



# APPENDIX *a*

State Approved NEPA Documentation



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Ohio Division**

December 10, 2009

200 North High Street  
Room 328  
Columbus, Ohio 43215  
614-280-6896  
614-280-6876 Fax  
Ohio.FHWA@fhwa.dot.gov

Director Jolene M. Molitoris  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, OH 43223

In Reply Refer To:  
HPD-OH

Subject: Projects along CSX railroad

Dear Director Molitoris:

The purpose of this letter is to communicate FHWA's rationale in the environmental review process for ARRA projects along the CSX rail line in ODOT Districts 3 and 4.

FHWA has been working with ODOT and ORDC to advance several projects along the CSX Newcastle subdivision. These projects include four bridge replacements, one bridge removal, and an interlocking project.

We are aware that CSX has plans for additional work both inside and outside of Ohio. The FHWA acknowledges that there may be other requests for funding and/or other approvals related to CSX rail lines outside of the six projects discussed here, particularly as CSX pursues its "National Gateway" concept. The decisions being made on these six projects in Ohio are based on the independent utility of each project and the need to accommodate both highway and rail needs on the bridge replacement projects. These decisions do not constitute a commitment by the FHWA on the Gateway Corridor and will in no way prejudice or predetermine the agency's decision on any other action that may be requested of the FHWA.

If you have any questions, please contact David Snyder, Environmental Program Manager, at (614) 280-6852, or [david.snyder@fhwa.dot.gov](mailto:david.snyder@fhwa.dot.gov).

Sincerely,

For: Laura S. Leffler  
Division Administrator





Ohio Department of Transportation

County MED Route TR 116 Section A-0.76 PID 87315 SJN 437951

CATEGORICAL EXCLUSION DOCUMENT

Part I - General Project Identification, Description, and Design Information

Sponsor of the Project: CSX Transportation, Inc. (CSXT) ODOT District: 3
Local Name of the Facility: MED-Mud Lake Road, Creston, BG160.20, Bridge Replacement-

Program: ARRA, Federal Pending Funding Source: Pending Federal X State Local Private

PROJECT DESCRIPTION:

County and Township: Medina, Westfield
Municipality: Creston

Limits of Proposed Work:
Start: 3 / 2010 End: 2 / 2012- substantial completion
Total Work Length: km or (<0.1 mi).

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? Yes\* No X
If yes, when did FHWA grant a conditional approval for this project? Date:
\*If yes, for CE 2 or CE 3 projects a copy of the approved document must be submitted to FHWA with a request with for final approval of the IMS/IJS.

The project will replace a structurally deficient bridge (SFN 5238714) which carries a two lane road over active railroad tracks of the former B&O rail main line now operated by CSX Transportation, Inc. (CSXT). The bridge is located along Mud Lake Road, in Creston, Westfield Township, Medina, Ohio. The line was double tracked in the early 20th century, and this overpass appears to be part of that campaign.
The proposed undertaking will replace the deficient bridge structure. No new right-of-way will be required. The new bridge will be developed by a design build team to replace the bridge at a vertical clearance of 23-feet the meets current design standards including roadway width and structural capacity. Approach work will be completed, including new concrete approach slabs. The structure will be designed to carry HL-93 live load with a 60 pound per square foot future wearing surface.

PURPOSE AND NEED FOR THE PROJECT:

The current average daily traffic is 280 vehicles. The existing three span structure carrying Mud Lake Road traffic over the CSXT tracks is deficient and obsolete. The steel truss bridge at Mud Lake Road has surpassed its useful life. The existing bridge is functionally obsolete and does not meet current design standards; the vertical geometries of the roadway are substandard. The bridge has a reduced load capacity. The posted weight limit for the bridge is 9 tons. According to The Ohio Legal Loads for Ohio Fire and Emergency Equipment, the minimum weight for an emergency medical service vehicle is 15 tons.
In December 2007 DMJM Harris (AECOM) completed a Clearance Improvement Feasibility Study between Greenwich, OH and Chambersburg, PA; Baltimore, MD; and Weldon, NC. In this report the bridge was evaluated. The report stated the bridge was constructed on steel frame piers with masonry foundations. The report recommended a bridge replacement. CSXT completed an inspection report for the bridge in March 2009, a copy is attached. According to the report the timber deck has nails that are working out and bent over. Planks were replaced in early 2006. Trusses have bowed. One truss (east span #1) has a different camber than the other trusses. The connecting plates to both trusses are damaged on the second span. The center connection plates are reduced throughout and loose at nine locations. The steel is rusting and reduced in locations on the webs and bottom flanges. The bottom struts and bearings of columns are buried where the adjacent embankment has eroded onto the columns.

Form version: 11/16/044

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A map of the National Gateway Corridor, as well as, the obstruction's location map are provided as Appendix A. The obstruction's detail map including conservative limits of disturbance is provided as Appendix B. The ten percent design plans are provided as Appendix C. Obstruction photographs are provided as Appendix D.
Inclusion in Statewide Transportation Improvement Program
As stated Ohio has provided \$20 million in funding from the American Recovery and Reinvestment Act. This funding has been listed on the Statewide Transportation Improvement Project, and is earmarked for five of the clearance projects.

ALTERNATIVES:

ALTERNATIVES CONSIDERED
No build Alternative/Do Nothing - The do nothing alternative has been studied. The do nothing alternative ignores the basic transportation need. For the following reasons this alternative is not feasible and prudent:
Maintenance - The do nothing alternative does not correct the situation that causes the bridge to be considered structurally deficient or deteriorated. These deficiencies can lead to sudden collapse and potential injury or loss of life. Normal maintenance is not considered adequate to cope with the situation.
Safety - The do nothing alternative does not correct the situation that causes the bridge to be considered deficient. The bridge's structural deficiency and current condition demonstrate the need for the structure to be replaced or rehabilitated. The no-build alternative would result in a structurally deficient bridge to remain in service. Even with routine maintenance it would eventually need to be closed. Therefore, this alternative would not be selected as an optimal solution to the needs of the transportation facility.
Because of these deficiencies the bridge poses serious and unacceptable safety hazards to the traveling public.
New Bridge on New Alignment without Using the Old Bridge - The option of bypassing the existing bridge in order to permit it to remain in place was considered. However, this alternative is not considered feasible and prudent for the following reason:
Preservation of Old Bridge - It is not feasible and prudent to preserve the existing bridge, even if a new bridge were to be built at a new location. The historic bridge is beyond rehabilitation for re-use on a public roadway. Re-use of the bridge on a multi-use trail may be implemented if agreements on transportation of the bridge to a new location, as well as maintenance and preservation of the bridge can be reached. In addition, the CSX railroad is in the process of upgrading their rail lines to run double-stacked trains. It would not be prudent to leave a bridge in place that would not serve a transportation purpose and would likely be removed by the railroad.
Rehabilitation without Affecting the Historic Integrity of the Bridge - The feasibility of rehabilitating the structure has been considered. In order to retain the historic integrity of the bridge, it would be necessary to retain and refurbish many of the original components of the bridge and, in particular, the suspended floor beams, U-shaped hangers, and the pin at the lower panel point.
These repairs would not substantially increase the load carrying capacity to an acceptable HS level. In order to meet the purpose and need and improve the load carrying capacity, the bridge components would need to be replaced. Replacement of these components would have an adverse effect on the historic integrity. Other concerns include the unknown deterioration to the existing pin connections and the unknown rate of deterioration of the beams.
For these reasons the rehabilitation alternative is not feasible and prudent. The bridge is so structurally deficient that it cannot be rehabilitated to meet minimum acceptable load requirements without affecting the historic integrity of the bridge.
Based on a review of alternatives, the preferred alternative is to replace the bridge. This alternative was chosen as the existing structure is in poor condition and the vertical geometrics of the roadway are substandard. The bridge replacement is the more expensive choice, but will correct substandard geometries, and load capacity. The preferred alternative meets purpose and need. The preferred alternative is for 12-foot lanes on the bridge, for a design speed of 40 miles per hour.

The Do Nothing Alternative is not feasible, prudent or practicable (Mark all that apply): Yes No

This is page 2 of 17, which is part of: MED-Mud Lake Road, BG 160.20 Date: 12-10-09



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|                          | Existing                                  | Proposed                                  |
|--------------------------|---|---|
| Number of Tracks:        | <u>2</u>                                  | <u>No Changes</u>                         |
| Alignment:               | <u>Tangent</u>                            | <u>No Changes</u>                         |
| Min. Vertical Clearance: | <u>19'-9.5"</u> ft.                       | <u>21'</u> ft.                            |
| Spacing between tracks:  | <u>13'-11"</u> ft.                        | <u>No Changes</u> ft.                     |
| Min. Horiz. Clearance:   | <u>13'-3"</u> ft.                         | <u>No Changes</u> ft.                     |
| Setting:                 | <input type="checkbox"/> Urban            | <input type="checkbox"/> Suburban         |
| Topography:              | <input checked="" type="checkbox"/> Level | <input type="checkbox"/> Rolling          |
|                          |   | <input checked="" type="checkbox"/> Rural |
|                          |   | <input type="checkbox"/> Hilly            |

### DESIGN CRITERIA FOR BRIDGES:

Structure File Number(s): 5238714 Sufficiency Rating: None

|                      | Existing         | Proposed                            |
|----------------------|------------------|-------------------------------------|
| Bridge Type:         | <u>Truss</u>     | <u>To be determined</u>             |
| Number of Spans:     | <u>3</u>         | <u>To be determined</u>             |
| Weight Restrictions: | <u>9</u> ton     | <u>HL93</u> AASHTO Loading (40 ton) |
| Height Restrictions: | <u>N/A</u> ft.   | <u>N/A</u> ft.                      |
| Curb to Curb Width:  | <u>16.43</u> ft. | <u>28 (f/f barrier)</u> ft.         |
| Shoulder Width:      | <u>0</u> ft.     | <u>2</u> ft.                        |
| Under Clearance:     | <u>20.29</u> ft. | <u>23</u> ft.                       |

|   |                                     |                                     |
|---|-------------------------------------|-------------------------------------|
| Will the structure be rehabilitated or replaced as part of the project? | <b>Y</b>                            | <b>N</b>                            |
|   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| If Yes, has an asbestos inspection been completed?                      | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

MED-Mud Lake Road, Creston, BG160.20 - Bridge will be replaced

### MAINTENANCE OF TRAFFIC DURING CONSTRUCTION:

|  |                                     |                                     |
|--|-------------------------------------|-------------------------------------|
|  | <b>Y</b>                            | <b>N</b>                            |
| Is a temporary bridge proposed?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Is a temporary roadway proposed?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Will the project involve the use of a detour or require a ramp closure?                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Provisions will be made for access by local traffic and so posted.                       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Provisions will be made for through-traffic dependent businesses.                        | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Provisions will be made to accommodate any local special events or festivals.            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Will the proposed MOT substantially change the environmental consequences of the action? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Is there substantial controversy associated with the proposed method for MOT?            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Remarks: Temporary traffic impacts during construction for this project will be minor. The temporary maintenance of traffic plan (e.g., detours and traffic management measures) has been developed and coordinated with county representatives. Vehicular and pedestrian traffic will be detoured during the construction of the new structure. URS Corporation - Ohio coordinated with county officials to provide preferred detour routes for maintaining traffic during the construction phase. Once finalized, the maintenance of traffic detour route was communicated at the Public Meeting, which local officials including, police, fire and emergency services were invited to attend. The final detail design for the maintaining of traffic will meet the design specifications with the ODOT Traffic Engineering Manual, ODOT Standard Construction Drawings, and the Ohio Manual of Uniform Traffic Control Devices, including revisions. The detour route will be directly communicated to local officials, including emergency services, and schools prior to the start of construction.

Proposed maintenance of traffic plans are provided in Appendix E.

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|   |
|---|
| <b>ESTIMATED PROJECT COST AND SCHEDULE:</b> |
|---|

|   |  |                  |                  |       |
|---|--|------------------|------------------|-------|
|   | \$ 1,532,100<br>(design/build<br>estimate) | Right-of-Way: \$ | Construction: \$ |       |
| Engineering:                            | _____                                      | _____            | _____            | _____ |
| Anticipated Start Date of Construction: | <u>March 2010 See Appendix F.</u>          |                  |                  |       |

|  |
|--|
| <b>RIGHT OF WAY AND UTILITY INVOLVEMENT:</b> |
|--|

|   |   |      |
|---|---|------|
| Number of parcels to be affected for temporary ROW: | 0 |      |
| Number of parcels to be affected for permanent ROW: | 0 |      |
| Approximate area of temporary right-of-way needed:  | 0 | acre |
| Approximate area of permanent right-of-way needed:  | 0 | acre |

|  |     |                                     |    |                                     |
|--|-----|-------------------------------------|----|-------------------------------------|
| Has Utility Coordination been completed?                                 | Yes | <input type="checkbox"/>            | No | <input checked="" type="checkbox"/> |
| Are large scale transmission facilities located within the project area? | Yes | <input type="checkbox"/>            | No | <input checked="" type="checkbox"/> |
| Are there any private utility easements within the project area?         | Yes | <input checked="" type="checkbox"/> | No | <input type="checkbox"/>            |
| If YES, will it be impacted by the project?                              | Yes | <input checked="" type="checkbox"/> | No | <input type="checkbox"/>            |

|          |   |
|----------|---|
| Remarks: | Utility coordination will be completed throughout the clearance project's duration. All impacted utilities will have the opportunity to review and provide comment on the final design. |
|----------|---|



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**Part II – Identification and Evaluation of Impacts of the Proposed Action**

**SECTION A – ECOLOGICAL RESOURCES**

|   | Presence |    | Impacts |     |
|---|----------|----|---------|-----|
|   | Y        | N* | Y***    | N** |
| <b>Streams, Rivers &amp; Watercourses</b>   |          | X  |         | X   |
| National Scenic River                       |          | X  |         | X   |
| State Wild, Scenic or Recreational River    |          | X  |         | X   |
| Commercial                                  |          | X  |         | X   |
| Non-Commercial                              |          | X  |         | X   |
| OEPA Aquatic Life Use Designation (eg. WWH) |          |    |         |     |

Remarks: ARCADIS has completed ecological assessment of all properties, including stream assessments and wetland delineations where required. Qualitative Habitat Evaluation Index (QHEI) of streams within or proximal to the obstruction's limits of disturbance were completed. When waterways were identified in the project area the design was modified to the extent possible to avoid these resources.

No waterways will be impacted with in-stream work.

|                                   | Presence |    | Impacts |     |
|-----------------------------------|----------|----|---------|-----|
|                                   | Y        | N* | Y***    | N** |
| <b>Other Surface Waters</b>       |          | X  |         | X   |
| Reservoirs                        |          | X  |         | X   |
| Lakes                             |          | X  |         | X   |
| Farm Ponds                        |          | X  |         | X   |
| Detention Basins                  |          | X  |         | X   |
| Storm Water Management Facilities |          | X  |         | X   |
| Other:                            |          |    |         |     |

Remarks: Based on a review of available mapping and a field review conducted by ARCADIS in March and April 2009, no reservoirs, lakes, ponds, basins, storm water management facilities or other surface waters were located within the limits of disturbance for any of the obstructions.

*\* If the resource is not present, the remainder of this subject section will not be completed*  
*\*\* If the resource is present but no impacts are anticipated, the reason why is described under Remarks.*  
*\*\*\* Any impacts, mitigation, and agency coordination are described under Remarks and coordination letters are attached.*

|                 | Presence |       | Impacts |     |
|-----------------|----------|-------|---------|-----|
|                 | Y        | N**** | Y***    | N** |
| <b>Wetlands</b> |          | X     |         | X   |

Total wetland area impacted: 0 acre(s)  
 (If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

|                                      |                                      |
|--------------------------------------|--------------------------------------|
| <b>Non-isolated Wetland</b>          | <b>Isolated Wetland</b>              |
| OEPA Wetland Category: _____         | OEPA Wetland Category: _____         |
| Size of Area Impacted: _____ acre(s) | Size of Area Impacted: _____ acre(s) |

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**Wetlands**

**Documentation**

|   | Y                        | N                                   |
|---|--------------------------|-------------------------------------|
| Wetland Determination   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Wetland Delineation Report  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Individual Wetland Finding  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Improvements that will not result in any wetland impacts are not practicable because avoidance would result in (Mark all that apply and explain): |                          |                                     |
| Substantial adverse impacts to adjacent homes, business or other improved properties;   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Substantially increased project costs;  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Unique engineering, traffic, maintenance, or safety problems;   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Substantial adverse social, economic, or environmental impacts, or  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| The project not meeting the identified needs.   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| USACOE Isolated Waters Determination  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Mitigation Plan   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*Measures to avoid, minimize and mitigate wetland impacts need to be discussed in the remarks section*

Remarks: Wetlands and/or Waters of the United States have been qualitatively and quantitatively assessed in the field to determine location and proximity to the National Gateway track clearance initiative work areas. If wetlands and waterways were identified in the project area the design was modified to the extent possible to avoid these resources. Ohio Rapid Assessment Method for Wetlands version 5.0 and USACE Wetland Determination Forms– North central and Northeast Region were completed for all wetlands within the project areas.

No wetlands were identified within the obstructions LOD. The National Wetland Inventory Map is located in Appendix G.

**Terrestrial Habitat**

Unique or High Quality

| Presence                            |                                     | Impacts                  |                                     |
|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| Y                                   | N****                               | Y***                     | N**                                 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |

Remarks: Coordination was completed with the Ohio Department of Natural Resources, Natural Heritage Index, as well as, site visits by ARCADIS Field Biologists to verify the presence or absence of terrestrial habitat and or protected species.

*\*\* If the resource is present but no impacts are anticipated, describe the reason why in the Remarks section.  
 \*\*\*Any impacts, mitigation and agency coordination are described under Remarks and coordination letters are attached.  
 \*\*\*\*If "no", discuss in the Remarks details how this determination was made.*

**Threatened or Endangered Species**

Within the known range of and federal species?  
 Federal species found in project area?  
 State species found in project area?  
 Is the project in accordance with the Letter of Agreement on Endangered Species Coordination?

| Presence                            |                                     | Impacts                  |                                     |
|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| Y                                   | N****                               | Y***                     | N                                   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |

Remarks: State and Federal threatened and endangered species have been assessed in the project areas. Assessment activities include data collection from existing State (Ohio Natural Heritage Database) and Federal databases; evaluation of potential habitat for species or the presence of species. ODNR's Natural Heritage Database provided records for: plants and animals (state and federal listed species), high quality examples of natural plant communities, geologic features, breeding animal concentrations, and protected natural areas, federal, state, county, local and non-profit areas, as well as, state and national scenic rivers, for a one mile radius around the obstruction, or within the same Township. Indiana bat hibernacula and catch records were searched for a 10 mile radius from each individual obstruction location. Maps of information

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obtained from ODNR's Natural Heritage Database are provided in Appendix H.

Background State and Federal databases listing threatened and endangered species have been reviewed to provide known inventories of protected populations. Field reconnaissance of the National Gateway corridor and specific work areas was completed by ARCADIS Field Biologists to determine if populations of protected species or suitable habitat is present and would possibly be affected by project activities. The undertaking is within the known range of these sensitive species:

Bald Eagle (*Haliaeetus leucocephalus*), is federally listed as a species of concern, lives near large bodies of water. No Bald Eagle nests were identified during site visits.

Clubshell Mussel (*Pleurobema clava*) is federally listed as endangered; this species prefers clean, loose sand and gravel in medium to small rivers and streams. No in-stream work will be completed.

Eastern Massasauga (*Sistrurus catenatus*), is federally listed as a candidate species, prefers wet prairies, and sedge meadows. No suitable habitat was identified.

Indiana bat (*Myotis sodalis*), is federally listed as endangered. Species nest in summer months under loose bark of exfoliating trees or in tree hollows; hibernate in caves during winter months (located in all Ohio counties).

There were no records for any of these species in ODNR's Natural Heritage Database within 1 mile of the obstruction, or within the same Township. There will be no impact to these species or their suitable habitat.

No Natural Heritage Database species or protected habitat was identified within one mile of the obstruction.

During the weeks of September 7, 2009, ARCADIS completed field surveys of locations where there will be tree removal, to determine if potential Indian bat suitable habitat will be removed. This site is outside of the generalized urban area, in the Northeast Management Unit. Based on field observations there are seven trees that will be removed in a residential front yard. None of these trees meet the criteria for potential Indiana bat habitat. One potential roost tree was identified on the north side of the obstruction that will be removed. One Indiana bat record was identified by ODNR approximately seven miles north of the obstruction.

Research results and field forms are provided as Appendix H.

**Agency Coordination \*\*\***

- Ohio Department of Natural Resources (ODNR)
- United States Fish and Wildlife Service (USFWS)
- Ohio Environmental Protection Agency (OEPA)
- United States Army Corps of Engineers (USACE)
- ODNR State Scenic River
- National Park Service (NPS) National Scenic River

| Coordination |   | Approval |   |
|--------------|---|----------|---|
| Y            | N | Y        | N |
| X            |   |          |   |
| X            |   |          |   |
|              | X |          |   |
|              | X |          |   |
|              | X |          |   |
|              | X |          |   |

Remarks: Coordination packages have been provided to the USFWS and ODNR. Several meetings with the OEPA have been completed in order to notify them of the work, as well as, coordinate Storm Water Construction National Pollutant Discharge Elimination System (NPDES) (OHC000003), and Storm Water Pollution Prevention Plan (SWPPP) submittals.

\*If the resource is not present, the remainder of this section will not be completed.  
 \*\*If the resource is present but no impacts are anticipated, the reason why is described under Remarks.  
 \*\*\*Any impacts, mitigation, and agency coordination are described under Remarks and coordination letters are attached.  
 \*\*\*\*If "no", discuss in the Remarks details how this determination was made.

