

Name & Address	Comment	Response
Stakeholder Meeting on February 17, 2005		
<p>William Seiling 1501 Riverview Lima, OH 45805</p> <p>Representing Shawnee Township</p>	<p>An interchange should be constructed at McClain Road. This would be used by all trucks going to or coming from the industrial complex in Shawnee Township as well as the proposed Global Energy plant in south Lima. Buckeye Road and McClain Road could be widened to three lanes to facilitate this. This would relieve the Breese Road and SR 65 interchanges.</p> <p>If McClain Road interchange is not constructed, then the Breese Road interchange should undergo a major change. Due to the railroad and limited sight lines a "Bluelick Road-like" interchange should be made.</p>	<p>All suggestions and comments, including preferences for individual alternatives, will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p> <p>A new interchange is not being considered at McClain Road due to the proximity of the Breese Road and SR 65 interchanges.</p> <p>Traffic studies will be conducted to evaluate the travel patterns of truck use on the local and interstate roadways. These inclusive traffic studies will evaluate the present and future traffic conditions on Breese Road and State Route 65 (SR 65), as well as all of the other major surface streets within the study area. Traffic studies will also evaluate future traffic conditions for the alternatives advanced further into the planning process.</p> <p>Under all build alternatives, the Breese Road interchange will be reconstructed to current design standards for sight-stopping distance.</p>
<p>Thomas M Mazur 130 W. North St. Lima, OH 45801</p> <p>Representing LACRPC</p>	<ul style="list-style-type: none"> • Any improvement to I-75 should address the existing safety hazard present at the I-75/ Reservoir Road overpass with the existing Bryn Mawr. • I-75/SR 309 off/on ramps need to be improved especially at Dean Avenue. • Pedestrian traffic should be accommodated at all ramps. • SR 65/I-75 interchange needs to be improved due to grade and ramping issues. • New industrial parks will generate large volumes of traffic off SR 65/Hawthorn. • Consider widening I-75 to three thru lanes from Cridersville to Bluelick Road. • Breese Road interchange is difficult to negotiate due to guard rail. • Neubrecht Road and SR 81 accommodate large volumes of trucks; can the interchange assist with northbound off ramp? • The Dean Avenue/Northbound I 75 ramp needs to be re-engineered to eliminate negative neighborhood impact • Improve lighting at Breese Road, SR 309/117, SR 81 and Bluelick Road • Extend Street to SR 117 to facilitate SR 309/117 interchange. 	<p>All suggestions and comments, including preferences for individual alternatives, will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p> <p>The need to address safety, roadway design deficiencies, and capacity has been incorporated in to the Purpose and Need Statement for the project. All build alternatives advanced from the Conceptual Alternatives Summary report are designed to improve safety and roadway design deficiencies, as well reconstruct the I-75 mainline with six lanes. The specific sight stopping distance concern at the Bryn Mawr and Reservoir Road intersection would be addressed with any improvement to the Reservoir Road overpass, as will the design deficiencies on the northbound access ramp at SR 65.</p> <p>All build alternatives that include the SR 309/I-75 interchange will remove Dean Avenue from the existing ramp facility to bring this ramp access to current design standards.</p> <p>Continuous freeway lighting and high mast interchange lighting are included with all build</p>

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	<ul style="list-style-type: none"> • City of Lima and MPO are pursuing corridor studies for SR309, SR 81 and Fourth Street; how can these be integrated with the I-75 reconstruction/design. • Please consider a new interchange with I-75 and Reservoir Road to reduce congestion at I-75 and SR 309. • Can we landscape the I-75 ROW to improve aesthetics? • Measure of success – air quality, LOS, travel time delays, satisfaction, crash rates, and severity rate. 	<p>alternatives. The options being considered for the build alternatives will also address pedestrian and bike traffic.</p> <p>Build Alternative 7 will propose to extend Street to SR 117, in addition to reconstructing the I-75 mainline for added capacity and updating to current design standards. This could alleviate some of the congestion and potential for vehicular conflicts at the SR 309/SR 117 interchange by diverting SR 117 traffic to the Street interchange.</p> <p>Traffic studies will be conducted to evaluate the travel patterns of truck use on the local and interstate roadways. The inclusive traffic studies will evaluate the present and future traffic conditions on SR 65, SR 81, and the interchange access points to I-75. Traffic studies will also evaluate future traffic conditions for the alternatives advanced further into the planning process taking into consideration the locally planned development of industrial parks.</p> <p>The potential for a new interchange at Reservoir Road was considered during the conceptual alternative development process. Current ODOT design criteria require a minimum of one mile spacing between interchange locations in urban settings. A new interchange located at Reservoir Road would not allow for the required spacing between the existing SR 117/309 interchange to the south and SR 81 interchange to the north.</p> <p>These studies were considered during the conceptual alternatives development phase, and coordination will be maintained with the city and LACRPC to ensure that project improvements are compatible with local projects.</p> <p>Aesthetics will be addressed in future steps of the planning process. Input on aesthetic issues will be solicited through the public involvement plan. A project aesthetics committee was proposed to consider design options for the project, in view of the fact that SR 117, SR 309 and I-75 act as a major gateway to the Lima area.</p> <p>The project goals and measures of success developed at the February 2005 stakeholder meeting address issues regarding Safety/Traffic, Community Impacts, Economic</p>

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		Development, Environmental, Constructability/Fiscal Constraint, and Maintenance. Air quality is specifically addressed under the environmental measure of success. The Purpose and Need Statement addresses level of service (LOS), time delays experienced during scheduled maintenance, and crash data.
<p>Russell Holly 2530 Ft. Amanda Road Lima, OH 45804</p> <p>Representing Shawnee Township</p>	<ul style="list-style-type: none"> • Esthetics – Like the airplanes at Dayton, we could have trains, i.e. locomotives in the concrete abutments etc. • Breese Road interchange extend of railroad toward old Dixie – with service road going back towards industrial park at Fort Shawnee – 84 Lumber – Harley Davidson, etc. • Possible interchange at McClain in conjunction with SR 65 interchange (Industrial Park access) • Widen bridges to enable them to go to three lanes each way eventually! Improve egress & ingress at interchanges. 	<p>Thank you for your suggestion regarding project aesthetics. Aesthetics is an important concern for this project.</p> <p>The Breese Road and McClain Road/SR 65 interchange comments have been noted. Improvements to each of the interchanges within the study area were considered during the conceptual alternative development process. Likewise, reconfiguring the existing overpasses into interchanges was also considered. As a result of this process, seven conceptual alternatives, including the alternative, were presented in the Conceptual Alternatives Summary (December 2005).</p> <p>Three of the conceptual alternatives address adding capacity, construction of a six-lane facility, to the mainline of I-75 to address LOS concerns identified in the Purpose and Need Statement. The interstate would be designed and built to current ODOT highway and bridge design and construction standards, effectively widening the existing bridges. Assuring efficient traffic flow and design at interchanges has been included in the project goals and measures of success.</p>
Stakeholder Meeting on July 14, 2005		
<p>Kevin Haver Via email</p>	<p>Good morning. I appreciate being invited to last night's meeting. I'm continuing to look over the handouts and have a few comments that I will get to you soon. One question: What is the difference between service roads and collector and distributor roads? Thanks, again. I appreciate and admire the job you and your cohorts do. It was a little intimidating being in the room with so many engineers! Have a great weekend.</p>	<p>Thank you for attending. First of all, a service road would more than likely be two, 12 foot lanes with traffic running in both directions like a normal roadway. Collector distributors (CD) typically only allow one-way traffic. Both concepts run parallel roadways directly adjacent to the interstate. The difference between the CD and service roads is how they interact with the interchanges and tie into the crossing routes. The CD ties into and actually becomes the exit/entrance ramp somewhere in its length you can merge onto the interstate, whereas the service road is completely isolated from the interstate. The only way you gain access to the interstate from a service road is through the crossing route interchange. I hope this helps.</p>

