

**I-80 Improvement Project
Public Involvement Meeting
July 23, 2009**

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

**TRU-80-2.20
PID 76359**

August 24, 2009

An open house public involvement meeting was conducted on July 23, 2009, from 5:00 pm to 7:00 pm at the Liberty Township Administration Building located at 1315 Churchill-Hubbard Road, Liberty Township, Ohio 44505. Environmental studies and displays showing the proposed bridge work and entrance-ramp extension were presented to the public at the meeting. Representatives from the Ohio Department of Transportation and Eastgate Regional Council of Governments were available to discuss the project and address questions.

Public officials and property owners were invited to attend the public involvement meeting by direct letter. The general public was informed of the meeting by a newspaper article in the Youngstown Vindicator and through coverage on local television and radio station announcements resulting from a news release issued by ODOT District 4 on July 13, 2009.

Approximately 24 people attended the open house public involvement meeting. An informational handout was provided to all attendees along with a comment sheet for written comments. Oral comments and questions were addressed by representatives from the Ohio Department of Transportation and the Eastgate Regional Council of Governments. Four (4) written comments were received during the public involvement meeting and the public comment period that concluded on August 7, 2009.

The following is a summary of the four (4) received written comments and responses to the comments.

No.	Comment	Response
Dr. Pat C. DiTemmaso (Comment Sheet) 7-23-2009		
1	<p>Supports the proposed project. Is concerned about the signage on SR-193 southbound as you enter I-80E because it blocks the driver's view of on-coming traffic, especially in a pick-up truck.</p> <p>Also interested in improving the overpass as it is the entrance into Liberty Township and could be more presentable or inviting.</p>	<p>The sign location will be adjusted to improve sight distance.</p> <p>Potential aesthetic improvements to the appearance of the westbound I-80 bridge over SR-193 will be investigated and coordinated with Liberty Township officials during further project development.</p>
Sam Serrian (Comment Sheet) 7-23-2009		
2	<p>Opposes the proposed project. Noise levels of I-80 exceed 67.0 decibels. In 2001 our noise level was 69.5. Since 2001 we have more than three times the trucks on I-80. All homes were here when the highway was built. Senator Voinovich informed us that in order to qualify for noise abatement, homes must be built before the highway was erected and the noise levels must exceed 67.0 decibels. These trucks travel all night long and sleep is impossible. Conversation in the front yard is also impossible. Please erect barriers.</p>	<p>In 2002, the average daily truck volume was 12,810 while in 2008, the most recent traffic count year, the average daily truck volume was 13,350. Between 2000 and 2008, truck traffic along this section of I-80 increased by only 4.2%. The project will not cause an increase in traffic volumes, will not substantially change the vehicle mix or speed, will not involve new highways or substantially change the alignments or shielding effects of the existing highway. Therefore, this project is deemed unrelated to increased traffic noise. The construction of noise walls along I-80 is not proposed as part of the project.</p>
John Forte (letter) 8-3-2009		
3	<p>I have several concerns regarding closing Mosier Road due to the rehabilitation of the Mosier bridge over I-80. Due to personal illness, I was unable to attend the recent public meeting to discuss this project.</p> <p>My house is located approximately 20-30 feet from the Mosier bridge. When I am accessing my driveway, I must back up onto the bridge in order to pull out to travel towards Liberty Street.</p> <p>My concerns are as follows:</p> <ol style="list-style-type: none"> 1. Will my driveway be blocked in any way? I need to have adequate space to access the driveway. 2. Will there be heavy equipment used on this project? If so, where will the equipment set when not in use? I would not want this in my yard. 	<ol style="list-style-type: none"> 1. The project contractor shall provide access to driveways at all times. The contractor will coordinate with the property owner on how and when the proposed work to reconstruct driveway approaches to Mosier Road is completed (i.e. half width or complete when nobody is home). 2. Heavy equipment will be used on this project. When the equipment is not in use, it cannot be stored on the right-of-way. Also, no equipment shall be parked on private property unless prior approval of the owner and project engineer/supervisor has been granted.

No.	Comment	Response
	<p>3. The paper reports that the project will take 90 days to complete. Will the Mosier Bridge be out the entire 90 days? If not, approximately how long will this section of the rehabilitation take?</p>	<p>3. The contractor will contractually be allowed 90 days to complete the bridge repairs and approach work, as the work involved requires this amount of time. Any minor work that needs to be completed either before or after this detour duration will need to be done through the use of flaggers while allowing traffic over the bridge.</p>
Mario Poluse (Comment) 7-23-2009		
4	<p>1. Opposes the proposed project. Over 20 years ago, ODOT officials identified the existing entrance ramp to westbound I-80 from SR-193 as too short, and a serious safety hazard. ODOT's future plans for this problem was to obtain property from 1406 Liberty Street and then widen the westbound I-80 bridge to 3 lanes over Liberty Street. This would allow the SR-193 entrance ramp to connect to the north SR-11 exit ramp and create a continuous 3rd lane for traffic to merge on and exit off westbound I-80. The proposed SR-193 to I-80 entrance ramp extension will fall short and not resolve this problem. It's a bad idea and the long ramp closure could devastate the local economy. Although, Mr. Neal Miesle affirmed the westbound I-80 bridge over Liberty Street is structurally sound for ten more years, it was constructed in 1972, and shows the same cracking, spalling, heavy corrosion and deterioration problems. I strongly urge ODOT to abandon the SR-193 ramp extension plan. Please re-think and consider deck replacement and widening of the westbound I-80 bridge over Liberty Street at the same time when the deck replacement of the I-80 bridges over SR-193 occurs. In the long run this will greatly reduce future construction costs and annoyance.</p> <p>2. Mr. Poluse has concerns about highway signage in and around Youngstown.</p>	<p>1. The entrance ramp is being improved to meet current geometric design requirements. The acceleration lane taper rate is being improved to 50:1 and a 510' parallel length is being provided to allow sufficient distance for the low-speed traffic from the westbound entrance ramp (Ramp K) to achieve the appropriate speed to merge into westbound I-80. The westbound I-80 bridge over Liberty Street is scheduled for rehabilitation in Fiscal Year 2016. The ramp geometry to SR 11 North will be investigated during the development process for that project. Currently, both I-80 bridges over SR 193 are rated in poor condition while the westbound I-80 bridge over Liberty Street is in fair condition.</p> <p>2. The highway signage concerns/recommendations are being addressed as a separate matter unrelated to the proposed bridge rehabilitation/entrance ramp acceleration lane extension project.</p>