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|                                    |
|------------------------------------|
| <b>SECTION B – OTHER RESOURCES</b> |
|------------------------------------|

|                                 | <u>Presence</u>          |                                     | <u>Impacts</u>           |                          |
|---------------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
|                                 | Y                        | N*                                  | Y                        | N                        |
| <b>Drinking Water Resources</b> |                          |                                     |                          |                          |
| Sole Source Aquifer             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Source Water Protection Area(s) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Public Water System(s)          | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Groundwater Source              | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Surface Water Source            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Residential Well(s)             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Remarks: A review of available OEPA Division of Drinking Water Resource's mapping indicated no drinking water sources are located within the construction limits. There are no community/ non-community wells, surface water protection areas or drinking water reservoirs within the construction limits. Drinking water resource mapping is provided as Appendix I.

|   | Y                                   | N*                                  | Y                                   | N                                   |
|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
|   | <b>Flood Plains</b>                 |                                     |                                     |                                     |
| Longitudinal Encroachment   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Transverse Encroachment   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Is the project located in a regulated floodplain?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Will the proposed project result in an encroachment in the designated floodway?                 | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Will the proposed project result in an increase in the 100-year base flood elevation discharge? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Does the project conform to the local flood plain standard?                                     | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

Remarks: Based on a review of the National Flood Insurance Program Mapping the obstruction is not within the 100-year flood boundary. Floodplain mapping is provided as Appendix J.

|  | Y                                   | N*                                  | Y                        | N                                   |
|--|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
|  | <b>Farmland</b>                     |                                     |                          |                                     |
| Active Agricultural Lands                | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |
| Agricultural District                    | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Project in compliance with ORC 929.05(a) | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| FPPA Project Screening Sheet             | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Farmland Conversion Impact Rating Sheet  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Remarks: Ohio Department of Agriculture (DOA) requires a letter 30 days prior to commencing work if project involves appropriation of greater than 10 acres or 10% of an individual property that is under one ownership, currently used for agricultural production and in an agricultural district. No substantial loss to agricultural production (greater than ten acres or 10% of an individual property) will occur. A copy of the Farmland Protection Policy Act Project Screening Sheet is provided as Appendix K.

*\* If the resource is not present, the remaining boxes for this subject section will not be completed. State how and who made this determination.*

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|                                       |
|---------------------------------------|
| <b>SECTION C – CULTURAL RESOURCES</b> |
|---------------------------------------|

|   | <u>Results of Research</u><br>Eligible and/or Listed<br>Resource Present |                                     | <u>Project Effect</u>  |                          |                                     |
|---|--|-------------------------------------|--|--------------------------|-------------------------------------|
|   | Y  | N                                   | No<br>Historic<br>Properties<br>Affected   | No<br>Adverse<br>Effect  | Adverse<br>Effect                   |
| Prehistoric Archaeology                     | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/>            |
| Historic Archaeology                        | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/>            |
| History/Architecture                        | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/>            |
| NRHP Buildings/Sites                        | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/>            |
| NRHP Districts                              | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/>            |
| NRHP Bridges                                | <input checked="" type="checkbox"/>                                      | <input type="checkbox"/>            | <input type="checkbox"/>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <b>Documentation</b>                        |  |                                     | <b>SHPO / OES / FHWA Approval Dates</b>  |                          |                                     |
| Phase I Short Report                        | <input type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/>   |                          |                                     |
| Phase I Cultural Resources Survey Report    | <input type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/>   |                          |                                     |
| Phase I History/Architecture Survey Report  | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | 08-06-09 OSHPO concurred PH I not warranted  |                          |                                     |
| Phase I Archaeology Survey Report           | <input checked="" type="checkbox"/>                                      | <input type="checkbox"/>            | 08-06-09 OSHPO concurred PH I warranted  |                          |                                     |
| Phase II Cultural Resources Survey Report   | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>   |                          |                                     |
| Phase II History/Architecture Survey Report | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>   |                          |                                     |
| Phase II Archaeology Survey Report          | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>   |                          |                                     |
| Phase III Archaeology Data Recovery         | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>   |                          |                                     |
| Documentation for Consultation / MOA        | <input checked="" type="checkbox"/>                                      | <input type="checkbox"/>            | 08-06-09 OSHPO concurred MOA required/ACHP 08-25-09 Determined participation not warranted |                          |                                     |
| HABS / HAER Documentation                   | <input checked="" type="checkbox"/>                                      | <input type="checkbox"/>            | <input type="checkbox"/>   |                          |                                     |

Remarks: The majority of the work associated with the area of potential effects is limited to existing transportation ROW and does not have the potential to affect historic properties. Below is a summary of Section 106 consultation to date associated with the CSXT National Gateway Improvements within the State of Ohio. The results of the previous consultation will be utilized to evaluate the affect of the six funded undertakings

- On August 3, 2009, a formal submission was made to the Ohio State Historic Preservation Office (OSHP) by the Federal Highway Administration (FHWA), with the ODOT as their agent. The submission documented the results of preliminary cultural resource investigations. As a result and in accordance with 36 CFR § 800.5(a), the OSHP concurred the proposed removal of seven bridges, eligible for inclusion on the NRHP, would constitute an “adverse effect”.
- On August 6, 2009, in accordance with 36 CFR § 800.6, FHWA, with ODOT-Office of Environmental Services (OES) as their agent, notified the Advisory Council on Historic Preservation, the COUNCIL as defined in 36 CFR § 800.16(g), of the “adverse effect” of the undertaking due to the proposed removal of bridges eligible for inclusion on the NRHP.
- On August 10, 2009, ODOT-OES sent a formal invitation and the “CSX-National Gateway Corridor Improvements PID: 85697, Application to be Considered a Section 106 Consulting party for Historic Property Impacts”, to potential Section 106 Consulting Parties. The invitation included a copy of the August 6, 2009 OSHP determination and notification of the August 19, 2009 open- house to be held at the Northeast Ohio University College of Medicine and Pharmacy located in Rootstown, Ohio. No responses have been received to date.
- On August 25, 2009, the COUNCIL, formally notified ODOT-OES that their participation in Section 106 consultation was not warranted.
- Limits of disturbance were updated at the end of August, 2009; plans available at that time showed minor new right-of-way would be required at five locations within Ashland, Medina, Portage, and



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Trumbull Counties: ASD-TR391-175.70; MED-River Corners Road-169.70; POR-Knapp Road-107.10; POR-Rock Springs Road-105.40; TRU-Fifth Street-85.70. Subsequently, additional field and literature reviews were conducted.

- On September 24, 2009, ODOT received a management summary for the archaeological investigations carried out by Gray & Pape, Inc. This summary, titled *Phase I Archaeological Survey for the CSX-National Gateway Corridor Improvements in Ashland, Medina, and Portage Counties, Ohio (PID 85697)* (2009) recommended that no further work was necessary at the ASD-TR391-175.70; MED-River Corners Road-169.70; POR-Knapp Road-107.10; and POR-Rock Springs Road locations based on the limits of disturbance at those locations at that time.
- In the September 29, 2009 submission to the OSHPO, titled *Compliance of Section 106 of the National Historic Preservation Act of 1966 (NHPA)*, ODOT determined that the appropriate finding for the undertaking, in accordance with 36 CFR § 800.5(a), was an "adverse effect." The OSHPO concurred with this finding on October 5, 2009.
- On October 6, 2009, updated plans were again received by ODOT-OES. A joint field review was conducted with members of the ODOT-OES cultural resource staff and the OSHPO on October 9, 2009. The field review was initiated to determine the level of cultural resources investigations warranted for areas of new right-of-way and areas where the area of potential effect was expanded. Consultation in regard to the results of these investigations was not initiated due to the pending receipt of additional modifications (received October 28, 2009).
- On October 13, 2009, a Section 106 consultation meeting was held with agency officials and consulting parties to discuss the draft Memorandum of Agreement documenting proposed measures to mitigate the "adverse effect" of the undertaking.
- Updated plans were received by ODOT-OES on October 28, 2009.
- On November 3, 2009, the draft Memorandum of Agreement was circulated to the Federal Highway Administration-Ohio Division, the Ohio Rail Development Commission, and the OSHPO by ODOT for final review based on the results of additional consultation.
- On November 11, 2009, the undertaking was revised and broken into six undertakings due to available funding. Revised Section 106 consultation was initiated.
- On November 12, 2009, a formal submission was made to the OSHPO by the FHWA, with the ODOT as their agent. The submission documented the individual project, as well as, a revised Memorandum of Agreement. The letter requested concurrence that, a finding of "adverse effect" due to the removal of the MED-Mud Lake Road bridge (BG 160.20) (SFN 5238714), eligible for inclusion on the NRHP, is applicable to the undertaking. No known significant cultural resources will be affected by the undertaking with the exclusion of the bridge. A Memorandum of Agreement, documenting the agreed upon mitigation to resolve the "adverse effect", will be executed and stipulations fulfilled. Additional consultation will be required if the property located at 6520 Mud Lake Road (MED-288-16) will be impacted by the undertaking. Consultation will be initiated as warranted.
- On November 24, 2009, a second Section 106 consultation meeting was held with agency officials and consulting parties to discuss the Memorandum of Agreement documenting proposed measures to mitigate the "adverse effect" of the undertaking for the individual project.

On November 30, 2009, FHWA, with ODOT-OES as their agent, notified the ACHP, of the "adverse effect" of the undertaking due to the proposed removal of the bridge eligible for inclusion on the NRHP. The submission documented the individual project, as well as, the revised Memorandum of Agreement.

Additional consultation will be required if the property located at 6520 Mud Lake Road (MED-288-16) will be impacted by the undertaking. Consultation will be initiated if necessary. Consultation will be completed prior to construction in accordance with Section J of this document.

Refer to Appendix L for copies of the agency correspondence documenting the Section 106 process.

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### SECTION D – SECTION 4(F) RESOURCES

|  | <u>Presence</u> |       | <u>Impacts</u> |     | <u>FHWA / OES<br/>approval dates</u> |
|--|-----------------|-------|----------------|-----|--------------------------------------|
|  | Y               | N**** | Y***           | N** |                                      |
| <b>Parks &amp; Other Recreational Land</b>           |                 | X     |                |     |                                      |
| Publicly owned park                                  |                 | X     |                | X   |                                      |
| Publicly owned recreation area                       |                 | X     |                | X   |                                      |
| National Wild & Scenic River                         |                 | X     |                | X   |                                      |
| Section 4(f) Determination of No-Use                 |                 | X     |                |     |                                      |
| Programmatic Section 4(f) Evaluation                 |                 | X     |                |     |                                      |
| Individual Section 4(f)                              |                 | X     |                |     |                                      |
| Section 6(f) involvement                             |                 | X     |                |     |                                      |
| Other (school, state/national forest, bikeway, etc.) |                 | X     |                |     |                                      |

|   | <u>Presence</u> |       | <u>Impacts</u> |     | <u>FHWA / OES<br/>approval dates</u> |
|---|-----------------|-------|----------------|-----|--------------------------------------|
|   | Y               | N**** | Y***           | N** |                                      |
| <b>Natural &amp; Wildlife &amp; Waterfowl Refuges</b> |                 |       |                |     |                                      |
| Federal   |                 | X     |                |     |                                      |
| National Wildlife Refuge                              |                 | X     |                | X   |                                      |
| National Natural Landmark                             |                 | X     |                | X   |                                      |
| State   |                 |       |                |     |                                      |
| State Wildlife Area                                   |                 | X     |                | X   |                                      |
| State Natural Preserve                                |                 | X     |                | X   |                                      |
| Section 4(f) Determination of No-Use                  |                 | X     |                |     |                                      |
| Programmatic Section 4(f)                             |                 | X     |                |     |                                      |
| Individual Section 4(f) Evaluation                    |                 | X     |                |     |                                      |
| Section 6(f) involvement                              |                 | X     |                |     |                                      |

|   | Y                               | N** | Y*** | N** | <u>FHWA / OES<br/>approval dates</u> |
|---|---------------------------------|-----|------|-----|--------------------------------------|
|   | <b>Cultural Resources Areas</b> |     |      |     |                                      |
| Sites eligible and/or listed for the NRHP | X                               |     | X    |     |                                      |
| Section 4(f) Determination of No-Use      |                                 | X   |      |     |                                      |
| Programmatic Section 4(f)                 | X                               |     |      |     |                                      |
| Individual Section 4(f) Evaluation        |                                 | X   |      |     |                                      |

Remarks: A qualitative evaluation of the NRHP eligible bridge was completed using *Guidelines for Historic Bridge Rehabilitation and Replacement* (American Association of State Highway and Transportation Officials 2007) to determine if the current structures could be modified to meet National Gateway Initiative clearance project's objective.

ODOT, in cooperation with FHWA prepared the Programmatic Section 4(f) Nationwide Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges for the project. FHWA approved it on December 9, 2009.

The Programmatic Section 4(f) evaluation was applied to the project which meets the following criteria:

1. The Mud Lake Road Bridge will be replaced with federal funds.
2. The project will require the use of a historic bridge structure which is eligible for listing in the National Register of Historic Places based on coordination with the Ohio Historic Preservation Office.
3. The Ohio Department of Transportation/Ohio Rail Development Commission determined that the facts of the project match those set forth in the sections of this document labeled Alternatives, Findings, and Measures to Minimize Harm.
4. A Memorandum of Agreement among the Federal Highway Administration, the Ohio State Historic Preservation Officer, ODOT, and ORDC has been executed pursuant to Section 106 of the National Historic Preservation Act. The Agreement was executed on December 9, 2009.

Based upon the above considerations, there is no feasible and prudent alternative to the use of the Mud Lake Road Bridge and the proposed action includes all possible planning to minimize harm to the Mud Lake Road Bridge resulting from such use.

\*\* If the resource is present but no impacts are anticipated, the reason why is described under Remarks.

\*\*\* Any impacts, mitigation and agency coordination are described under Remarks and coordination letters are attached.

\*\*\*\*If "No", discuss in the remarks section details about how this determination was made.

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|  |
|--|
| <b>SECTION E – AIR QUALITY &amp; NOISE</b> |
|--|

|   |                          |                                     |
|---|--------------------------|-------------------------------------|
|   | <b>Y</b>                 | <b>N</b>                            |
| Will the project move the travel lanes closer to sensitive land uses? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Air Quality**

|  |                                     |                          |
|--|-------------------------------------|--------------------------|
|  | <b>Y</b>                            | <b>N</b>                 |
| <b>Conformity Status of the Project</b>                              | <input type="checkbox"/>            | <input type="checkbox"/> |
| Is the project in an air quality non-attainment or maintenance area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Criteria pollutant in non-attainment or maintenance                  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

PM 2.5 X PM 10        Ozone X CO X

|   |                                     |                                     |
|---|-------------------------------------|-------------------------------------|
|   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Is this project in the STIP?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Is this project in the most current MPO air quality conforming TIP?           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| If NO, is this project exempt from conformity analysis?                       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Is a project-level PM 2.5 conformity determination required for this project? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| If YES, has FHWA issued a conformity determination?                           | <input type="checkbox"/>            | <input type="checkbox"/>            |

**Project-Level Analysis and Impacts**

|  |                          |                                     |
|--|--------------------------|-------------------------------------|
|  | <b>Y</b>                 | <b>N</b>                            |
| Has the project scope changed substantially since the conformity analysis? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| If YES, will this change require a reevaluation of the MPO TIP conformity? | <input type="checkbox"/> | <input type="checkbox"/>            |
| Is a PM 2.5 hotspot analysis required for this project?                    | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Is an air toxics (MSAT) analysis required for this project?                | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Type of Analysis: Qualitative        Quantitative       

Remarks: The environmental effects to air quality from air pollutants generated both directly and indirectly by project activities were assessed. Assessment evaluated current air quality and regulatory requirements in the project's region; criteria air pollutant emissions generated from activities conducted in conjunction with the project; and the potential effect on ambient air quality.

New capacity, routes or alignments are not part of the National Gateway Initiative clearance projects; air analysis is not required. The National Gateway Initiative will improve track clearance to accommodate double-stack freight trains. This project has been designed to improve freight movement efficiencies. Completion will allow more freight to be moved on any given train. On a per ton-mile basis, railroads emit one-tenth the hydrocarbons and diesel particulates as trucks, and one-third the oxides of nitrogen and carbon. Moving freight by double-stack trains instead of trucks benefits air quality by significantly reducing greenhouse gas emissions.

Based on the scope of work no modeling or a conformity analysis for-Mobil Source Air Toxics, carbon monoxide, ozone, particulate matter, nitrous oxide, and carbon dioxide are required. The clearance projects do not move traffic closer to receptors and is capacity neutral (train or vehicular). The constructed project will not result in an increase in the ADT of more than 10,000 vehicles within 10 years of project completion date. Also, the project does not involve a new project ROW that will have an ADT of more than 20,000 vehicles within 10 years of construction. Therefore, this project is exempt from project level conformity analysis for Carbon Monoxide (CO) per the ODOT/OEPA Air Quality Agreement. Because this project is listed in the STIP/TIP, Ozone is addressed. Because this project does not add capacity, add a new interchange, or involve a new road on new alignment, no MSAT analysis is required. This project is exempt from PM2.5 analysis under 40CFR93.126 under "Reconstructing bridges (no additional travel lanes)" and "Rehabilitation or reconstruction of track structures, track, and track bed in existing ROW."

**Noise**

|   |                          |                                     |
|---|--------------------------|-------------------------------------|
|   | <b>Y</b>                 | <b>N</b>                            |
| Is a noise analysis required in accordance with FHWA regulations and ODOT's statewide noise abatement policy? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| If YES, is a design year noise impact predicted?  | <input type="checkbox"/> | <input type="checkbox"/>            |
| If YES, have all noise attenuation measures been considered, consistent with the policy?                      | <input type="checkbox"/> | <input type="checkbox"/>            |
| If NO, explain why not: <u>See below</u>  | <input type="checkbox"/> | <input type="checkbox"/>            |
| Is noise attenuation found to be reasonable and feasible?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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Remarks: The proposed National Gateway Initiative clearance project does not include: new track on new track location; significant alterations to track alignment; increased train volumes or changes in vehicle speed. The project will not cause an increase in traffic noise levels because it will not cause an increase in the number of trains, will not provide additional rail routes, will not change the design speed of the train and will not substantially change the shielding affects of the surrounding area. This project is deemed unrelated to increased rail traffic noise. The clearance projects do not move traffic closer to receptors and is capacity neutral (train or vehicular). Completion of the project will allow more freight to be moved on any given train.

No grade increases over 10-feet is required, no noise analysis or noise mitigation is required.

### SECTION F – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

|  | Y                                   | N                                   |
|--|-------------------------------------|-------------------------------------|
| Will the proposed action comply with the local/regional development patterns for the area?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Will the proposed action result in substantial impacts to community cohesion?                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Will the proposed action result in substantial impacts to local tax base or property values? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Remarks: The preferred alternative will benefit the community by allowing buses, and EMS vehicles to use the bridge.

This project was added via amendment dated April 21, 2009, to the Northeast Ohio Areawide Coordinating Agency's Transportation Improvement Plan.

|  | Y                        | N                                   |
|--|--------------------------|-------------------------------------|
| Will the proposed action result in reasonably foreseeable secondary or cumulative impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Remarks: There are no foreseeable secondary impacts associated with this bridge replacement.

**Public Facilities & Services**

|  | Y                        | N                                   |
|--|--------------------------|-------------------------------------|
| Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation or pedestrian and bicycle facilities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Remarks: Replacing the bridge will improve EMS service in the area. A MOT plan is required and will be communicated to the traveling public through a press release. The MOT plan will be directly communicated to local officials including EMS services, and schools.

**Environmental Justice** (Presidential Executive Order 12898)

|  | Y                        | N                                   |
|--|--------------------------|-------------------------------------|
| During public involvement activities, were Environmental Justice issues raised?          | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Are any Environmental Justice populations located within the project area?               | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will the project result in adversely high or disproportionate impacts to the population? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Remarks: According to the 2000 United States Census, the project limits are located within Census Tract 4120. Of the 4,172 people in the Census Tract, 1.0% are minorities and 2.7% live below poverty level. By comparison, the Village of Creston has 0.4% minorities and 4.9% living below poverty level, and Medina County as a whole has 2.0% minorities and 3.5% living below poverty level.

The project will not have any disproportionately high or adverse human health or environmental effects on minority and low-income populations. No environmental justice issues were raised during the public involvement activities conducted for this project.

United States Census information for the obstructions is provided as Appendix M.

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**Displacement of People, Businesses or Farms:**

Will the proposed action displace people, businesses or farms?

|                          |                                     |
|--------------------------|-------------------------------------|
| Y                        | N                                   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Number of displacements:      Residences: 0    Businesses: 0    Farms: 0    Institutions: 0

Remarks: Land acquisition is not necessary. There will be no displaced residents, farms or businesses.

**SECTION G – PUBLIC INVOLVEMENT**

Per ORC 5511.01 and 23 CFR 771.111 (h)(2)(i) and (ii), every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Discuss what public involvement activities (letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Were you inclusive of minority and low income people in your public involvement activities?    **Yes\***     **No**   
*\* If YES, explain below.*

An informational letter introducing the ODOT District 3 projects was sent on August 24, 2009, which includes the Mud Lake Road project. A media advisory was submitted to 19 print and 14 television contacts in the area. 240 notification letters were sent to local property owners, residents, interested parties, local, County, State, and federal officials. This letter notified the recipient of the projects, as well as, solicited feedback for interesting consulting parties under Section 106. One letter from the Medina County Commissioners and County Engineer with comments for the project was received. The design team has had subsequent meetings with the Medina County Engineer and County Commissioners to discuss and remedy their concerns.

