

# **OPEN HOUSE PUBLIC INVOLVEMENT MEETING**

**ODOT County Garage Conference Room  
492 Seven Hills Road  
Plymouth Township, Ohio 44004**

**August 4, 2010  
5:00 to 7:00 p.m.**

**I-90/SR-11 Interchange Improvement Project**

**ODOT Project: ATB-90-13.60, PID 77256**

**Plymouth Township, Ashtabula County, Ohio**



**Ohio Department of Transportation**

**District 4**

**2088 South Arlington Road**

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**[www.odotdistrict4.org](http://www.odotdistrict4.org)**

## **INFORMATIONAL HANDOUT**

### **Purpose of this Public Involvement Meeting**

The purpose of this open house public involvement meeting is to:

- Present and discuss the proposed I-90/SR-11 Interchange Improvement Project with the general public, residents, business and property owners and public officials.
- Solicit public comments regarding the social, economic, and environmental impacts.

No formal presentation will be made. However, project representatives from the Ohio Department of Transportation (ODOT) are available to discuss the project and address your questions. Preliminary plans, maps and local traffic pattern alteration route for the potential Carson Road closure will be displayed along with information from detailed environmental studies completed to date, including ecological and cultural resource studies and hazardous material site assessments.

You are invited to comment regarding the project's preliminary design and social, economic, and environmental impacts on residences, businesses and the community. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), ODOT also requests information regarding the presence of any cultural resources in the vicinity of the project. Cultural resources include prehistoric and historic archaeological sites, historic bridges and buildings sites and historic districts.

### **Project Description**

ODOT intends to improve the I-90/SR-11 interchange in Plymouth Township, Ashtabula County, to better serve the needs of the traveling public.

The project proposes to reconfigure the ramps from eastbound I-90 to southbound SR-11 and from northbound SR-11 to eastbound I-90. The ramps experience a high rate of crashes. To improve safety of the ramps and meet current design standards, ODOT proposes to reconfigure the ramps connecting the two highways and eliminate the current restrictive 90 degree turns on the ramps. To accomplish this ramp reconfiguration, the proposed eastbound I-90 to southbound SR-11 ramp will be designed to a 45-mph design speed alignment and the northbound SR-11 to eastbound I-90 ramp will be designed to a 60-mph design speed alignment. Also proposed as part of the project is the permanent closure of Carson Road to traffic under SR 11 and the proposed ramps.

### **Purpose and Need**

The transportation improvement study area extends west along I-90 from the I-90/SR-11 interchange for approximately 2,900 feet, east along IR-90 from the IR-90/R 11 interchange to State Road, north along SR-11 from the IR-90/SR-11 interchange to Garrison Road, and south along SR-11 from the I-90/SR-11 interchange for approximately 2,800 feet. The transportation improvement study area is characterized as a rural area with residential and agricultural properties.

The purpose of the transportation improvement is to improve safety at the I-90/SR-11 interchange in Plymouth Township, Ashtabula County. The proposed project involves rehabilitation and improvements to the I-90/SR-11 interchange. Crash data was analyzed for the three-year period of 2002-2004. The majority of crashes in the I-90/SR-11 interchange are single vehicle crashes with fixed objects concentrated at three specific locations, the loop ramp for westbound to southbound traffic, the intersection of northbound SR-11 with the eastbound entrance ramp to I-90 and at the merge of the northbound to eastbound ramp with the eastbound collector road. While most of the crashes occurred when the pavement was wet, geometrics and driver expectations are also an identifying factor. SR-11 was originally designed as a highway with at-grade intersections, and was later modified to be a freeway type roadway with interchanges. The I-90/SR-11 interchange has lower than expected speed ratings on the ramps, the eastbound I-90 to southbound SR-11 ramp terminates with a stop sign, and the northbound SR-11 to eastbound I-90 ramp begins with a 90-degree turning movement. The three-year (2002-2004) crash rate for this section of I-90 is 2.13 crashes/MVM (million vehicle miles). The three-year (2002-2004) crash rate for this section of SR-11 is 1.90 crashes/MVM. This compares to a statewide average rate is 0.85 crashes/MVM for four-lane divided rural Interstate facilities and 1.11 crashes/MVM for four-lane divided rural principal arterials. As a result, this interchange is ranked number 17 and 41 respectively statewide on the 2003 and 2004 Highway Safety Plan (HSP) Freeway locations.

