

**ALLEN 75 STUDY  
STAKEHOLDER MEETING  
Lost Creek Country Club  
Lima, Ohio  
December 19, 2006  
5:30 to 7:00 pm**

A stakeholder meeting was held on December 19, 2006, to present conceptual interchange alternatives and their options to stakeholders. A total of 83 people attended the meeting.

Kirk Slusher of the Ohio Department of Transportation (ODOT) District 1 opened the meeting with an overview of the Allen 75 Study, which began two years ago in 2004. The purpose of the study is to improve the poor pavement on I-75 and to improve geometric deficiencies of the interstate. The last public involvement meeting for the project was held on March 29, 2006. At this public involvement meeting, ODOT presented several conceptual alternatives and recommended three of these alternatives for further study. Since the March 29, 2006 meeting, the conceptual alternatives and interchanges have been developed in more detail. During this stakeholder meeting, ODOT will present conceptual interchange alternatives for review and comment. K.Slusher stated that this meeting is a working session to reduce the number of interchange alternatives.

K.Slusher reviewed project activities that have been completed over the past several months.

- Field work for hazardous materials, cultural resources and ecological resources is complete and reports are being prepared.
- Socioeconomic and relocation assistance program studies have begun.
- Aerial photography and mapping are complete.
- Conceptual interchange alternatives were developed and are being evaluated.
- Traffic capacity analyses were completed for the I-75 mainline and interchange ramps.

K. Slusher presented the conceptual interchange alternatives and their options to the stakeholders. He explained that the alternatives have only been developed conceptually and not in detail. He presented the interchange alternatives from south to north, beginning with Breese Road.

**Breese Road Interchange:** Existing conditions at the Breese Road Interchange include railroad tracks west of the interchange and Fort Shawnee Industrial Drive located within 600 feet of the interchange ramps. Five conceptual interchange alternatives with local roadway improvement options were developed for the Breese Road Interchange.

- Breese Road Diamond Interchange (Grade Separated at Railroad) – Breese Road would be grade separated over the railroad because of its proximity to the tracks. There are two options to reconnect Fort Shawnee Industrial Drive to Dixie Highway. These options are proposed as at-grade crossings of the railroad tracks but could also be grade separated crossings. Delong Road would be

relocated to maintain the required 600-foot limited access right-of-way along Breese Road.

- Breese Road (Existing) Diamond Interchange – The interchange would remain as it exists. Breese Road would cross the railroad at-grade. There are two options to reconnect Fort Shawnee Industrial Drive to Dixie Highway. These options are proposed as at-grade crossings of the railroad tracks but could also be grade separated crossings. Delong Road would be relocated to maintain the required 600-foot limited access right-of-way along Breese Road.
- Breese Road Relocated Diamond Interchange – A new interchange would be constructed just north of the existing interchange. The existing interchange at Breese Road would be eliminated. The Breese Road overpass could either remain or be eliminated. Fort Shawnee Industrial Drive would connect to Breese Road. Reed Road would be extended over I-75 to connect to McClain Road.
- Breese Road Diamond (Southbound Split Option 1) Interchange – The I-75 northbound ramps would remain as they currently exist. The I-75 southbound ramps would be shifted north and connect to a relocated Fort Shawnee Industrial Drive. Delong Road would be relocated to maintain the required 600-foot limited access right-of-way along Breese Road.
- Breese Road Diamond (Southbound Split Option 2) Interchange - The I-75 northbound ramps would remain as they currently exist. The I-75 southbound ramps would be shifted further north than Option 1 and connect to a relocated Fort Shawnee Industrial Drive. Fort Shawnee Industrial Drive would be realigned at Breese Road to move the intersection away from the railroad. Delong Road would be relocated to maintain the required 600-foot limited access right-of-way along Breese Road.

The following questions and concerns regarding the Breese Road conceptual interchange options were raised by the stakeholders:

Comment: In the industrial park, a railroad spur will be installed and the ALPLA building expanded.

Q: Is there only one interchange alternative that eliminates the Breese Road overpass?

A: Yes, the third alternative which is the Breese Road Relocated Diamond Interchange has an option to remove the Breese Road overpass.