A public meeting occurred October 15, 2009, for the MED-Mud Lake Road, Creston, BG160.20, Bridge Replacement. The meeting was scheduled at the Westfield Township meeting. Ten residents attended, as well as, the County Engineer, Auditor, and an ODOT District 3 representative. CSXT introduced the project and answered community questions. Westfield Township Trustees stated they were in favor of the project, and would sign a resolution in favor of the bridge replacement. CSXT has communicated with the local media to address their questions.

See Appendix N for examples of the notification letters, public officials and interested parties who received the notification, media advisory information, meeting, minutes and media articles.

**Public Controversy on Environmental Grounds**

Will the project involve substantial controversy concerning community and/or natural resource impacts?

|                          |                                     |
|--------------------------|-------------------------------------|
| Y                        | N                                   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Remarks: No substantial concerns regarding community and/or natural resource impacts were raised as a result of the public involvement. Comments and questions raised during the public involvement activities were responded to accordingly by CSXT. Public input led to a review of project alternatives and changed the proposed alternative for some obstructions.

The public is in support of the proposed improvements.

**SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

Documentation

Environmental Site Assessment Screening / Checklist  
 Phase I Environmental Site Assessment  
 Phase II Environmental Site Assessment  
 Design for Remediation

| Y | N |
|---|---|
| X |   |
|   | X |
|   | X |
|   | X |

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Remarks: An Environmental Site Assessment (ESA) Screening Report was prepared for the project area by ARCADIS in October 2009 for ODOT. The project area consists of residential and agricultural land. Based on the review of the report, no sites were identified as warranting further environmental site assessment or special material management. A copy of the November 12, 2009 interoffice correspondence concerning the ESA Screening is included in Appendix O.

**SECTION I – PERMITS CHECKLIST**

|  | <u>Required</u>                     | <u>Not Required</u>                 | <u>Complete</u>          |                          |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
|  |                                     |                                     | Y                        | N                        |
| <b>OES Permit Determination (PD)</b>                 |                                     |                                     | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Army Corps of Engineers (404/Section10 Permit</b> |                                     |                                     |                          |                          |
| Individual (IP)                                      | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                          |
| Nationwide (NWP)                                     | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                          |
| Pre-Construction Notification (PCN)                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                          |
| <b>OEPA</b>  |                                     |                                     |                          |                          |
| Level 1 Review – General Isolated Wetland Permit     | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                          |
| Level 2 Review – Individual Isolated Wetland Permit  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                          |
| Level 3 Review – Individual Isolated Wetland Permit  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                          |
| 401 Water Quality Certification (WQC)                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                          |
| NPDES Construction Storm Water Permit                | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |                          |                          |
| <b>US Coast Guard Section 9 Bridge Permit</b>        | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                          |
| <b>Wetland and/or Stream Mitigation</b>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                          |
| <b>Flood Plain Permit</b>                            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                          |

Remarks: No waterway permits are required.

**SECTION J – ENVIRONMENTAL COMMITMENTS MADE & RESOURCES TO BE AVOIDED**

1. A MOA will be completed with the OSHPO, ODOT, FHWA, and consulting parties for mitigation of the NRHP eligible bridge. All stipulations agreed upon in the MOA will be followed.
2. Additional Section 106 consultation will be required if the property located at 6520 Mud Lake Road (MED-288-16) will be impacted by the undertaking. Consultation will be initiated as warranted.
3. Any unavoidable cutting of trees with suitable roosting and broad-rearing habitat for the Indiana bat (living or standing dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches, or cavities) will be performed only before April 1 or after September 30 when the species would not be using such habitats.
4. Coordination, as prescribed by the Fish and Wildlife Coordination Act (16 USC 661-667e), with the USFWS and the ODNR has been initiated for this project. Any comments by USFWS and/or ODNR to the coordination will be implemented and followed prior to and during construction.
5. If potential Indiana bat Maternity Roost trees are impacted then Indiana bat habitat mitigation will be completed.
6. All conditions and terms associated with the National Pollutant Discharge Elimination System construction storm water general permit, verified by the OEPA, will be included with the contract plans for adherence during construction.
7. A Storm Water Pollution Prevention Plan will be implemented during construction to reduce the potential for erosion and sediment run-off during construction activities. Best management practices for erosion control during construction will be implemented at all sewer outlets to minimize pollutants entering waterways.
8. The contractor shall follow Best Management Practices.
9. Press releases will be issued to inform the public, schools and public transportation service of the project, detours, lane closures, and sidewalk closures. The local police, fire, and emergency services will be notified directly.

# Ohio Department of Transportation

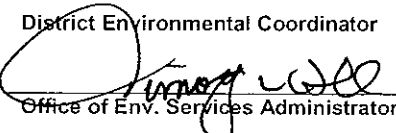
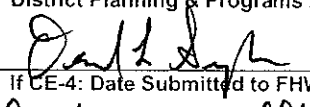
County MED Route TR 116 Section A-0.76 PID 87315 SJN 437951

**SECTION K - CONCURRENCE**

It is hereby determined that the subject project meets the criteria for CE in accordance with the *Programmatic Categorical Exclusion Agreement* between ODOT and FHWA. This action does not: induce significant impacts to planned growth or land use for the area; require relocation of significant numbers of people; have significant impact on any natural, cultural, recreational, historic, or other resource; involve significant air, noise, or water quality impacts; have significant impacts on travel patterns; or otherwise, either individually or cumulatively, have any significant impacts and do not require the preparation of an Environmental Assessment or an Environmental Impact Statement.

As supported by information contained in this Categorical Exclusion Document, this project qualifies for a CE Level 1, Item Number 1, in accordance with the *Programmatic Categorical Exclusion Agreement* between ODOT and FHWA dated

|  |                  |
|--|------------------|
| Hadley M. Stamm ARCADIS U.S., Inc.       | December 8, 2009 |
| <b>Name of Preparer and Organization</b> | <b>Date</b>      |

|  |          |   |          |
|--|----------|---|----------|
| District Environmental Coordinator   | Date     | District Planning & Programs Administrator  | Date     |
| <br>Office of Env. Services Administrator | 12/10/09 | <br>If CE-4: Date Submitted to FHWA<br>for Laura S. Heffler<br>Division Administrator | 12/10/09 |

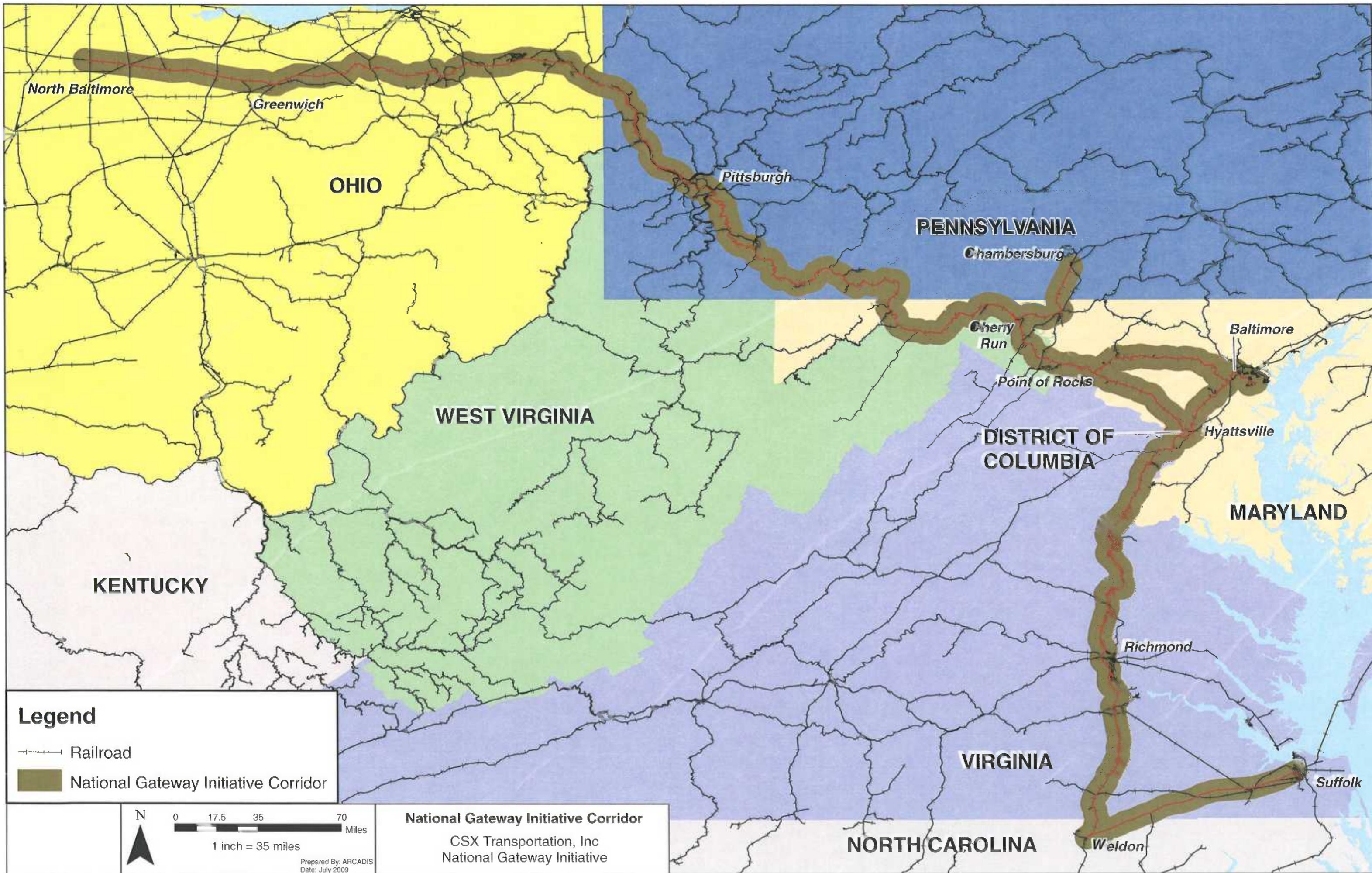
Form version: 11/16/044

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**Appendix A**

Corridor and Topographic Map





**Legend**

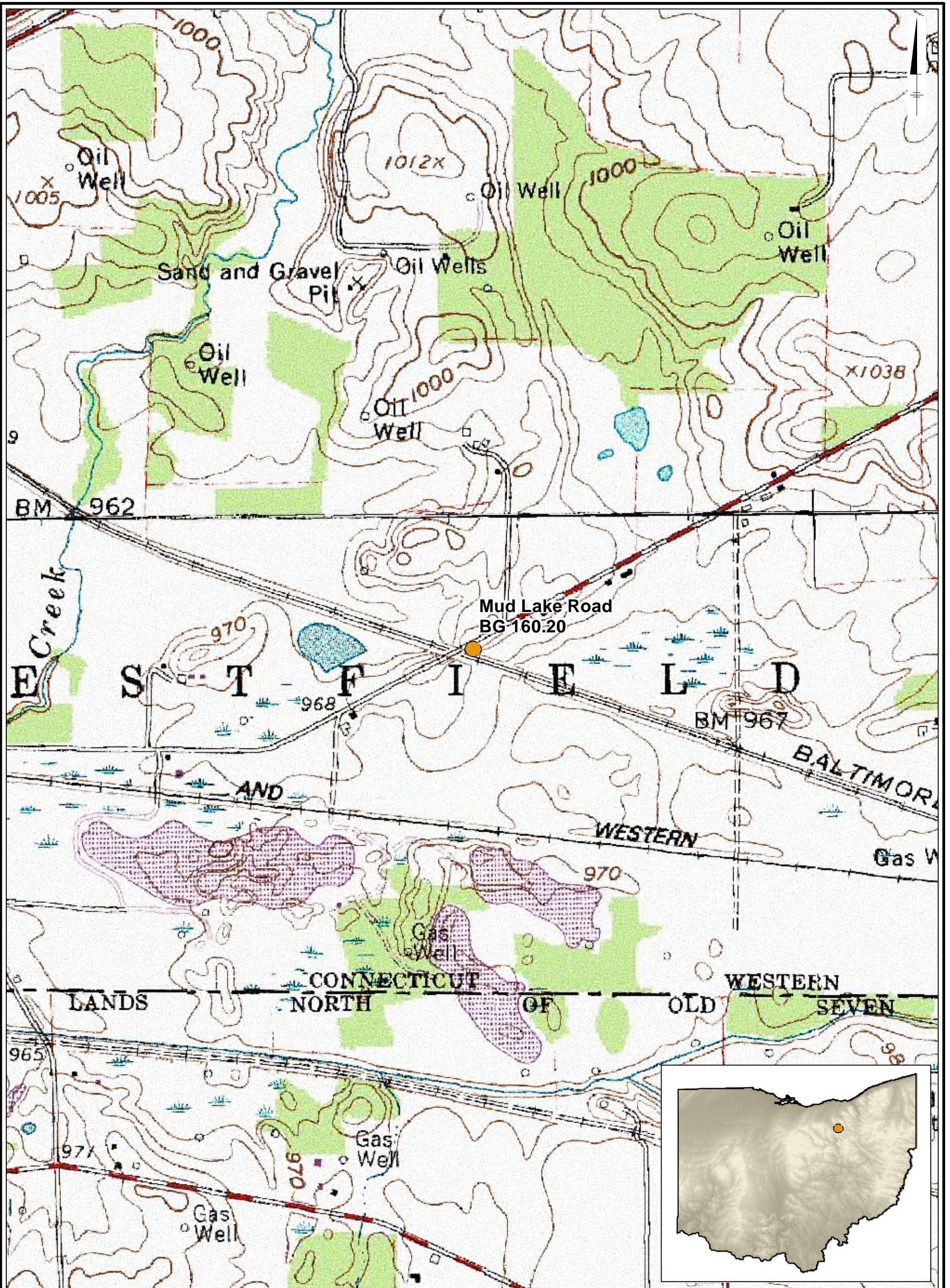
-  Railroad
-  National Gateway Initiative Corridor

N  
 0 17.5 35 70 Miles  
 1 inch = 35 miles  
 Prepared By: ARCADIS  
 Date: July 2009

**National Gateway Initiative Corridor**  
 CSX Transportation, Inc  
 National Gateway Initiative

**NORTH CAROLINA**





**LEGEND**

 OBSTRUCTION LOCATION



DATA SOURCES:  
 TOPOGRAPHIC IMAGE - USGS  
 QUADRANGLE NAME: CRESTON

CSX TRANSPORTATION  
**NATIONAL GATEWAY**

MUD LAKE ROAD  
 CRESTON, OHIO  
 REPLACE EXISTING BRIDGE



MILEPOST  
 BG  
 160.20



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**Appendix B**

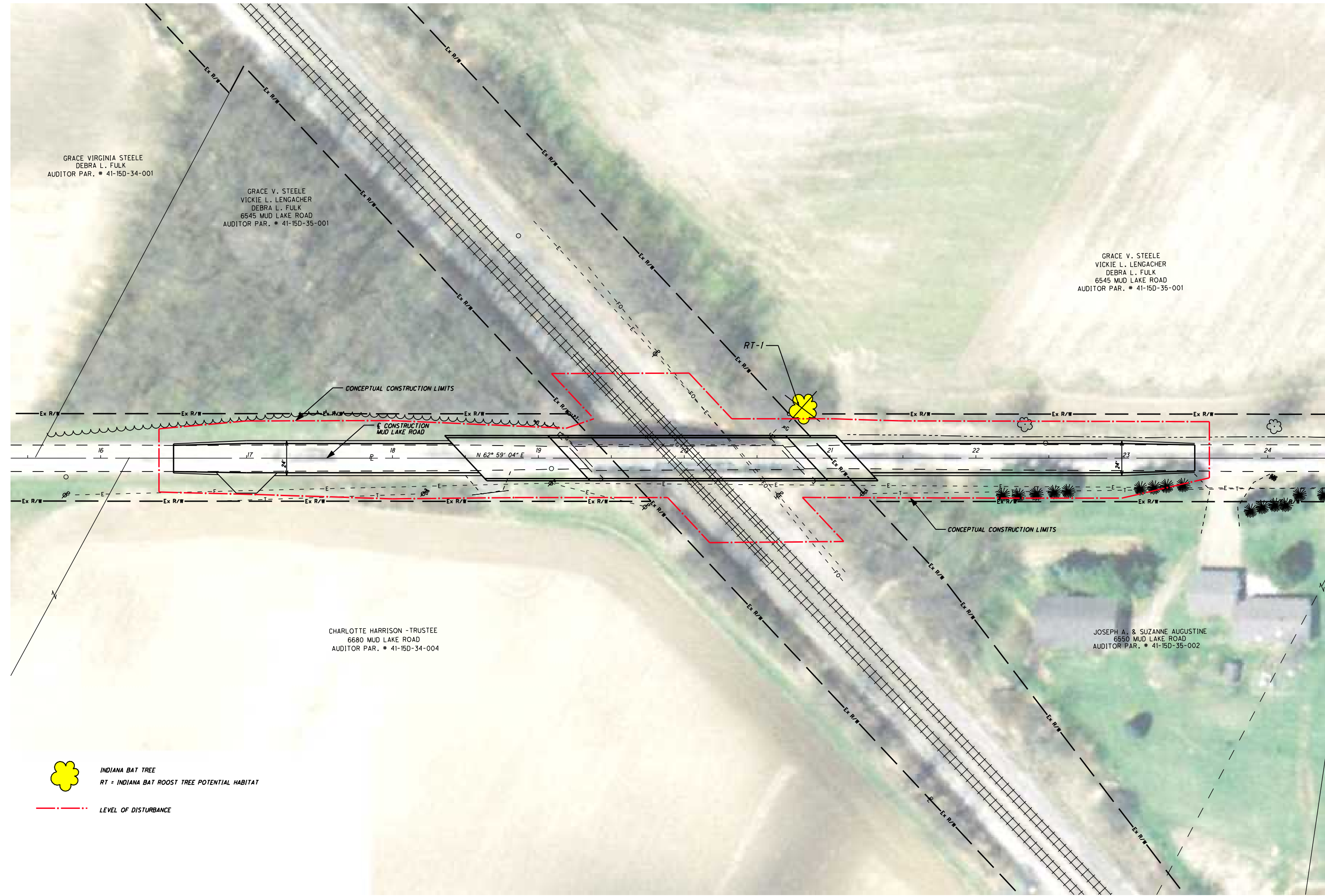
Limits of Disturbance

CALCULATED FR  
 CHECKED TB

0 30 60  
 HORIZONTAL  
 SCALE IN FEET

LIMITS OF DISTURBANCE - 10% DESIGN PLANS  
 BG 160.20 - MUD LAKE ROAD

CSX NATIONAL GATEWAY  
 OHIO BRIDGES




GRACE VIRGINIA STEELE  
 DEBRA L. FULK  
 AUDITOR PAR. # 41-15D-34-001


GRACE V. STEELE  
 VICKIE L. LENGACHER  
 DEBRA L. FULK  
 6545 MUD LAKE ROAD  
 AUDITOR PAR. # 41-15D-35-001

GRACE V. STEELE  
 VICKIE L. LENGACHER  
 DEBRA L. FULK  
 6545 MUD LAKE ROAD  
 AUDITOR PAR. # 41-15D-35-001

CHARLOTTE HARRISON - TRUSTEE  
 6680 MUD LAKE ROAD  
 AUDITOR PAR. # 41-15D-34-004

JOSEPH A. & SUZANNE AUGUSTINE  
 6550 MUD LAKE ROAD  
 AUDITOR PAR. # 41-15D-35-002

 INDIANA BAT TREE  
 RT = INDIANA BAT ROOST TREE POTENTIAL HABITAT

 LEVEL OF DISTURBANCE

November 5, 2009

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**Appendix C**

10% Plans

**PRELIMINARY  
PLANS**

# CSX NATIONAL GATEWAY

## BG 160.20 MUD LAKE ROAD CRESTON, OH

LEGEND

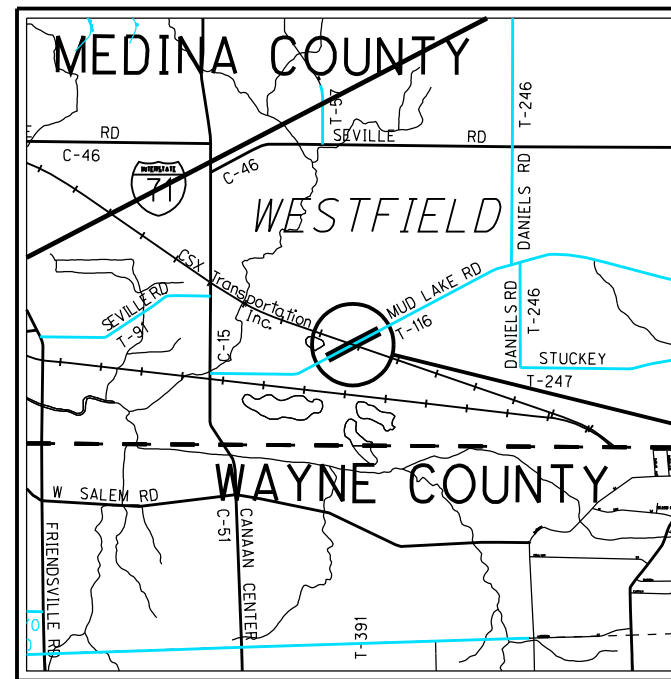
|                         |       |             |
|-------------------------|-------|-------------|
| PORTION TO BE IMPROVED  | ----- | =====       |
| INTERSTATE HIGHWAY      | ----- | =====       |
| STATE & FEDERAL ROUTES  | ----- | =====       |
| COUNTY & TOWNSHIP ROADS | ----- | =====       |
| OTHER ROADS             | ----- | =====       |
| EXISTING TRACK          | ----- | -----+----- |

DESIGN DESIGNATION

|                                  |       |                                     |
|----------------------------------|-------|-------------------------------------|
| CURRENT ADT (2010)               | ----- | 280                                 |
| DESIGN ADT (2030)                | ----- | 310                                 |
| DESIGN HOURLY VOLUME (2030)      | ----- | 45                                  |
| D                                | ----- | 60%                                 |
| T24                              | ----- | 3%                                  |
| DESIGN SPEED                     | ----- | 40-MPH                              |
| LEGAL SPEED                      | ----- | 55-MPH                              |
| DESIGN FUNCTIONAL CLASSIFICATION | ----- | RURAL VERY LOW<br>VOLUME LOCAL ROAD |

INDEX OF SHEETS:

|                                |     |
|--------------------------------|-----|
| TITLE SHEET                    | 1   |
| TYPICAL SECTIONS               | 2   |
| MUD LAKE ROAD PLAN AND PROFILE | 3-4 |



LOCATION MAP  
NOT TO SCALE

MUD LAKE ROAD BRIDGE

**UNDERGROUND UTILITIES**

CONTACT BOTH SERVICES  
CALL TWO WORKING DAYS  
**BEFORE YOU DIG**

CALL  
**1-800-362-2764**  
(TOLL FREE)  
OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE  
SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:



AKRON CLEVELAND COLUMBUS  
564 WHITE POND DRIVE  
AKRON, OHIO 44320-1100  
(330) 836-9111

November 12, 2009

FEDERAL PROJECT NO.

