

Intersection of East Berlin Road (SR 234-029) and Peepytown Road (SR 1018)**Public Meeting and Comment Form Summary**

Based on the comments summarized from the public display, here is a summary of the feedback received regarding the SR 234 (East Berlin Road) & SR 1018 (Peepytown Road) Safety Improvements Project:

General Satisfaction of Information Provided: Many respondents indicated they were satisfied with the information provided at the conceptual plans display, often noting it was thoroughly presented, informative, and representatives were easy to talk to. Some were not satisfied or felt not enough thought was put into the plans.

Identification of Sensitive Features and Special Features and Impacts:

- Steep/high banks along SR 234 and close proximity of SR 234 to the adjacent residential property
- Electrical (MetEd) utility and residential driveway access south of intersection
- Markle Run/floodplain
- Mailbox east of intersection
- Compensation and impacts to adjacent property

Each of these features will be further studied and impacts considered as preliminary design moves forward with a selected alternative.

Traffic Control and Detours: Feedback on detours included some stating they were fine or that they had no comments. One response indicated that Pine Run Road to SR 94 is dangerous.

Alternative Selection: Overall, there is recognition that the lack of turn lanes and low visibility on the west side of SR 234 were issues that need to be addressed, and there were varying opinions on the preferred alternative. Most commenters and Open House attendees supported the relocation of the intersection to the west to address sight distance issues and also recognized the safety benefits of a roundabout alternative.

Mr. Pressel (2850 East Berlin Road) preferred the roundabout alternatives while shifting the them away from his property. However, he was concerned about only being able to turn right out of his driveway with a roundabout.

Alternative Recommendation

Alternative 3 is recommended with modifications to reduce impacts on the Pressel parcel and not restrict their driveway egress. Modifications include NoCIRT design criteria (11' lanes; 5' shoulders) and a potential minor shift in the SR 234 horizontal alignment to the south.