



Public Meeting Information Package

SR-18 Corridor Improvements in Wood County

**Thursday, May 19, 2011
10:00 a.m. to 1:00 p.m.**

Meeting Location:

Hancock-Wood Electric Cooperative Building
1399 Business Park Drive South
North Baltimore, Ohio 45872

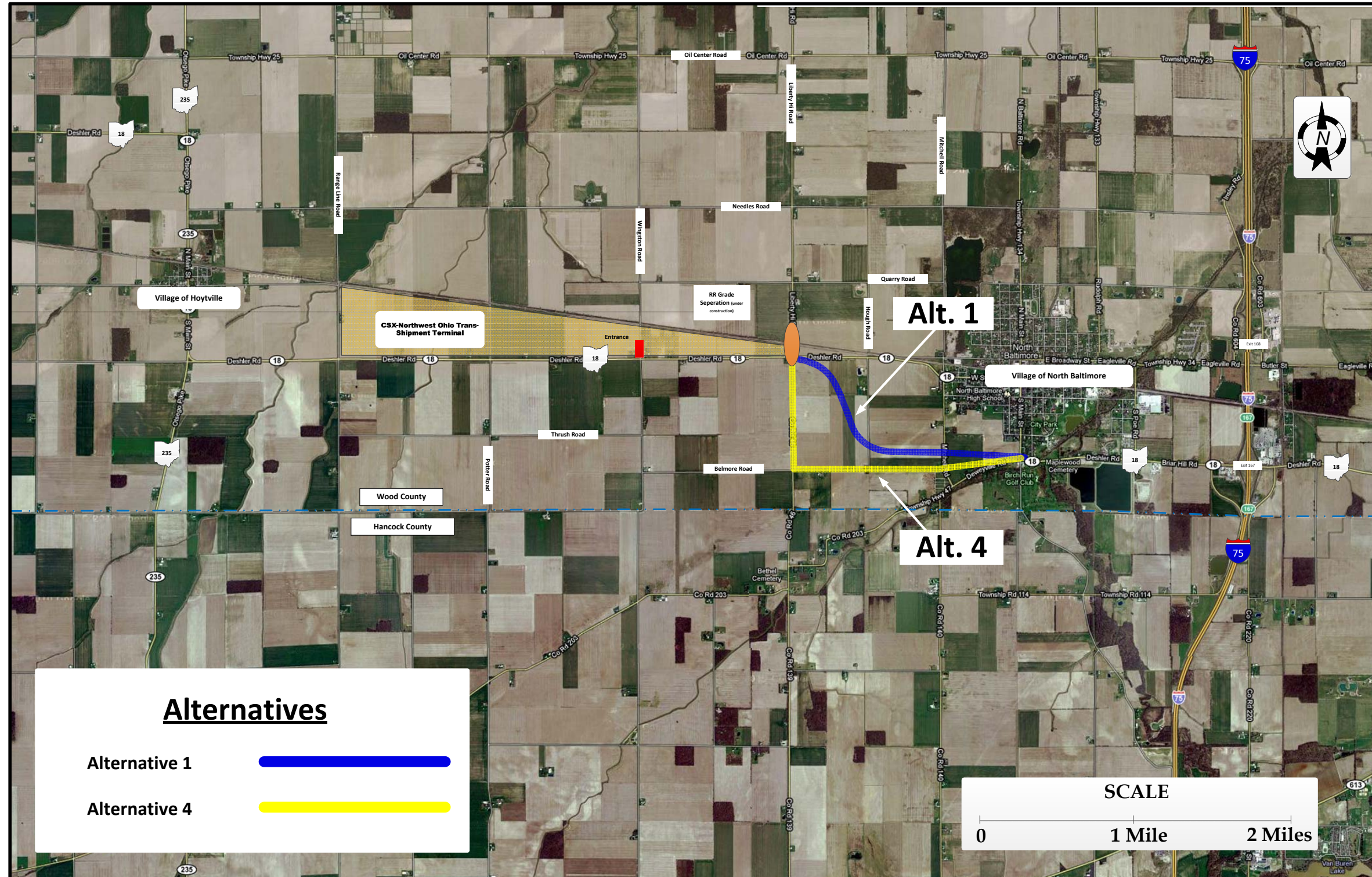
Presented By:

Ohio Department of Transportation District 2
317 East Poe Road
Bowling Green, Ohio 43402
Phone (419) 353-8131