PID NO.  
**87315**

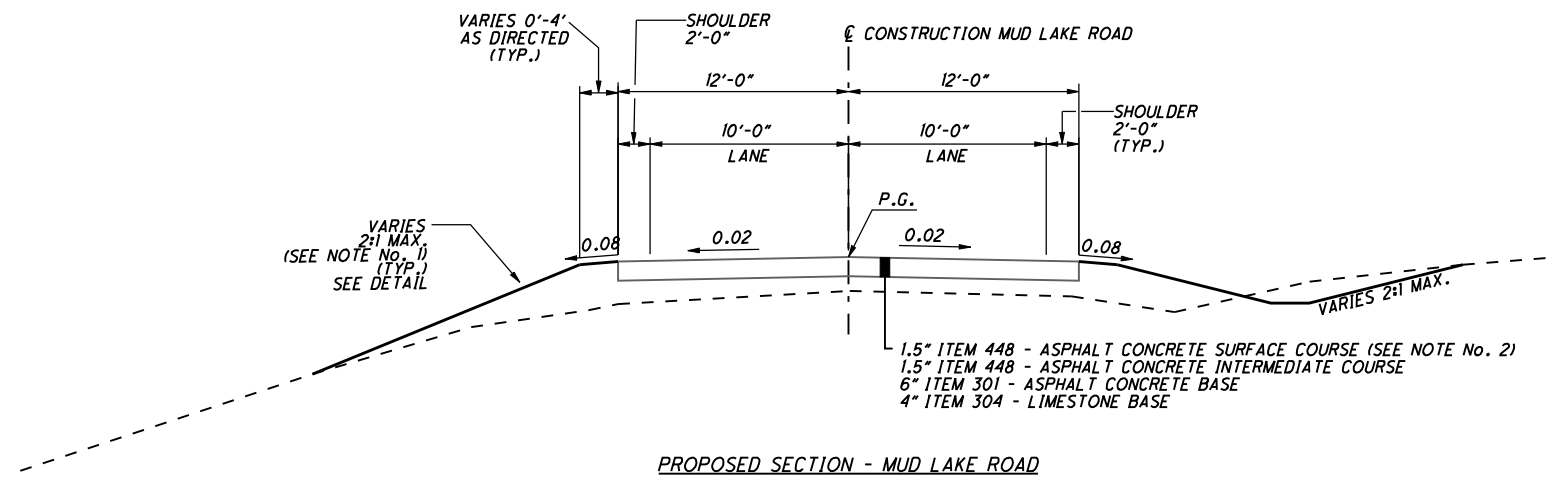
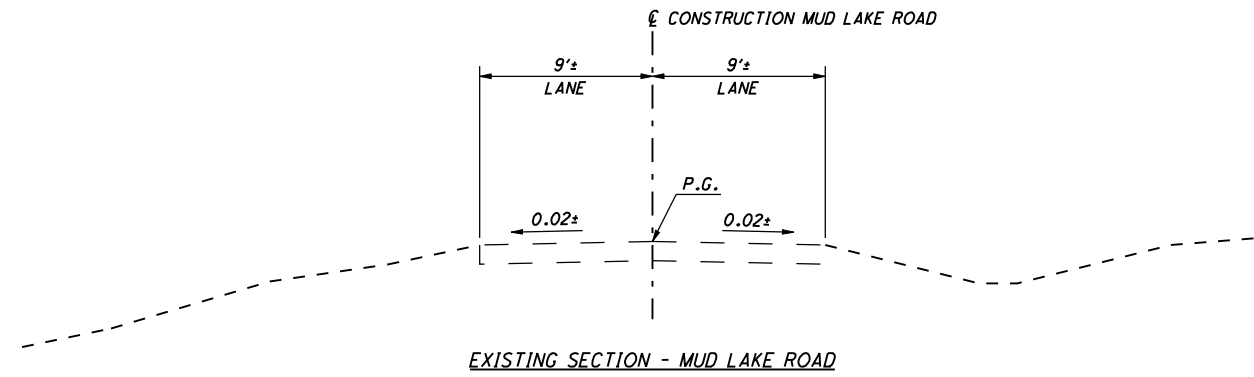
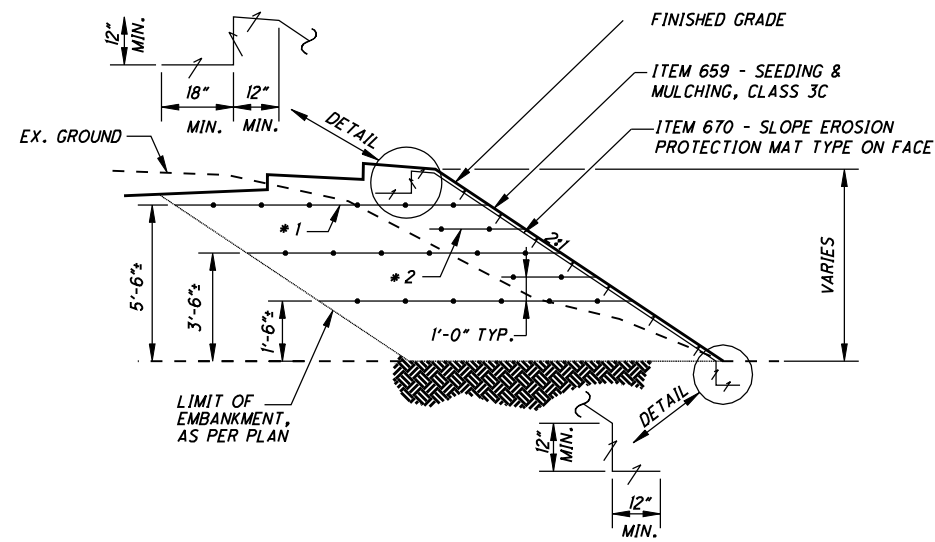
CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT  
**CSX TRANSPORTATION**

**CSX NATIONAL GATEWAY  
OHIO BRIDGES**

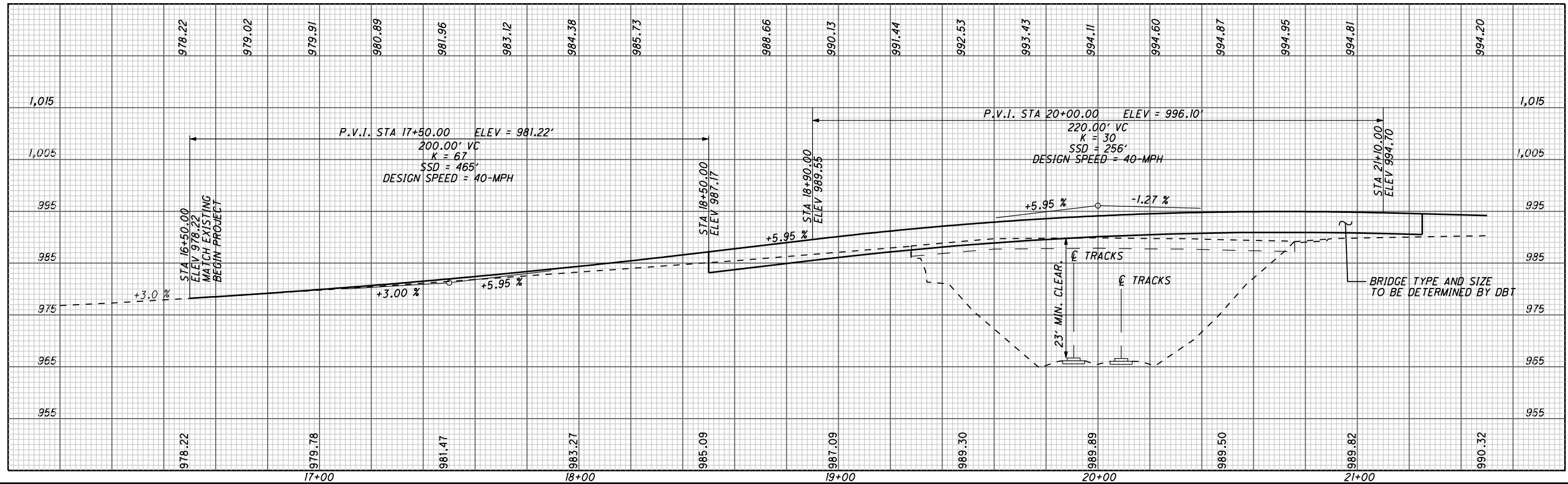
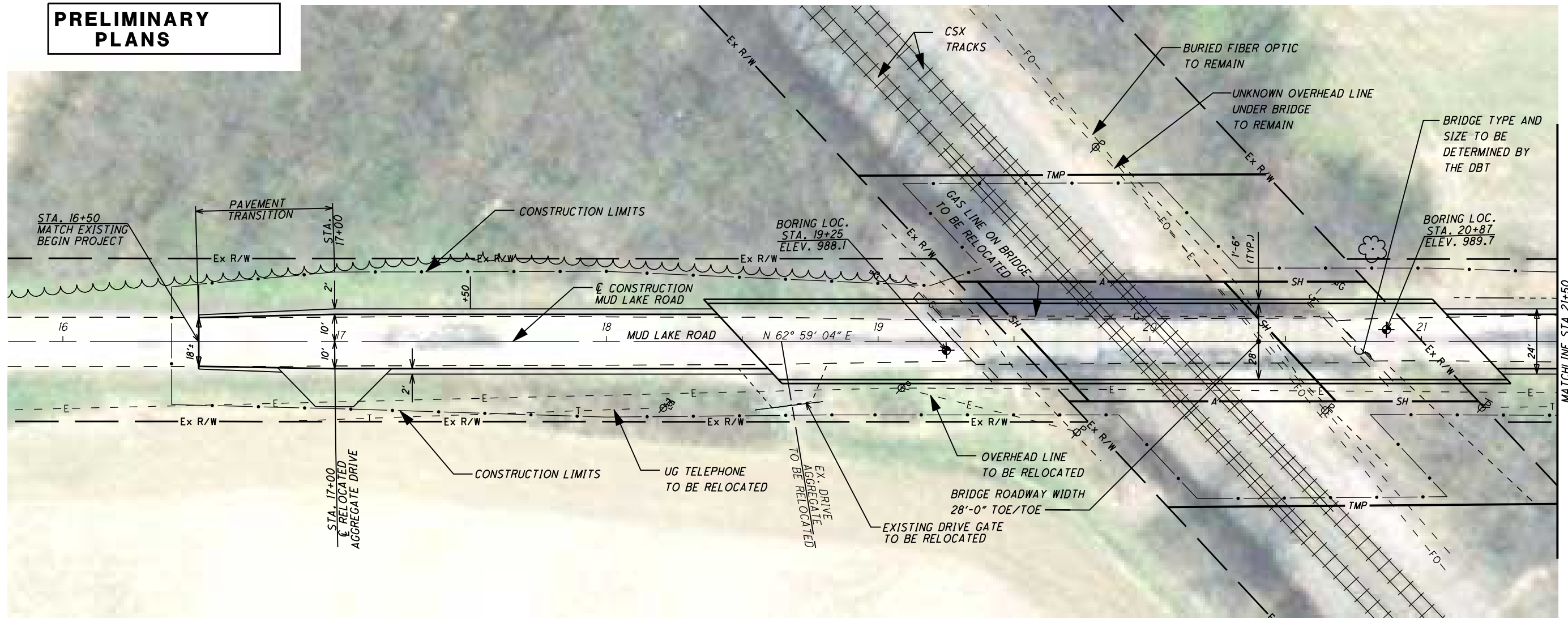
1  
4

**PRELIMINARY  
PLANS**



- NOTES:**
- 1) PROPOSED SLOPES TO BE AS DIRECTED BY THE ENGINEER
  - 2) NO RECYCLED AGGREGATE OR GRINDING IN SURFACE COURSE.

**PRELIMINARY PLANS**



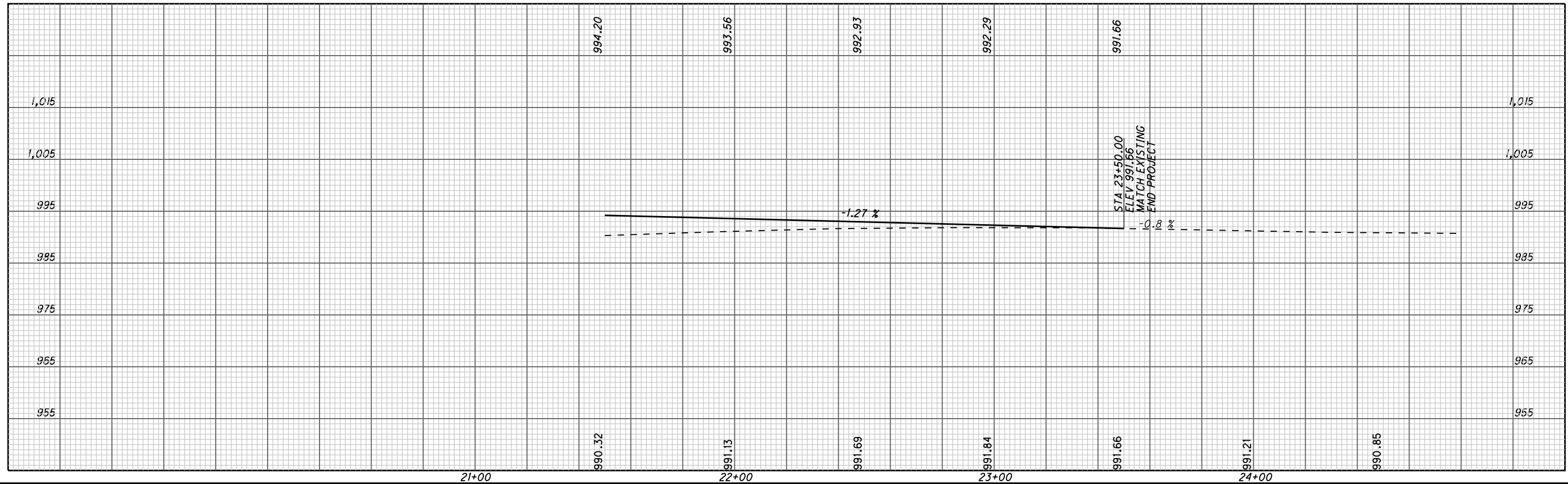
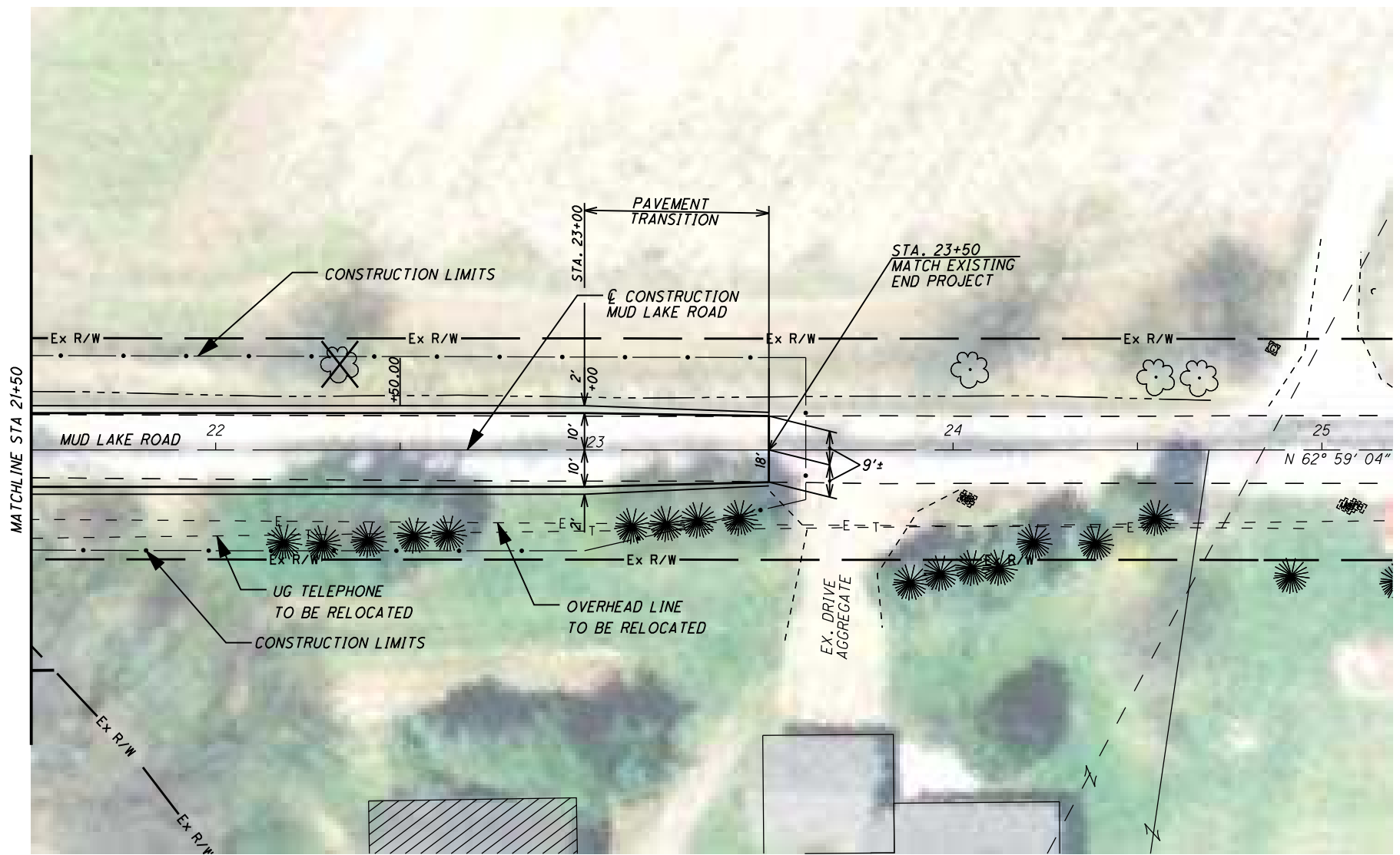
CALCULATED  
FR  
CHECKED  
MP

**PLAN AND PROFILE  
BG 160.20 - MUD LAKE ROAD**

**CSX NATIONAL GATEWAY  
OHIO BRIDGES**



**PRELIMINARY  
PLANS**



CALCULATED  
FR  
CHECKED  
MP

**PLAN AND PROFILE  
BG 160.20 - MUD LAKE ROAD**

**CSX NATIONAL GATEWAY  
OHIO BRIDGES**

4  
4

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**Appendix D**

Photographs



Obstruction Name: Mud Lake Road  
City/State: Creston, Ohio  
Milepost: BG 160.20



Photo No.: 1  
Date: March 19, 2009  
Direction: Southwest  
Description:  
Looking southwest across bridge.



Photo No.: 2  
Date: March 19, 2009  
Direction: East  
Description:  
West of bridge, facing east.

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**Appendix E**

Maintenance of Traffic Plans

**Maintenance of Traffic**  
**Mud Lake Road Site – Medina County, OH – BG 160.20**

**Existing Conditions**

This site is located in Westfield Township, in Medina County, Ohio, west of the Village of Creston. The main east-west route through this portion of the County is US 224, and the main north-south route is Westfield Road (CR 15). This is a rural area, with primarily rural residential and agricultural properties and few roads. Figure 1 shows the roadway network in the vicinity of the project site.

Mud Lake Road is a east-west rural road with a current Average Daily Traffic (ADT) of 275 vehicles. The CSX line runs generally east-west through the township and in the project area there is a bridge over the railroad on Mud Lake Road east of Westfield Road. The ADT volume is based on information from the Northeast Ohio Areawide Coordinating Agency (NOACA) website.

**Maintenance of Traffic During Construction**

During the approximately six-month construction period Mud Lake Road will be closed at the railroad bridge. The conceptual maintenance of traffic plan includes the use of Westfield Road, Seville Road, and Daniels Road as a detour route for traffic during construction. Motorists using Mud Lake Road will be directed by signage north along Westfield Road or Daniels Road to Seville Road, then back south to Mud Lake Road. The number of vehicles to be detoured will not have any adverse impact on the roads included in the detour route. No additional traffic analysis, counts or modeling will be required. The additional distance required for the detour is approximately 3 miles during construction, which is a minor inconvenience.

During construction, access will be maintained to all properties in the project area. Maintenance of traffic and traffic control will be undertaken in accordance with Ohio Department of Transportation regulations. A public notification process will be adhered to including, minimally, notification of the local police, fire, emergency services and schools (if applicable) of the project, detours, and roadway closures.





