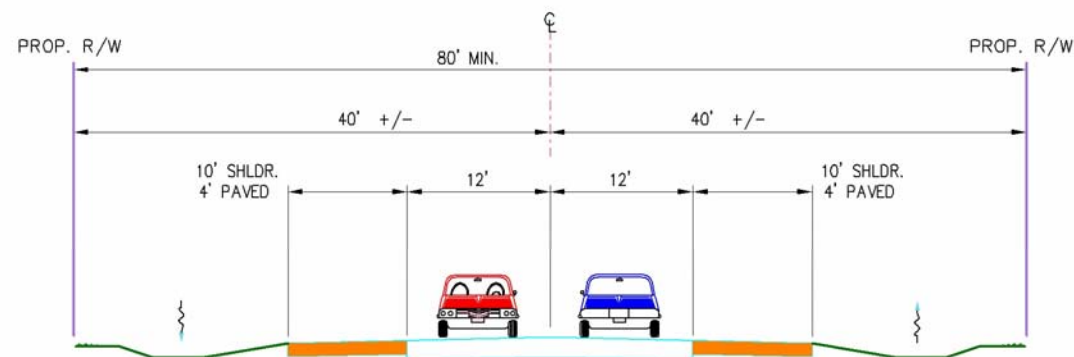


### Proposed New Roadway Characteristics

- 2 lane roadway
- May or may not use existing roadway alignment
- At-grade intersections
- Railroad grade separations
- Partially limited access control
- 65 mph design speed
- 55 mph posted speed
- 80' right of way, 12' foot lanes, 10' shoulders



### RURAL TYPICAL SECTION

MODERATE VOLUME  
NOT TO SCALE

### Study Area Problems

- **Safety concerns and travel delays with at-grade railroad crossings;**
  - 20 at-grade railroad crossings
  - Crossings impact safety, emergency services, and community access
- **Safety concerns with the roadways throughout and around Fostoria; and**
  - 61 of 70 intersections have crash rates higher than the state mean
  - Turning radii of 5 intersections do not meet ODOT standards for trucks
  - Insufficient lane and shoulder widths for trucks
- **Safety concerns and economic disadvantages with the downtown traffic signals and patterns**
  - Federal and state routes serve commercial and industrial activity through residentially zoned areas



# SEN-FOSTORIA LOOP ROAD Public Meeting February 28, 2008



### STUDY'S BACKGROUND AND PURPOSE

Since the early 1960s, local and state agencies have been evaluating the need for transportation improvements in Fostoria. In 2005, the City of Fostoria received a \$6.8 million congressional earmark as part of the SAFETEA-LU Transportation Bill to begin the planning, engineering, and construction of transportation improvements in Fostoria.

ODOT started planning for transportation improvements in the fall of 2006. As part of the planning process, ODOT worked with an engineering consultant, Tetra Tech, and local stakeholders to identify and understand the problems, needs, and goals for Fostoria's transportation improvements. The project team also worked together to identify and prioritize transportation improvement areas within and around Fostoria.

### EVALUATION CRITERIA (GOALS)

ODOT, Tetra Tech and the local stakeholders worked together to develop the following set of evaluation criteria used to prioritize transportation improvement areas.

- Consider the cost of construction;
- Consider economic development potential;
- Balance travel time and distance;
- Minimize farmland impacts;
- Minimize ecological impacts (e.g. floodplains, wetlands and streams);
- Reuse existing alignments;
- Reuse existing structures;
- Incorporate other currently programmed projects;
- Complete linkage to other routes;
- Prove access and connectivity;
- Meet the traffic demands;
- Improve safety at railroad crossings;
- Consider county, city, and township comprehensive plans; and
- Provide general safety benefits for local residents and businesses.

### NEXT STEPS

At today's public meeting, ODOT would like you to review the display boards that depict the process of development, analysis, and prioritization of the proposed transportation improvement areas for the Fostoria Loop Road. If you have questions, please speak to the ODOT and Tetra Tech staff present at the meeting. ODOT requests that on the available comment sheets you provide your suggestions regarding the prioritized areas.

Comments will be accepted by mail, telephone, fax, or e-mail until March 14, 2008. Please address comments to:

Michael A. Stormer, P.E.  
Ohio DOT District 2 Planning Engineer  
317 East Poe Road  
Bowling Green, Ohio 43402  
Phone: 419.373.4472  
Fax: 419.373.4446  
Email: [Michael.stormer@dot.state.oh.us](mailto:Michael.stormer@dot.state.oh.us)

After today's meeting, ODOT will meet again with the stakeholders to review the results of the public meeting and comments. ODOT will then compile the results of this planning process into several deliverables, including a Strategic Plan. The Strategic Plan will provide a prioritized ranking of transportation improvement areas for further study.

Later in 2008, ODOT will begin the next steps of the project development process for one or more of the prioritized areas. The next steps include solidifying a purpose and need for the improvements and beginning to narrow the broad improvement areas into feasible alternatives. In order to develop feasible alternatives, ODOT will conduct engineering and environmental field studies to identify, assess, and mitigate impacts to known resources. Throughout the alternative development process, ODOT will continue to work with the project stakeholders and document the decision making process. Then, ODOT will host another public meeting to present the recommended alternatives and request public comment.




