MEETING AGENDA
OPEN HOUSE
5:00 PM TO 7:00 PM
Feel free to view the exhibits and ask questions at your leisure.

PUBLIC COMMENT OPPORTUNITIES THROUGHOUT
Verb ar Comments - Ask questions and provide comments to any ODOT representative at any time during the OPEN HOUSE MEETING.

Written Comments - Provide written comments tonight via the comment sheet by placing them in the comment box.

"OR"
Provide comments via mail or email to contact information below.

NEXT STEPS
FRIDAY, SEPTEMBER 30TH, 2016 – PUBLIC COMMENT PERIOD ENDS.
Friday, October 14th, 2016 – Review comments and provide responses to comments.
Monday, October 31st, 2016 – Environmental document approved and real estate process begins.
Spring 2018 – Begin Construction.

The Project is following the federal National Environmental Policy Act (NEPA) process which requires evaluation of project impacts to both human and natural environments. An Environmental Summary document will be prepared that summarizes the evaluation of these impacts. This document will be

PROJECT DESCRIPTION: The proposed project involves the re-configuration of the State Route (SR) 16/SR 541 interchange in Jackson Township, Coshocton County, Ohio. The current interchange of SR 16/SR 541 is the primary access point that serves the City of Coshocton and Roscoe Village from the SR 16 corridor. The interchange provides direct access to the central business district for the City of Coshocton, Roscoe Village, and the Central Ohio Technical College (COTC) – Coshocton campus. The project will include minor rehabilitation of the existing bridge that carries SR 541 over the Muskingum River as well as the replacement of the existing bridge that carries SR 541 over SR 16.

PURPOSE AND NEED: The Purpose and Need Statement is the basis for identifying and analyzing reasonable alternatives to solve the identified transportation need and to balance the project against the associated impacts. The PURPOSE AND NEED for the project is to maintain a safe and efficient route of travel by addressing deficient bridge conditions on the COS-541-19.18 and 19.30 bridge structures. GOALS for the project include mitigating the substandard geometrics of the current ramp configuration, improving traffic and pedestrian flow near the interchange area, and supporting long term local planning initiatives.

ALTERNATIVES SUMMARY: There were three (3) alternatives evaluated for the COS-541-19.18/19.30 project. Those alternatives included a No-Build option, a Roundabout option, and a Tight Diamond interchange option. To describe the build alternatives, SR 16 is referred to as the north-south corridor and SR 541 is the east-west corridor. The alternatives considered as part of this project include the following:

- A NO-BUILD ALTERNATIVE would leave the interchange in its current state. No improvements beyond routine maintenance would occur. There is not an estimated construction cost with this alternative. This alternative does not meet the project’s stated Purpose and Need.
- BUILD ALTERNATIVE 1 (ROUNDABOUT INTERCHANGE) is a modification to the current interchange by removing the loop ramps on the southbound termini and replacing the stop-controlled intersections at the ramps with roundabouts. The northbound roundabout would accommodate the ramp and the SR 541 approaches with a single lane roundabout. The southbound roundabout would service the southbound ramps, SR 541, North Whitewoman Street, and High Street. The diameter of the northbound and southbound roundabouts were estimated to be 140 feet and 320 feet, respectively. The diameter for the southbound roundabout was increased to accommodate the additional local roadways - North Whitewoman Street and High Street. Estimated total cost is $20.5 Million.
- BUILD ALTERNATIVE 2 (TIGHT DIAMOND INTERCHANGE) is a tight diamond interchange facility at the existing interchange location of SR 541/SR 16. The northbound ramps would be modified to remove the slip ramps to and from SR 541. The southbound loop ramps would be removed and reconfigured such that the proposed interchange facility would resemble a tight diamond-shaped interchange configuration. The current lane usage on SR 541 through the existing interchange area would remain in the proposed condition. The ramp intersections will be signalized and coordinated due to the close proximity of the ramp intersections. Estimated total cost is $18.1 Million. A map showing Build Alternative 2 is included on the back of this handout.

COMMON FEATURES: For both BUILD ALTERNATIVES, the intersections of SR 16/South Whitewoman Street and SR 16/North Whitewoman Street are assumed to be closed.

BUILD ALTERNATIVE 2 (TIGHT DIAMOND INTERCHANGE) is ODOT’s preferred alternative because it best meets the stated Purpose and Need for the project while minimizing the project footprint, right-of-way impacts, and potential displacements.

PLEASE MAIL OR EMAIL ALL PUBLIC COMMENTS TO ODOT DISTRICT 5 BY FRIDAY, September 30th, 2016.
PLEASE PROVIDE CONTACT INFORMATION SO WE CAN RESPOND.

IF YOU HAVE ADDITIONAL QUESTIONS OR COMMENTS FOLLOWING THE MEETING TONIGHT, PLEASE CONTACT:

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For meeting information and updates:

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 USC 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.