**Figure 1. Roadway Network near CSX corridor, Mud Lake Road, Medina County, OH**

**Appendix F**

Cost Spreadsheet

**PROJECT LOCATIONS FOR STIMULUS FUNDING FOR CSX NATIONAL GATEWAY (Former PID 85697)**

| ROUTE              | CITY         | CO  | D | WORK TYPE                      | ESTIMATED COST | MPO      | SFN     | Suff. Rating | PID     | Project Type             |
|--------------------|--------------|-----|---|--------------------------------|----------------|----------|---------|--------------|---------|--------------------------|
| TR 391             | Sullivan     | ASD | 3 | Replace bridge                 |                | N/A      |         |              | 87310   | design/build             |
| TR 150             | Sullivan     | ASD | 3 | Replace bridge                 |                | N/A      |         |              | 87310   |                          |
| River Corners Road | Pawnee       | MED | 3 | New structure on new alignment |                | NOACA    | None    |              | 87312   | design/build             |
| Pawnee Road        | Pawnee       | MED | 3 | Remove bridge                  |                | NOACA    | 5236770 |              | 87312   |                          |
| Mud Lake Road      | Creston      | MED | 3 | Replace bridge                 | \$1,532,100.00 | NOACA    | 5238714 |              | 87315   | design/build             |
| Park Street        | Akron        | SUM | 4 | Remove bridge                  | \$600,000.00   | AMATS    | 7762836 | 31.6         | 87316   | traditional construction |
| Knapp Road         | Ravenna      | POR | 4 | Replace bridge                 | \$1,609,200.00 | AMATS    | 6741150 | 44.1         | 87317   | design/build             |
| Rock Springs Road* | Newton Falls | POR | 4 | Replace bridge                 | \$5,299,112.00 | AMATS    | 6730809 | 2            | 87318   | design/build             |
| 5th Street         | Niles        | TRU | 4 | Replace bridge                 | \$2,011,400.00 | EASTGATE |         |              | 87319   | design/build             |
| Interlocking       | Kent         | POR | 4 | Force Account                  | \$8,546,000.00 | AMATS    |         |              | Pending | force account            |

\$19,597,812.00 Total  
 -\$455,672.00 Earmark

**\$19,142,140.00 TOTAL ARRA EXPENDITURE**

\*Also has Federal Earmark of \$455,000.00

Revised 11/12/2009

\$20,000,000 ARRA award

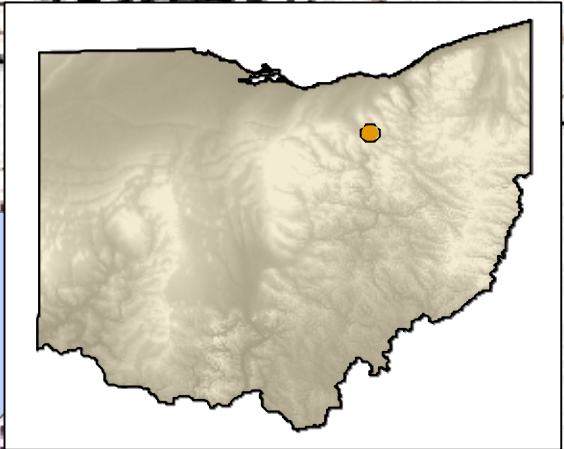
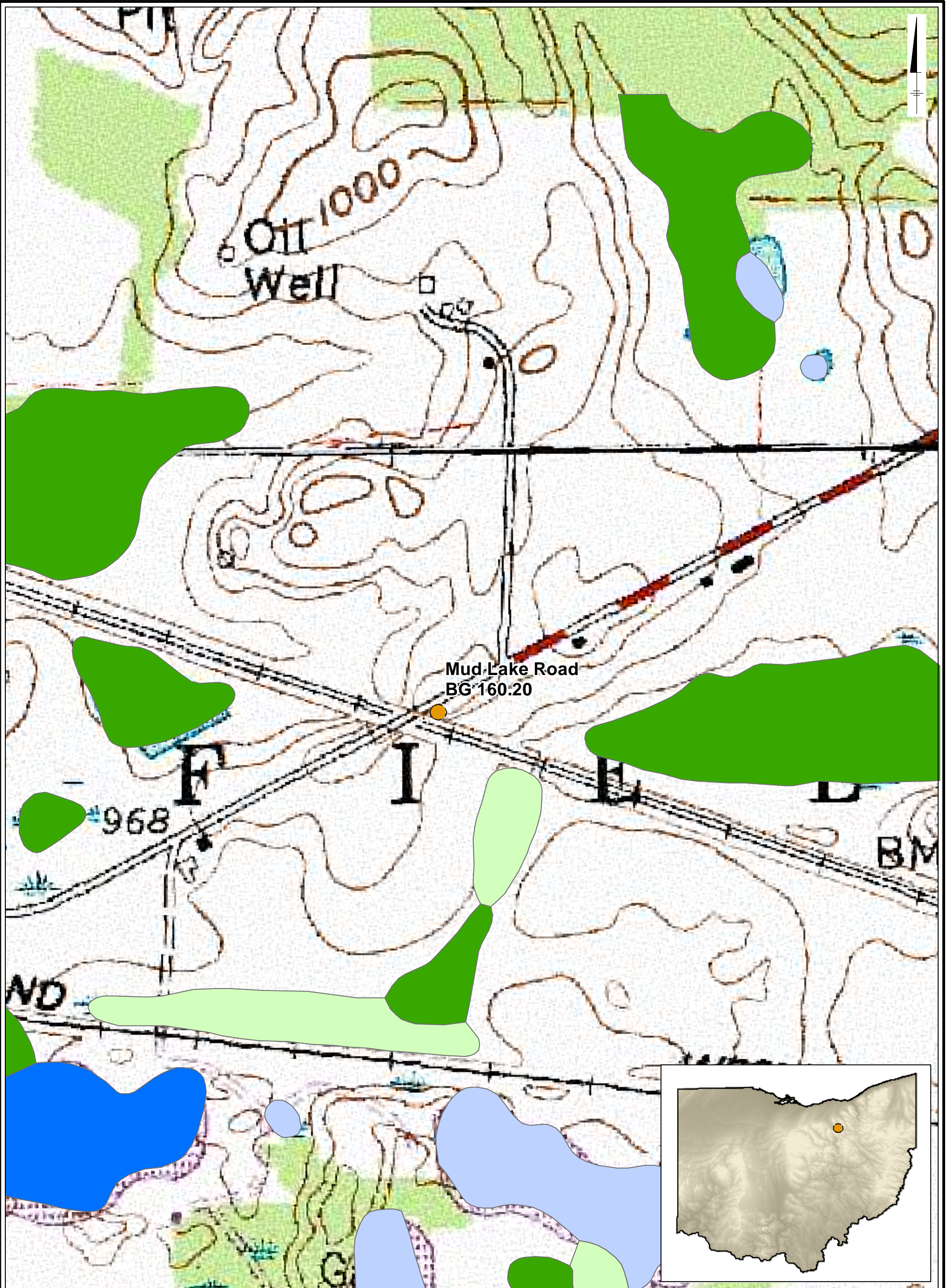
NOTE - These are the project locations for the \$20,000,000 stimulus funds, not all 18 locations in Ohio

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**Appendix G**

Wetland Maps and Field Forms





**LEGEND**

-  OBSTRUCTION LOCATION
- NATIONAL WETLAND SURVEY**
- WETLAND TYPE**
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Riverine
-  Other



DATA SOURCES:  
 TOPOGRAPHIC IMAGE - USGS  
 QUADRANGLE NAME: CRESTON  
 WETLAND DATA - NATIONAL WETLAND  
 INVENTORY, FISH AND WILDLIFE SERVICE

CSX. TRANSPORTATION  
**NATIONAL GATEWAY**

**MUD LAKE ROAD**  
**CRESTON, OHIO**  
**NATIONAL WETLAND INVENTORY COVERAGE**



MILEPOST  
**BG**  
**160.20**



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**Appendix H**

Threatened and Endangered  
Species Research

## POTENTIAL INDIANA BAT HABITAT CHARACTERIZATION WORKSHEET FOR MOA AND LEVEL 1 ECOLOGICAL SURVEYS

|  |                          |
|--|--------------------------|
| Project County, Route, and Section: Medina, Creston, Mud Lake Road BG 160.20 | PID:                     |
| Date: 9/9/2009   | Preparer: Terry O'Malley |
| ODOT District: District 3  |                          |

**Is a portion of the project within any of the Generalized Urban Areas shown on the attached map (Page 2)?**

- **Yes.** Contact ODOT's Office of Environmental Services (OES, 614.466.7100), Ecological Section to determine the level of data collection required prior to conducting field investigations for potential Indiana bat habitat and completing form. When contacting OES, please provide the location of proposed project limits on USGS mapping and County-Route-Section and PID for the project.
  
- **No.** Continue with form.

|  |                                      |   |                                     |
|--|--------------------------------------|---|-------------------------------------|
| Which Indiana bat Management Unit (see map) does the project primarily occur within? (circle one)                              | W                                    | C | <input checked="" type="radio"/> NE |
|  | S                                    |   | E                                   |
| Are there any known or suspected <b>hibernacula</b> within 10 miles of the project (DNAP – Natural Heritage Database records)? | Y <input checked="" type="radio"/> N |   |                                     |
| • If yes, list the total number and the distance to the closest record.  | #:                                   |   | mi.                                 |
| Are there any known Indiana bat capture records within 5 miles of the project (DNAP – Natural Heritage Database records)?      | <input checked="" type="radio"/> Y N |   |                                     |
| • If yes, list the total number and the distance to the closest record.  | #:                                   | 1 | 7 mi.                               |
| Total number of potential Indiana bat habitat <b>roost trees</b> impacted by the project.                                      | 1                                    |   |                                     |
| • Number of these trees that are considered <b>isolated</b>  |                                      |   |                                     |
| Total number of potential Indiana bat habitat <b>maternity roost trees</b> impacted by the project.                            | 0                                    |   |                                     |
| • Number of these trees that are considered <b>isolated</b>  |                                      |   |                                     |

**Stop** if the project is located within the **NE**, **E**, or **S** Management Units.

**Continue** with form if the project is located within the **W** or **C** Management Units.

|   |       |
|---|-------|
| Are the impacted potential <b>roost trees</b> located within a forested area?                                     | Y / N |
| • If yes, what is the approximate size of the forested area in acres?   | ac.   |
| Are the impacted potential <b>roost trees</b> connected to a forest area via a tree line (row of 2 or more wide)? | Y / N |
| • If yes, what is the size of the connected forested area?  | ac.   |
| Is there a perennial water sources within 0.5 mile of the impacted potential <b>roost trees</b> ?                 | Y / N |
| Will the project remove all or a portion of a potential Indiana bat <b>travel corridor</b> ?                      | Y / N |
| Will the project remove more than 10% of the forest area it is within (or connected to)?                          | Y / N |

Obstruction Name: Mud Lake Road  
City/State: Creston, Ohio  
Milepost: BG 160.20



Photo No.: 1

Date: October 27, 2009

Direction: NA

Description:  
RT-1 Diameter at breast height- 12-inches.  
Cherry with some peeling bark and damaged limbs.



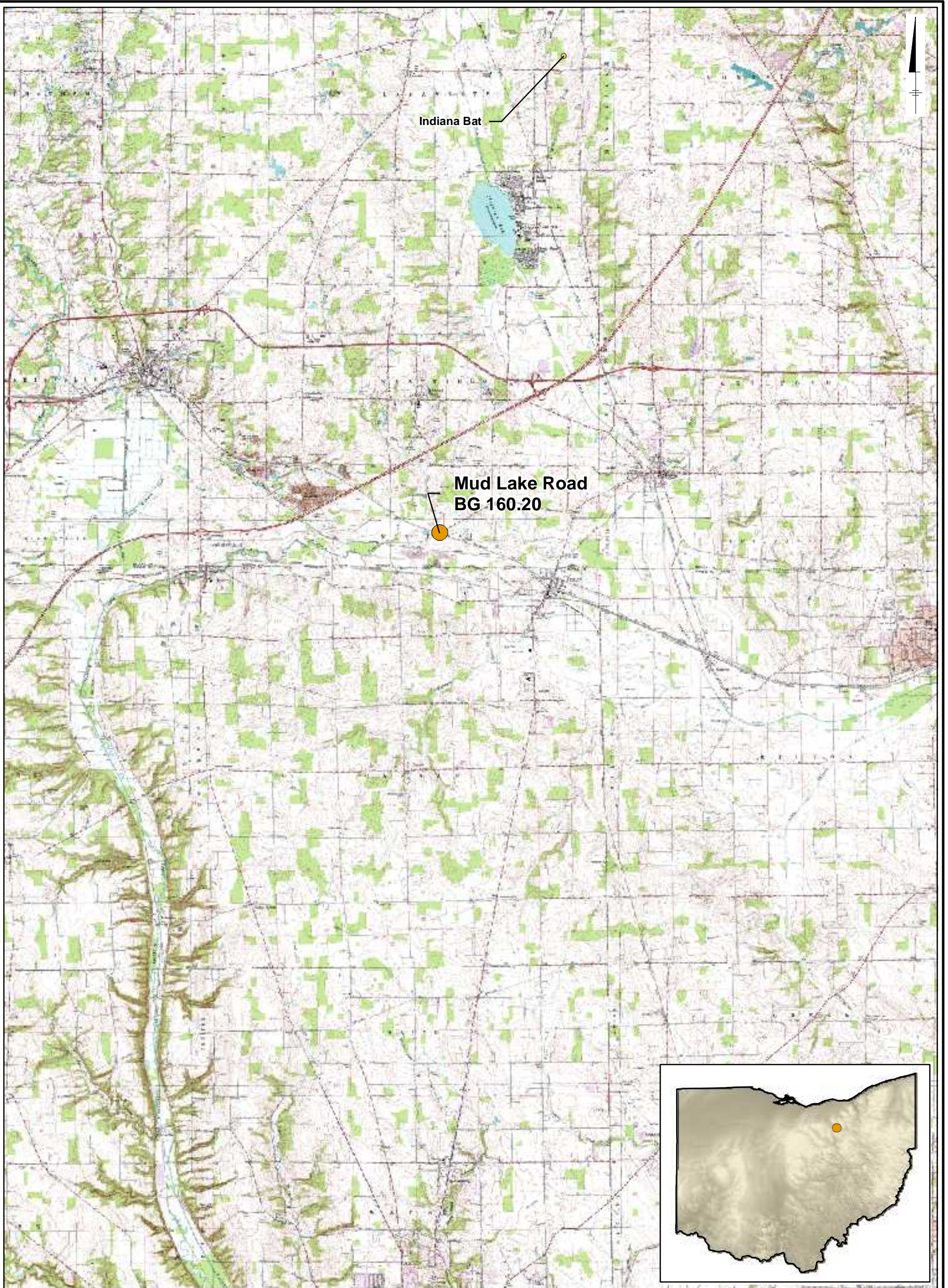
Photo No.: 2

Date: September 9, 2009



Direction: West

Description:  
Other trees in project area, not potential habitat.





**LEGEND**

-  OBSTRUCTION LOCATION
-  PROTECTED HABITAT



DATA SOURCES:  
TOPOGRAPHIC IMAGE - USGS  
QUADRANGLE NAME: CRESTON

CSX, TRANSPORTATION  
**NATIONAL GATEWAY**

MUD LAKE ROAD  
CRESTON, OHIO  
NATURAL HERITAGE DATABASE INDIANA  
BAT HIBERNACULA



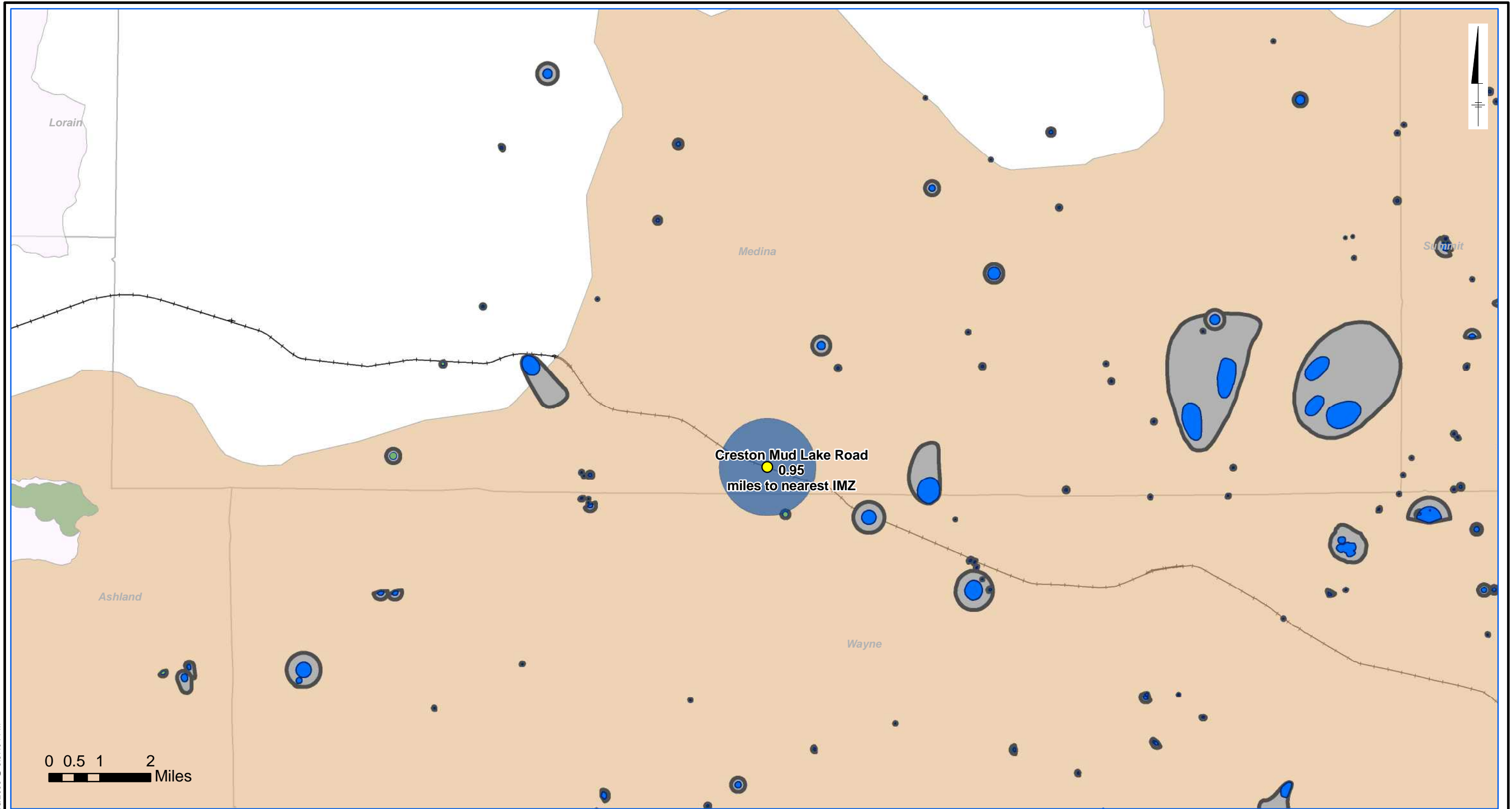
MILEPOST  
BG  
160.20



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**Appendix I**

Drinking Water Map



Creston Mud Lake Road  
 0.95  
 miles to nearest IMZ



**Legend**

- Radius to Nearest IMZ
- SWPA: Inner Management Zone (1-Year Travel Time)
- Drinking Water Source Protection Area (5-Year Travel Time)
- SWPA: Surface Water**
- Corridor Management Zone
- Ohio River-Source Water Area Watershed
- Source Water Area Watershed

**NOTE:**

The Inner Management Zone is the surface and subsurface area surrounding a public water supply well(s) that will provide water to the well(s) within one year as delineated or endorsed by the agency under the wellhead protection program and the source water assessment and protection program.

A Drinking Water Source Water Protection Area for a public water system using ground water is the surface and subsurface area surrounding a public water supply well(s) which will provide water from an aquifer to the well(s) within five years as delineated or endorsed by the agency under Ohio's Wellhead Protection and Source Water Assessment and Protection Programs

The Corridor Management Zone (CMZ) is the surface and subsurface area where the potential for drinking water contamination warrants delineation, inventory, and management because of its proximity to a public water system intake.

