



# OHIO DEPARTMENT OF TRANSPORTATION

## **Interstate 90 / State Route 11 Interchange Improvement Project Public Involvement Meeting August 4, 2010**

### **Summary of Public Comments and Responses to Comments**

**ATB-90-13.60  
PID 77256**

**March 2011**

An open house public involvement meeting was conducted on August 4, 2010, from 5:00 pm to 7:00 pm at the ODOT Ashtabula County Maintenance Facility Conference Room located at 492 Seven Hills Road in Plymouth Township, Ashtabula County, Ohio. The purpose of the open house public involvement meeting was 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 and to solicit public comments regarding the proposed improvements and its social, economic, and environmental impacts.

ODOT intends to improve the I-90/SR-11 interchange in Plymouth Township to better serve the needs of the traveling public. The project proposes to reconfigure the interchange 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 interchange ramps and meet current design standards, ODOT proposes to reconfigure the interchange ramps connecting the two highways and eliminate the current restrictive 90 degree turns on these interchange ramps. To accomplish this ramp reconfiguration, the proposed eastbound I-90 to southbound SR-11 ramp is proposed to 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 interchange ramps.

Representatives from the ODOT were available to discuss the project and address questions at the open house public involvement meeting. Preliminary plans, maps and the local traffic pattern alteration route for Carson Road were on display along with a closure study for Carson Road. In addition, detailed environmental studies completed to date were displayed, including studies involving ecological resources, archaeology, history/architecture, noise, air quality, and hazardous material site assessments.

The general public was informed of the open house public involvement meeting by local newspapers, *The Ashtabula Star Beacon* and *Jefferson Gazette*, resulting from a news release by the ODOT District 4 Office of Public Information on July 22, 2010. The proposed project and open house public involvement meeting were discussed at a meeting on July 26, 2010, with ODOT District 4 staff and State Representative Deborah Newcomb, Plymouth Township Trustees Debbie Friedstrom and Kevin Presley, Plymouth Township Fiscal Officer Dianne Johnson and Plymouth Township Road Superintendent Michael Wayman. Public officials and property owners were invited to attend the open house public involvement meeting by ODOT District 4 correspondence, dated July 27, 2010.

The open house public involvement meeting was attended by 31 people. An informational handout was provided to all attendees along with a comment form for written comments. Oral comments and questions were addressed by representatives from ODOT. During the open house public involvement meeting and the public comment period that concluded on August 27, 2010, 14 written comments were received regarding the project.



The comment form provided at the open house public involvement meeting asked respondents to summarize their opinion of the project in one of three statements:

<u>Opinion</u>	<u># of Respondents*</u>
I/We support the project and closure of Carson Road to traffic under SR 11 and the proposed ramps	3
I/We support the project and oppose closure of Carson Road to traffic under SR 11 and the proposed ramps	6
I/We oppose the project and closure of Carson Road to traffic under SR 11 and the proposed ramps	4

\* n = 13. (13 of 14 respondents chose a statement)

Of the 14 written comments received from the open house public involvement meeting, the following comments were the most common from residents and public officials:

<u>Comment</u>	<u># of Comments</u>
Pave Carson Road.	7
Soft spots, ruts and drifting snow on the western portion of Carson Road can make access from Jefferson Road difficult, so access from State Road is needed.	7
Increased emergency response times.	5
Use other methods to improve safety on ramps, such as rumble strips, signs, etc.	3

The following is a summary of the 14 received written comments and responses to the comments.