<http://www.dot.state.oh.us>



WOO-18 Alternative 1 and Alternative 4



SR-18 Corridor Improvements in Wood County

Project Description

The SR-18 corridor between the newly constructed CSX-Northwest Ohio Trans-shipment Intermodal Facility, located west of the Village of North Baltimore, and Interstate 75 (IR-75) is in need of transportation infrastructure improvements to address congestion, accommodate large commercial vehicles, and address potential safety issues associated with the CSX Intermodal Facility and planned commercial and industrial development. The existing primary route for trucks to access IR-75 is along State Route 18 (SR-18) through the Village of North Baltimore. The current alignment and geometrics of State Route 18 through the Village includes a number of intersections and turning movements that are difficult for trucks to negotiate. Traffic studies indicate that the CSX Facility and future commercial development will substantially increase the number and volume of trucks using SR-18 and other local roadways through downtown North Baltimore to access IR-75. Therefore, there is a need to re-route truck traffic away from the downtown North Baltimore area to improve traffic flow and potential safety issues caused by high volumes of commercial truck traffic while still providing access to the businesses in downtown North Baltimore. In doing this, it is also necessary to address the projected long-range transportation mobility needs in the study area through consideration of the Projected Land Use Plan for Wood County (*Wood County 2007 Comprehensive Plan Update*).

Feasibility Study

ODOT commissioned a Feasibility Study that was completed by EMH&T as part of a pilot Project Development Process (PDP) designed to streamline the process of planning, designing and building Ohio's critical transportation infrastructure needs. The Feasibility Study evaluated four (4) potential alternatives in order to assist the Ohio Department of Transportation (ODOT) in identifying a timely and cost-effective short-term process for identifying the range of possible solutions for routing commercial traffic between the CSX Intermodal Facility, its supporting developments and IR-75 in a manner most effective. In addition to this Feasibility Study and as a part of the recommended alignments further development, ODOT will identify additional long-term transportation needs and priorities that may be required in a continuing effort to address the region's anticipated growth as a result of the CSX Intermodal Facility and its supporting developments. Where feasible, ODOT will look at options to address these long-term needs in conjunction with implementation of the preferred alignment.

Description of Alternatives

The study evaluated four (4) potential alternative transportation routes between the CSX Intermodal Facility and IR-75. Pursuant to the evaluation process Alternatives 2 and 3 were eliminated from further consideration by ODOT and the local stakeholder group.

A description the two (2) remaining Alternative alignments and the No Build Alternative is provided below.

Alternative 1 – New Roadway Alignment

Alternative 1 is a new alignment, not along an existing roadway, within the proposed study area. Construction of a 2.24 mile new two-lane road segment is proposed between the SR-18 (Deshler Road)/Liberty Hi Road intersection and the South Main Street/SR-18 intersection in the Village of North Baltimore. The new alignment extends southeast from the SR-18 (Deshler Road)/Liberty Hi Road intersection and crosses Hough Road approximately 0.25 mile north of the existing Hough Road/Belmore Road intersection. Hough Road will have two cul-de-sacs, one on the north and one on the south of the new alignment, to eliminate the need for an intersection. The new alignment continues east into the Village of North Baltimore, forming a new intersection with Mitchell Road approximately 0.25 mile north of the Mitchell Road/Belmore Road intersection. On the south side of the Village of North Baltimore, the new alignment ends at the existing intersection of South Main Street and SR-18. This intersection will have a modern roundabout to facilitate the safe flow of traffic through the intersection. Deweyville Road is proposed to end in a cul-de-sac prior to the roundabout. It is anticipated the entire length of the new roadway will be controlled access to maximize the capacity of the relocated SR-18. To access IR-75, vehicles would then travel east on existing SR-18 to the IR-75/SR-18 interchange. The entire length of route from the CSX Intermodal Facility to IR-75 is 3.4 miles.