The Source Water Area is the entire portion of the Ohio River Basin upstream from the surface water intake.



|  |   |
|--|---|
| CSX, TRANSPORTATION<br><b>NATIONAL GATEWAY</b>       |   |
| <b>DRINKING WATER RESOURCES<br/>         MAPPING</b> |   |
|  | <b>MILEPOST<br/>         BG<br/>         160.20</b> |

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**Appendix J**



Floodplain Mapping



**LEGEND**

 OBSTRUCTION LOCATION

**FEMA - 100 YEAR FLOOD - ZONE A**

-  BASE FLOOD ELEVATIONS AND FLOOD HAZARD FACTORS DETERMINED
-  BASE FLOOD ELEVATIONS AND FLOOD HAZARD FACTORS NOT DETERMINED



DATA SOURCES:  
 TOPOGRAPHIC IMAGE - USGS  
 QUADRANGLE NAME: CRESTON  
 FEMA FLOODPLAIN DATA - OHIO DEPARTMENT  
 OF NATURAL RESOURCES; DIGITIZED FROM  
 FLOOD INSURANCE RATE MAPS

CSX. TRANSPORTATION  
**NATIONAL GATEWAY**

**MUD LAKE ROAD**  
**CRESTON, OHIO**  
**100 - YEAR FLOOD HAZARD AREAS**



MILEPOST  
**BG**  
**160.20**





MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0380D

**FIRM**  
 FLOOD INSURANCE RATE MAP  
 MEDINA COUNTY,  
 OHIO  
 AND INCORPORATED AREAS

PANEL 380 OF 450  
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

| CONTAINS:     | NUMBER | PANEL SUFFIX |
|---------------|--------|--------------|
| COMMUNITY     | 390378 | 0380 D       |
| MEDINA COUNTY |        |              |

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

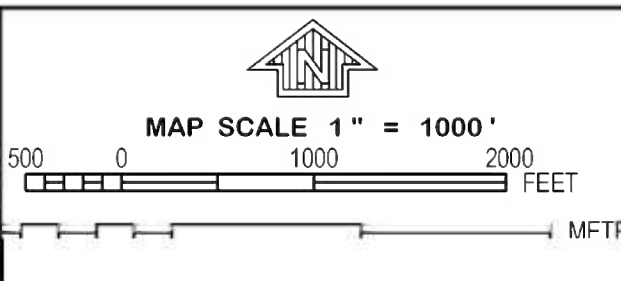
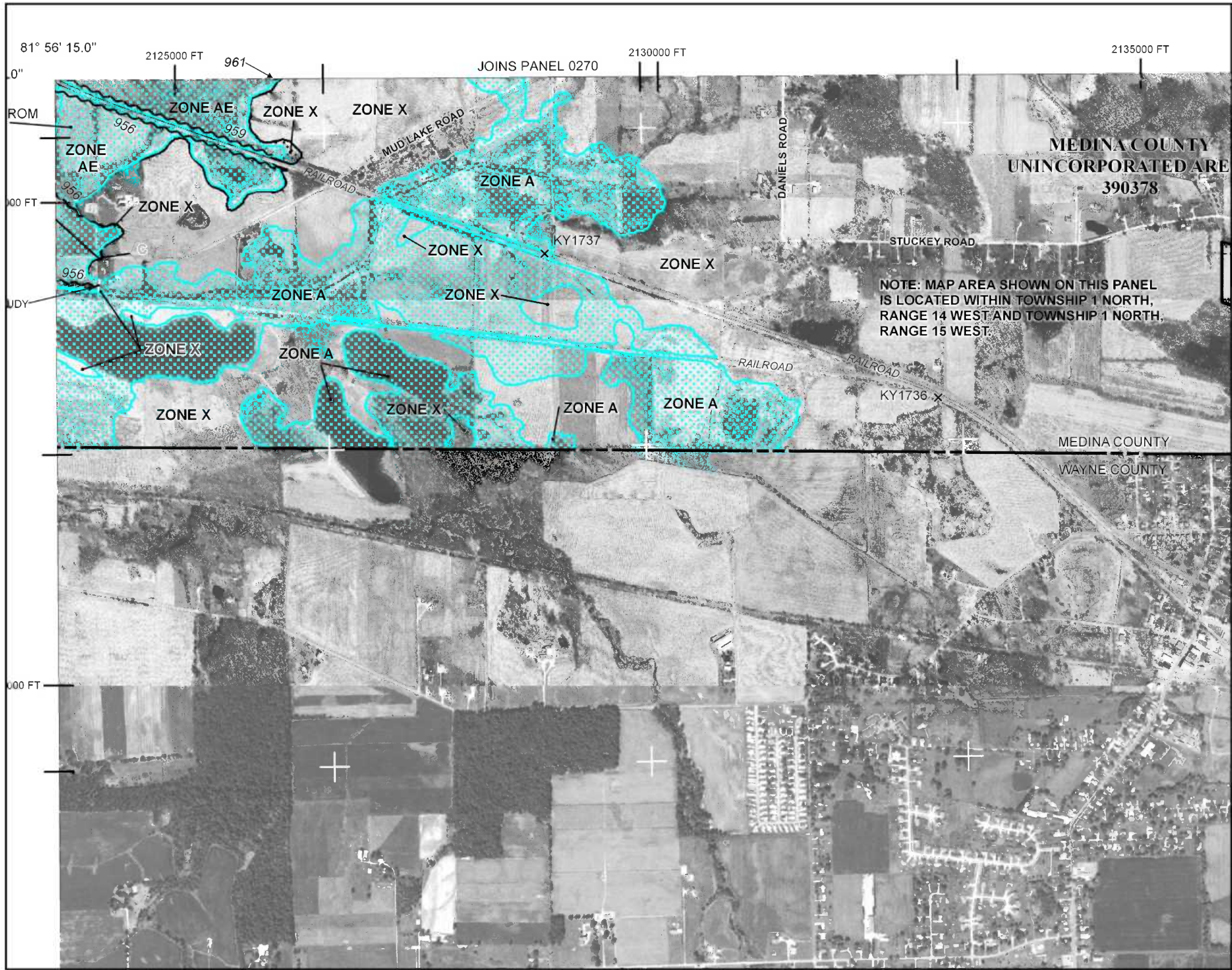


MAP NUMBER  
 39103C0380D  
 EFFECTIVE DATE  
 AUGUST 4, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)





**MEDINA COUNTY UNINCORPORATED AREA 390378**

**NFIP** PANEL 0385D

**FIRM**  
 FLOOD INSURANCE RATE MAP  
 MEDINA COUNTY, OHIO  
 AND INCORPORATED AREAS

PANEL 385 OF 450  
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:  
 COMMUNITY NUMBER PANEL SUFFIX  
 MEDINA COUNTY 390378 0385 D

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

**MAP NUMBER 39103C0385D**  
**EFFECTIVE DATE AUGUST 4, 2008**

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)



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**Appendix K**

Farmland Screening Sheet

**Ohio Department of Transportation, Office of Environmental Services  
FARMLAND PROTECTION POLICY ACT  
PROJECT SCREENING SHEET**

**I. PROJECT INFORMATION**

**A. County-Route-Section:** MED – TR116-0.76 (Section A)

**PID:** 87315      **Length:** 600 feet along Mud Lake Road

**B. Brief Description:** Bridge replacement

**C. Screening Criteria for Right of Way to be Acquired** (only one need be marked if it applies to *entire* project area; if *none* can be marked, FCIR form is required):

- Developed** with a density of at least 30 structures per 40 acres.
- Identified as “**urbanized area**” (**UA**) on U.S. Census Bureau Map.
- Identified as **urban area mapped with a “tint overprint”** on USGS topographical map.
- Identified as “**urban-built-up**” on USDA Important Farmland Map(s).
- Bridge replacement** requiring less than 1 acre of new R/W - (approx. 0.01 acre required).
- Widening or intersection improvement** requiring less than 3 acres of new R/W - (approx. \_\_\_\_\_ acres required).
- Temporary R/W** to be returned to existing or greater productive capability - (approx. \_\_\_\_\_ acres required).
- Channel Easement for shaping existing channel – (approx. \_\_\_\_\_ acres required).

**II. CONCURRENCE:**

It is hereby determined that completion of the Farmland Conversion Impact Rating form (USDA Form AD-1006) is not required because the project will not affect farmland as defined in 7 CFR Part 658, as amended, or because the project falls within the 1984 Memorandum or Understanding between ODOT, FHWA and USDA/SCS.

  
\_\_\_\_\_  
District Environmental Coordinator

11/25/09  
\_\_\_\_\_  
Date



ARCADIS

**Appendix L**

Cultural Resource Coordination



**OHIO DEPARTMENT OF TRANSPORTATION**

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

**OFFICE OF ENVIRONMENTAL SERVICES**

August 3, 2009

Mr. Mark Epstein, Department Head  
 Resource Protection and Review  
 Ohio Historic Preservation Office  
 567 East Hudson Street  
 Columbus, Ohio 43211

Attn: Nancy Campbell, ODOT Review Manager, History/Architecture  
 Thomas Grooms, ODOT Review Manager, Archaeology

Subject: Cultural Resources Scoping Guidance

Project: CSX-National Gateway Corridor Improvements – Between Greenwich, Ohio; Chambersburg, Pennsylvania; and Weldon, North Carolina

PID: 85697

Dear Mr. Epstein:

**Project Description**

The subject undertaking is to improve the existing CSX Transportation rail corridor. The goal of the interstate project is to achieve 21 feet of clearance along CSX's rail corridor to ensure passage of double-stack intermodal railcars. The subject undertaking is part of a larger system of existing CSX Transportation corridor extending from the eastern United States ports to the Midwest. Improvements to 18 locations within the State of Ohio have been identified. The proposed improvements consist of nine bridge replacements, construction of crossovers at two interlocking sites, five track lowerings, two bridge raisings, and three bridge demolitions. In addition, new alignments are proposed at several locations. The majority of the proposed work will be within existing transportation right-of-way, however, there are locations where additional right-of-way will be required.

The attached tables illustrate the results of the ODOT Office of Environmental Services' (OES) preliminary literature review and cultural resource scoping guidance. Please note that the recommendations here are based on the preliminary work limit information and project descriptions.

**Area of Potential Effect (APE)**

The Area of Potential Effects (APE) for each location can be seen in the attached information packet. Over all 18 locations the project will affect a total length of over 21000 ft of CSX railroad track, 2075 ft of temporary ABCR track, 250 ft of abandoned track, 270 ft of hike & bike trail, and approximately 10000 ft of roadway. Work at most locations is limited to existing roadway or railroad right-of-way. Minor new right-of-way will be required at five locations: ASD-TR391-175.70, MED-River Corners Road-169.70, POR-Knapp Road-107.10, POR-Rock Springs Road-105.40, and TRU-Fifth St.-85.70.



Scoping Guidance: History Architecture

The results of the literature and field reviews conducted by the ODOT/OES staff and the OSHPO in July 2009 are summarized by the enclosed table and supporting documentation. Photographs from the July 29, 2009 field review are enclosed. Also, included are photographs of the POR-Main Street work location in the City of Kent. The photographs of this location were taken in conjunction with another undertaking during a joint field review by ODOT-OES and the OSHPO in 2006.

Work locations: ASD-TR 150-175.30; ASD-TR 391-175.70; MED-River Corners-169.70; MED-Pawnee Road-168.7; MED-Mud Lake Road-160.20; POR-Knapp Road-107.10; and TRU-Fifth Street 85.70.

The following work locations involve the removal or the removal and replacement of bridges determined eligible for inclusion on the National Register of Historic Places (NRHP): ASD-TR 150-175.30; ASD-TR 391-175.70; MED-River Corners-169.70; MED-Pawnee Road-168.7; MED-Mud Lake Road-160.20; POR-Knapp Road-107.10; and TRU-Fifth Street 85.70. The bridges were determined eligible for inclusion on the NRHP as a result of the current ODOT historic bridge survey and evaluation. The survey is being conducted in compliance with the *Programmatic Agreement Among The Federal Highway Administration, Ohio Division, The Advisory Council On Historic Preservation, Ohio Department of Transportation, Ohio State Historic Preservation Officer Regarding Federally Funded or Approved Highway Bridge Projects, Agreement Number 10978*, executed April 3, 2002. The bridges are eligible for inclusion on the NRHP under Criterion C as representative examples of a transitional engineering technology dating to the early twentieth century. The transition from moveable, pin-connections to rigid, riveted-connections was just being explored by bridge engineers. Bridge builders were unsure of how bridges featuring rigid, riveted-connections, would react to live-loads. As a precautionary measure, the subject bridges were designed with the floor beams suspended below the deck. This allowed movement to transfer to the suspended floor beams without causing distortion to the truss members. The bridges are currently functioning as originally designed.

In Ohio, there are numerous examples of Warren pony truss bridges. This bridge type is still being constructed as a standard bridge design. The significance of the seven bridges, at the above listed work locations, is due to the early use of rigid, riveted-connections and the incorporation of suspended floor beams into the design to prevent distortion. Only one other Ohio example was identified in Morrow County.

Measures to minimize harm will be incorporated into the project and may include the reuse of one or more of the bridges at another location as a pedestrian facility or as an educational display. Due to size, weight, and width, an option may include transferring one or more of the trusses by trailer to an appropriate storage location while a new location or use is identified.

In accordance with 36 CFR § 800.5(a), a finding of "adverse effect" is applicable to the following actions in regard to one or more of the seven Warren pony truss bridges, eligible for inclusion on the NRHP: demolition; rehabilitation that alters the historic integrity; or the abandonment without the commitment of a responsible party for future maintenance. Measures to mitigate an adverse effect will be identified through the Section 106 consultation process and will be documented by a Memorandum of Agreement. In accordance with 36 CFR § 800.6, the Advisory Council on Historic Preservation (ACHP) will be provided a copy of the draft Memorandum of Agreement and Section 106 consultation efforts to determine whether they will be participating in consultation. Mitigation may include the preparation of a permanent record documenting the significance of this group of bridges with accompanying photographs of each individual bridge.

Work location: SUM-Park Street-129.50

Work location, SUM-Park Street-129.50, features a bridge determined not eligible for inclusion on the NRHP as a result of ODOT's current bridge survey and evaluation as referenced above. The bridge lacks technological significance. No further investigations are warranted. Refer to the enclosed literature review for additional information regarding the bridge itself.

Work locations: SUM-Thornton Street-131.00, SUM-Overhead Walkway-130.13, POR-Wheeling & Lake Erie RR Bridge-118.20, and POR-NS RR Bridge -110.8

Work locations, SUM-Thornton Street-131.00, SUM-Overhead Walkway-130.13, POR-Wheeling & Lake Erie RR Bridge-118.20, and POR-NS RR Bridge-110.8, are located below existing roadway and pedestrian bridges. The proposed scope of work associated with each of these locations is limited to the existing transportation right-of-way and does not have the potential to effect historic properties. No further investigations are warranted.

Work locations: POR-ABCR & Abandoned RR Bridge -115.67 & 115.80 and MAH-76.60

Bridges located at work locations, POR-ABCR & Abandoned RR Bridge -115.67 & 115.80 and MAH-76.60, are of a type determined not eligible for inclusion on the NRHP pursuant to the Programmatic Agreement, executed April 3, 2002, referenced above. Remnants of the arch approaches associated with work location, MAH-76-60, are not representative of their period of significance due to the removal of the previous truss span. No further investigations are warranted for the POR-ABCR & Abandoned RR Bridge - 115.67 & 115.80 locations.

Work location: POR-Rock Springs Road-105.40

The bridge located at POR-Rock Springs Road-105.40, is a timber bridge. The current ODOT bridge update includes bridges of this type. As demonstrated by the enclosed bridge inventory report for a bridge of a similar type and design (SFN 3946711), the subject bridge is not eligible for inclusion on the NRHP due to lack of technological significance.

Work location: POR-Knapp Road 107.10

Work location, POR-Knapp Road-107.10, features a bridge eligible for inclusion on the NRHP. Several ranch homes are located along Knapp Road near the existing bridge. As a result of field investigations conducted 7-29-09, staff members of ODOT/OES and the OSHPO determined the residential properties located adjacent to the bridge are not significant examples of a period, event, or patterns in history, work of a master, architectural style or method of construction. Refer to the enclosed photographs of this work location.

Work location: POR-Main Street

A portion of the POR-Main Street work location is within the NR boundaries of the Kent Industrial Historic District. At this time, detailed design is not available. Preliminary activities within the historic district boundaries involve the lowering the existing rail line under the Main Street Bridge. Work will be conducted within existing railroad right-of-way. Temporary right-of-way may be required within the NR boundaries. Based on the current scope of work, a finding of "no adverse effect" is anticipated in association with the Kent Industrial Historic District. No land from within the historic district will be permanently incorporated into a transportation facility and no contributing elements will be removed or altered.

Work locations: SUM/TRU-120.00, Interlocking Site, and POR-103.90, Interlocking site



Work locations, SUM/TRU-120.00, Interlocking site, and POR-103.90, Interlocking site, do not require Phase I history/architecture investigations. No right-of-way of way will be required.

Scoping Guidance: Archaeology

A literature review was conducted by ODOT/OES staff in July, 2009. This literature review showed no previously identified archaeological sites or previously surveyed areas within or adjacent to any of the project locations. Aerial mapping indicated that many of the project areas were within urban areas, had been disturbed by roadway or railroad construction, or were in slope. Much of the project work is also taking place within existing right-of-way limits. The majority of project areas, therefore, do not require further archaeological investigation (see attached Archaeological Scoping Guidance table, plan maps, and photograph log).

Four project locations requiring new right-of-way were subjected to field review, as it was noted that some of the takes are in open areas that may be undisturbed. These areas are ASD-TR391-175.70, MED-River Corners-169.70, POR-Knapp Road-107.10, and POR-Rock Springs Road-105.40. The attached table and mapping outlines the archaeological work required at each location, which is limited to shovel testing where new right-of-way exceeds 10 feet in width and is not visibly disturbed or in slope. Areas disturbed or in slope not requiring archaeological testing should be documented and photographed at each of these locations. This scoping guidance was developed based on the plan maps for the proposed undertaking as of August 3, 2009. Should the scope of work change, new scoping guidance would be required.

Recommendation

In accordance with the Advisory Council on Historic Preservation's current regulations and in compliance with 36 CFR 800.3(c)(4), we request concurrence with the archaeology and history/architecture scoping guidance provided in this letter and the attached tables:

- Phase I archaeological investigation at four locations: ASD-TR391-175.70, MED-River Corners-169.70, POR-Knapp Road-107.10, and POR-Rock Springs Road-105.40.
- Phase I history/architecture investigations are not warranted based on refined design and limited right-of-way. The majority of the undertaking has been designed to take place within existing transportation right-of-way.
- A Memorandum of Agreement will document measures to minimize harm due to the adverse effect of the undertaking to the seven Warren pony truss bridges, eligible for inclusion on the NRHP, at work locations: ASD-TR 150-175.30; ASD-TR 391-175.70; MED-River Corners-169.70; MED-Pawnee Road-168.7; MED-Mud Lake Road-160.20; POR-Knapp Road-107.10; and TRU-Fifth Street 85.70.
- A portion of the POR-Main Street work location is within the NR boundaries of the Kent Industrial Historic District. Temporary right-of-way within the NR boundary may be required to facilitate the undertaking. Removal or alteration of contributing features or elements will require additional consultation.

On behalf of FHWA and in accordance with 36 CFR Part 800.3(c)(4), we request your comments on the enclosed by 30 days after the receipt of this letter. If no objection is received within 30 days, in accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR Part 800.3(c)(4), archaeological and history/architecture coordination may proceed as outlined herein. Please address

Mr. Epstein -5-  
CSX-National Gateway Corridor Improvements

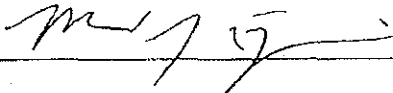
August 3, 2009

questions or concerns to Susan Gasbarro at susan.gasbarro@dot.state.oh.us, 614-728-0719 or Megan Shaeffer at megan.shaeffer@dot.state.oh.us, 614-752-8279.

Respectfully,

  
Timothy M. Hill  
Administrator  
Office of Environmental Services

OHIO STATE HISTORIC PRESERVATION OFFICE CONCURRENCE:

 8.6.09  
\_\_\_\_\_  
(Date)

TMH:mks/sg

C: Project File; Reading File



# OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

## OFFICE OF ENVIRONMENTAL SERVICES

August 6, 2009

Ms. Carol Legard  
FHWA Liaison  
Advisory Council on Historic Preservation  
The Old Post Office Building  
1100 Pennsylvania Avenue NW, Suite 809  
Washington, DC 20004

Subject: CSX-National Gateway Corridor Improvements PID: 85697  
Notification of Adverse Effect

Dear Ms. Legard:

The subject undertaking, funded in part by the American Reinvestment and Recovery Act (ARRA), is to improve the existing CSX Transportation corridor. The goal of this inter-state project is to achieve clearance along CSX's rail corridor to ensure passage of double-stack intermodal railcars. Improvements to 18 locations within the State of Ohio have been identified. Seven of the bridges identified within the Area of Potential Effects (APE) are eligible for inclusion on the National Register of Historic Places (NRHP) under Criterion C. On August 6, 2009, the OSHPD concurred in accordance with 36 CFR § 800.5(a), a finding of "adverse effect" is applicable to the following actions in regard to one or more of the seven Warren pony truss bridges, eligible for inclusion on the NRHP: demolition; rehabilitation that alters the historic integrity; or the abandonment without the commitment of a responsible party for future maintenance.

ODOT, on behalf of FHWA, has drafted the enclosed Memorandum of Agreement and supporting documentation to facilitate the Section 106 consultation process. A public meeting is scheduled for August 19, 2009 that will include efforts to identify Section 106 Consulting Parties. CSX and their consultant are collaborating with FHWA and ODOT to ensure appropriate efforts are made to identify Section 106 Consulting Parties. A Section 106 Consulting Party meeting will be held in September 2009 with the identified Section 106 Consulting Parties and the agency officials to consult on measures to mitigate the adverse effects of the undertaking.

In accordance with 36 CFR Part 800.6, ODOT, on behalf of FHWA, is notifying the Council of the "adverse effect" finding by providing the enclosed documentation to determine participation in resolving the adverse effects. We request your comments on the enclosed by 15 days after your receipt of this letter. If no objection is received within 15 days, in accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR 800.6, FHWA, with ODOT as their agent, will proceed to the next step in the Section 106 process.

