would like this scheduled ASAP. Please advise.	EMAIL RESPONSE: Name, I forwarded your email to Council and staff, and Council have asked staff to meet with you and your group initially to discuss any issues you might have. This project has already been approved by Council and grant funding has been received. Mr. Moorman and Engineering will reach out to set a meeting up. If you need anything else please dont hesitate to contact me. - Debbie Haines
9/24/2025	39 cont	EMAIL: Nick, Can we get a meeting scheduled on Wednesday October 1, 2025 at 5:30pm ?? Please advise.	EMAIL RESPONSE: Good afternoon, Thanks for getting back to me. There is a planning commission meeting that night, so I need to see if we will be able to fit in one of the other conference rooms. How many do you think will be there? Please let me know - Nick Smith
9/24/2025	39 cont	EMAIL: Nick, I would guess 15-20 people. Thanks.	EMAIL RESPONSE: Name, With that many people, we will need the council chambers for this, so Wednesday will not be available due to the planning commission meeting. Council Chambers is available on Monday September 29th at 5:30 PM or Thursday October 2nd at 5:30 PM if one of these times will work for all of you. Please let me know.
9/24/2025	39 cont	EMAIL: I would opt for Thursday 10/2/25 at 530 pm Thanks.	EMAIL RESPONSE: Name, Thanks for getting back to me quickly so we can get this set up. I will have Starr schedule this for 5:30PM Oct. 2, 2025 in the Council Chambers. I will put us for two hours but we don't have anything else in there that evening, so we will be good until whenever we get done. If anything changes with this not working, please let me know so we can adjust. Thanks for working with me to get this set up. -Nick Smith
9/25/2025	39 cont	EMAIL: Two things 1. I want to confirm our upcoming meeting of Thursday 10/2/23 at 5:30 pm 2. Can you email me the GIS map that is applicable to my property at 3040 Shakertown road Thanks.	EMAIL RESPONSE: Good morning, I have the meeting set for 5:30 PM on Thursday, 10/2/25 in the Council Chambers. I just sent you a meeting invite for it. For your second request, I am not sure what you mean by the GIS map. Are you talking about your survey record with the county? Or are you talking about the plan and profile sheet showing your property from the preliminary plans? Or is it something else? The survey record is held at the county. A copy of this record can be obtained at the county or through their GIS online portal, https://gis.greenecountyohio.gov/gims/ . I downloaded this for you and included it as an attachment. I also included a copy of the plan and profile and preliminary right-of-way plans for your property since those are all the records I have or can obtain from here. Please let me know if it is something else. Also, for reference, the plans show the property line, designated as PL, as obtained by the project surveyor. The Ex SH, R/W line is the existing standard highway easement along the front of your property. I highlighted these so they stand out better. Please let me know if there are any other questions or if there was something else that you were needing regarding the GIS map request. Sincerely, Nick Smith



November 4, 2025

RE: GRE-CR71-2.65 (PID 119964) – Shakertown Road Widening
Public Involvement Meeting Comments Response Letter

Dear Property Owner/Resident/Stakeholder:

Thank you for providing comments and/or attending our public involvement open house meeting on August 26th, 2025. We received a total of 39 comments through comment forms, letters received, and emails received. In general, these comments consisted of concerns over the project due to various items like speeding, noise, right-of-way impacts, right-of-way process/compensation for land acquired, road layout, easements, drainage, and sidewalks (both concerns and support for them). We also received comments that were specific to individual properties, like driveways, and impacts to them. For these specific concerns not addressed in this letter, we would be happy to meet with you individually at your property to discuss further.

Speeding

We received many comments with concerns about speeding in the area and speed enforcement. There were also concerns with how changes in the roadway would affect speeds and speeding in the future after the project is finished.

For enforcement, this is handled by the police department. Please contact the police department at 937-426-1225 to request selective enforcement for the area of concern. Specifics to help the officers determine the best times for this selective enforcement are very helpful. Please provide approximate locations, times and days of the week when you see this happening and the most prevalent times so they can schedule this appropriately.

Concerns were also brought to our attention at the meeting and through comments that citizens and residents felt the speed limit was too high in this area. After the meeting, the City of Beavercreek Engineering Division collected speed and traffic data by setting out traffic counters along Shakertown Road within the project limits at 3180 Shakertown Road on 9/16/2025. Upon review of the data, the Engineering Division is supportive of reducing the speed limit to 35 MPH. The Engineering Division is currently working on legislation to have this brought before City Council to have the speed limit reduced to 35 MPH along Shakertown Road. This will go before council for approval after January 1, 2026. If you would like to express your support for this speed reduction, please plan on attending the council meetings when this will be presented. If you would like more information on when this will be presented, please contact the Engineering Division at 937-427-5513 and we will take your information to provide this to you when it becomes available.

Noise

Comments were received concerning noise, traffic being closer to noise receptors (houses), and potentially more noise with the project. For the project, the city must follow ODOT's Office of Environmental Services (OES) noise policy and flowchart to determine if a noise analysis is required and if noise abatement is feasible for projects. Per the ODOT OES noise policy, since this project will not move the travel lane more than 50% closer to the noise receptors, no noise analysis or abatement is required with the project. In addition, noise walls are not feasible for this project due to the number of access points along the project corridor.

Road Layout/Right-of-Way Impacts

There were many questions brought up at the meeting and in comments on the amount of right-of-way needed and the basic layout of the roadway and sidewalks included with the project. The preliminary layout is located in the meeting displays (these are also available on the project website at <https://www.beavercreekohio.gov/901/Shakertown-Road-Improvement-Project>).

Sidewalk comments will be discussed specifically below in the sidewalk section of this letter.