No.	Comment	Response
<b>Scott Johnson (comment sheet) 08-30-2010</b>		
1	<p>Supports the project and oppose closure of Carson Rd.</p> <p>1. Traffic diverted to Garrison Rd will endanger children. Also, Garrison Rd will deteriorate rapidly with the extra traffic.</p>	<p>1. The existing traffic volume on Garrison Road is 140 vehicles per day. The existing traffic volume on Carson Road is 100 vehicles per day. Both of these figures are considered a very low volume for a rural local street. While some traffic from Carson Road would utilize Garrison Road as an alternate, the traffic volume increase on Garrison Road would still result in a low traffic volume for a rural local road. The traffic volume increase on Garrison Road is not expected to affect safety or durability of the road.</p>
<b>David Terry (comment sheet) 08-17-2010</b>		
2	<p>Supports the project and closure of Carson Rd.</p> <p>1. As painful as closing the road is to some, it is the right thing to do for public safety.</p> <p>2. If the state needs dirt for the ramps, you are more than welcome to dig a hole on my property, just down the road.</p>	<p>1. Comment noted.</p> <p>2. The project construction contractor decides where to obtain fill material. The contractor submits information on sites to be used for fill material to ODOT for approval under ODOT Construction and Material Specifications. A list of bidders will be available to the public upon request.</p>
<b>Mark Costilow (letter) 8-27-2010</b>		
3	<p>Supports the project and the closure of Carson Rd.</p> <p>1. As an environmental steward and landowner of property within the footprint of the proposed new interchange, I am deeply concerned with the idea of losing some of the valuable forested wetland habitat that I have worked extremely hard to personally restore on this very site. While I am in favor of making our interstate highway system safer for the traveling public, I am opposed to losing valuable forested wetlands that I restored to this project if wetland mitigation is accomplished at an off-site location. Because wetland habitat is so important to me and my family at this location, I strongly promote the replacement of wetland habitat on my property especially since I have several</p>	<p>1. Opportunities to avoid, minimize, and mitigate wetlands impacts will be considered in project plan development. After the project design has been determined and ecological impacts are assessed, ODOT will pursue waterway permits, if needed, for impacts to aquatic resources. If wetlands mitigation is a requirement of the waterway permitting process, then all appropriate wetlands mitigation opportunities will be investigated during waterway permit applications preparation for the project.</p> <p>2. The Level 1 Ecological Survey Report completed for this project examined a project study area that extended 100 feet beyond the existing limited access right-of-way for I-90 and SR-11. ORAM forms were completed for wetlands in the project study area based on Ohio EPA methods and cannot fully assess the extensive wetlands beyond the project study area. The microtopography of the wetland area within the project study area indicated amphibian breeding pools were absent or functionally absent, so a score of 0 was assigned to this metric feature on the completed ORAM form for this wetlands.</p>



No.	Comment	Response
	<p>areas where I feel this can be accomplished.</p> <p>2. There are many breeding frogs and toads in my wetlands. The Ohio EPA Rapid Assessment Method for Wetland (ORAM) score shows 0, shouldn't it be higher?</p> <p>3. The wetland impacted by the project acts as a filter and buffer for my large, restored wetland complex from pollutants in highway runoff. What will ODOT do to ensure the rest of my wetland will be protected from pollutants in highway runoff?</p>	<p>3. Highway runoff will continue to drain to the same locations as it does currently. Best management practices for temporary sediment and erosion control will be utilized during project construction. This project is expected to include the use of permanent storm water treatment controls, such as vegetated biofilters, as required by Ohio EPA.</p>
<b>Susan E. Elliott (comment sheet) 8-25-2010</b>		
4	<p>Supports the project and opposes closure of Carson Rd.</p> <p>1. My biggest concern with the closing of the road is the length of time for response of our township to a fire/ambulance call. This will lengthen their response time considerably.</p> <p>2. I am also concerned about my neighbor's loss of property such as barns, fields for horses, and loss of access to their farm equipment on the south side of Carson.</p>	<p>1. The location of fire and emergency medical services on Plymouth Road will continue to provide the residents of Carson Road with shorter response times than many township residents. Response times for Carson Road east of SR 11 will be unaffected. Using the local alternate route to reach the first house on Carson Road west of SR 11 (farthest distance), fire and emergency medical services on Plymouth Road will travel an additional 1.9 miles. Traveling the additional 1.9 miles at the posted speed limits, the anticipated increase in response time is 2.6 minutes. However, the additional response time will be less during emergency responses.</p> <p>2. Federal law requires property owners to be compensated for the market value of their property and damages due to lost buildings. Access to all properties will be maintained if they are not acquired to construct the project.</p>
<b>Muriel A. Murphy (letter) 8-25-2010</b>		
5	<p>Opposes the project and closure of Carson Rd.</p> <p>1. There is absolutely no need to do that. Just a waste of money. If people would follow the speed limit and not have to be first, there would be fewer accidents.</p> <p>2. It would be much better if you would fix some paving on other roads. Take SR84 between Ashtabula and Kingsville, that was previously widen for example that is already in such bad condition.</p>	<p>1. A safety issue exists at the interchange where vehicles either enter a freeway from a stop condition or must slow to 10 mph or less to negotiate the current 90-degree turns. A warning sign with flashers and improved pavement currently exist along and at the interchange ramps. However, the current 90-degree turns violate driver expectations.</p> <p>2. SR 84 from 46<sup>th</sup> Street in the City of Ashtabula to SR 193 in Kingsville Township is scheduled to be resurfaced in 2011.</p>