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<p>Kevin L. Haver 2355 Ada Road Lima, Ohio 45801</p> <p>Representing Johnny Appleseed Metro Park District</p>	<p>Of the 14 options remaining, I believe option/alternative #8 is the most practical and beneficial. The service road option, I believe, will alleviate much of the use of I-75 between Fourth Street and SR 81. The six-lane expansion is needed and will become more needed with the expansion of the truck industry.</p> <p>Two "additional" comments at this time:</p> <ul style="list-style-type: none"> • The SR 81/I-75 interchange needs careful analysis, especially with the proposed increase in heavy truck traffic. Currently, a substantial backup exists for southbound I-75 traffic turning east of SR 81 and also for the westbound SR 81 traffic turning south for I-75. • The SR 65 entry ramp to northbound I-75 is too short and steep. With heavy northbound traffic, it is impossible to see/react in order to merge. 	<p>ODOT will have another stakeholder meeting the first week of August.</p> <p>The three build alternatives all include an option for north-south connector roads. These optional roads would run parallel to I-75 for local traffic to use instead of the interstate. North-south connector options include one-way service roads, a two-way service road, and CD roads. Six-lane reconstruction of I-75 is presented in all of the build alternatives.</p> <p>The SR 81 interchange would be reconstructed under all alternatives to meet current ODOT standards. This interchange would be designed to accommodate expected future traffic levels.</p> <p>The geometric roadway deficiency at the SR 65 on-ramp has been noted. All build alternatives would be designed and built to current ODOT highway and bridge design and construction standards to correct geometric roadway deficiencies.</p>
<p>Stakeholder Meeting on August 4, 2005</p>		
<p>Greg Wannemacher 400 E. Hanthorn Road Lima, OH 45804</p> <p>Representing Wannemacher Truck Lines</p>	<p>It becomes extremely obvious that this area of I-75 is overdue for expansion to six lanes. The volume of traffic that travels this on a daily basis is incredible compared to the design criteria. Of the alternatives you presented my first inclination is that Alternative 8 is my choice. However, some other suggestions I would submit are following:</p> <p>Reroute SR 117 across Hanthorn Road to SR 65. With the pending development of Greater Ohio Ethanol on Hanthorn Road you would be able to support the truck traffic. You're not creating a new road either. You could redesign the Hanthorn Road/117 intersection to enable the truck traffic to navigate it easier.</p> <p>This would also enable utilization of SR 65 as the entry way of SR 117 into the city of Lima. It's already business along that corridor so it lessens the impact through residential neighborhoods that the other plans call for.</p>	<p>Alternative 8 presented at the August 4, 2005 stakeholder meeting is very similar to the recommended Alternative 5 with the service roads option.</p> <p>All intersections will meet current ODOT standards, and will be designed to accommodate predicted future traffic levels.</p> <p>Aesthetics are an important aspect of this project, and will be incorporated into the design of this project.</p> <p>All comments will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p>

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	<p>The intersection of I-75 for SR 117 would be the SR 65 exit #122. However, the northbound on and off ramps should be redesigned to make a loop for the northbound entry. The current scenario when heading north is extremely dangerous since you are heading up a slight hill and have limited visibility of oncoming traffic. I believe there is ample room for the off ramp to be extended further to the east to allow for the loop to be created for the new on ramp. My concept is similar to the current design used at the SR 309 eastbound on/off ramp to I-75. By looping this on-ramp you enable vehicles to get up to regular traffic speed prior to entering the curved area of roadway.</p> <p>Another safety feature would be the installation of a traffic light at the intersection of SR 65 (SR 117) and Hanthorn Road. The traffic volume currently created by our distribution centers, the Post Office, Wright Distribution Center, Accubilt, and the various other business entities along this corridor make it extremely tedious at times to turn onto SR 65 from Hanthorn Road or even cross over Hanthorn Road.</p> <p>This newly created intersection and on/off ramp improvements should be adequate to handle increased traffic volumes created by continual development of the Industrial Parks in this area.</p> <p>Nothing was mentioned about the increased volume the new Proctor and Gamble warehouse will create on SR 81. Have you discussed the long range plans with them? Since they have purchased about three times the amount of property they need for a 1,000,000 square foot warehouse I think they may have future plans to go even larger and eliminate the Regional Distribution Center they utilize down in Florence, KY. That facility handles various Proctor and Gamble products far beyond the soap sector we have in Lima. A little inside information is they feed the Florence, KY facility from Lima, Leipsic, and other plants in the Midwest, with Lima being the largest supplier. If that would indeed happen you can anticipate at least another 100 or</p>	

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	<p>more trucks a day into that new facility.</p> <p>I would also like to express my support for making the new work eye appealing with some sort of design work built into the concrete. My suggestions would be of a Abrams tank, Ford engine, an oil derrick (we're as big into oil as Findlay) cornfields depiction, and of course a "Truck"! Sorry, no trains. We don't build them anymore and no one driving the highway would make the connection from 50 years ago.</p> <p>If you have any questions about my conceptual ideas of SR 177 and the I-75 interchange at Exit # 122, please give me a call as I would appreciate the opportunity to discuss this further with you. Thanks again for inviting me to participate.</p>	
<p>Kirk Niemeyer City of Lima Engineer</p> <p>Via email</p>	<p>Here are my comments thus far:</p> <ul style="list-style-type: none"> • How will the expansion of I-75 to six lanes effect Allen County's current non-attainment status (air quality)? And will it limit future proposed widening/expansion of city, county, and township roads listed on the TIP? • Would grade separation be included at I&O Rail Road is west extension of 117 to 65 is constructed (Alternative. 12) • (Alternative #11) Appears that this alternative will minimize connectivity with Lima's east and south side neighborhoods. • Will the McClain Road bridge over I-75 be reconstructed? Has consideration been given to provide an interchange at this location which would facilitate trucking to industries such as Whemco, Premcor, and BP? 	<p>The Allen 75 project will be submitted to the Metropolitan Planning Organization (MPO) for integration in to their air quality modeling. ODOT will coordinate with the city and MPO throughout the project development process. An air quality impact assessment will also be part of the environmental documentation.</p> <p>The extension of SR 117 along the rail corridor west of I-75 is an option being considered as part of Alternative 6. Because it would involve a new crossing over a railroad, it would most likely be grade-separated.</p> <p>The Alternative 11 presented at the Stakeholder meeting is similar to the current Alternative 6. All efforts would be made to improve connectivity by providing service road improvements along or adjacent to I-75.</p> <p>All overpass bridges will be reconstructed under all build alternatives.</p> <p>A new interchange is not being considered at McClain Road due to the proximity of the Breese Road and SR 65 interchanges.</p>
<p>Lora J. Schroeder</p> <p>Representing SkillsMAX</p> <p>Via email</p>	<p>I noticed that the Plaza Car Wash on I-75 and SR 309 is for sale. Is ODOT still planning on re-doing that overpass sometime in the future? I have a friend that is interested in purchasing some commercial property, and I just wanted to check with you to find out the status on the ODOT project.</p>	<p>The interchange at I-75/309 is currently scheduled to be reconstructed along with all of I-75 from the Auglaize County line to SR 81 starting in 2010. We have not yet determined what the interchange at SR 309 will look like. ODOT will have those kind of details for at least a year from now. I believe it's safe to say though that we will end up with an interchange that looks much different than the one that is currently there. We are required to purchase</p>

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		<p>600 feet of limited access right of way along SR 309 from any ramp. This could either landlock or limit access to those properties that are currently adjacent to the interchange. For reference. ODOT just completed a similar interchange project up in I-75/ SR 12 at Findlay. You will notice there are no public or private drives entering SR 12 within 600 feet of any ramp that intersects with SR 12.</p>
<p>Gary Greiwe 1005 Harmon Street Findlay, OH 45840</p>	<p>Property – 1912 East Elm Street Mobile Home Park</p> <p>I have several comments/concerns.</p> <p>It seems all options considered will now involve construction of a six lane highway and the need for additional land which will damage the value and income of my property. Rents are my only source of income.</p> <p>During the meeting on August 4, 2005 you stated Findlay's I-75 corridor has more traffic than Lima. If so, why does Findlay have only four lanes, with two new bridges, and why does Lima need six? People are leaving Lima as quickly as they can, why make it easier?</p> <p>Also, someone questioned an interchange at Reservoir Road. He was told this wasn't in the plan. Among reasons given was taking land from Nelson Packaging and the trailer park. I wonder if there is as much concern for my trailer park.</p> <p>In my opinion an interchange at Reservoir Road is what's needed. This would get a lot of truck traffic to their destination, on and off I-75 easier and quicker. Widen exit ramps to left and right turns and four lanes will be adequate.</p>	<p>It is not known at this stage of the design process if your property will be impacted. If your mobile home park is impacted by right-of-way needs for this project, you will be compensated for the value of your property.</p> <p>An interchange is not being considered for Reservoir Road due to the proximity of the 309 and the 81 interchanges.</p> <p>The widening of I-75 is being proposed to accommodate expected future traffic levels.</p> <p>You have been added to the project mailing list, and will be kept involved throughout the process.</p>
<p>Brion Rhodes 1501 N. Sugar Street Lima, OH 45801</p> <p>Representing the Allen County Engineer's Office</p>	<p>I really like Alternative 12. I believe it addresses the worst problems and provides several benefits for ODOT and the community. These benefits are as follows:</p> <ul style="list-style-type: none"> • Elimination of problematic/poorly designed I-75/ SR 117/SR 309 interchange • Clean slate for new and less restricted interchange • Elimination of poor geometric intersections SR 117/Bellefontaine, SR 117/ SR 309 	<p>The Alternative 12 presented at the stakeholder meeting is similar to the recommended Alternative 6.</p> <p>All comments will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p> <p>An extension of Sugar Street between SR 81 and Street was considered as part of the conceptual alternatives development. Due to difficulty in obtaining right-of-way along the Sugar Street corridor from the railroads, it was</p>