Q: Will the southern end of Fort Shawnee Industrial Drive remain open for interchange alternatives 2 and 3 (Breese Road [Existing] Diamond Interchange and Breese Road Relocated Diamond Interchange)?

A: Yes the southern end of Fort Shawnee Industrial Drive would remain open, but be realigned for both alternatives. For the Breese Road (Existing) Diamond interchange scenario, Fort Shawnee Industrial Drive would be relocated to Dixie Highway in order to maintain the required 600-foot limited access right-of-way. For the Breese Road Relocated Diamond interchange scenario, Fort Shawnee Industrial Drive would be realigned away from the railroad tracks to provide for turn lane storage.

**SR 65 Interchange:** Only one conceptual interchange alternative with local roadway improvement options was developed for the SR 65 Interchange. Existing conditions include merge lanes that are too short and Yoder Road connecting directly to an on ramp to I-75. An improved diamond interchange is proposed with longer ramps and a

wider bridge over the CSX railroad tracks. Access to local businesses would be moved to provide the required 600-foot limited access right-of-way along SR 65. Two options to reconnect Yoder Road to SR 65 would require new at-grade crossings of the CSX railroad tracks. The first scenario involves extending and reconfiguring Yoder Road to intersect with SR 65. The second scenario realigns Yoder Road to intersect with SR 65 at Commerce Parkway. Another option for Yoder Road proposes keeping the existing railroad crossing and realigning the connection to SR 65 to provide for the required 600-foot limited access right-of-way.

The stakeholders did not have any questions or concerns regarding the SR 65 conceptual interchange alternative and options.

**Fourth Street Interchange:** Existing conditions include a State Highway Patrol Building on the east side of I-75 and a station for East Ohio Gas Materials on the west side of I-75. Two conceptual interchange alternatives with local roadway improvement options were developed for the Fourth Street interchange.

- Fourth Street Diamond Option – A standard diamond interchange is proposed. Access to the State Highway Patrol Building would be relocated Greely Chapel Road to provide the required 600-foot limited access right-of-way along Fourth Street. The East Ohio Gas Materials station would be displaced.
- Fourth Street Existing Upgrade Option – The interchange would remain the same but the merge lanes would be lengthened. Patrol Drive could remain in its existing location. Fourth Street would be improved.

The stakeholders did not have any questions or concerns regarding the Fourth Street conceptual interchange alternatives and options.

**Abandoned Railroad Interchange:** The site for this proposed interchange is located on the abandoned railroad corridor located between the Fourth Street and SR 309 interchanges. For this scenario, the Fourth Street and SR 309 interchange would be eliminated and replaced with one interchange at the abandoned railroad corridor. Two conceptual interchange alternatives with local roadway improvement options were developed for the Abandoned Railroad Interchange.

- Abandoned Railroad Compressed Diamond Option (Interchange Centered On Existing I-75 Alignment) - A standard diamond interchange is proposed, which would minimize impacts to Sam's Club and the car dealership. This alternative proposes an east-west connector road along the railroad corridor, extending from SR 117 to SR 65 or from Greely Chapel Road to the west side connector. Two options are proposed to improve the connection between Greely Chapel and SR 117.
- Abandoned Railroad Compressed SPUI Option (Interchange Centered On Existing I-75 Alignment) – This interchange alternative and options are the same as the Compressed Diamond Option. The only difference is the design of the interchange which is a Compressed SPUI.

The following questions and concerns regarding the Abandoned Railroad conceptual interchange alternative and options were raised by the stakeholders:

Q: What is the difference between a retention pond and a detention pond?

A: Both types of ponds are used for storm water management. A detention pond holds water for a limited period and then releases it. A retention pond holds water continuously.

Q: Some businesses have a target range of numbers of vehicles per day passing their location. How will the changes in traffic patterns and volumes impact such businesses?

A: It is unknown how the traffic changes will affect these businesses.

Q: Are the proposed interchange ramps going to meet the design standards and accommodate future traffic demand?

A: Yes, the proposed interchange ramps will meet or exceed design standards and will accommodate future traffic demand.

Q: Will the interchange ramps be signalized?

A: The Compressed SPUI design will have a single traffic signal in the middle of the interchange bridge. Traffic signals for the Compressed Diamond design have not yet been analyzed.

Q: Will the 2009 construction project on SR 309/117 be affected?