Respectfully,

  
Timothy M. Hill  
Administrator  
Office of Environmental Services

Ms. Legard  
CSX - National Gateway Corridor Improvements  
PID: 85697

Page 2

TMH:sg  
Enclosure

c: D. Snyder, FHWA, w/att.  
M. Epstein, OSHPO, w/att  
Project File, w/att.  
Reading File





# OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

## Office of Environmental Services

August 10, 2009

Consulting Party Team Member

RE: CSX-National Gateway Corridor Improvements

PID: 85697

Dear Consulting Party Team Member:

We would like to invite you to become a Consulting Party for the CSX-National Gateway Corridor Improvements within the State of Ohio in accordance with Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR § 800. The Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) are proposing improvements within the existing CSX rail line corridor to insure transfer of double-stack intermodal railcars between the Midwest and the eastern United States ports. The majority of the rehabilitation and modernization will occur within transportation right-of-way. Enclosed you will find a copy of the August 6, 2009 Ohio State Historic Preservation Office (OSHP) concurrence with ODOT's preliminary findings and recommendations. The enclosed map identifies the following work locations:

### Mahoning County: Youngstown

- Remove portions of the abandoned railroad bridge located between North West Avenue and the Mahoning River

### Portage County: Kent

- Construct a rail interlocking at CSXT Milepost BG 120
- Lower CSXT rail at Wheeling & Lake Erie Railroad Bridge and Main Street Bridge
- Raise the Portage County Hike and Bike Path and the Akron Canton Barberton Cluster Railroad Bridge

### Portage County: Ravenna

- Lower tracks at Norfolk Southern Railroad Bridge
- Replace bridge at Knapp Road

### Portage County: Newton Falls

- Lower tracks at Norfolk Southern Railroad Bridge
- Construct a rail interlocking at CSXT Milepost BG 103.90

### Summit County: Akron

- Lower tracks at Thornton Street and the University of Akron Overhead Walkway
- Permanently remove bridge at Park Street

### Trumbull County: Niles

- Replace bridge at Fifth Street

Consulting Party Team Member  
CSX-National Gateway Corridor Improvements  
PID: 85697  
Page 2

August 10, 2009

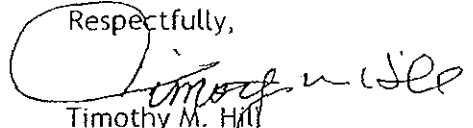
The intent of this letter is to identify individuals or groups wishing to become a Section 106 Consulting Party. As a Section 106 Consulting Party, you will have the opportunity to offer input to FHWA, with ODOT as their agent, regarding historic properties that may be affected by the proposed improvements. Consulting party involvement includes participation in the identification of the agreed-upon measures to address adverse effects. Section 106 Consulting Parties are identified as individuals or entities with a demonstrated interest in the effect of the undertaking on properties listed on the NRHP or that are eligible for listing on the NRHP. A consulting party meeting is being planned for September 2009. Upon receipt of the enclosed application, notification of time and location will be forwarded. Forward comments or questions to:

Ohio Department of Transportation  
Timothy M. Hill, Administrator  
Attn: Susan Gasbarro  
Office of Environmental Services  
1980 West Broad Street  
Columbus, Ohio 43223

Or e-mail at: [Susan.Gasbarro@dot.state.oh.us](mailto:Susan.Gasbarro@dot.state.oh.us)

In addition, enclosed is a copy of an invitation to the public meeting to be held on August 19, 2009. Representatives from ODOT and CSX Transportation, Inc. (CSXT) will be available to answer project questions at that time.

Respectfully,



Timothy M. Hill  
Administrator  
Office of Environmental Services

TMH/sg  
Enclosure

Consulting Party Team Member  
CSX-National Gateway Corridor Improvements  
PID: 85697  
Page 3

August 10, 2009

cc:

Carol Legard  
FHWA Liason  
Advisory Council on Historic Preservation  
The Old Post Office Building  
1100 Pennsylvania Avenue NW, Suite 809  
Washington, DC 20004

Federal Highway Administration  
Dave Snyder  
Environmental Project Manager  
200 North High Street, Room 328  
Columbus, Ohio 43215-2408

Ohio State Historical Society  
Mark Epstein  
1982 Velma Avenue  
Columbus, Ohio 43211-2497  
Ohio Bridge Association

CSX Transportation, Inc.  
Keith Brinker  
500 Water Street  
Jacksonville, Florida 32202

Ashland County Historical Society  
Marybelle Landrum, Manager  
PO Box 484  
Ashland, Ohio 44805-0484

Medina County Historical Society  
P.O. Box 306  
Medina, Ohio 44258-0306

Portage County Historical Society  
Raymond Wilson, President  
6549 North Chestnut Street  
Ravenna, Ohio 44266-3907

Mahoning Valley Historical Society  
H. William Lawson, Director  
648 Wick Avenue  
Youngstown, Ohio 44502-1215

Consulting Party Team Member  
CSX-National Gateway Corridor Improvements  
PID: 85697  
Page 4

August 10, 2009

Niles Historical Society  
Norma McBride, President  
P.O. Box 368  
Niles, Ohio 4446-0368

Kent Historical Society  
PO Box 663  
Kent, Ohio 44240-0012

Westfield Historical Society  
PO Box 71  
Westfield Center, Ohio 44251-0071

Ohio Historic Bridge Society  
David Simmons  
1982 Velma Avenue  
Columbus, Ohio 43211-2497



CSX - NATIONAL GATEWAY CORRIDOR IMPROVEMENTS  
PID: 85697

APPLICATION TO BE CONSIDERED A  
SECTION 106 CONSULTING PARTY FOR HISTORIC PROPERTY IMPACTS

*-Please Print-*

|               |  |
|---------------|--|
| Name:         |  |
| Title:        |  |
| Representing: |  |
| Address:      |  |
| Phone:        |  |
| E-mail:       |  |

Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR Part 800), requires Federal agencies to take into account the effects of their undertakings on Historic properties. The Section 106 process also encourages the incorporation of historic preservation values into project planning through consultation among parties with a demonstrated interest due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effect on historic properties. Please summarize your interest in historic properties as related to this project:

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Please mail or fax to:

Ohio Department of Transportation  
Timothy M. Hill  
Administrator  
Office of Environmental Services  
1980 West Broad Street  
Columbus, Ohio 43223

Fax: (614) 728-7368

**Media Advisory: Public Meeting for National Gateway Clearance Projects in Mahoning,  
Portage, Summit and Trumbell Counties**

**DATE:** Wednesday, August 19, 2009  
**TIME:** 4:30 p.m. to 7:30 p.m. (Open House Format)  
**LOCATION:** Northeast Ohio University College of Medicine & Pharmacy located at  
4209 State Route 44, Rootstown, Ohio 44272

The Ohio Department of Transportation (ODOT) and CSX Transportation, Inc. (CSXT) will host a public open house to discuss the National Gateway rail infrastructure enhancements.

The initiative involves bridge replacements and track lowerings along CSXT's railroad between Sullivan and Youngstown, Ohio to obtain necessary vertical clearance required to allow more efficient and environmentally beneficial double-stack trains to pass. The following clearance projects are planned to occur in the following counties and require the following work:

**Mahoning County**

**Youngstown**

- Remove portions of the abandoned railroad bridge located between North West Avenue and the Mahoning River

**Portage County**

**Kent**

- Construct a rail interlocking at CSXT Milepost BG 120
- Lower CSXT rail at Wheeling & Lake Erie Railroad Bridge, and Main Street Bridge
- Raise the Portage County Hike and Bike Path as well as Akron Canton Barberton Cluster Railroad Bridge

**Ravenna**

- Lower tracks at Norfolk Southern Railroad Bridge
- Replace bridge at Knapp Road

**Newton Falls**

- Replace bridge at Rock Springs Road
- Construct a rail interlocking at CSXT Milepost BG 103.90

**Summit County**

**Akron**

- Lower tracks at Thornton Street and the University of Akron Overhead Walkway
- Permanently remove bridge at Park Street

**Trumbell County**

Niles

- Replace bridge at Fifth Street

The purpose of this meeting is to present and discuss the proposed improvement project with the general public, residents, business and property owners and public officials and to solicit public comments regarding the proposed improvement and its social, economic, and environmental impacts. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), information regarding the presence of any known cultural resources in the vicinity of the project is also requested. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

Representatives from the ODOT, CSXT and consulting engineers will be present to discuss the proposed project, right-of-way acquisition process, environmental considerations as well as address any questions and concerns that you may have regarding this proposed transportation improvement project. The project is scheduled for construction in 2010. Detailed closure and detour information will be available at the public meeting.

Written comments may be submitted by September 3, 2009 to the attention of:

Hadley Stamm  
ARCADIS  
284 Cramer Creek Court  
Dublin, Ohio 43017

Media Contacts:

Bob Sullivan  
CSX Transportation, Inc.  
1-877-835-5279  
Robert\_Sullivan@csx.com

Margaret Williams  
APCO Worldwide  
312-368-7532  
mwilliams@apcoworldwide.com

Trumbull County

Niles

- Replace bridge at Fifth Street

This letter is to inform you that an Open House Public Involvement Meeting will be held on **Wednesday, August 19, 2009 from 4:30 p.m. to 7:30 p.m.** at the Northeast Ohio University College of Medicine and Pharmacy located at 4209 Sate Route 44, Rootstown, Ohio 44272. No formal presentation will be made during this open house public involvement meeting.

The purpose of this meeting is to discuss the proposed improvement project and its benefits with the general public, residents, business and property owners and public officials and to solicit public comments regarding the proposed improvement and their social, economic, and environmental impacts. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), information regarding the presence of any known cultural resources in the vicinity of the project is also requested. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

Representatives from the ODOT, CSXT and consulting engineers will be present to discuss the proposed project, right-of-way acquisition process, environmental considerations, as well as address any questions and concerns that you may have regarding this proposed transportation improvement project. The project is scheduled for construction in 2010. Detailed closure and detour information will be available at the meeting.

This public involvement is an opportunity to provide your comments. Therefore, your attendance at this meeting is greatly encouraged. Written comments may also be submitted by September 3, 2009, to the attention of:

Hadley Stamm  
ARCADIS  
284 Cramer Creek Court  
Dublin, Ohio 43017

If you have questions or need additional information, please contact Rusty Orben at 614-242-3935 or by electronic mail at [Rusty.Orben@csx.com](mailto:Rusty.Orben@csx.com). We sincerely appreciate your assistance.

Respectfully,

Gary Sease  
Corporate Communications  
CSX Transportation, Inc.  
cc:





Preserving America's Heritage

August 25, 2009

Timothy M. Hill  
Administrator  
Office of Environmental Services  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, Ohio 43223

Ref: *Proposed CSX – National Gateway Corridor Improvements Project (PID: 85697)  
Between Greenwich, Ohio; Chambersburg, Pennsylvania; and Weldon, North Carolina*

Dear Mr. Hill:

On August 10, 2009, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Ohio State Historic Preservation Office (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Najah Duvall-Gabriel at 202 606-8585 or [ngabriel@achp.gov](mailto:ngabriel@achp.gov).

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

**OHIO DEPARTMENT OF TRANSPORTATION**

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

**OFFICE OF ENVIRONMENTAL SERVICES**

September 29, 2009

Mr. Mark Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office  
567 East Hudson Street  
Columbus, Ohio 43211

**Attn:** Nancy Campbell, ODOT Review Manager, History/Architecture  
Thomas Grooms, ODOT Review Manager, Archaeology

**Subject:** Compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA)

**Project:** CSX-National Gateway Corridor Improvements – Between Greenwich, Ohio;  
Chambersburg, Pennsylvania; and Weldon, North Carolina

PID: 85697

Dear Mr. Epstein:

The NHPA requires federal agencies to take into account the effects of their actions on historic properties. The implementing regulations, Section 106 are set forth in 36 CFR § 800. The Section 106 process seeks to incorporate historic preservation principles into project planning through consultation through the federal agency and consulting parties. Compliance with Section 106 requires the agency official to identify historic properties that could be affected by a project, assess the potential effect to such properties, and seek ways to avoid, minimize or mitigate any adverse effects to historic properties. The enclosed documentation entitled, *CSX National Gateway Corridor Improvements, PID: 85697, Section 106 Determination of Effects, Supporting Documentation*, prepared by the ODOT-Office of Environmental Services, Cultural Resources Staff, September 2009, provides supporting documentation of the following analysis and the resulting Section 106 effect finding.

**Project Description**

The subject undertaking is to rehabilitate the existing CSX Transportation corridor to ensuring passage of double-stack, intermodal railcars. The subject undertaking is part of a larger system of existing CSX Transportation corridors extending from the eastern United States ports to the Midwest. Improvements to 18 locations within the State of Ohio have been identified. The proposed improvements consist of nine bridge replacements, construction of crossovers at two interlocking sites, five track lowerings, two bridge raisings, and three bridge demolitions. In addition, new alignments are proposed at several locations. The majority of the proposed work will be within existing transportation right-of-way; however, there are locations where additional right-of-way will be required.



# OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

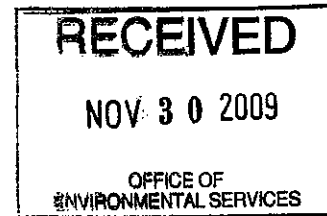
TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

## OFFICE OF ENVIRONMENTAL SERVICES

REC'D BY OHPO NOV 13 2009

November 12, 2009

Mr. Mark Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office  
567 East Hudson Street  
Columbus, Ohio 43211



**Attn:** Nancy Campbell, ODOT Review Manager, History/Architecture  
Thomas Grooms, ODOT Review Manager, Archaeology

**Subject:** Cultural Resources Consultation

**Re:** CSX - National Gateway Corridor Improvements

**Project:** MED-Mud Lake Road-BG 160.20

**PID:** 87315

Dear Mr. Epstein:

### Project Description

The subject undertaking is part of a multi-state initiative extending from the eastern United States ports to the Midwest as described by the enclosed documentation, "CSX Transportation, Clearance Improvement Feasibility Study between Greenwhich, OH and Chambersburg, PA; Baltimore, MD; and Weldon, NC, Great Lakes, Baltimore and Florence-Divisions-New Castle, Pittsburgh, Keystone, Cumberland Terminal, Cumberland, Lurgan, Metropolitan, Capital, Old Main Line, RF&P, Richmond Terminal and North End Subdivisions, State of Ohio Projects", prepared for CSX Intermodal by DMJM Harris/AECOM, August 2008, and the map "National Gateway Clearance Improvements" prepared by AECOM, created September 4, 2007 and revised April 17, 2009. Improvements to the existing CSX Transportation, Inc. (CSXT) rail corridor will ensure the movement of double-stack, intermodal, railcars. Funding is currently available for six (6) work locations within the State of Ohio.

Previously, the undertaking was submitted to the Ohio State Historic Preservation Office (OSHP) for review and concurrence, as detailed below. Originally, it was the intent of the Federal Highway Administration (FHWA), with the Ohio Department of Transportation and the Ohio Rail Development Commission as their agent, to document the undertaking as one environmental document in compliance with the National Environmental Policy Act of 1969, as amended (NEPA). Subsequently, the FHWA, with ODOT/ORDC, has determined individual environmental documents for each work location meets the intent of the NEPA. Therefore, the proposed six work locations within the State of Ohio for the improvements to the existing CSX Transportation, Inc. (CSXT) rail corridor will be submitted to the Ohio State Historic Preservation Office (OSHP) for review and comment as individual undertakings.

### Previous Cultural Resources Consultation

Below is a summary of Section 106 consultation to date associated with the CSX National Gateway Improvements within the State of Ohio. The results of the previous consultation will be utilized to evaluate the affect of the six funded undertakings.

- On August 3, 2000, a formal submission was made to the Ohio State Historic Preservation Office (OSHPO) by the Federal Highway Administration (FHWA), with the Ohio Department of Transportation (ODOT) as their agent. The submission documented the results of preliminary cultural resource investigations. As a result and in accordance with 36 CFR § 800.5(a), the OSHPO concurred the proposed removal of seven bridges, eligible for inclusion on the National Register of Historic Places (NRHP), would constitute an "adverse effect".
- On August 6, 2009, in accordance with 36 CFR § 800.6, FHWA, with ODOT-OES as their agent, notified the Advisory Council on Historic Preservation, the COUNCIL as defined in 36 CFR § 800.16(g), of the "adverse effect" of the undertaking due to the proposed removal of bridges eligible for inclusion on the NRHP.
- On August 10, 2009, ODOT-OES sent a formal invitation and the "CSX-National Gateway Corridor Improvements PID: 85697, Application to be Considered a Section 106 Consulting party for Historic Property Impacts", to potential Section 106 Consulting Parties. The invitation included a copy of the August 6, 2009 OSHPO determination and notification of the August 19, 2009 open- house to be held at the Northeast Ohio University College of Medicine and Pharmacy located in Rootstown, Ohio. No responses have been received to date.
- On August 25, 2009, the COUNCIL, formally notified ODOT-OES that their participation in Section 106 consultation was not warranted.
- Limits of disturbance were updated at the end of August, 2009; plans available at that time showed minor new right-of-way would be required at five locations within Ashland, Medina, Portage, and Trumbull Counties: ASD-TR391-175.70; MED-River Corners Road-169.70; POR-Knapp Road-107.10; POR-Rock Springs Road-105.40; TRU-Fifth Street-85.70. Subsequently, additional field and literature reviews were conducted.
- On September 24, 2009, ODOT received a management summary for the archaeological investigations carried out by Gray & Pape, Inc. This summary, titled *Phase I Archaeological Survey for the CSX-National Gateway Corridor Improvements in Ashland, Medina, and Portage Counties, Ohio (PID 85697)* (2009) recommended that no further work was necessary at the ASD-TR391-175.70; MED-River Corners Road-169.70; POR-Knapp Road-107.10; and POR-Rock Springs Road locations based on the limits of disturbance at those locations at that time.
- In the September 29, 2009 submission to the OSHPO, titled *Compliance of Section 106 of the National Historic Preservation Act of 1966 (NHPA)*, ODOT determined that the appropriate finding for the undertaking, in accordance with 36 CFR § 800.5(a), was an "adverse effect." The OSHPO concurred with this finding on October 5, 2009.



- On October 6, 2009, updated plans were again received by ODOT-OES. A joint field review was conducted with members of the ODOT-OES cultural resource staff and the OSHPO on October 9, 2009. The field review was initiated to determine the level of cultural resources investigations warranted for areas of new right-of-way and areas where the APE was expanded. Consultation in regard to the results of these investigations was not initiated due to the pending receipt of additional modifications (received October 28, 2009).
- On October 13, 2009, a Section 106 consultation meeting was held with agency officials and consulting parties to discuss the draft Memorandum of Agreement documenting proposed measures to mitigate the "adverse effect" of the undertaking.
- Updated plans were received by ODOT-OES on October 28, 2009.
- On November 3, 2009, the draft Memorandum of Agreement was circulated to the Federal Highway Administration-Ohio Division, the Ohio Rail Development Commission, and the OSHPO by ODOT for final review based on the results of additional consultation.
- On November 11, 2009, the undertaking was revised and broken into six undertakings due to available funding. Revised Section 106 consultation was initiated.

#### **MED-Mud Lake Road PID 87315**

The Area of Potential Effects (APE) for the proposed removal and replacement of the Mud Lake Road Bridge - BG160.20 (SFN 5238714), spanning the CSXT rail corridor, requires minor right-of-way. Enclosed are photograph log and key, plan sheets, results of field and literature investigations. Construction limits for this project, while almost entirely within existing right-of-way, originally extended 550 feet east and 650 feet west of the bridge along Mud Lake Road. One small area of temporary right-of-way around a field access drive west of the bridge on the south side of Mud Lake Road will be required. Updated plans received October 28, 2009 still show this as the only new right-of-way (temporary or otherwise), and the construction limits have been shortened to under 300 feet both east and west of the bridge.

#### Archaeology:

The only area of new right-of-way is around an access road, which is both in slope and disturbed by construction of the access road itself. No further archaeological investigation is required at this location.

#### History/Architecture:

The bridge to be removed and replaced at this location, MED-Mud Lake Road-BG160.20 (SFN 5238714), was determined eligible for inclusion on the NRHP on August 6, 2009 as a result of ODOT's current historic bridge update and evaluation and consultation with the OSHPO. As documented by the August 3, 2009 ODOT-OES submission to the OSHPO, one previously identified history/architecture resource at 6520 Mud Lake Road, identified in the Ohio Historic Inventory file as MED-288-16, is located adjacent to the APE. No right-of-way or work will be associated with this property. Enclosed are photographs illustrating the location of the property in relation to the project termini and existing roadway.

The history/architecture property, identified at 6520 Mud Lake Road and as MED-288-16 in the Ohio Historic Inventory files, warrants additional consideration if impacted by the undertaking. Sufficient information is not available to determine whether the resource qualifies for inclusion on the NRHP; however, the resource exhibits a high degree of integrity and may be representative of early architectural, settlement, and agricultural

patterns of the region. Based on the limited amounts of new right-of-way, magnitude of the undertaking, results of literature and field reviews, and previous consultation, it is concluded, the proposed improvements at this location will not affect a significant history/architecture resource other than the historic bridge itself. Additional consultation will be required if the resource at 6520 Mud Lake Road (MED-288-16) will be impacted by the proposed improvements and should be noted as such in the environmental document as an environmental commitment.

The enclosed Memorandum of Agreement (Agreement Number 16007) is currently circulating for review and approval to the agency officials and consulting parties. The agreement documents measures to mitigate the removal of the historic bridge at this location.

**Conclusion**

In accordance with the Advisory Council on Historic Preservation's current regulations and 36 CFR § 800.5(a), we request concurrence with the following:

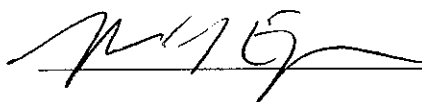
- 1) In accordance with 36 CFR § 800.5(a), a finding of "adverse effect" due to the removal of the MED-Mud Lake Road bridge (BG 160.20) (SFN 5238714), eligible for inclusion on the NRHP, is applicable to the undertaking.
- 2) No known significant cultural resources will be affected by the undertaking with the exclusion of the seven historic bridges identified above.
- 3) A Memorandum of Agreement, documenting the agreed upon mitigation to resolve the "adverse effect", will be executed and stipulations fulfilled.
- 4) Additional consultation will be required if the property located at 6520 Mud Lake Road (MED-288-16) will be impacted by the undertaking. Consultation will be initiated as warranted.