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	<ul style="list-style-type: none"> • Potential for reduced right of way costs • Railroad corridor with 100 feet of existing right of way • Better access for city of Lima • Potential for beautification/planned development for Lima • Service road connector between Fourth Street and Leonard Avenue <p>Some of the alternatives use service/frontage roads to reduce local traffic on I-75. Has anyone considered upgrading Bryn Mawr or extending Sugar Street? The roads are used heavily and the upgrades/extensions would benefit ODOT and the community. I believe the quarry/reservoir/business will cause problems for other service roads. The right-of-way for Sugar Street is already established.</p> <p>If Alternative 12 is used and therefore the SR 117/SR 309 interchange has been removed, will any consideration be given to an interchange at Reservoir Road? This could help provide access for Proctor and Gamble and their new warehouse.</p>	<p>not retained for further consideration.</p> <p>An interchange is not being considered for Reservoir Road due to the proximity of the 309 and the 81 interchanges. Even if the current 309 interchange is removed (under Alternative 6), the new interchange location would still be too close to the 81 interchange to allow for a Reservoir Road interchange. It would not meet ODOT's one-mile interchange spacing standards.</p>
Public Meeting on March 29, 2006		
<p>William Cogut 1743 Lilac Lane Lima, OH 45806</p> <p>Representing Village of Shawnee</p>	<p>Do we really need to completely tear out the entire road down to the road bed? ODOT engineers, who know far more about this than I, insist that it is necessary. Still, my experience as a driver leaves me uncertain.</p> <p>Do we really need to expand the lanes? My uncertainty is based on what I've stated above.</p> <p>A project of such proportions, done under the most ideal planning and re-routing, will be very diuptive and expensive. Is it worth it?</p> <p>Shawnee Industrial Drive access must not be encumbered. If the I-75 project goes through, use it as the stimulus/basis to extend Industrial Drive and connect it to McClain Road. Better still, connect the road to both McClain Road and Dixie Highway. We cannot allow businesses on this street to suffer in any way from this project; it would be wise to enhance the drive and access point(s) as much as</p>	<p>A good pavement begins with a good foundation. The resurfacing projects in the study area over the past 33 years have resulted in an average service life of just less than eight years, while the design life was expected to be 12 years. With an improved foundation, resurfacing will be required much less frequently than would be the case if I-75 was not reconstructed.</p> <p>The project proposes an expansion to six lanes to meet the needs of projected traffic. Widening of inside and outside shoulders is needed to bring the road into compliance with current ODOT safety and design standards.</p> <p>Maintenance of traffic plans during construction will be planned in advance, and done with input from local businesses, emergency service providers, and others. This will be done to ensure that disruption will be kept to a minimum.</p> <p>To meet ODOT design standards, reconstructed interchanges are required to have 600 feet of limited access right of way</p>

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	reasonably possible.	along the crossroad in each direction where the ramps intersect the crossroad. Shawnee Industrial Drive could be affected, but we have not analyzed what the impact would be yet. The impacts all depend on the interchange design that is selected. Designers will attempt to minimize impacts as much as possible, and no decisions will be made until we have gathered input from the general public, including business owners, Village officials and developers, on specific alternatives to each of the interchange alternatives. It is expected that ODOT will have more information to share with the public by the end this year, but that no decisions will be made until possibly summer 2007.
<p>Jim Ehlinger OmniSource Corp. 1610 N Calhoun St. Fort Wayne, IN 46808</p>	<p>This letter is in response to ODOT's solicitation for public comments to the alternatives offered to improvement I-75 to six lanes. OmniSource Corp. has one of its major operations and truck fleets located at 1610 East Fourth Street, Lima Ohio. We find ourselves, as does our competition, in a global and extremely competitive industry with skyrocketing fuel costs. Logistics plays a vital role in the efficiency and profitability of all our operations.</p> <p>ODOT - Alternative 5 as the best choice! OmniSource overwhelmingly supports this alternative because the additional lanes and ramp improvements will improve our access/egress from I-75. Our drivers' safety will increase substantially when merging onto I-75. Local traffic on Fourth Street will remain unchanged maintaining safe, easy access to our operation by local customers and OmniSource drivers. The current Fourth Street exit location also provides our drivers an expeditious, fuel efficient access to I-75.</p> <p>Implementation of either Alternative 6 or 7 will create undesirable affects on the residential neighborhoods, safety, property values, traffic flow and local air quality. Revamping Fourth Street to handle the SR 117 traffic will destroy driveways, accesses and road frontage of homes and businesses. A relocation of this exit and/or an increase in traffic volume on Fourth Street will diminish safety in the area while adding more highways for ODOT to maintain. Take all</p>	<p>All comments, including preferences for individual alternatives, will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p> <p>Environmental impacts, including neighborhood, safety, traffic and economic impacts will be considered in the evaluation of the alternatives.</p>

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	<p>the vehicle traffic from the SR 309/117 Exit, combine it with the Fourth Street Exit traffic at a new (or existing) location, then throw in backups for switching cars at the railroad crossing and you will only create traffic jams of epic proportions. By moving the Fourth Street Exit ½ mile to the North, OmniSource drivers will log an additional 120+ miles per day. More miles driven means, more fuel consumed and more impact on local air quality. Please keep the SR 309/SR 177 and Fourth Street exits at their present locations.</p> <p>Alternative 5 will keep traffic flowing in a safe, environment friendly manner.</p> <p>Thank you, ODOT, for considering local businesses in your decision-making process.</p>	
<p>Ron Miller Chairman Bath Zoning Commission Via email</p>	<p>Very nice presentation last night.</p> <p>I would like to state my preference for Alternate 6 with north-south connector roads between Fourth and SR 81 included. I believe a connector road between Fourth and SR 309 on the west side of I-75 and a connector between SR 309 and 81 on the east side would be sufficient and save on acquisition costs. Bike lanes and sidewalks would be a great option as I see these connector roads booming with commercial properties. I also see the Alternative as a precursor to 117 extending thru to Shawnee Road as a southern connector across Lima. This Alternative and #7 could also greatly benefit access to all the existing and proposed industry in south Lima. People would adjust to the closing of 309 interchange as far as access to businesses and benefit in the foreseeable future as the connector roads would allow the area to redevelop to a commercial and small manufacturing mecca more in line with our Bath Township Comprehensive Land Use Plan. I see this plan as a tremendous benefit to the safety and well being of the community and especially Bath Township.</p>	<p>All comments, including preferences for individual alternatives, will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p>
<p>Leann Blankemeyer Ron Spencer Real Estate</p>	<p>We were wondering if there was any way to get a copy of the hand out from the meeting on Wednesday night March 29th? He was not aware of the meeting and just</p>	<p>A copy of the handout was emailed to Leann Blankemeyer.</p>

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<p>Representing Tom Ahl</p> <p>Via email</p>	<p>found out this could affect a property he owns in the Ft. Shawnee Industrial Park.</p>	
<p>Mark A. Droll, P.E. Kohli & Kaliher Associates, Inc. 2244 Baton Rouge Ave Lima, OH 45805</p> <p>Via email</p>	<p>Regarding the reconstruction of I-75 through the Lima area, I think Alternative 6 is the best option that would address the existing congestion and also lead to creating a new roadway to the west side of the city along the railroad corridor.</p> <p>If SR 117 could be continued through the new I-75 interchange and follow the old railroad corridor through the city, it could provide a much needed link that would join the west parts of Lima. Traffic could potentially exit I-75, travel west along 117, then north on Eastown Road to reach the mall and west parts of the city.</p> <p>Also, if a local road could be constructed between SR 81 and SR 309 (or a new interchange at SR 117), that would be very helpful in relieving local traffic from the interstate. I never realized how many local trips there were between SR 81 and SR 309 until we moved to Bath Township.</p> <p>I just wanted to give you my preference, Good luck with the project!</p>	<p>All comments, including preferences for individual alternatives, will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p>
<p>Dennis W. Gardner</p> <p>Via email</p>	<p>First, I want to thank you for the excellent presentation on March 29 at the Holiday Inn. The expansion of I-75 through the Lima area is a needed improvement. Options 5, 6 or 7 all seem to be workable upgrades. Although painful during the construction, I also look forward to a fix for the 309/117 mess.</p> <p>I have two comments on the I-75 project. My first comment is with regard to I think it was proposal #6 where the Fourth Street and 309 exchanges are closed and a new one half way between the two is constructed. I believe this proposal creates a bottleneck at one exchange with a HUGE amount of traffic. When SR 309 and SR 117 are improved, growth in this area will cause a large increase in the traffic load and SR 81 is not easy to reach from that side of Lima. I think reducing access from almost all of Lima to one exchange is not wise for the future growth.</p> <p>My second comment concerns the Breese Road exchange. With the Industrial Park</p>	<p>All comments will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p> <p>Any new or reconstructed interchange would be designed to accommodate projected future traffic levels.</p> <p>To meet ODOT design standards, reconstructed interchanges are required to have 600 feet of limited access right of way along the crossroad in each direction where the ramps intersect the crossroad. The industrial drive near the Breese Road interchange could be affected, but we have not analyzed what the impact would be yet. The impacts all depend on the interchange design that is selected. Designers will attempt to minimize impacts as much as possible, and no decisions will be made until we have gathered input from the general public, including business owners and developers, on specific alternatives to each of the interchange alternatives. It is expected that ODOT will have more information to share with the public</p>