No.	Comment	Response
<b>Jason &amp; Sue Gochneaur (letter) 8-24-2010</b>		
6	<p>Supports the project and oppose closure of Carson Rd.</p> <ol style="list-style-type: none"> <li>1. Our concerns are in the winter, the west side of Carson Rd. drifts in where the Township has to open the road with a loader which sometimes takes days and prohibits us from getting to work or from allowing emergency vehicles to come down the road.</li> <li>2. The road floods and ice builds up making the road impassible.</li> <li>3. In the spring, the road gets soft in spots prohibiting vehicles to pass without getting stuck.</li> <li>4. This may affect our insurance rates. Paving Carson Road would help with this situation. Carson Road should be paved.</li> </ol>	<p>1-4. Regardless of this project, maintenance of Carson Road and correction of existing deficient roadway conditions is the responsibility of Plymouth Township. ODOT may be able to assist the Township to identify potential funding sources for road maintenance and suggest methods to mitigate drifting snow. Paving of Carson Road is beyond the scope of this project and funding to pave a local road through this project is not practicable. Ohio Revised Code requires that ODOT repair any roads damaged during project construction. The existing roads will be video recorded and any repairs needed during project construction will be addressed at that time. Upon project completion, the roads will be video recorded again and compared to the initial video recording. Any damaged roadway areas will be repaired, as appropriate.</p>
<b>John &amp; Diana Mulholland (comment sheet) 8-23-2010</b>		
7	<p>Opposes the project and closure of Carson Rd.</p> <ol style="list-style-type: none"> <li>1. People drive way too fast for that ramp, causing too many accidents. Slow the traffic. Can speed strips be used? Or speed bumps?</li> <li>2. Concerned about depreciation of land value, inconvenience, and slower response time for emergency vehicles.</li> </ol>	<ol style="list-style-type: none"> <li>1. A safety issue exists at the interchange where vehicles either enter a freeway from a stop condition or must slow to 10 mph or less to negotiate the current 90-degree turns. A warning sign with flashers and improved pavement currently exist along and at the interchange ramps. However, the current 90-degree turns violate driver expectations. Incorporating speed (rumble) strips into the current design may be considered, however, noise generated by these items is often considered objectionable by adjacent residents. Speed bumps are generally used on low speed roads serving residential areas. They conflict with highway design standards, violate driver expectations for highway interchange ramps and may create a safety issue for motorcycles.</li> <li>2. The proposed improvements are not expected to result in substantial impacts to property values. The location of fire and emergency medical services on Plymouth Road will continue to provide the residents of Carson Road with shorter response times than many</li> </ol>