### **Environmental Considerations**

Various environmental studies have been conducted for the project. Below is a summary of these studies.

***Ecological Resources*** - including wetlands, rivers/streams, aquatic and terrestrial habitats, and threatened and endangered species.

Ecological resources within the project study area were identified, inventoried, mapped and considered during preliminary design. In July 2007, a Level One Ecological Survey Report was prepared for the project by Michael Baker Jr. Inc. A total of eight (8) potential waters of the United States were identified within the project study area, including one (1) stream, Coffee Creek, and seven (7) jurisdictional wetlands.

Based on the proposed scope of work, the project will permanently impact an estimated 3.59 acres of Category 1 (low quality) and Category 2 (medium quality) jurisdictional wetlands. The project also proposes to extend one (1) culvert that will impact approximately 75 feet of Coffee Creek.

The level of wetland and stream impact will require waterway permits under the Clean Water Act. A Section 404 Individual Permit from the U.S. Army Corps of Engineers and a Section 401 Water Quality Certification from Ohio EPA will be required for the proposed project.

***Cultural Resources*** - including historic sites, archaeological sites, and historic architecture.

The History/Architecture and Archaeological units of the Cultural Resources Section of the ODOT Office of Environmental Services (OES), in tandem with the ODOT District 4 Environmental Section Staff, are responsible for considering the impact of federally funded undertakings on properties, sites, buildings, structures and places as well as any archaeological sites that are listed in or may be eligible for inclusion in the National Register of Historic Places (NRHP). The

History/Architecture and Archaeological units are responsible for ensuring agency compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), with Section 4(f) of the Department of Transportation Act of 1966 (codified as 23 USC 771) and with the National Environmental Policy Act of 1969.

The Area of Potential Effect (APE) is the project study area. The APE is the existing footprint of the I-90/SR-11 interchange and adjacent parcels. A field review of the APE was conducted by staff members of ODOT OES and the Ohio Historic Preservation Office (OHPO) on October 23, 2007. The resources are not representative of an architecture style, construction technique or a pattern in history. The proposed right-of-way takes from the rear of the parcels and adjacent to the existing interchange would not alter any character defining features that would qualify the resources for inclusion on the National Register of Historic Places (NRHP). No further history/architecture investigations are warranted for the project.

The literature review performed for this project identified no archeological sites within the APE. In July 2007, a Phase I archeological reconnaissance was conducted for the proposed project. A total of 128 shovel test probes were placed at fifteen foot intervals. Two shovel test probes contained typically modern artifacts, but no archeological site was defined due to the site being recently disturbed.

In accordance with Stipulation 4B of the *Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The Ohio Historical Society, State Historic Preservation Office, And The State Of Ohio, Department Of Transportation Regarding The Implementation Of The Federal-Aid Highway Program In Ohio (Agreement No. 12642)* executed July 17, 2006, and in compliance with 36 CFR Section 800.4(d)(1), ODOT-OES has determined that “no historic properties affected” is the appropriate finding for the proposed highway project based on the following:

1. No previously recorded history/architecture or archaeological resources are found within the APE;
2. No history/architecture or archaeological resources were identified during recent investigations; and
3. No further cultural resource investigations are recommended unless the scope of work changes.

This completes the Section 106 review and no further cultural resource investigations are required for the project.

**Hazardous Materials/Wastes** - studies to identify suspect hazardous waste sites.

An Environmental Site Assessment (ESA) Screening of the project study area was performed in March 2007. Based on the information gathered and the project scope of work, there is no reason to suspect that any environmentally-regulated substances will be encountered as a result of the proposed construction activities. No further environmental site assessment or special material management is required for the project.