Alternative 4 – Liberty Hi Road/Belmore Road

Alternative 4 is a two-lane roadway utilizing primarily existing roadways within the proposed study area along Liberty-Hi Road and Belmore Road. The route for Alternative 4 follows Liberty-Hi Road south from the SR-18 (Deshler Road)/Liberty Hi intersection approximately 0.75 mile to the CR-139/Belmore Road intersection. The route then follows Belmore Road east for approximately 1.5 miles into the Village of North Baltimore. An approximately 2,700 linear foot section of new alignment, not along an existing roadway, would be built between Mitchell Road and North Baltimore Road. This new roadway segment is proposed to avoid two four-way stop/ 90 degree intersections that trucks would have to navigate along the existing roadway alignment. Deweyville Road is proposed to end in a cul-de-sac prior to the roundabout. The existing pavement along these roadways would be completely removed and replaced as the pavement build-up is not sufficient for heavy truck traffic. It is anticipated the entire length of the new roadway will be controlled access to maximize the capacity of the relocated SR-18. On the south side of the Village of North Baltimore, the alignment ends at the existing intersection of South Main Street and SR-18. To access IR-75, vehicles would then travel east on SR-18 to the IR-75/SR-18 interchange. The entire length of route from the CSX Intermodal Facility to IR-75 is approximately 3.7 miles. The three (3) intersections (SR-18/Liberty Hi, Liberty Hi/Belmore, and SR-18/South Main) on this Alternative will have modern roundabouts to facilitate the safe flow of traffic through the intersections.

No Build Alternative

The No Build Alternative is also an option that will be carried through the decision making process. The No Build Alternative consists of minor, short-term safety, and routine maintenance activities to SR-18.

SR-18 Business Loop

Many discussions have taken place regarding making the section of existing SR-18 through the Village of North Baltimore a Business Loop once the project is completed. At this time ODOT is in support of a Business Loop through the Village and as we progress in the project development we will be communicating with the Village and County to pass the proper resolutions to make the Business Loop a reality. ODOT is not responsible for the maintenance of business loops. ODOT would supply appropriate route shields to the Village or County.

WOO-18 COMPARISON FACTORS	ALTERNATIVE ALIGNMENT	
	ALTERNATIVE 1	ALTERNATIVE 4
MOBILITY		
Entire Length of Route to I-75	3.4 miles	3.7 miles
Average Travel Time to I-75 without roundabouts	281 seconds	314 seconds
Average Travel Time to I-75 with roundabouts	279 seconds	307 seconds
Intersection Controls ¹	0 to 2 stops; 1 yield	0 to 2 stops; 3 yields
ENVIRONMENTAL & COMMUNITY ISSUES		
Right-of-Way Impacts (approximate acres)	23.8 acres	19.7 acres
Building Impacts (# of buildings)	0	3
Parcel Impacts (approx. # of parcels)	9	22
Cultural Resources Impacts	No impacts (no known resources)	No impacts (no known resources)
Farmland Impacts ²	18 acres	14.3 acres
Potential Stream ³ Impacts	None anticipated	20 Linear Feet; Low Quality
Section 4(f) Resources	1 resource present; could be avoided	1 Resource Present; could be avoided
CONSTRUCTABILITY		
Bridge/Culvert Improvements (# of replacements/widenings)	0	1
Utility Relocations (# and type)	4 - Overhead; 1-Gas Line	6 - Overhead; 1-Gas Line
Constructability and Maintenance of Traffic (Good, Fair, Poor)	Good; Minimal impact	Good; Minimal impact
COST EFFECTIVENESS		
Length of Roadway Improvements (Lin. Ft.)	11,850 Lin.Ft. (2.24 miles)	13,450 Lin.Ft. (2.55 miles)
Estimated Right-of-Way Costs (\$ Million (2011))	\$0.64	\$0.79
Estimated Construction Costs (\$ Million (2011))	\$8.98	\$10.27
Estimated Total Project Costs (\$ Million (2011))	\$9.62	\$11.06
SCHEDULE		
Estimated Design Duration ⁴	8 months	8 months
Estimated Right-of-Way Acquisition Duration ⁵	8 months	14 months
Estimated Construction Duration	6-9 months	9-12 months
Estimated Total Duration ⁶	15-18 months	24-27 months

¹Number of Stops based on stop controlled approach or signalized intersection. For signalized intersections, a range is provided since the vehicle may or may not receive a red signal. Accounts for entering and exiting truck movements, to/from CSX Facility, to/from I-75 northbound ramp

²Impacts to farmland enrolled in the Current Agricultural Use Value (CAUV) program

³Potential streams/roadside ditches could be determined wetlands upon further field investigation

⁴Time includes Preliminary Engineering, Detailed Design, and Environmental Clearance

⁵Time includes Utility Relocation

⁶Total duration assumes right-of-way and design/environmental will be done concurrently with a one n

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMS
ATTN: Tricia Hines
317 EAST POE ROAD
BOWLING GREEN, OHIO 43402