### STAKEHOLDERS

The following stakeholders have been actively involved with ODOT in the development, evaluation, and prioritization of the transportation improvement areas:

- City of Fostoria
- Fostoria Economic Development Corporation
- Hancock County Commissioners
- Hancock County Engineer
- Seneca County Commissioners
- Seneca County Engineer
- Wood County Commissioners
- Wood County Engineer
- Jackson Township-Seneca County
- Loudon Township-Seneca County
- Perry Township - Wood County
- Washington Township-Hancock County

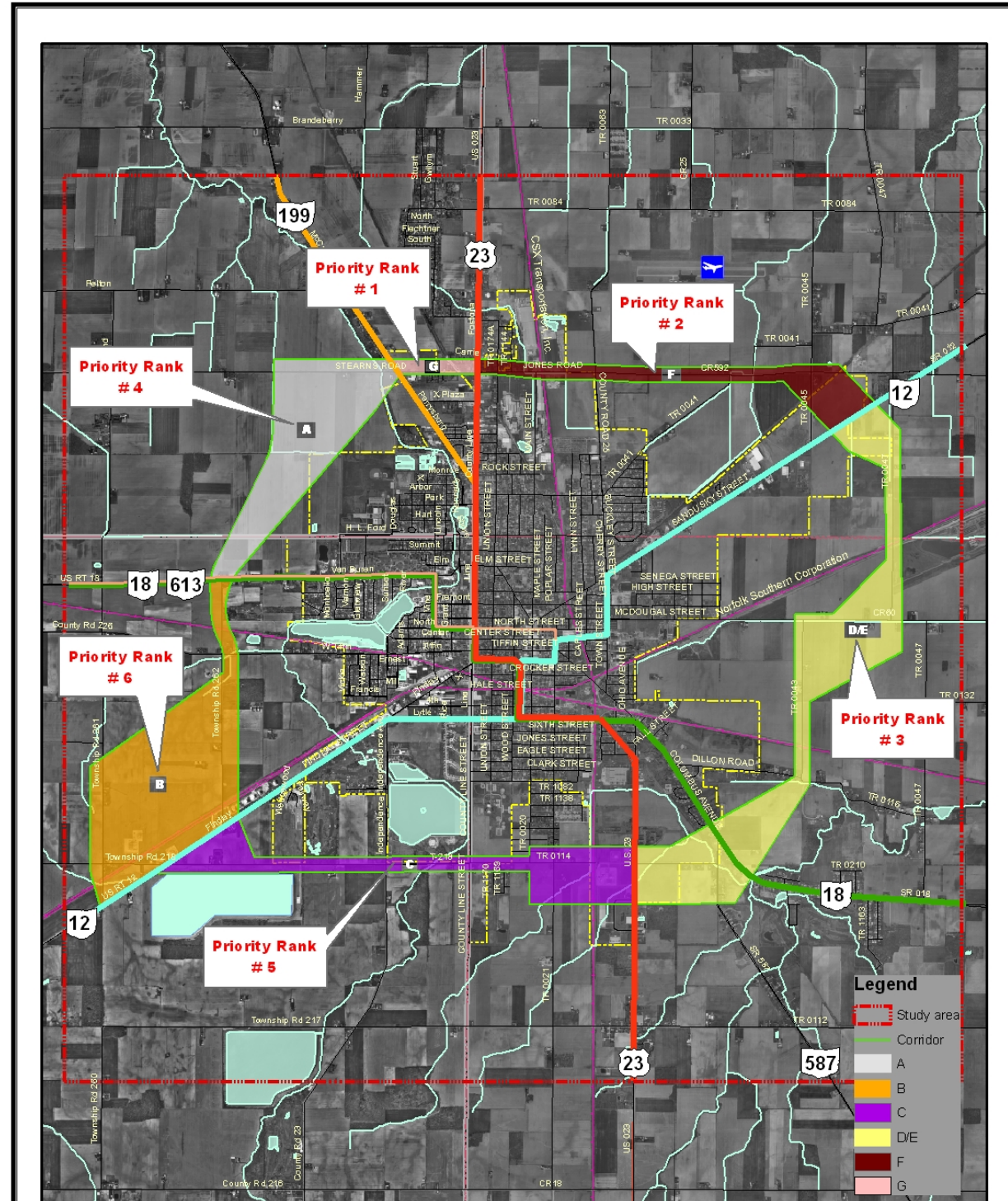
Evaluation Criteria	Priority	1	2	3		4	5	6	No Build	TSM
	Alternative	G	F	E/D		A	C	B		
Probable cost to construct* (\$1,000's)		34	756	12,091	1,537	2,585	11,092	15,707		3,498
Project length (miles)		.47	2.35	3.12	.62	1.53	2.73	2.17		
Calculated travel time (minutes)		.81	3.37	3.4	1.06	1.67	2.98	2.37	11.77 (north to south, east to west)	11.77 (north to south, east to west)
Considers economic development potential		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Balances travel time and distance		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Minimizes farmland impacts		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Minimizes ecological impacts		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Is able to reuse existing routes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Is able to reuse existing structures		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Incorporates other currently programmed projects		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Completes linkage to other routes		No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Provides access and connectivity		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Meets the traffic demands		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Improves safety at railroad crossings		No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Considers county, city, and township plans		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Provides general safety benefits		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No

**LEGEND**

	Yes, this alternative exceeds the baseline requirements
	Yes, this alternative meets the baseline requirements
	No, this alternative does not meet the baseline requirements

\* The probable cost to construct is a planning-level estimate that uses the ODOT cost per mile for new roadway and includes no right-of-way costs. Cost estimate assumes removing and replacing pavement on existing road where alternative follows existing roads. This cost estimate assumes that the Jones Rd Grade Separation, TR 43 Grade Separation, and Stearns Rd Widening projects would be completed prior to the projects.

\* Cost does not include right of way cost.



**Loop Road Corridor  
Conceptual Layout & Rankings**



Not To Scale  
01/14/08