The reconstructed widened roadway and sidewalk will be constructed within the existing right-of-way. The design is being revised as well to avoid impacts to the overhead utility pole line along the south side of the roadway. Revisions to the treelawn to reduce this to 2 feet wide on the south side will help to accomplish this. This also will further reduce right-of-way needs since we will not need to relocate the pole line. In addition, the treelawn is being reduced to 2 feet wide on the north side to keep the walk along the north side within the existing right-of-way.

During review of the preliminary design, a safety issue was identified with the existing roadway that needs to be corrected with the project. This is the offset intersection at the Shakertown intersections with Jayell and Merrick. This intersection will be realigned with the project to correct this safety issue. To do this, minor strip takes of right-of-way may be needed from the properties at the intersection. This is currently being redesigned and we will have further information at the Stage 2 design. The City of Beavercreek will be in touch with the affected owner(s) to discuss this realignment and potential right-of-way needs for this work.

Some storm sewer and storm structures will need to be constructed outside of the existing right-of-way to capture low areas that would hold water if not addressed and to construct storm sewer to existing outfalls. Storm sewer needs outside of the existing right-of-way will be constructed with newly acquired storm sewer easements. This will allow the city to construct and maintain these structures but does not require any permanent takes from properties. Some people that we talked to at the meeting stated that they had downspouts underdrains or sump pumps running to the existing ditch and/or irrigation near their property lines. If you have these types of items, they may not have been picked up in the survey. Please contact the Engineering Department to schedule a meeting so we can come out and identify any potential issues so they can be addressed and connected to the storm system as necessary.

The project will also require temporary right-of-way for construction along the project. Temporary right-of-way is needed for grading purposes and reconstruction of driveways to match into the reconstructed roadway. This varies for each property

as grading and driveway impacts vary throughout the project. If you have specific questions about the impacts for your property with this temporary right-of-way, please contact the Engineering Division at 937-427-5513 to set up a time where we can meet you on your property.

Also, I had mentioned staking the right-of-way for property owners along the project at the PI meeting and with conversations after the PI meeting. We would be happy to do this for any property owner along the project if asked. Existing right-of-way, proposed right-of-way, easements and temporary right-of-way can be staked as requested. Please contact the Engineering Division for this request so we can get a list together for the surveyor to complete this.

Right-of-Way Acquisition Process and Land Values

At the meeting and in comments received, there were several questions about the right-of-way process and if there would be potential damages to residual property. The right-of-way acquisition process will begin in 2026. As part of this process, land values and compensation are determined by a certified appraiser. The appraisals use comparable properties for determining the appropriate compensation for the permanent acquisition, temporary acquisition and easements. Along with this, the appraiser looks at vegetation and other items on the property that may be impacted where compensation is needed. They also look at potential residual property damages from takes to see if additional compensation is needed for the property. This appraisal is then forwarded to another 3rd party certified review appraiser to check and verify that they agree with the compensation for the acquisition needed, referred to a Fair Market Value Estimate (FMVE). The FMVE appraisal is provided from our right-of-way acquisition consultant to the property owner at the beginning of the negotiation process following this step.

Further information from our selected acquisition consultant will be provided to affected property owners once this process begins in 2026. After receiving the introductory letter from them, please contact them for further questions about this process.

Sidewalks

Many comments and questions about the sidewalk locations, need, and layout were received. These ranged from not wanting them, why they are required, could they be revised to just one on one side of the roadway, if required, could treelawn width be reduced, and support for the walks.

For background, as part of the funding received by MVRPC and ODOT for the project, we are required to follow the MVRPC and ODOT complete street policies. To summarize the policies quickly, they basically state that all projects seeking funding through their agencies shall address the needs of vehicular, pedestrian, cyclist, and transit users. Transit in this area is an on-demand service provided by Greene CATS. To address the pedestrian and cyclists within the project corridor, the project is providing the sidewalk and wide sidewalk to allow these users to traverse the area safely. If we do not address these users with the project, then funding would not be granted for a project.

Since we have to follow this complete street policy, we coordinated with MVRPC and ODOT after receiving the comments to see if we could reduce the sidewalk to just one wide sidewalk along the south side of the roadway. MVRPC and ODOT denied this request stating that to make this complete and to address all users now and in

the future for potential future developments, the sidewalks are required on both sides of the roadway.

After this, we discussed potentially flipping the wide sidewalk to the south side and the 5 ft wide sidewalk to the north. After working with our design team to check this possibility, this will not work for the project as even with reducing the treelawn to 2 feet, which we are moving forward with, the wide sidewalk would impact the utility pole line along the south side of the roadway requiring new right-of-way to relocate these poles. Leaving the 5 ft walk on the south side keeps this pole line from being impacted as discussed above. Reducing the treelawn to 2 feet on both sides of the roadway allows the widened roadway and walks to be constructed within the existing right-of-way as discussed above.

So, to summarize, the design moving forward with the sidewalk will keep the wide sidewalk on the north side and the 5 ft walk on the south side of the roadway. The treelawn will be reduced to 2 feet on both sides of the roadway.

Lastly, there were a couple of comments about the corridor being dark and not well lit. We will look at this to see if any additional Miami Valley Lighting lights need to be installed on the utility poles to help with this after the project is complete.

Once again, thank you for all of the comments received for this project. These greatly help in our undertaking to make sure this project is a beneficial and successful project. If you have further questions or specific questions throughout the project process, please contact the City of Beavercreek Engineering Division at engineering@beavercreekohio.gov or 937-427-5513.

Sincerely,



Nicholas W. Smith, PE, CPMSM
City Engineer

CC: Jeff Moorman, PE, Public Services Director/City Engineer
Hannah Remy, EI, Associate City Engineer
Woolpert
ODOT District 8