No.	Comment	Response
		<p>township residents. Response times for Carson Road east of SR 11 will be unaffected. Using the local alternate route to reach the first house on Carson Road west of SR 11 (farthest distance), fire and emergency medical services on Plymouth Road will travel an additional 1.9 miles. Traveling the additional 1.9 miles at the posted speed limits, the anticipated increase in response time is 2.6 minutes. However, the additional response time will be less during emergency responses.</p>
<b>Calvin &amp; Terri Hiltabidel (comment sheet) 8-23-2010</b>		
8	<p>Opposes the project and closure of Carson Rd.</p> <ol style="list-style-type: none"> <li>1. We don't feel the need to change these ramps. To disrupt a small community by completely changing these ramps is uncalled for.</li> <li>2. Put several rumble strips on the exit ramps to slow drivers down along with enough signage to warn drivers of sharp turns and the stop ahead! The freeway and exit ramps are right behind our house. The noise from rumble strips will not bother us as we already hear freeway traffic. We would rather have that than have our road closed!</li> <li>3. We did not buy our house on a dead-end road. 90% of the time when we leave home to go somewhere we go east to State Road. It's more convenient for us and saves time getting to where we need to go.</li> <li>4. A major reason for not closing the road is because in the winter and spring we will pretty much be cut off from emergency vehicles. During the winter months, the road drifts get pretty deep between us a Jefferson Rd. How can anyone get to us if they can't come from State Rd? In the spring, the road is so soft that</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed design is needed due a safety issue at the interchange. We acknowledge the road closure and local traffic pattern alteration route will affect the local community.</li> <li>2. Incorporating rumble strips into the current design may be considered, however, noise generated by these items is often considered objectionable by adjacent residents. A warning sign with flashers currently exist along and at the interchange ramps. However, the current 90-degree turns violate driver expectations.</li> <li>3. Using the local traffic pattern alteration route from the first house on Carson Road west of SR 11 (farthest distance), it is anticipated that travel to the Carson/State intersection will increase 2.8 miles. Traveling the additional 2.8 miles at the posted speed limits, the anticipated increase in travel time is 3.8 minutes.</li> <li>4. The location of fire and emergency medical services on Plymouth Road will continue to provide the residents of Carson Road with shorter response times than many township residents. Response times for Carson Road east of SR 11 will be unaffected. Using the local alternate route to reach the first house on Carson Road west of SR 11 (farthest distance), fire and emergency medical services on Plymouth Road will travel an additional 1.9 miles. Traveling the additional 1.9 miles at the posted speed limits, the anticipated increase in response time is 2.6 minutes. However, the additional response time will be less during emergency responses. Regardless of this project, maintenance of Carson Road and correction of existing deficient roadway conditions is the responsibility of Plymouth Township. ODOT may be able to assist the Township to identify potential funding sources for road maintenance and suggest methods to mitigate drifting snow.</li> <li>5. Paving of Carson Road is beyond the scope of this project and funding to pave a local road</li> </ol>



No.	Comment	Response
	<p>driving is quite difficult, which increases emergency response times. Someone could die or a house could burn down while we wait.</p> <p>5. If the state plans on closing our road, even though so many oppose it, then we feel the State of Ohio should have to pave our road so it is more accessible in the spring and winter for residents, the Township road crew and emergency vehicles.</p> <p>6. We don't want our property values being decreased because we are on a dead end.</p> <p>7. Closing our road will give people more reason to dump garbage and junk on our road.</p> <p>8. Carson Road has been used as a detour in the event of an accident on Jefferson Road between the overpass and SR 46. Other than Carson Road, there is no crossover. What are traffic and emergency vehicles supposed to do then? The only alternative would be to drive quite a few more miles out of the way to get around it. This is another reason closing Carson Road is not a good thing. Cutting out another main crossover road could be a recipe for disaster!</p>	<p>through this project is not practicable. Ohio Revised Code requires that ODOT repair any roads damaged during project construction. The existing roads will be video recorded and any repairs needed during project construction will be addressed at that time. Upon project completion, the roads will be video recorded again and compared to the initial video recording. Any damaged roadway areas will be repaired, as appropriate.</p> <p>6. The proposed improvements are not expected to result in substantial impacts to property values.</p> <p>7. Refuse dumping along any road is illegal and a law enforcement matter.</p> <p>8. Garrison Road serves the same purpose and would be used as a detour for a crash between the Jefferson Road overpass and SR 46.</p>
<b>Jerome M. Ellerin (comment sheet)</b>		
9	<p>Opposes the project and closure of Carson Rd.</p> <p>1. SR 11 is not heavily traveled. Therefore, there is little risk of ramp collisions.</p> <p>2. If ODOT elects to go forward with merging ramps on the south side of IR90, it should construct overpass ramps just as SR 11 has an over pass</p>	<p>1. The SR 11/I 90 interchange ramps have not been retrofitted before now partly due to the low traffic volumes on SR 11. However, run-off-the-road crashes have occurred at the northbound to eastbound ramp. Therefore, it was determined the interchange should be improved to current design criteria before traffic volumes and the risk of crashes increase at this location.</p> <p>2. With interchange ramp bridges over Carson Road, the project cost increase would be substantially greater than available project funding and, thus, the proposed improvements</p>