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	<p>boxed between I-75 and the railroad track access is an issue. I represent a group of physicians who had a sales contract on a piece of property in the Industrial Park. The attraction was the direct access to I-75. With that access in question we cannot move forward with the purchase of the land and construction of a 3.5 million dollar medical complex.</p> <p>I know the Breese Road issue is not unique. The motorcycle shop at the Cridersville exit falls within the 600 foot right of way requirement. I'm sure this requirement will cause issues at several exchanges. I want to use my Breese Road experience to urge you to develop some proposals for the ramps which effect business as soon as possible. I know you have sensitivity around this however, the sooner they have a heads-up the better.</p>	<p>by the end this year, but that no decisions will be made until possibly summer 2007.</p>
<p>Michael Joyce Via email</p> <p>President, Harley-Davidson of Lima, Inc.</p> <p>President, Shawnee Industrial Center Owners Association</p>	<p>When we decided to relocate in February of 2000, this site was chosen due to the close proximity of the highway ramps. This location currently has excellent visibility, especially from the southbound traffic. Potential customers heading south have time to exit at Breese Road (exit 120) after passing our building. It is then very easy to turn onto Ft. Shawnee Industrial Drive Our location is only a few tenths of a mile from Breese Road We feel that any major change to the current ramps and Ft. Shawnee Industrial Drive would be devastating to our business. Out of town customers stop in on a daily basis, many purchase merchandise and some end up purchasing motorcycles, some in the \$30,000 range.</p> <p>We are also considering the purchase of the now vacant 84 Lumber building to allow us to further grow. With the uncertainty of the future I-75 Breese Road interchange, our decision to move forward on this project is in jeopardy. We have invested millions of dollars in our facility and would like to continue to grow. Hopefully, a favorable solution can be found that will not negatively affect not only my business, but all current and future businesses in the area. I am available for discussion at any time.</p>	<p>To meet ODOT design standards, reconstructed interchanges are required to have 600 feet of limited access right of way along the crossroad in each direction where the ramps intersect the crossroad. Shawnee Industrial Drive could be affected, but we have not analyzed what the impact would be yet. The impacts all depend on the interchange design that is selected. Designers will attempt to minimize impacts as much as possible, and no decisions will be made until we have gathered input from the general public, including business owners and developers, on specific alternatives to each of the interchange alternatives. It is expected that ODOT will have more information to share with the public by the end this year, but that no decisions will be made until possibly summer 2007.</p> <p>You are unfortunately in the same situation as many other property owners who are adjacent to the I-75 corridor and are interested in either marketing or developing their property. I apologize if this project and the way it is being developed are causing you concern or hardship. Unfortunately, in order to make the best decisions, there will be a time period here where we simply won't have all of the answers until we get everyone's input and collect the necessary data to make those decisions.</p>

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<p>Thomas W. Ahl 4730 Abnaki Trail Lima, Ohio 45805</p> <p>Representing Ahl Family LCC</p> <p>Via email</p>	<p>First: As a long time Shawnee resident the thought of closing Breese Road exit onto I-75 would hamper the entire area. McClain Road is a difficult place to get to and is very very close to the St. Johns exit.</p> <p>Second: As a property owner in "Industrial Drive" off of Breese Road, I am very upset that you disclosed the possibility of closing Breese as we were under contract to sell a parcel on Industrial Drive to a local Doctor and because of possible speculation that there was a chance that Breese would close, I have lost a sale on this property!</p> <p>Third: Please disclose what you are going to do so I can, in good conscience, sell this property.</p>	<p>There seems to be some misrepresentation as to what was said during the I-75 public involvement meeting held on March 29th. There is no intention of relocating the interchange at Breese Road. to McClain Road. All three of the conceptual alternatives presented and discussed at the meeting showed an interchange being reconstructed at Breese Road.</p> <p>There was a question asked during the meeting as to what the impacts would be around the interchanges (on and off ramps) if they were redesigned. The response was that when ODOT redesigns the interchanges, a purchase of 600 feet of limited access right of way will be required along the crossroad in each direction where the ramps intersect the crossroad. Someone then brought up the situation at Breese Road with the industrial drive that parallels the railroad. It was stated that the Industrial drive could be affected, but ODOT has not analyzed what the impact would be. The impacts all depend on the interchange design we end up with. ODOT will minimize impacts as much as possible and that there will be no decisions made until input from the general public on specific alternatives to each of the interchange alternatives is gathered. It is expected that ODOT will have more to share with the public by the end this year, but that no decisions will be made until possibly next summer. You are unfortunately in the same situation as many other property owners who are adjacent to the I-75 corridor and are interested in either marketing or developing their property.</p>
<p>Marcel W. Wagner Jr. CEcD President / CEO Allen Economic Development Group</p> <p>Via email</p>	<p>I attended the March 29, 2006 meeting at the Holiday Inn and heard your presentation about the plans to improve I-75 in Allen County. I support the project because transportation infrastructure is always an important factor in the attraction and retention of jobs in our community.</p> <p>Listening to the presentation, there is one major area of concern that I have and that I heard from a number of my clients. It is in regard to the Breese Road interchange and the positioning of the access to the Fort Shawnee Industrial Park. In the presentation you referenced limiting access back 600' in each direction from the existing entry</p>	<p>All comments will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p> <p>Reconstructed interchanges are required to have 600 feet of limited access right of way along the crossroad in each direction where the ramps intersect the crossroad. Shawnee Industrial Drive could be affected, but we have not analyzed what the impact would be yet. The impacts all depend on the interchange design that is selected. Designers will attempt to minimize impacts as much as possible, and no decisions will be made until we have gathered input from the general public, including business owners and developers, on</p>

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	<p>and exit ramps. In this specific situation this would mean closing Fort Shawnee Industrial Drive where it meets Breese Road. Due to the presence of the railroad tracks to the east of Fort Shawnee Industrial Drive, there is no room to move that intersection any further west. The Fort Shawnee Industrial Park is the home to a number of important businesses that have expressed their concerns to me. I have encouraged them to contact you as well. There is serious concern about the method that would be used to access this industrial park and the disruption that closing that intersection would cause to employees, vendors, visitors and freight companies servicing the businesses along Fort Shawnee Industrial Drive. In looking at the plat of the area, I don't see how another entrance could be established with the exception of completing Fort Shawnee Industrial Drive from the McClain Road side through the County's Foreign Trade Zone. Doing that would necessitate anyone coming from I-75 going north to the 65 Exit, taking Hanthorn Road west to McClain and then onto Fort Shawnee Industrial Drive. That option would be extremely costly to businesses existing in the Fort Shawnee Industrial Park.</p> <p>Please keep these serious concerns in mind as the planning for the upgrade continues. AEDG would be willing to help coordinate meetings with the businesses along Fort Shawnee Industrial Drive to hear their concerns and get their input.</p>	<p>specific alternatives to each of the interchange alternatives. It is expected that ODOT will have more information to share with the public by the end this year, but that no decisions will be made until possibly summer 2007.</p> <p>ODOT is aware of the potential problems, and appreciate your offer of assistance in coordinating with the businesses in the area.</p>
<p>R. Barry Hardy PO Box 1606 Lima, OH 45802</p> <p>Representing the Lima Growth Association, Developers of Shawnee Industrial Center Park</p> <p>Via email</p>	<p>In regard to the public meeting and the information which was provided by the Department of Transportation on the evening of March 29, 2006, the members of the Lima Growth Association and developers of the Fort Shawnee Industrial Park at Breese Road and Ft. Shawnee Industrial Drive would like to express the following concerns and ask for due consideration.</p> <p>We have three viable businesses located in the park, as well as one lot under</p>	<p>Thank you for providing additional information on the potential impact of interchange reconstruction at Breese Road. All business and economic impacts will be considered in developing the project.</p> <p>As you are aware, to meet ODOT design standards, reconstructed interchanges are required to have 600 feet of limited access right of way along the crossroad in each direction where the ramps intersect the cross road. The industrial drive could be affected, analysis has not been completed at this time.</p>