### **Traffic Noise Analysis**

A Noise Technical Report of the project study area was completed in July 2007. Based on the traffic noise analysis and the project scope of work, noise abatement is not recommended for

construction as part of this project. The 2032 design year noise levels predicted with construction of this project are well below the Federal Highway Administration Noise Abatement Criteria of 67 decibels and increases are not considered an impact according to ODOT Noise Policy.

***Social and Economic/Community Impacts*** - including businesses, residences, emergency services, travel patterns, schools, recreational activities, etc.

No relocations of residents or businesses will occur with the project. The proposed project will permanently alter established local traffic patterns. Access shall be maintained to adjacent properties at all times during construction of the project. Emergency services will have access to the project area, however, all services may experience permanent impacts due to the proposed closure of Carson Road. Local school bus routes may also be permanently impacted due to the proposed closure of Carson Road.

### ***Maintenance of Traffic***

To reconfigure the ramps from eastbound I-90 to southbound SR-11 and from northbound SR-11 to eastbound I-90, these ramps will be closed during project construction.

The project proposes to permanently close Carson Road to traffic under SR 11 and the proposed ramps. This proposed closure will result in a permanent alteration route for Carson Road and include use of Garrison Road for cars and Seven Hills Road or Jefferson Road, SR 46 and State Road for trucks. The approximate distance of the through traffic pattern along the permanent alteration route using Garrison Road is 1.1 miles, which will add two to four minutes of travel time.

All signs utilized for the project will be placed according to the guidelines in the Ohio Manual on Uniform Traffic Control Devices and Ohio Department of Transportation specifications. The contractor shall advise ODOT eighteen (18) days in advance of when the local traffic pattern permanent alteration route should be in effect. The ODOT District 4, Office of Public Information will notify the local officials, public services and the public of the road closure and local traffic pattern permanent alteration route prior to project construction.

### ***Right-of-Way Acquisition***

New permanent and temporary rights-of-way will be required to construct this project. However, the extent of the new permanent and temporary rights-of-way to be acquired to construct the project is unknown at this time.

ODOT operates under the Uniform Relocation Assistance and Acquisition Policies Act of 1970 and amendments of 1987. The main objective of this Act is to ensure that every effort is made to acquire the needed right-of-way in a fair and equitable manner. This Act provides advice and financial assistance to persons whose residence, business, farm, and/or non-profit organization may be acquired as part of the project. Operated in accordance with Chapter 163 of the Ohio Revised Code and Public Laws 91-646 and 100-17, the Relocation Assistance Program (RAP) ensures fair and equitable treatment of each individual, family, business, farm, and non-profit organization. Basic policies have been established in this effort by the Federal Highway Administration and ODOT.

- All property must be appraised before acquisition is started. This is done by qualified appraisers who are familiar with real estate values in the area.
- Upon determination of the fair market value, an ODOT Real Estate representative will contact the owner for an appointment. At this time, the representative will explain the project to the owner and the effect of the project on the property, and will present the offer based on the appraisal, both orally and in writing.

It is hoped that any needed right-of-way would be acquired through successful negotiations. However, if an agreement cannot be reached, property owners have recourse through the local judicial system where compensation will be determined by a jury, if necessary.

This is a basic overview of the right-of-way procedures. It is the intent of ODOT that every effort will be made to obtain a mutual agreement with the owner and to see that the owner is justly compensated for the property. This will be accomplished by consistent and fair treatment of all owners.

### **Project Schedule**

The transportation improvement is scheduled to begin construction in Autumn 2012 or Spring 2013.

### **Project Costs**

The estimated cost of this project is \$5,181,000.

### **Your Comments**

Your comments are an important part of the planning process for this project. Please review all the exhibits on display, speak with the study team representatives and return the attached comment sheet during this meeting or mail to ODOT by Friday, August 27, 2010.