No.	Comment	Response
	<p>over Carson Rd.</p> <p>3. There are presently eight residences immediately west of SR 11 who will no longer be able to leave their homes by way of nearby State Rd to the east of their property, but they will be limited to using Jefferson Rd only. That section of Carson leading to Jefferson becomes easily rutted in the winter, spring and fall.</p> <p>4. For a very small portion of the monies that the State would save by not constructing and maintaining two overpass ramps, and existing overpass for SR11, it could pave Carson Rd. to Jefferson Rd.</p>	<p>would not be completed.</p> <p>3. Regardless of this project, maintenance of Carson Road and correction of existing deficient roadway conditions is the responsibility of Plymouth Township. ODOT may be able to assist the Township to identify potential funding sources for road maintenance. Using the local traffic pattern alteration route from the first house on Carson Road west of SR 11 (farthest distance), it is anticipated that travel to the Carson/State intersection will increase 2.8 miles. Traveling the additional 2.8 miles at the posted speed limits, the anticipated increase in travel time is 3.8 minutes.</p> <p>4. Paving of Carson Road is beyond the scope of this project and funding to pave a local road through this project is not practicable. Ohio Revised Code requires that ODOT repair any roads damaged during project construction. The existing roads will be video recorded and any repairs needed during project construction will be addressed at that time. Upon project completion, the roads will be video recorded again and compared to the initial video recording. Any damaged roadway areas will be repaired, as appropriate.</p>
<b>Jeff Payne (comment sheet) 8-10-2010</b>		
10	<p>Supports the project and the closure of Carson Rd.</p> <p>1. I do support the project and the closure of Carson Rd., but I strongly feel Carson Rd. west of SR 11 should be paved or chip and sealed.</p> <p>2. As stated by many residences, the road from SR 11 to Jefferson is almost unusable in the winter and spring, due to drifting and very large soft spots. The concern is residents may be stranded in their homes.</p>	<p>1. Paving of Carson Road is beyond the scope of this project and funding to pave a local road through this project is not practicable. Ohio Revised Code requires that ODOT repair any roads damaged during project construction. The existing roads will be video recorded and any repairs needed during project construction will be addressed at that time. Upon project completion, the roads will be video recorded again and compared to the initial video recording. Any damaged roadway areas will be repaired, as appropriate.</p> <p>2. Regardless of this project, maintenance of Carson Road and correction of existing deficient roadway conditions is the responsibility of Plymouth Township. ODOT may be able to assist the Township to identify potential funding sources for road maintenance and suggest methods to mitigate drifting snow.</p>
<b>Don &amp; Micky Patton (comment sheet) 8-4-2010</b>		
11	<p>Supports the project and oppose closure of Carson Rd.</p> <p>1. If you are going to close Carson Rd., at least pave it and put openings in the cul-de-sac for city water and natural gas.</p>	<p>1. Paving of Carson Road is beyond the scope of this project and funding to pave a local road through this project is not practicable. Ohio Revised Code requires that ODOT repair any roads damaged during project construction. The existing roads will be video recorded and any repairs needed during project construction will be addressed at that time. Upon project</p>



No.	Comment	Response
	<p>2. We live by the soft parts of the road and during the winter months as the snow melts the soft parts will suck you right into the ditch.</p>	<p>completion, the roads will be video recorded again and compared to the initial video recording. Any damaged roadway areas will be repaired, as appropriate. ODOT is investigating the possibility to install a utility sleeve in the proposed cul-de-sac areas and through the proposed highway embankments.</p> <p>2. Regardless of this project, maintenance of Carson Road and correction of existing deficient roadway conditions is the responsibility of Plymouth Township. ODOT may be able to assist the Township to identify potential funding sources for road maintenance.</p>
<b>Dave Waldron (comment sheet) 8-4-2010</b>		
12	<p>Supports the project and oppose closure of Carson Rd.</p> <ol style="list-style-type: none"> <li>1. Carson Rd. should be paved from Jefferson Rd. to State Rd. If Carson Rd. is to close.</li> <li>2. ODOT should install water line sleeve to get water from Jefferson Rd. to State Rd. before paving both ends.</li> <li>3. 6" to 8" of base would need to be put down. All outlets ditches would need to be cleaned for all road ditches to drain.</li> <li>4. All of our concerns should be done to help Plymouth Township and the taxpayers on Carson Rd.</li> </ol>	<ol style="list-style-type: none"> <li>1. Paving of Carson Road is beyond the scope of this project and funding to pave a local road through this project is not practicable.</li> <li>2. ODOT is investigating the possibility to install a utility sleeve in the proposed cul-de-sac areas and through the proposed highway embankments.</li> <li>3. Regardless of this project, maintenance of Carson Road and correction of existing deficient roadway conditions is the responsibility of Plymouth Township. ODOT may be able to assist the Township to identify potential funding sources for road maintenance. The project design will address storm water drainage, as appropriate. Highway runoff will continue to drain to the same locations as it does currently. Storm water will not be "re-routed" to add additional flow in an existing ditch. If an existing ditch needs cleaned to allow for proper flow, it will be performed only within the project construction limits in compliance with Federal and State environmental regulations.</li> <li>4. Comment noted.</li> </ol>
<b>Stephen Petro (comment sheet) 8-4-2010</b>		
13	<p>Supports the project and oppose closure of Carson Rd.</p> <ol style="list-style-type: none"> <li>1. We would support the closure of Carson Rd. if we could get street lighting in the cul-de-sac area.</li> <li>2. We are concerned about proper drainage of ditches in the area so we won't get flooded during heavy rain. Is it possible to get the main</li> </ol>	<ol style="list-style-type: none"> <li>1. To install street lighting along the proposed Carson Road cul-de-sac areas as part of the project would require an agreement by Plymouth Township to pay for ongoing electric costs and maintain the street lights.</li> <li>2. The project design will address storm water drainage, as appropriate. Highway runoff will continue to drain to the same locations as it does currently. Storm water will not be "re-routed" to add additional flow in an existing ditch. If an existing ditch needs cleaned to allow for proper flow, it will be performed only within the project construction limits in compliance with</li> </ol>