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	<p>contract and one lot remaining. We should try to work together to determine the best possible solution that would allow for the least amount of interruption to access to this park during the reconstruction of I-75. Current considerations about the off ramp on the southbound side create concern on behalf of all members because it appears there is insufficient room to accommodate the 600 ft. minimum between the off ramp and the railroad track. It is also apparent that the on-ramp on the southbound side could be considered in the same peril.</p> <p>Solutions to these problems seem to only present additional problems for the Industrial Park. For example, moving the southbound ramp farther west or making the ramp a longer approach with the exit onto Breese Road very close to the bridge could possibly cut into the retention pond for the park. Knowing that we have a requirement to maintain a certain size retention pond for the number of acres included in the park presents considerable concern to us when thinking about the potential expense and possible elimination of sufficient room for such a retention pond.</p> <p>Other concerns include how the off-ramp might possibly be exited onto Shawnee Industrial Drive with an exit road being made out of the remaining portion of Shawnee Industrial Drive.</p> <p>All of these things are of great concern because of the significant amount of money which we have invested in the park. In addition, our current potential purchasers are very concerned and have slowed the process of purchasing the lot until further investigation can be done as to the possible detriments caused to the park by the reconstruction of the ramps, bridge, and I-75.</p> <p>Please note that we would like to be considered a stake-holder in this consideration and development process for this specific area because of the great harm that could be caused by indiscriminant planning.</p> <p>We are confident with the amount of planning which was exemplified at this</p>	<p>The impacts all depend on the interchange design that is selected. Designers will attempt to minimize impacts as much as possible, and no decisions will be made until input from the general public is gathered, including business owners and developers, on specific alternatives to each of the interchange alternatives. It is expected that ODOT will have more information to share with the public by the end this year, but that no decisions will be made until possibly summer 2007.</p> <p>You are unfortunately in the same situation as many other property owners who are adjacent to the I-75 corridor and are interested in either marketing or developing their property. Unfortunately, in order to make the best decisions, there will be a time period required to make those decisions.</p> <p>You are on the project mailing list.</p>

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	meeting that we can come to some common good for the entire community by working together on a solution for this particular section of I-75.	
<p>Greg Wannemacher 400 E Hanthorn Road Lima, OH 45804</p> <p>Representing Wannemacher Truck Lines</p>	<p>Would the access roads on Alternative 6 be four lane roads?</p> <p>Re-routing SR 117 across Hanthorn Rd. to SR 65 with a north-south (Thayer Rd.) feeder road going into the Proctor and Gamble facility could greatly reduce truck traffic along the SR 309 corridor. Hanthorn Rd. feeds the airport, distribution centers, truck terminals and the industrial parks.</p>	<p>At this point in alternatives development, the design and location of access roads is unknown. All interchanges will be designed to accommodate projected future traffic, and to meet ODOT safety and design standards.</p> <p>The Hanthorn Road concept has been forwarded to our designers for consideration. Currently this is outside of the project study area, but the study area could be changed if needed.</p>
<p>Brenda Schimmoeller 150 S Jackson Street Lima, OH 45801</p> <p>Representing Dominion East Ohio Gas</p>	<p>I need to be added to the list for future meetings for stakeholders.</p>	<p>Ms. Schimmoeller has been added to mailing list.</p>
<p>C. Michael Logan 17513 CR 311 Harrod, OH 45850</p>	<p>Alternative 6 is best. It eliminates two dangerous interchanges (SR 309 & Fourth Street) and replaces them with one new interchange (on old Erie Rail road right of way). This increases the safety of I-75, SR 309 and SR 117. It also provides more capacity for I-75 by having only one interchange. There is no way of putting an improved interchange at SR 309 that is really safe without taking all of the business along 309. This alternative #6 will greatly improve the capacity and safety on SR 309. The present intersection of SR 309 and SR 117 provides for a lot of accidents and this option would separate SR 117 from SR 309. Traffic could still get to SR 309 with no trouble in a safer manner.</p> <p>This option will also be the start in providing a SR 117 bypass across the south side of Lima as has been proposed using the old Erie Rail road right of way. This has been proposed for many years.</p>	<p>All comments, including preferences for individual alternatives, will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p> <p>After further design work on the build alternatives has been completed, environmental impacts resulting from right of way needs will be assessed and compared.</p>
<p>Brad J. Core, PE, PS 1660 S Defiance Trace Spencerville, OH 45887</p> <p>Representing the Allen</p>	<p>I am absolutely opposed to Alternative 6. I do not like the elimination of the SR 309 interchange. I do not like the image that will be created coming into Lima on the Rail road corridor.</p> <p>I believe that Alternative 7 is the best</p>	<p>All comments, including preferences for and against individual alternatives, will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p>

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<p>County Trustees and Clerks Association</p>	<p>alternative for the future. It separates the SR 117 and SR 309 traffic, but still maintains the SR 309 interchange. This option should help the Bellefontaine Avenue area by reducing congestion.</p> <p>I believe that Alternative 5 is a viable option, but is not as forward thinking as Alternative 7.</p>	<p>Aesthetics has been brought up by numerous participants in the project's public meetings, and is an important concern for the project.</p>
<p>Howard W. Kunkleman 209 Bryn Mawr Ave. Lima, OH 45804</p> <p>Representing Bryn Mawr Ave.</p>	<p>First let me tell you that your presentation was your best so far.</p> <p>We understand the great amount of final decisions that must be made before construction can begin.</p> <p>The only question I have is how can you protect the Bryn Mawr Ave. residents from the great increase in the air and noise pollutions? You know from your surveys that we are at a very high level now! And will be higher during reconstruction of I-75.</p> <p>Several that I have discussed this with have suggested that once you have rendered your plans for the reconstruction of I-75 you should know enough to construct the noise barrier at that time and save our area from a very unpleasant situation.</p>	<p>Noise and air impacts of the alternatives will be considered along with other environmental impacts.</p> <p>As you know, the Bryn Mawr subdivision is under consideration for a noise wall as part of the project.</p> <p>You will be part of any noise mitigation planning in the Bryn Mawr Avenue area.</p>
<p>Randall Ehrnsberger 2745 S. Dixie Highway Lima, OH 45804</p> <p>Representing Village of Fort Shawnee</p>	<p>I am in favor of alternate 7 because it will separate the SR 117 and SR 309 traffic better while keeping both interchanges. My concerns for the Village of Fort Shawnee are that we need an interchange at McClain Road while still keeping the one we have at Breese Road. The project is cutting off quick highway access to our industrial park by relocating Fort Shawnee Industrial Drive. An interchange at McClain Road will give us the same convenience to the industrial park. This would require the completion of Fort Shawnee Industrial Drive I also think that this project makes it the right time to make the Breese Road overpass a four lane bridge that can be tied west to the intersection of Breese Rd and Dixie Highway The middle lanes could be designated as turn lanes to each ramp of I-75. Eric Pfenning said interchanges range from \$3.5 million to \$5 million (ballpark). This additional cost is a low percentage compared to the \$100 million to \$150 million figure that you have placed</p>	<p>All suggestions and comments, including preferences for individual alternatives, will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p> <p>A new interchange is not being considered at McClain Road due to the proximity of the Breese Road and SR 65 interchanges.</p> <p>Shawnee Industrial Drive could be affected by the reconstruction of the Breese Road exit. Because a design has not yet been selected for this interchange, we have not yet analyzed what the impact would be.</p> <p>Designers will attempt to minimize impacts as much as possible, and no decisions will be made until we have gathered input from the general public, including business owners, village officials and developers, on specific alternatives to each of the interchange alternatives.</p> <p>It is expected that ODOT will have more information to share with the public by the end</p>

