



State Route (SR) 46 Improvement Project

**Public Involvement Meeting
June 29, 2011**

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

**TRU-46-3.69
PID 25076**

September 20, 2011

An open house public involvement meeting was conducted for the project on June 29, 2011, from 5:00 pm to 7:00 pm. It was initially scheduled at the Niles Senior Citizen Center located at 14 East State Street, Niles, Ohio. However, upon arrival, access to the Niles Senior Citizen Center was not available prior to or at the scheduled time of the public involvement meeting. Therefore, the public involvement meeting location was moved to the City of Niles Municipal Court House located at 15 East State Street, Niles, Ohio, across the street from the Niles Senior Citizen Center. A sign was placed on the Niles Senior Citizen Center door to advise people of this change in the public involvement meeting location for the project. Environmental studies and displays were presented to the public depicting the proposed SR 46 improvement project. Representatives from the Ohio Department of Transportation were available to discuss the project and address questions.

Public officials, business/property owners and interested citizens were invited to attend the public involvement meeting by direct letter, dated June 15, 2011. The general public was informed of the meeting by news release in the local newspapers, The Youngstown Vindicator and Warren Tribune Chronicle, and through coverage on local television and radio stations resulting from a news release issued by ODOT, District 4 Office of Public Information on June 15, 2011.

Five (5) people attended the open house public involvement meeting. 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 the Ohio Department of Transportation. Three (3) written comments were received during the public involvement meeting and the public comment period that concluded on July 14, 2011.

The following is a summary of the received written comments and responses to those comments received during the public comment period.

No.	Comment	Response
Sally Myers (comment sheet) 6-29-2011		
1	<p>Provided the following comment:</p> <p>Supports the proposed project.</p> <p>1. ODOT should analyze the need to improve the SR 46/SR169/Mahoning Avenue intersection.</p>	<p>1. The project proposes to replace the existing deficient bridge while minimizing approach roadway work. The SR 46/SR 169/Mahoning Avenue intersection will be incorporated into a resurfacing project scheduled for construction in 2014. The Mahoning Avenue approach to this intersection is not part of the state transportation system.</p>
Robert Macali (comment sheet) 6-29-2011		
2	<p>Provided the following comments:</p> <p>1. Mr. Macali would like for traffic to be maintained throughout project construction.</p> <p>2. Mr. Macali would like for the project to be completed before the November-December holiday season.</p>	<p>1. The existing bridge abutments (bridge supports) were originally constructed with sandstone blocks approximately 80 years ago and subsequently widened with concrete in 1953. Due to the condition, thickness and age of the sandstone abutments the ODOT Office of Structural Engineering and the project design consultant were concerned with demolition issues pertaining to the removal of the existing stone abutments if the project was built using part-width construction. Therefore, the total bridge closure with detour was determined to be the safest, most cost effective method to replace the existing bridge at this bridge site.</p> <p>2. Project construction is scheduled to begin in spring 2013 and will be completed within 180 days (6 months).</p>

No.	Comment	Response
James Pitinii (comment sheet) 6-29-2011		
3	<p>Provided the following comment:</p> <ol style="list-style-type: none"> 1. Mr. Pitinii would like for traffic to be maintained throughout project construction. 	<ol style="list-style-type: none"> 2. The existing bridge abutments (bridge supports) were originally constructed with sandstone blocks approximately 80 years ago and subsequently widened with concrete in 1953. Due to the condition, thickness and age of the sandstone abutments the ODOT Office of Structural Engineering and the project design consultant were concerned with demolition issues pertaining to the removal of the existing stone abutments if the project was built using part-width construction. Therefore, the total bridge closure with detour was determined to be the safest, most cost effective method to replace the existing bridge at this bridge site.