

**State Route 534 Improvement Project  
Public Involvement Meeting  
November 12, 2009**

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

**TRU-534-24.20  
PID 23967**

**January 23, 2012**

An open house public involvement meeting was conducted on November 12, 2009, from 5:00 pm to 7:00 pm at the Mesopotamia Fire Station located at 8800 State Route 534. Environmental studies and displays were presented to the public showing the area proposed to be widened and resurfaced to accommodate horse-drawn vehicles. Representatives from the Ohio Department of Transportation and ARCADIS, Inc. 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. The general public was informed of the meeting by news release in the local newspaper, The Warren Tribune Chronicle, resulting from a news release issued by ODOT District 4 Office of Public Information on October 30, 2009.

Approximately 20 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 and ARCADIS, Inc. Six (6) written comments were received during the public involvement meeting and the public comment period that concluded on December 4, 2009.

The following is a summary of the six (6) received written comments and responses to the comments.

No.	Comment	Response
<b>Carol Holzheimer (comment sheet) 11-12-2009</b>		
1	<p>Opposes the proposed project. The problems I have with the project are:</p> <ol style="list-style-type: none"> <li>1. Taking 8' of my property will move the buggy lane to close to my house;</li> <li>2. The existing buggy lane on SR 87 is in such poor condition that the Amish are forced to drive their buggies within the roadway;</li> <li>3. This is a waste of money;</li> <li>4. The money spent on this project would be better spent on a SR 534 resurfacing project.</li> </ol>	<p>The proposed 8-foot paved shoulder will provide space to accommodate horse-drawn vehicles separate from motor vehicles to improve safety for both slow moving vehicles and motor vehicles. The project will require the acquisition of private property to construct the proposed improvements. The distance between the edge of the proposed 8-foot paved shoulder and the house will be 55 feet. Maintenance of state routes is a continuous activity performed by ODOT. The SR 87 pavement, including the existing 8-foot wide shoulder to accommodate horse drawn vehicles, from the Geauga/Trumbull County Line to ¼ mile west of the SR 534 intersection was resurfaced in 2010. Overall, roadway maintenance is not a factor to deter further safety improvements of the roadway system.</p>
<b>Kirk &amp; Cathy Bacon (comment sheet) 11-12-2009</b>		
2	<p>Support the proposed project. We question the height of the proposed retaining wall at the north end, only to then back-fill. We also question the need for the south end of our driveway to be of such a great height and length. We would like to inquire about using patterned inserts in the retaining wall. In addition, we request a speed reduction along SR 534 to 50 mph. Currently, we are the only section in Mesopotamia with a speed limit of greater than 50 mph, yet we have more blind intersections than all the other sections of SR 534.</p>	<p>The proposed retaining wall has been reduced in height to accommodate the property owner. The use of a gravity block wall will be provided to add a textured pattern. However a standard retaining wall will still be required to deflect traffic. The proposed work on the driveway will be approximately 30 feet in length. The length was determined by the need to connect the proposed edge of paved shoulder to the top of the existing drive. The proposed edge of paved shoulder is 8 feet wider to accommodate horse-drawn vehicles. The grade of the proposed driveway will be approximately 6 inches lower than the existing drive. The area is too rural to justify a reduction in the speed limit. Currently, only the developed Mesopotamia "circle" area is the only section of SR 534 within the Township that has a reduced speed limit.</p>

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<b>Ray J. Slabaugh (comment sheet) 11-12-2009</b>		
3	I would like to request that a flat area (apron) next to my driveway be added to the plans. The existing plans do not fulfill this request. I own a business along this stretch of SR 534 and my customers constantly complain about this section of roadway. My neighbor recently broke the axel on his buggy. If ODOT cannot resurface this stretch of SR 534 within the next two years, then just grind and chip-seal. The road, as it exists now will not make it to 2012. I would not be opposed to a new buggy lane if ODOT could do a better job of maintaining the existing roadway.	A standard drive apron is proposed to be installed at this property. The proposed new drive apron will be paved and have larger turning radii. This proposed drive apron will improve access to the property. An interim pavement improvement to chip/seal SR 534 is not a cost effective measure based on the existing deteriorated pavement conditions.
<b>Melvin Byler (comment sheet) 11-12-2009</b>		
4	We do not need a new buggy lane if ODOT cannot afford to maintain existing buggy lanes. The buggy lane on SR 87 is in horrible condition. In my opinion, ODOT should fix what they already have before undertaking a new project.	Maintenance of state routes is a continuous activity performed by ODOT. The SR 87 pavement, including the existing 8-foot wide shoulder to accommodate horse drawn vehicles, from the Geauga/Trumbull County Line to ¼ mile west of the SR 534 intersection was resurfaced in 2010. Overall, roadway maintenance is not a factor to deter further safety improvements of the roadway system.
<b>Aaron Shetler (comment sheet) 11-12-2009</b>		
5	Opposes the proposed project. We constantly hear complaints at our shop (Shetler's Buggy Repair) about broken axles and wheels resulting from the deteriorated conditions of the existing buggy lane on SR 87. Horses cannot run on deteriorated roadways without being injured. Why construct more buggy lanes if the existing lanes cannot be maintained.	Maintenance of state routes is a continuous activity performed by ODOT. The SR 87 pavement, including the existing 8-foot wide shoulder to accommodate horse drawn vehicles, from the Geauga/Trumbull County Line to ¼ mile west of the SR 534 intersection was resurfaced in 2010. Overall, roadway maintenance is not a factor to deter further safety improvements of the roadway system.
<b>Andy E. Miller (comment sheet) 11-12-2009</b>		
6	Opposes the proposed project. There is no need for a new buggy lane along SR 534 until the existing roadway receives some interim maintenance. There is no way we can wait until 2012 for the road to be resurfaced. We should be using our tax dollars on other projects such as ditch maintenance and/or chip-sealing. Please stop wasting our money on patching the roads. Also, please consider public safety. A lot of my customers travel from the south. Buggies will have to cross-over extra lanes of traffic in order to enter my business parking lot.	Maintenance of state routes is a continuous activity performed by ODOT. An interim pavement improvement to chip/seal SR 534 is not a cost effective measure based on the existing deteriorated pavement conditions. Overall, roadway maintenance is not a factor to deter further safety improvements of the roadway system. The project does not proposed any additional through and/or turn lanes. Therefore, horse

<b>No.</b>	<b>Comment</b>	<b>Response</b>
		drawn vehicles will not cross additional through/turn lanes to access any business parking lots or residential drives located along SR 534 within the project limits.