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	<p>on the project. I ask that you please consider this option while planning the final plans for your I-75 project.</p>	<p>this year, but that no decisions will be made until possibly summer 2007.</p>
<p>Gloria A. Kunkleman 209 Bryn Mawr Lima, OH 45804</p>	<p>I was very impressed with the progress shown in your March 29th presentation.</p> <p>However, when the audience mentioned the aesthetics involved along I-75 I wondered if they realized that our (Lost) Creek Community is the only section of homes that was built before I-75 was constructed and the only such development along I-75 from Cincinnati to Michigan with no barrier wall – pieces of coal to our local politicians!</p> <p>Such a barrier is not in place on your study sheets. I am looking forward to your next meeting.</p>	<p>Noise impacts of the alternatives will be considered along with other environmental impacts as the project development process proceeds.</p> <p>The Bryn Mawr subdivision is under consideration for a noise wall as part of the project.</p> <p>You will be part of any noise mitigation planning in the Bryn Mawr Avenue area.</p>
<p>Tim Mosher 2526 Ft. Amanda Road Lima, Ohio 45804</p> <p>Representing the Shawnee Township Fire Department</p>	<p>This letter is in reference to the ongoing public discussions regarding the planned improvements to be made to the Interstate I-75 corridor through Allen County. I was unfortunately unable to make last week's meeting at the Holiday Inn, so I hope that my comments are not in conflict with facts expressed at that event. I appreciate the opportunity to have input at the early stages of the important project and have spent considerable time thinking about all the ramifications.</p> <p>In the discussions regarding whether or not to keep the Breese Road exit/entrance in place, I believe that our fire/EMS responsibilities would be greatly hindered by closing these access points. We primarily use the on-ramp (northbound) to take patients to Memorial Hospital from the entire south portion of Shawnee Township. Rerouting to an access point at either McClain Road, or going south to the Cridersville access point would substantially increase our travel time. Even if Industrial Drive was completed and gave access to the Interstate at McClain Road, we would still have to bypass a number of industrial concerns and their associated heavy truck traffic. We also respond back into the heart of Shawnee Township from points east of this interchange.</p> <p>My second concern has to do with the question of what to do with the Breese</p>	<p>Thank you for providing additional information on the potential impact of interchange reconstruction at Breese Road. Emergency response impacts, as well as business and economic impacts, will be considered in developing the project</p> <p>To meet ODOT design standards, reconstructed interchanges are required to have 600 feet of limited access right of way along the crossroad in each direction where the ramps intersect the crossroad. Shawnee Industrial Drive could be affected, analysis has not been completed. The impacts all depend on the interchange design that is selected.</p> <p>Designers will attempt to minimize impacts as much as possible, and no decisions will be made until ODOT has gathered input from the general public, including business owners and developers, village officials, and the Shawnee Township Fire Department, on specific alternatives to each of the interchange alternatives.</p> <p>It is expected that ODOT will have more information to share with the public by the end this year, but that no decisions will be made until possibly summer 2007.</p> <p>All suggestions and comments will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation. The idea of shifting I-75 to</p>

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	<p>Road/Industrial Drive connection. I will readily agree that this is a mess. We have an angled turning situation for the trucks, and a dangerous railroad crossing setup. With the southbound Breese Road exit jammed in there too, we have a significant problem. There has been some talk of eliminating this intersection and bringing another access road to Industrial Drive from South Dixie. This is perhaps one solution, but there is one caveat. If Industrial Drive is not completed through to McClain Road, we would develop an area with commercial buildings that are stranded if a train is across the tracks; there would not be another way in (or out for that matter).</p> <p>Additionally, we have hoped to place a fire department sub-station in the general area of the old 84 Lumber building for some time. The point of this would be to get equipment and personnel on the east side of the tracks, with access to the Interstate and the ability to travel north down a completed Industrial Drive. This also provides a nearly straight shot for us down South Dixie Hwy, and west on Breese Road. To close off the intersection of Industrial and Breese Road forever closes out this option – although exercising this option is not guaranteed.</p> <p>In an effort to provide a solution, I will proffer one idea put to me by someone else. Obviously, the engineers decide on the feasibility, but here it is. Would it be possible to maintain the general setup that exists and satisfy all the setback requirements involved, by moving the entire Interstate to the east beginning somewhere just north of the current mobile home park that sits along the east and south of Breese Road interchange? There is little or nothing in the way of doing this and I believe ODOT and Allen County are sole property owners along the east side between Breese and McClain Roads. Delong Road at Breese Road would have to be considered, but it seems that this too could be moved east with little trouble. If the entire roadway were moved, perhaps Industrial Drive at Breese Road could be properly setup, maintaining the overall current concept.</p>	<p>the east in this area has been forwarded to designers for consideration.</p> <p>You are on the project mailing list.</p>

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	<p>I hope these comments are helpful and I continue to look forward in being involved in this project planning. It will certainly have impact on our community for many decades and it is my highest goal to keep that in view. Please contact me if you have any questions or clarifications.</p>	
<p>Ronald R. Miller 1325 Shoreview Drive. Lima, Ohio 45805</p>	<p>In what that I heard that there is a study on closing Breese Road It would be a bad decision for local businesses. I own the property on the corner of Breese and Dixie also has a business on the corner of Breese & Shawnee. It would affect my business. It will also be bad for the business on Industrial Drive in Industrial Park (Shawnee).</p> <p>Thank you for your consideration.</p>	<p>There seems to be some misrepresentation as to what was said during the I-75 public involvement meeting held on March 29th. There is no intention of removing the interchange at Breese Road. All three of the alternatives presented and discussed at the meeting showed an interchange being reconstructed at Breese Road.</p> <p>There was a question asked during the meeting as to what the impacts would be around the interchanges (on and off ramps) if they were rebuilt. The response was that when the interchanges are redesigned, ODOT will be required to purchase 600 feet of limited access right of way along the crossroad in each direction where the ramps intersect the crossroad. Shawnee Industrial Drive could be affected, however, analysis has not been completed. The impacts all depend on the interchange design that is selected.</p> <p>The designers will attempt to minimize impacts as much as possible and that there will be no decisions made until we have gathered input from the general public, including business owners and developers, on specific alternatives to each of the interchange alternatives. It is expected that there will be more information to share with the public by the end this year and that no decisions will be made until possibly next summer.</p> <p>You are on the project mailing list.</p>
<p>Michael G. Buettner 1618 Chandler Drive Lima, Ohio 45805</p>	<p>I am very much impressed with some of the creative ideas suggested as improvements for this project. I especially like the idea of diverting SR 117 traffic to either the old railroad alignment or Street, and away from the Harding Highway/ SR 309 corridor. Although I think it would be great to run SR117 all the way to the west side of Lima, an alignment west of SR 65 would have to likely diverge from the railroad corridor. The coming of the Global Energy plant may place a greater</p>	<p>All suggestions and comments, including preferences for individual alternatives, will be used throughout the preliminary development process for this project, and will be incorporated in the environmental documentation.</p> <p>Aesthetics has been brought up by numerous participants in the project's public meetings, and is an important concern for the project. ODOT will organize an aesthetics committee specifically for the Allen 75 project.</p>

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	<p>importance on Street, making that a more preferable choice. However, in both cases, we are bringing Lima's guests through a blighted area of the city that lacks the more favorable aesthetics of Bellefontaine Avenue and Market Street, relatively speaking. Another idea which I loudly applaud is an improved connection between Harding Highway and Reservoir Road. The city's failure to improve Sugar Street as a viable connection puts an unfair burden on the residential areas immediately east of I-75 (Bryn Mawr Avenue, etc.). Presently, I avoid the congested areas along Bellefontaine Avenue by taking North Street out of downtown, and turning south on Bryn Mawr, in order to reach the services east of the interchange area. Similarly, I have used 81 and Rouch Road to reach Reservoir Road and Bryn Mawr Avenue. I look forward to any improvements along these lines.</p>	<p>A number of options are being considered for improvements to north-south travel on both sides of I-75.</p>
<p>Jeremy Neeley P.O. Box 126 Harrod, OH 45850</p>	<p>Please mail prints of the three alternatives.</p>	<p>Copies of the three recommended alternatives were sent to Jeremy Neeley.</p>
<p>Brian Gilroy 3003 Allentown Road Lima, OH 45805</p>	<p>Faxed a sketch of the proposed new Alternative 6 interchange.</p>	<p>Your interchange and roadway plan has been forwarded to our project engineers for consideration. In addition you have been added to the project mailing list. As the project progresses, you will be notified of upcoming public meetings and other opportunities to comment on this project.</p>
<p>Jared T. Walsh Sielschott and Walsh CPAs, Inc. 711 Dean Ave. Lima, OH 45804</p>	<p>My accounting firm's office is located at 711 Dean Avenue in Lima, which merges to the current northbound entry ramp for I-75 at 309. I recently reviewed the public meeting notes from the March 29th meeting on the I-75 study, and had a question regarding the use of Dean Avenue should one of the three final alternatives be implemented. Can you tell me the prospective use of Dean Avenue for each of the 3 final alternatives? For example, if "alternative 5" or "alternative 7" are implemented, will Dean Avenue still be the access to the northbound entry ramp? If "alternative 6" is implemented, what happens to Dean Avenue?</p> <p>Thanks for any information you can</p>	<p>To date, all we have developed is conceptual alternatives. We have not begun to analyze different types of interchange designs yet. We are starting that part of the process this month. We expect to have alignment alternatives for all of the interchange designs associated with the three conceptual alternatives to show the public sometime this winter.</p> <p>You will be added to the Allen 75 study mailing address so you will receive any future communication that the project team sends out.</p>