No.	Comment	Response
	<p>drainage ditches cleaned so there won't be any drainage problems?</p> <p>3. If construction vehicles use the road, will you take care of upkeep and repair any damages done during construction?</p>	<p>Federal and State environmental regulations. Regardless of this project, maintenance of Carson Road and correction of existing deficient roadway conditions is the responsibility of Plymouth Township. ODOT may be able to assist the Township to identify potential funding sources for road maintenance.</p> <p>3. Ohio Revised Code requires that ODOT repair any roads damaged during project construction. The existing roads will be video recorded and any repairs needed during project construction will be addressed at that time. Upon project completion, the roads will be video recorded again and compared to the initial video recording. Any damaged roadway areas will be repaired, as appropriate.</p>
<b>Plymouth Township Trustees (letter) 8-25-2010</b>		
14	<p>Concerns of Plymouth Township Trustees and residents with ODOT's proposal project at the IR90 and SR11 interchange and the planned closure of Carson Rd:</p> <p>1. Where did the money come from to study this project and have plans developed for this project?</p> <p>2. Residents have concerns with winter maintenance of Carson west of SR11 as this area is prone to large snow drifting. Having an exit eastward has allowed residents an alternate way of getting out of this situation.</p> <p>3. Is there any way that this project could be stopped or changed that would eliminate the need to close Carson Rd?</p> <p>4. Trustees and residents would like to request from ODOT any accident and death reports at this interchange that have been filed by the Ohio State Highway Patrol or local safety forces and have these reports been used to influence this project?</p>	<p>1. The state has various funding sources that are set up for various types of projects. The study of the interchange and the plan development utilized "Major New" funding assigned to large reconstruction projects. The project construction will be funded from State/Federal safety funds. The first stage of plan development for this project has been completed, which includes initial cross section and plan and profile sheets.</p> <p>2. Regardless of this project, maintenance of Carson Road and correction of existing deficient roadway conditions is the responsibility of Plymouth Township. ODOT may be able to assist the Township to identify potential funding sources for road maintenance and suggest methods to mitigate drifting snow.</p> <p>3. If the opinion of Plymouth Township is the project is not necessary, then the Township may state their opinion to ODOT Director Jerry Wray for consideration.</p> <p>4. A report titled <i>Existing and Future Conditions</i> was produced for the I-90/SR-11 interchange in 2006. This report examined crash data for this interchange from 2002-2004. In this three-year period, 84 crashes and 2 fatalities occurred at this interchange. Every year, the state ranks its "worst" intersections based on crashes. In 2003, the I-90/SR-11 interchange ranked 17<sup>th</sup> worst in the state and it ranked 41<sup>st</sup> worst in the state in 2004. A copy of the existing and future conditions report for the I-90/SR-11 interchange is available for review.</p> <p>5. The project design will address storm water drainage, as appropriate. Highway runoff will continue to drain to the same locations as it does currently. Storm water will not be "re-</p>