A: The 2009 construction on SR 309/117 could be affected depending on which alternatives are carried forward for further study.

Q: What is the benefit of a combined interchange on new location?

A: An interchange on new location would provide an opportunity to reroute SR 117 and provide an east-west corridor through Lima. It would also minimize impacts to businesses on SR 309.

Q: Where would the proposed western extension pass through the community?

A: The proposed western extension would follow the railroad corridor.

Comment: If the western extension follows the railroad corridor, it would bring traffic through older residential neighborhoods. As an entry way into the City, this route would not provide a positive impression of Lima.

Q: How will the proposed Country Inn on the west side on I-75 be affected by the interchange options?

A: The west side connector option would connect to the planned street extension, which will provide access to the Country Inn.

Q: Currently there is a traffic flow problem on Leonard Avenue. How will this traffic be affected by the interchange alternatives and options?

A: A traffic model will be run for this area, which will be used to design roadway improvements.

**SR 309/SR 117 Interchange:** The area surrounding this interchange is densely developed with mixed land uses. There is a sewer pump station within the southwest quadrant of the interchange. Two conceptual interchange alternatives with local roadway improvement options were developed for the SR 309/SR 117 Interchange.

- SR 309/SR 117 Compressed Diamond Interchange Option - This alternative option replaces the existing loop ramps of the interchange. Several local roads connecting to SR 309 would be affected by the required 600 foot limited access right-of-way. Impacts on traffic patterns could result in increased volumes through residential areas. There are potential residential displacements on Bryn Mawr Avenue.
- SR 309/SR 117 Upgrade Existing Interchange – The existing interchange would be simplified with a Compressed Diamond design on the west portion. Several local roads connecting to SR 309 would be affected by required the 600 foot limited access right-of-way. Saratoga Avenue can remain in place on SR 309 because it aligns opposite the ramps. Impacts on traffic patterns could result in increased volumes through residential areas.

The following questions and concerns regarding the SR 309/117 conceptual interchange option were raised by the stakeholders:

Q: Does the 600-foot limited access right of way prevent access to Dean Avenue?

A: Yes.

Q: Is there a provision to extend Leonard Avenue to Fourth Street, if the Fourth Street and SR 309 interchanges remain?

A: No, because this local road extension does not play a role in the I-75 improvements. ODOT will however reconsider that local road improvement option.

Q: Could some of the businesses on the north side of SR 309 be moved to the south side of SR 309?

A: If businesses were moved to the south side of SR 309, they would not have access to SR 309 due to the 600-foot limited access right-of-way. Access could be provided to the businesses from Roschman Avenue.

**SR 81 Interchange:** A Diamond interchange would replace the existing interchange configuration. The diamond design will be safer than the existing configuration and use less right-of-way. SR 81 will be widened to five lanes to match the design at the east and west ends.

The stakeholders did not have any questions or concerns regarding the SR 81 conceptual interchange alternative and options.

The following general questions regarding the Allen 75 Study were asked by the stakeholders:

Q: What is the projected cost of the project and who will pay for it?

A: The estimated cost is approximately \$190 million. Funding will be provided by federal and state sources. Construction of the project is scheduled for 2013.

Q: Has there been any consideration to using Industry Avenue for road improvements?

A: Industry Avenue was considered for improvement but eliminated due to business impacts.

Q: Could the parking lots on Industry Avenue be used for road improvements?

A: The project team did not consider these parking lots for road improvements because they are outside of the study area.

Q: When will a preferred alternative be selected?

A: A preferred alternative will be selected in fall 2007.

Q: Will the interchanges be constructed in a certain order?

A: No. Construction sequencing will depend on the contractor. At this time, the construction completion date is unknown. The construction contract is estimated to be three years.

Following the questions and answers, K. Slusher closed the meeting with an overview of project activities schedule for the next several months:

- Complete reports for historic structures, ecological survey, and relocation assistance program.
- Conduct noise readings and geotechnical studies.
- Refine interchange options.
- Identify Feasible Alternatives.
- Complete Conceptual Alternatives Study (culmination of Step 5 tasks)
- Public Meeting (June 2007)

K. Slusher requested comments from the stakeholders on the interchange options presented. The comments period will close on January 5, 2007.

The meeting adjourned at 7:00 pm.