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	provide.	
<p>Jared T. Walsh Sielschott and Walsh CPAs, Inc. 711 Dean Ave. Lima, OH 45804</p>	<p>Thanks Kirk. For what it is worth, my partner, Bob Sielschott, and I prefer "alternative 7", with SR 117 re-routed to 4th street and minimal change to Dean Avenue as we know it now. Thanks again for the quick response.</p>	<p>Comment noted.</p>
<p>Public Meeting on May 6, 2008</p>		
<p>Howard Elstro 50 Town Square Lima, OH 45805</p>	<p>Inclusion of Bike/Pedestrian should be considered. Land outside of protective fence should be set aside bike/ped path development and dedicated bike path developed. Bike lanes at crossings especially at Route 309 and 81 should be considered.</p> <p>Sound walls should incorporate art depicting and promoting the local community.</p> <p>Lighting – LED should be considered</p> <p>Breese Road Option 3 – Appears to be confusing to southbound traffic.</p> <p>Relocation of Delany Road seems beneficial</p> <p>SR 65 – northbound extend ramp needed</p> <p>Fourth Street – Would retain existing design</p> <p>Breese Road – Upon further explanation, reduction of congestion at Breese to Railroad has merits</p> <p>Logan’s point about securing right of way now should be considered. Real estate for right of way – six lanes should be secured now. Not to acquire right of way for 6th lane/rail or other unseen future need is short-sighted.</p> <p>Policy should be changed to permit considerations beyond 25 years</p>	<p>Typically, bike and pedestrian paths are not considered a part of an Interstate reconstruction project except in cases where local communities may have specific plans for existing or future facilities of this type. This means that as communities plan for bike and/or pedestrian paths, ODOT has worked with those communities to incorporate such plans where feasible as part of the project development process.</p> <p>As part of the aesthetics efforts of the project, ODOT is working with a local committee to develop aesthetic features for the I-75 corridor that represent the City of Lima.</p> <p>Lighting upgrades of all available and appropriate types will be considered.</p> <p>You noted that the Breese Road Option 3 interchange layout might be confusing to southbound traffic. Splitting the interchange ramps is not a normally anticipated layout by some of the traveling public, but these types of interchanges are common, especially in urban areas. Proper signage would be used to guide motorists through this interchange layout. The purpose and benefits of this option will be evaluated against its disadvantages before being advanced as the preferred option for the interchange.</p> <p>You mentioned the need to extend the SR 65 northbound on-ramp. The extension of this ramp per the latest design standards will be included in the design of the new SR 65 interchange.</p> <p>Unfortunately, there is not money available to purchase the additional right-of-way required for a six-lane highway. There has been much forward thinking and study regarding the future of the I-75 corridor. While growth is likely, the amount and type of growth is hard to predict, especially several decades into the</p>

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		future.
<p>Larry Donaldson 1001 West Hook-Waltz Road Elida, OH 45807</p>	<p>This project has been needed for several years. I hope the SR 117/309 interchange is not just reconstructed/ upgraded in its current configuration. Option 1 or 2 would be preferable to a simple reconstruction/ upgrade due to the amount of traffic in this area.</p> <p>The southbound entrance from SR 177/309 has several accidents/rollovers due to its configuration.</p>	<p>Accident data throughout the I-75 corridor were reviewed and used in developing the I-75 alternatives and interchange options. All five interchanges within the project limits will be upgraded to current safety and design standards.</p>
<p>Jim Rochelle 3875 Reservoir Road Lima, OH 45801 Procter & Gamble</p>	<p>I appreciate the clear communication and visual projections. From our standpoint of facilitating nominally 500-600 trucks per day, we would be interested in ensuring safe traffic flows to the main plant and distribution center from 81 and 117/309 exits. I expect you will be in touch with myself or Warner Roach (site public affairs manager) to discuss best case/worst case options. Thank you for sharing and answering questions.</p>	<p>Thank you for the information regarding the high volume of truck traffic to and from your main plant and distribution center using the SR 309/117 and SR 81 interchanges. This information will be used in the evaluation of alternatives and interchange options.</p>
<p>Kristin Donaldson 1001 West Hook-Waltz Road Elida, OH 45807</p>	<p>Thanks for a good presentation! My main concern is with the SR 117/390 interchange because I use that the most. I hope that you could use Option 1 or 2 with the diamond configuration. Too many accidents here. This entire project has been badly needed for a long time.</p>	<p>Accident data throughout the I-75 corridor were reviewed and used in developing the I-75 alternatives and interchange options. All five interchanges within the project limits will be upgraded to current safety and design standards.</p>
<p>Vicky Starkey 320 Bryn Mawr Lima, OH 45804</p>	<p>Power line easement ends at back of house – impact on houses and I-75</p>	<p>You expressed concern about the existing power lines located just outside of state right-of-way on the east side of I-75 and behind the homes along Bryn Mawr Avenue. With the advancement of an upgraded four-lane highway as the feasible alternative to be developed in more detail, additional right-of-way needs can now be determined. Due to the close proximity of the existing I-75 right-of-way adjacent to Bryn Mawr Avenue, retaining walls could be used to minimize property and utility impacts in this area. One other factor in determining right-of-way needs will be the selection of a preferred interchange option at SR 309/117. In the next phase of the project, engineers will refine the design of the four-lane alternative and incorporated design features which will minimize impacts into the I-75 alternative and interchange options.</p>
<p>Keanna McNamara 200 Bryn Mawr Lima, OH 45804</p>	<p>My family is very concerned about the widening of I-75 and the encroachment of the high power electric lines moving closer to our home.</p> <p>We appreciate the informational meeting and how knowledgeable Mr. Slusher is.</p>	<p>You expressed concern about the existing power lines located just outside of state right-of-way on the east side of I-75 and behind the homes along Bryn Mawr Avenue. With the advancement of an upgraded four-lane highway as the feasible alternative to be</p>

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		<p>developed in more detail, additional right-of-way needs can now be determined. Due to the close proximity of the existing I-75 right-of-way adjacent to Bryn Mawr Avenue, retaining walls could be used to minimize property and utility impacts in this area. One other factor in determining right-of-way needs will be the selection of a preferred interchange option at SR 309/117. In the next phase of the project, engineers will refine the design of the four-lane alternative and incorporated design features which will minimize impacts into the I-75 alternative and interchange options.</p>
<p>C. Michael Logan 17513 CR 311 Harrod, OH 45850</p>	<p>Buy the right of way for six lanes on I-75 now. Three million dollars is a small percentage of the total cost. At least buy the six lane right of way from those who will accept fair market value. If it isn't bought now, commercial development will continue, costing much more to buy in the future. Buy all you can without condemning property.</p>	<p>Unfortunately, there is not money available to purchase the additional right-of-way required for a six-lane highway. There has been much forward thinking and study regarding the future of the I-75 corridor. While growth along the corridor and/or growth in traffic on the freeway system are likely, the amount and type of growth is hard to predict, especially several decades into the future.</p>
<p>Dennis Shaffer Mayor, Village of Fort Shawnee 3633 N. Amberwood Circle Lima, OH 45806</p>	<p>Option 3 at Breese Road would be useless without the finish of Industrial Drive north to SR 65. Industrial Drive would also need to be strengthened.</p>	<p>ODOT is not aware of any plans to continue Industrial Drive eastward from McClain Road to SR 65, but there is plan to connect the two existing portions of Fort Shawnee Industrial Drive between Breese Road and McClain Road. This would be a prudent if not necessary feature of the Breese Road Option 3 preliminary design, but it may be that a portion of this connection would be completed with local participation. Such details will be finalized as the project progresses. In regards to pavement strength, future traffic volume estimates will be applied to the Fort Shawnee Industrial Drive pavement design calculations and all applicable design standards will be met on the affected portion of the existing roadway.</p>
<p>Morris Koch 5143 S. Dixie Cridersville, OH 45806</p>	<p>During your planning for highway improvements, we would like for you to take a good look at truck traffic using 25A from Breese Road to Cridersville (Exit 118). When we moved to our home 15 years ago along 25A there was no truck traffic in this area. Now at least 150 trucks use this route a day. Most are truckers going both north and south. This is a residential area that has school buses, bicycle riders, and children at play. If one of those truckers crash, a lot of homes and people would be in real danger due to the chemicals and fire hazards. We think they are using this area to avoid</p>	<p>The Allen 75 Study has explored interchange options at Breese Road that could provide features such as a grade separation of the railroad tracks near the existing Breese Road Interchange. Several interchange options are still under consideration for this location and a preferred interchange design has not been selected.</p>