No.	Comment	Response
	<p>5. Drainage in this area (both east and west of SR11) was a major concern.</p> <p>6. If the project proceeds, a concern of dust on Carson Rd. during construction along with wear and tear on the road is a concern.</p> <p>7. Will school busses have adequate are to turn around if the road is closed?</p> <p>8. It was mentioned that Garrison Rd. will see an increase in traffic due to this project; Garrison Rd. is narrow and has some sight distance restrictions.</p> <p>9. Concerns about safety forces getting to Carson west of SR11 if Carson Rd. is permanently closed.</p> <p>10. Concerns about safety forces getting to Carson west during rehabilitation of Jefferson Rd. bridge and the State Rd. bridge over IR90.</p> <p>11. Noise was a concern of residents that live close to the interchange and what type of sound barriers could be installed?</p> <p>12. Trustees would request a meeting with top officials from ODOT that can actually answer all questions pertaining to the project.</p> <p>13. Will any public hearings be held concerning the permanent closure of Carson Rd.?</p> <p>14. Will Carson Rd. be abandoned at SR11 and will the Ashtabula County Commissioners be involved with the process?</p> <p>15. Is there any type of</p>	<p>routed” to add additional flow in an existing ditch. If an existing ditch needs cleaned to allow for proper flow, it will be performed only within the project construction limits in compliance with Federal and State environmental regulations.</p> <p>6. Project plan development and construction activities will comply with air quality regulations and the current ODOT Construction and Materials Specifications. Dust control measures and quantities will be incorporated into the project plan for use during project construction as appropriate. Ohio Revised Code requires that ODOT repair any roads damaged during project construction. The existing roads will be video recorded and any repairs needed during project construction will be addressed at that time. Upon project completion, the roads will be video recorded again and compared to the initial video recording. Any damaged roadway areas will be repaired, as appropriate.</p> <p>7. As part of project plan development, a turning template will be used on the proposed cul-de-sac design to ensure a school bus can turn around within the proposed cul-de-sac areas.</p> <p>8. The existing traffic volume on Garrison Road is 140 vehicles per day. The existing traffic volume on Carson Road is 100 vehicles per day. Both of these figures are considered a very low volume for a rural local street. While some traffic from Carson Road would utilize Garrison Road as an alternate, the traffic volume increase on Garrison Road would still result in a low traffic volume for a rural local road.</p> <p>9. The location of fire and emergency medical services on Plymouth Road will continue to provide the residents of Carson Road with shorter response times than many township residents. Response times for Carson Road east of SR 11 will be unaffected. Using the local alternate route to reach the first house on Carson Road west of SR 11 (farthest distance), fire and emergency medical services on Plymouth Road will travel an additional 1.9 miles. Traveling the additional 1.9 miles at the posted speed limits, the anticipated increase in response time is 2.6 minutes. However, the additional response time will be less during emergency responses.</p> <p>10. Carson Road would not be closed until both Jefferson Road and State Road bridges have been rehabilitated as part of the ATB-90-7.56; PID 76747 reconstruction project and open to traffic. This commitment will be specified in the ATB-90-7.56 reconstruction project plans.</p>



No.	Comment	Response
	<p>consideration from ODOT to the Township?</p>	<p>11. A Noise Technical Report was completed for the project. A noise barrier warrant was performed and determined noise barrier construction is not warranted as a result of the proposed improvements. The highway traffic noise should decrease as trucks will not be downshifting and/or engaging a supplementary exhaust braking system to negotiate the ramps. Placement of concrete barrier to help reduce the noise further will be investigated as part of the final design.</p> <p>12. Trustees could request a meeting with ODOT Executive Leadership.</p> <p>13. A public hearing is not required by the National Environmental Policy Act (NEPA) process for the proposed permanent closure of Carson Road as part of this project. Additional public involvement meetings are not scheduled for the project.</p> <p>14. A cul-de-sac is proposed for construction along Carson Road on each side of SR 11. The section of Carson Road located within the limits of the expanded SR 11 limited access right-of-way required to accommodate the project may warrant vacation. The appropriate process to attain the required section of Carson Road right-of-way to construct the project will be conducted during the right-of-way acquisition phase of the project. Involvement of the Ashtabula County Commissioners during the appropriate process to attain the required section of Carson Road right-of-way to construct the project is not considered to be necessary at this time.</p> <p>15. With legal restrictions regarding the expenditure of Federal/State funds and limited funding availability to construct the warranted safety improvements, ODOT is attempting to accommodate the Township whenever possible.</p>

