



VII. CONCLUSION AND NEXT STEPS

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At the close of the September meeting, the Advisory Committee Chairman Ken Bogard expressed his thanks and appreciation for all the time and dedicated participation of the Committee members and for the work of the project consultants, Balke American, for conducting and presenting the planning and engineering technical studies, and ME Companies and HUB Communications for their work in guiding the public involvement effort, and the OKI staff, for their effective direction of the study. In turn, the NBTS Study Team wishes to thank Ken for his devoted Committee leadership for this important study.

The findings of the Northwest Butler Transportation Study, including the Advisory Committee's recommendation of Alternative 5C, were presented to the Ohio Kentucky Indiana Regional Council of Governments (OKI) Board of Trustees on Thursday, October 9, 2003. Resolution 2003-49 adopting the study findings and recommendation, was approved by the Board. In addition, the City of Oxford passed a resolution (Resolution 3941) in support of the recommendation on September 16, 2003. Endorsement letters were also received from Miami University and McCullough-Hyde Memorial Hospital (see [Appendix C](#) for copies of resolutions and endorsements). Projects from this study will compete against other projects for inclusion in the OKI Regional Transportation Plan.

Once incorporated into the Regional Transportation Plan, components of the recommended strategy can be advanced towards further development and implementation.

Prioritization of NBTS Recommended Plan Components

At the completion of this study, the components of the recommended plan were prioritized based on Advisory Committee and public input and project team review and are listed in Table 9.

Table 9: Northwest Butler Transportation Plan Priorities

1. Upgrades to Existing Network:
 - a. Intersection upgrades, study area-wide,
 - b. Upgrade lane and shoulder width, SR 73, US 27 to US 127,
 - c. Upgrade lane and shoulder width, SR 177, SR 30 to SR 73;
2. New 2 lane connector northeast, US 27 to SR 73;
3. Widen US 27 from 2 to 3 lanes, Stillwell-Beckett to Chestnut;
4. Widen US 27 from 2 to 3 lanes, Minton to SR 130;
5. New 4 lane US 27 alignment, Millville;
6. Widen US 27 from 2 to 4 lanes, SR 128 to Millville;
7. New 2 lane connector southwest, US 27 to SR 732; and
8. Re-route US 27 over local roads.

Intersection Upgrades Priority

In addition, the intersection upgrades under the first priority component listed in Table 9 were further prioritized based on traffic demands, accident history and public input. The following table, Table 10, presents the priority ranking.

**Table 10: Northwest Butler Transportation Plan
Intersection Upgrade Priorities**

1. SR 73 at SR 177
2. US 27 at Stillwell Beckett Road
3. US 27 at Hamilton New London Road
4. SR 732 at Stillwell Beckett Road
5. SR 73 and US 127 (north)
6. US 27 and SR 129 (north)
7. US 27 and SR 129 (south)
8. US 27 and Spring Street
9. Stillwell Beckett Road and Pierson Road
10. SR 73 and US 127 (south)
11. US 27 and SR 130
12. US 27 and SR 128
13. SR 177 and Scott Road
14. SR 130 and SR 177

The Project Purpose and Need Established

One of the primary purposes of the Northwest Butler Transportation Study was to establish the Purpose and Need for advancing the recommended plan towards implementation. A Purpose and Need Statement is required for all federally funded transportation projects. As part of ODOT's Project Development Process, the initial drafting of the Purpose and Need statement occurs during planning studies and is considered a dynamic document that to be continually refined as a project or plan advances into the next stages of study, the environmental impact assessment stage, or the National Environmental Policy Act (NEPA) studies. [Appendix D](#) consists of the Northwest Butler Transportation Plan Purpose and Need Statement developed in this study.