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	<p>the railroad tracks on Breese Road. Something needs to be done to improve this problem, maybe an overhead bridge over the railroad tracks. Thanks for your help on this project.</p>	
<p>Shari McMillen Shari_mcmillen@hotmail.com</p>	<p>We live at the dead-end of West Hume Road (off of Delong) and our property is right next to the interstate. We are holding off improvements we are making to our home...until the final decisions are made concerning this project.</p> <p>My questions are: When will the decision be made whether the reconstruct will be four lanes or six lanes? To stay at four lanes of course is what we would like to see happen. To be quite honest, six lanes make us very nervous to think what would happen to our property and our quality of living here. You and I had spoke a while ago about this issue and you assured me that the median would be used to create six lanes and our property would not be affected. Even though I'm sure you wouldn't intentionally tell me something you didn't believe to be true, I know how fast things can change. So, what is the time line for deciding four vs. six lanes? Also, along what stretch of the interstate would sound barriers be installed? They would be a welcome addition.</p>	<p>ODOT has eliminated the six-lane alternative from further consideration. At this time, only two alternatives, a four-lane alternative and the no build alternative are being carried forward for further study in the project development process. The no build alternative is used as a baseline for the evaluation of impacts of the four-lane alternative. Based on traffic capacity studies, I-75 in the study area does not require six-lanes to meet level of service standards. Even if the six-lane alternative was still a viable alternative, the added lanes would be placed in the existing median and not on the outside or any closer to your home.</p> <p>A noise analysis was completed for the project and noise walls are recommended for the area adjacent to the Indian Village Mobile Home Community along northbound lanes of I-75; along the eastern and western sides of I-75 between SR 309 and Reservoir Road (Bryn Mawr area); adjacent to the Oak Haven Mobile Home Community; and for the area between SR 309/117 and SR 81. The final decision on the locations for noise walls has not been made. These locations are still preliminary recommendations.</p>
<p>Michael Buettner 1618 Chandler Drive Lima, OH 45805</p>	<p>After seeing some of the innovative and creative preliminary designs, it was rather disappointing to see the plans that have been retained for further consideration. However, that said, I did like the new idea at the Breese Road interchange, which tied the southbound exit ramp into Fort Shawnee Industrial Drive. If the industrial park ever blossoms, this would be an even better option – one that could be improved even further with a realignment that would line up that road with Hanthorn Road at its intersection with McClain Road. This option seems to befuddle some of the locals, but I thought it was the most interesting of the night.</p> <p>In other areas, I agree that as much as possible, 180 degree ramps should be replaced with diamond-interchange ramps. Also, please drop the idea of rotaries. They might be okay at the center of a section of suburban sprawl</p>	<p>Your positive and insightful comments concerning the alternatives, particularly the Breese Road Interchange Option 3 are appreciated. Your suggestions regarding preferred use of diamond type interchanges to eliminate loop ramps when possible and your preference for traditional ramp termini intersections verses roundabouts will be taken into consideration as the interchange options are evaluated.</p>

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<p>Martha Carnes 411 S. Jackson Lima, OH 45804</p>	<p>(Tamarack Circle in Columbus, for example) but preposterous on a state highway in rural NW Ohio.</p> <p>The project for I-75 is okay, but what about the congestion of travel in the city. To me something from I-75/309/117 East needs to go across Lima to meet 309/117 West. Because of traffic early morning and late evening (work-related) it takes approximately half-hour or more to cross the city.</p> <p>Traffic flows on I-75. Traffic does not flow in the city. My understanding is ODOT is responsible for all.</p> <p>Also your representative stated that 1500 – 2000 letters were mailed out. Why would you send letters to property owners this would not affect? Last year, I received a letter you were going to be testing our soil. When asked, your representative said that was an error. The letter you mailed now, was that an error. If so, you're wasting lots of postage. Why mail this out to property owners who live approximately two miles from I-75. Your representative said well, you must have attended another meeting. No, we have not. I am not angry – but believe you do not know who you are contacting in reference to this project. You need to send letters to owners of property who this is affecting.</p>	<p>In your comments, you expressed concern about the traffic in the City of Lima, particularly during peak hours on work days. While ODOT is responsible for State routes and Interstate routes, most local roads and streets fall under local jurisdiction. The Allen 75 Study is focused primarily on the interstate and five interchanges within the project limits.</p> <p>However, this project may improve traffic flow and safety on the local roads through the interchange areas of I-75 in and around Lima. The mailing list for the Allen 75 Study is very extensive. It includes but is not limited to property owners within the project area, citizens of Lima, businesses and local officials. Because the project will affect thousand of citizens in the City of Lima and surrounding communities, ODOT feels that it is important to inform as many people as possible about the project. Public input is, and will continue to be, an integral part of ODOT's transportation planning process.</p> <p>As the project proceeds, you may be notified of upcoming public meetings and other opportunities to offer comments on this project unless you contact us with your desire to be removed from the project mailing list.</p>
<p>Carl Lukehart 4809 S. Dixie Highway Cridersville, OH 45806</p>	<p>Wetland number W-19 and W-20 What level of wetlands do I have? Approximate sizes? Any legal rights I have to preserve wetlands/forests?</p>	<p>Enclosed is information about the two wetlands collected in 2006 and presented in the <i>Allen 75 Study Level 1 Ecological Survey Report</i> (January, 2008). This information includes, an exhibit showing the location of the wetlands, a wetland summary table, photographs of the wetlands, wetland data forms, and Ohio Rapid Assessment Method for Wetlands (ORAM) forms.</p> <p>Wetland delineations were performed for the Allen 75 Study according to guidance found in the <i>ODOT Ecological Manual</i> (ODOT, 2005) which uses a combination of the routine onsite method (Level 2) from the <i>Army Corps of Engineers Wetlands Delineation Manual</i> (Environmental Laboratory, 1987) and the intermediate transect method from the <i>Federal Manual for Identifying and Delineating Jurisdictional Wetlands</i> (FICWD, 1989). The functional quality of wetlands was evaluated using the Ohio Rapid Assessment Method for Wetlands (ORAM), version 5.0.</p> <p>Descriptions of wetlands 19 and 20 from the</p>

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		<p><i>Level 1 Ecological Survey Report</i> state the following: Wetland 19 is located west of I-75 and north of Hume Road. This wetland is an isolated palustrine emergent/scrub shrub (PEM/SS), with reed canary grass and willows in a small depression. It is 0.14 acres in size, and provides limited to medial runoff filtration to the surrounding field and low to medium quality habitat. Wetland 19 scored 33 on the ORAM evaluation making it a Category 1 or 2 “gray zone” wetland. (Category 1 wetlands are low quality; and Category 2 wetlands are average to medium quality.) Wetland 20 is located west of I-75 and north of Hume Road. This wetland is an isolated palustrine forested/emergent (PFO/EM) depression in the wooded area between a small excavated pond and the Little Ottawa River. It is 0.27 acres in size and provides medial runoff filtration to the surrounding forest. Wetland 20 scored 43 on the ORAM evaluation making it a Modified Category 2 wetland.</p>
<p>Steve L. Reichenbach, PE Steve.Reichenbach@dot.state.oh.us</p>	<p>With the current lane use requirements, and structure conditions relative to ODOT District One, we would like to at least see six lanes and the shoulder situation for this section of IR 75 brought up to current standards, along with all the structures and median wall being upgraded. My current understanding is that ODOT has been mandated for almost all situations to work toward keeping two lanes of interstate opened at all times. I just want to clarify that anything less than a new six lane section of highway would keep us in basically the same dangerous traffic control situations as this section of All-IR 75 has for both the traveling public and our ODOT work force. Historically, the optimum starting point for a project of this size is met with budgetary restraints resulting in more compromise. It does not seem this starting point, less than six lanes, leaves much wiggle room.</p>	<p>In Step 5 of the project development process, the no-build, four-lane, and six lane alternatives were evaluated. The traffic studies conducted for these conceptual alternatives determined that the four-lane alternative would provide levels of service (LOS) B and C. The six-lane alternative would provide LOS A, B, and C. LOS C is an acceptable level of service for I-75. Therefore, ODOT determined that I-75 will remain as a four-lane interstate through Lima. At this time, only two alternatives, a four-lane alternative and the no build alternative are being carried forward for further study in the project development process. The no build alternative is used as a baseline for the evaluation of impacts of the four-lane alternative. The new four-lane alternative will be designed to meet all current structural and highway design standards, including shoulder widths. In the median barrier portions of the corridor, the inside shoulders will be 12 feet wide rather than the required four-foot shoulders. This will facilitate and promote future maintenance of traffic, snow removal, and general safety. It is understood that maintenance operations will likely require temporary pavement to maintain two lanes of traffic each way during current and future construction activities under the four-lane</p>

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		scenario.