On behalf of FHWA and in accordance with 36 CFR Part 800.3(c)(4), we request your comments on the enclosed by 30 days after the receipt of this letter. If no objection is received within 30 days, in accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR Part 800.3(c)(4), archaeological and history/architecture coordination may proceed as outlined herein. Please address questions or concerns to Susan Gasbarro at [susan.gasbarro@dot.state.oh.us](mailto:susan.gasbarro@dot.state.oh.us), 614-728-0719 or Megan Shaeffer at [megan.shaeffer@dot.state.oh.us](mailto:megan.shaeffer@dot.state.oh.us), 614-752-8279.

Respectfully,

  
Timothy M. Hill  
Administrator  
Office of Environmental Services

OHIO STATE HISTORIC PRESERVATION OFFICE CONCURRENCE:

 \_\_\_\_\_ 11/27/09  
(Date)

Mr. Epstein  
MED-Mud Lake Road PID 87315

-5-

November 12, 2009

TMH:mks/sg

C: FHWA, w/attachments

ORDC, w/attachments

ODOT-District 3, w/attachments

ODOT-District 4, w/attachments

Project File, w/attachments

Reading File

CSX NATIONAL GATEWAY  
MOA Meeting  
Nov. 24, 2009

on phone { Hadley Stamm - Arcadis  
Dave Snyder - FHWA

---

at  
OES

PAUL GRAHAM - OES

DICK HENRY - FHWA

Carmen Steiner - ODOT - OES

Susan Carbarro - ODOT - OES

Megan Shaeffer - ODOT - OES

Tom Barrett - OES

Thomas Grooms - OHPO

Mark Epstein - OHPO

Nancy Campbell - OHPO



# OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

## OFFICE OF ENVIRONMENTAL SERVICES

November 30, 2009

Ms. Najah Duvall-Gabriel  
FHWA Liaison  
Advisory Council on Historic Preservation  
The Old Post Office Building  
1100 Pennsylvania Avenue NW, Suite 809  
Washington, DC 20004

SUBJECT: CSX-National Gateway Corridor Improvements  
POR-Knapp Road–BG 107.10, PID 87317  
MED-Mud Lake Road-BG 160.20, PID 87315  
TRU-Fifth Street–BG 85.70, PID 87319

RE: Notification of “Adverse Effect”

Dear Ms. Duvall-Gabriel

### **CSX National Gateway Corridor Improvement**

The subject improvements are part of a multi-state initiative extending from the eastern United States ports to the Midwest. Improvements to the existing CSX Transportation, Inc. (CSXT) rail corridor will ensure the movement of double-stack, intermodal, railcars. A project overview is presented by the enclosed electronic version of the document, “CSX Transportation, Clearance Improvement Feasibility Study between Greenwich, OH and Chambersburg, PA; Baltimore, MD; and Weldon, NC, Great Lakes, Baltimore and Florence-Divisions-New Castle, Pittsburgh, Keystone, Cumberland Terminal, Cumberland, Lurgan, Metropolitan, Capital, Old Main Line, RF&P, Richmond Terminal and North End Subdivisions, State of Ohio Projects”, prepared for CSX Intermodal by DMJM Harris/AECOM, August 2008. Also enclosed is the map entitled, “National Gateway Clearance Improvements” prepared by AECOM, created September 4, 2007 and revised April 17, 2009, illustrating the proposed improvement locations within the United States.

### **Notification of Adverse Effect – CSX-National Gateway Corridor Improvements, PID 85697**

On August 6, 2009, in accordance with 36 CFR § 800, the Federal Highway Administration (FHWA), with the Ohio Department of Transportation (ODOT) and the Ohio Rail Development Commission (ORDC) as their agent, notified the Advisory Council on Historic Preservation (ACHP) of the “adverse effect” of the undertaking, identified as the CSX-National Gateway Corridor Improvements, PID 85697. In response to the notification, the ACHP responded in a letter dated August 25, 2009 that their participation in resolving the “adverse effect” was not warranted. The history of the Section 106 consultation process is summarized below. Supporting documentation included with the original notification of “adverse effect” dated August 6, 2009, is on file at the ACHP, FHWA, the Ohio State Historic Preservation Office (OSHP), ODOT, and ORDC.



Ms. Duvall-Gabriel  
CSX-National Gateway Corridor Improvements  
POR-Knapp Road – BG 107.10, PID 87317  
MED-Mud Lake - BG 160.20, PID 87315  
TRU-Fifth Street–BG 85.70, PID 87319

-2-

November 30, 2009

**National Environmental Policy Act of 1969, as Amended and Revised Project Scope**

CSXT, the project sponsor, originally requested that the FHWA, with ODOT/ODRC as their agent, process the eighteen proposed work locations within the State of Ohio as one undertaking. Subsequently, FHWA advised the project sponsor, in accordance with 23 CFR § 771 and the National Environmental Policy Act of 1969, as amended (NEPA), that in order to qualify for federal funds, the independent work locations must be documented as separate undertakings. Currently, six of the original eighteen work locations are funded and being processed as independent undertakings. Of the six undertakings, three will result in adverse effects resulting in the subject notification.

**Section 106 Consultation – CSX-National Gateway Corridor Improvements, PID 85697 – August-October 2009**

The following is a summary of the Section 106 consultation process for the CSX-National Gateway Corridor Improvements, PID 85697. Refer to the enclosed copies of consultation for additional information.

- On August 6, 2009, the OSHPO concurred, in accordance with 36 CFR § 800.5(a), the proposed removal of seven bridges, eligible for inclusion on the NRHP, would constitute an “adverse effect”.
- On August 6, 2009, in accordance with 36 CFR § 800.6, FHWA, with ODOT/ORDC as their agent, notified the ACHP of the “adverse effect” due to the proposed removal of seven historic bridges.
- On August 10, 2009, FHWA, with ODOT/ORDC as their agent, sent a formal invitation to potential Section 106 consulting parties, “CSX-National Gateway Corridor Improvements PID: 85697, Application to be Considered a Section 106 Consulting party for Historic Property Impacts”. No responses have been received to date.
- On August 25, 2009, the ACHP notified FHWA, with ODOT/ORDC as their agent, that their participation in Section 106 consultation was not warranted.
- On October 5, 2009, in accordance with 36 CFR § 800.5(a), the OSHPO concurred a finding of “adverse effect” was applicable to the undertaking, CSX-National Gateway Corridor Improvements, PID 85697, due to the removal of seven historic bridges.
- On October 6, 2009, refined plans were received by FHWA, with ODOT/ORDC as their agent; thus, resulting in a joint field review with members of the ODOT staff and the OSHPO on October 9, 2009. Formal consultation was not initiated due to the pending receipt of additional modifications (received October 28, 2009).
- On October 13, 2009, a Section 106 consultation meeting was held with agency officials and consulting parties to discuss the draft Memorandum of Agreement documenting proposed measures to mitigate the “adverse effect” of the undertaking, CSX-National Gateway Corridor Improvements, PID 85697. At the time, the “adverse effect” was due to the removal of seven historic bridges.

CSX-National Gateway Corridor Improvements  
POR-Knapp Road – BG 107.10, PID 87317  
MED-Mud Lake - BG 160.20, PID 87315  
TRU-Fifth Street – BG 85.70, PID 87319

#### **Section 106 Consultation- November-December 2009**

Based on the revised undertaking, CSX-National Gateway Corridor Improvements, PID 85697, FHWA, with ODOT/ORDC as their agent, presented six individual undertakings, listed below, to the OSHPO for review and comment via a submission dated November 11, 2009 (received by the OSHPO on November 13, 2009). The remaining twelve work locations, originally documented as part of the CSX-National Gateway Corridor Improvements, PID 85697, lack sufficient funding and may be processed at a later date as separate undertakings.

- TRU-Fifth Street-BG 85.70, PID 87319
- POR-Knapp Road-BG 107.10, PID 87317
- MED-Mud Lake Road-BG 160.20, PID 87315
- POR-Rock Springs Road-BG 105.40, PID 87318
- POR-Complete Inter-locking: Kent-BG 120.00 & Newton Falls-BG 103.90, PID 87649
- SUM-Park Street-BG 129.50, PID 87316

On November 23, 2009, a consultation meeting was held with the agency officials and the OSHPO to discuss the above listed undertakings and the need to revise the draft Memorandum of Agreement for the CSX-National Gateway Corridor Improvements, PID 85697 (refer to the enclosed attendance sheet). As a result, on November 27, 2009, the OSHPO concurred in accordance with 36 CFR § 800.5(a), a finding of “adverse effect” was applicable to three of the six undertakings due to the removal of three bridges eligible for inclusion on the NRHP:

- POR-Knapp Road-BG 107.10, PID 87317
- MED-Mud Lake Road-BG 160.20, PID 87315
- TRU-Fifth Street-BG 85.70, PID 87319.

The recent change in scope has reduced the number of bridges, eligible for inclusion on the NRHP, with “adverse effect” findings. Originally, the CSX-National Gateway Corridor Improvements, PID 85697, resulted in an “adverse effect” to seven historic bridges. The current undertakings, POR-Knapp Road-BG 107.10, PID 87317, MED-Mud Lake Road-BG 160.20, PID 87315, and TRU-Fifth Street-BG 85.70, PID 87319, will each result in an “adverse effect” to a historic bridge for a total of three “adverse effect” findings. The ACHP was notified of the “adverse effect” to these same three bridges in the original consultation from August 2009 for the CSX-National Gateway Corridor Improvements, PID 85697. The “adverse effect” to these three historic bridges was addressed by the original draft Memorandum of Agreement for the CSX-National Gateway Corridor Improvements, PID 85697, forwarded to the ACHP for review and comment on August 6, 2009 by FHWA, with ODOT/ORDC as their agent.

Ms. Duvall-Gabriel  
CSX-National Gateway Corridor Improvements  
POR-Knapp Road – BG 107.10, PID 87317  
MED-Mud Lake - BG 160.20, PID 87315  
TRU-Fifth Street–BG 85.70, PID 87319

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November 30, 2009

#### **Notification of Adverse Effects**

In accordance with 36 CFR § 800.6, FHWA, with ODOT/ORDC as their agent, is notifying the ACHP of the “adverse effect” of each of the following undertakings by providing the enclosed documentation to determine participation in resolving the “adverse effect” due to the removal of bridges determined eligible for inclusion on the NRHP. Enclosed are copies of the Memorandum of Agreement for each of the three undertakings stipulating the measures to mitigate the adverse effects.

- POR-Knapp Road–BG 107.10, PID 87317
- MED-Mud Lake Road-BG 160.20, PID 87315
- TRU-Fifth Street–BG 85.70, PID 87319

#### **Measures to Minimize Harm - Stipulations I A, B, and C of Memorandum of Agreements**

It is to be noted that the FHWA, with ODOT/ORDC as their agent, is working with the Moonville Trail Committee regarding the reuse of all three of the historic bridges adversely effected by the subject undertakings. The committee is a planning committee that oversees the Moonville Trail, an abandoned rail corridor in southern Ohio. The trail occupies a portion of the former CSX railway corridor in Vinton and Athens County, Ohio. The committee is interested in acquiring the three CSX railroad bridges that are scheduled for removal by the subject undertakings. They have access to flatbed railcars and a crane service to move bridges. The committee is looking for approximately 12-15 bridges to cross Raccoon Creek in the Zalesky State Park area. As stipulated by the Memorandum of Agreements for the subject undertakings, FHWA, with ODOT/ORDC as their agent, will ensure a plaque or plaques are produced for each bridge to be reused and will ensure the plaque or plaques are displayed on or near the relocated bridges. The committee has invited FHWA, with ODOT/ORDC as their agent, to meet with them on December 8, 2009 to explain the process for reusing a historic bridge. The OSHPO has confirmed attendance at the meeting. It is the intent of FHWA, with ODOT/ORDC as their agent, to incorporate the transfer of the historic bridges to the Moonville Trail Committee for reuse as part of the final design plans for the undertakings. In addition, documentation of the bridges as stipulated by the Memorandum of Agreements will be prepared and approved by FHWA, with ODOT/ORDC as their agent, in consultation with the OSHPO, prior to removal and relocation.

We request your comments on the enclosed by 15 days after your receipt of this letter. If no objection is received within 15 days, in accordance with the Advisory Council on Historic Preservation’s current regulations under 36 CFR 800.6, FHWA, with ODOT/ORDC as their agent, will proceed to the next step in the Section 106 process. Address questions or concerns to Carmen Stemen, ODOT-Office of Environmental Services, at [Carmen.stemen@dot.state.oh.us](mailto:Carmen.stemen@dot.state.oh.us) or Susan Gasbarro, ODOT-Office of Environmental Services at [susan.gasbarro@dot.state.oh.us](mailto:susan.gasbarro@dot.state.oh.us).

Respectfully,



Timothy M. Hill  
Administrator  
Office of Environmental Services

Ms. Duvall-Gabriel

-5-

November 30, 2009

CSX-National Gateway Corridor Improvements

POR-Knapp Road – BG 107.10, PID 87317

MED-Mud Lake - BG 160.20, PID 87315

TRU-Fifth Street–BG 85.70, PID 87319

TMH:sg

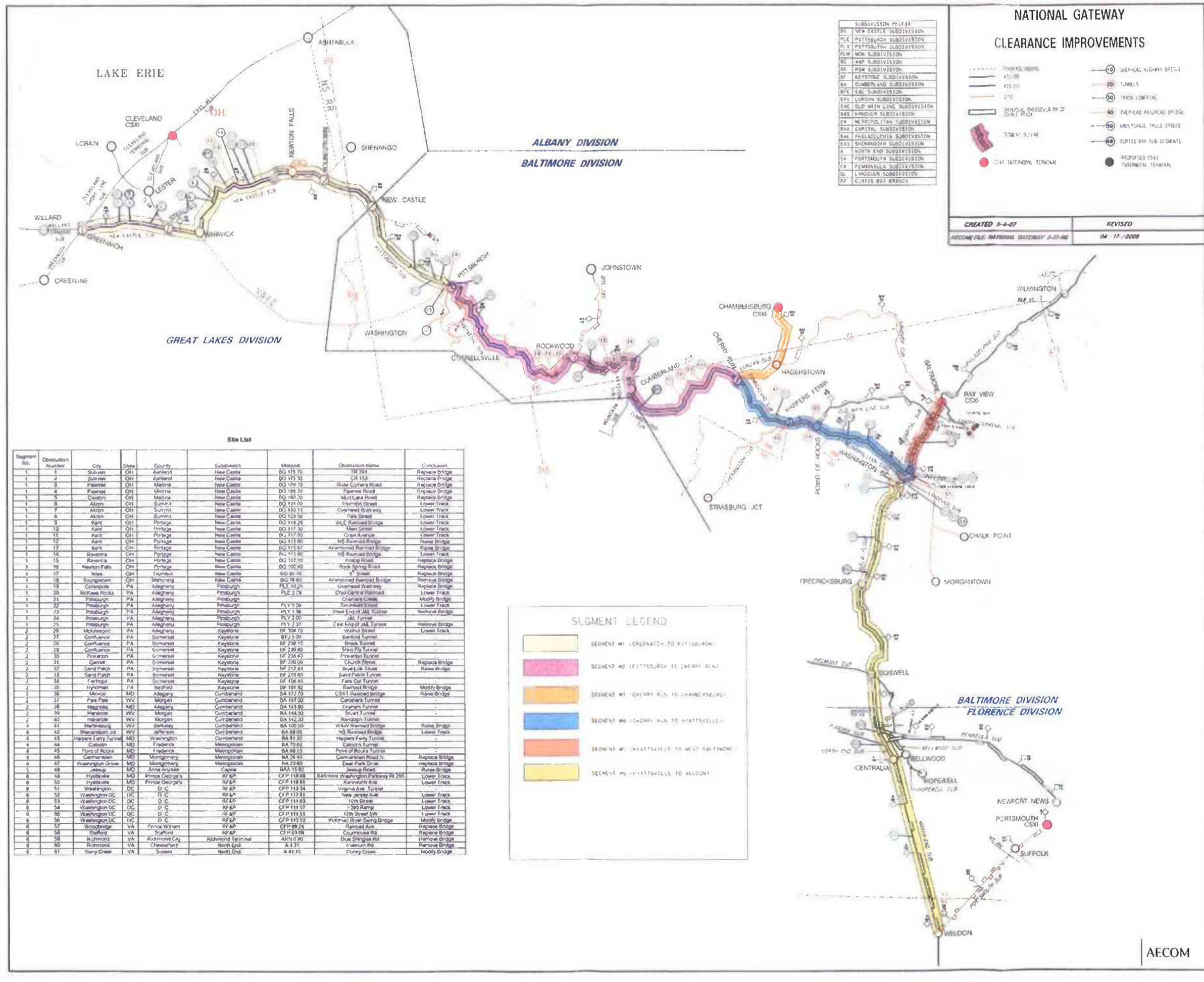
Enclosure

C: D. Snyder, FHWA, w/att.

M. Epstein, OSHPO, w/att

Project File

Reading File



| Subdivision                    | Color             |
|--------------------------------|-------------------|
| BC NEW CASTLE SUBDIVISION      | Light Blue        |
| PLC PITTSBURGH SUBDIVISION     | Light Green       |
| PLV PITTSBURGH SUBDIVISION     | Light Purple      |
| PLW NEW SUBDIVISION            | Light Orange      |
| BC BAP SUBDIVISION             | Light Yellow      |
| BC PAM SUBDIVISION             | Light Cyan        |
| AF ALPSTONE SUBDIVISION        | Light Blue-Gray   |
| BA CLAMBERLAND SUBDIVISION     | Light Green-Gray  |
| BFC SAC SUBDIVISION            | Light Purple-Gray |
| BAD LURGAN SUBDIVISION         | Light Orange-Gray |
| SAC OLD WHEAT LANE SUBDIVISION | Light Yellow-Gray |
| BAS BRADNER SUBDIVISION        | Light Cyan-Gray   |
| BA METROPOLITAN SUBDIVISION    | Light Blue-Gray   |
| BA3 CAPITAL SUBDIVISION        | Light Green-Gray  |
| BA4 PHILADELPHIA SUBDIVISION   | Light Purple-Gray |
| BA3 SHENANDOAH SUBDIVISION     | Light Orange-Gray |
| A NORTH END SUBDIVISION        | Light Yellow-Gray |
| SA PORTSMOUTH SUBDIVISION      | Light Cyan-Gray   |
| CP PENNSYLVANIA SUBDIVISION    | Light Blue-Gray   |
| SL LANGOLES SUBDIVISION        | Light Green-Gray  |
| CP CUTTIS BRIDGE BRANCH        | Light Purple-Gray |

**NATIONAL GATEWAY  
CLEARANCE IMPROVEMENTS**

- THROUGH ROUTE
- 455-20
- 210
- PROPOSED OVERPASS OR 20' CLEAR TRACK
- 20' CLEAR TRACK
- OVERHEAD HIGHWAY BRIDGE
- 20' TUBULES
- TRUCK OVERPASS
- OVERHEAD RAILROAD BRIDGE
- UNDERPASS TRUSS BRIDGE
- CUTTIS BRIDGE STRUCTURES
- PROPOSED CSX INTERFERENCE TERMINAL
- PROPOSED CSX INTERFERENCE TERMINAL

CREATED 9-4-07  
REVISOR 04-17-2009  
ACCOMPLISH NATIONAL GATEWAY 3-25-08

**Site List**

| Segment No. | Construction Number | City                      | State | County         | Subdivision | Mileage    | Construction Name                   | Conclusion     |
|-------------|---------------------|---------------------------|-------|----------------|-------------|------------|-------------------------------------|----------------|
| 1           | 1                   | Sullivan                  | OH    | Ashland        | New Castle  | BC 175.70  | TR 301                              | Replace Bridge |
| 1           | 2                   | Sullivan                  | OH    | Ashland        | New Castle  | BC 175.55  | CA 110                              | Replace Bridge |
| 1           | 3                   | Painesville               | OH    | Madison        | New Castle  | DJ 176.70  | River Current Road                  | Replace Bridge |
| 1           | 4                   | Painesville               | OH    | Madison        | New Castle  | DJ 176.30  | Painesville Road                    | Replace Bridge |
| 1           | 5                   | Crestline                 | OH    | Madison        | New Castle  | DJ 180.50  | Mud Lake Road                       | Replace Bridge |
| 1           | 6                   | Albion                    | OH    | Sunbury        | New Castle  | DJ 131.00  | Thompson Street                     | Lower Tracks   |
| 1           | 7                   | Albion                    | OH    | Sunbury        | New Castle  | DJ 130.10  | Shenandoah Way                      | Lower Tracks   |
| 1           | 8                   | Albion                    | OH    | Sunbury        | New Castle  | DJ 129.50  | Dick Street                         | Lower Tracks   |
| 1           | 9                   | Kent                      | OH    | Portage        | New Castle  | DJ 119.20  | W.L. Railroad Bridge                | Lower Tracks   |
| 1           | 10                  | Kent                      | OH    | Portage        | New Castle  | DJ 117.30  | Main Street                         | Lower Tracks   |
| 1           | 11                  | Kent                      | OH    | Portage        | New Castle  | DJ 117.00  | Crane Avenue                        | Lower Tracks   |
| 1           | 12                  | Kent                      | OH    | Portage        | New Castle  | DJ 115.80  | N.R. Railroad Bridge                | Replace Bridge |
| 1           | 13                  | Kent                      | OH    | Portage        | New Castle  | DJ 115.87  | Abandoned Railroad Bridge           | Remove Bridge  |
| 1           | 14                  | Kent                      | OH    | Portage        | New Castle  | DJ 115.80  | N.R. Railroad Bridge                | Lower Tracks   |
| 1           | 15                  | Kent                      | OH    | Portage        | New Castle  | DJ 105.50  | Long Road                           | Replace Bridge |
| 1           | 16                  | Newton Falls              | OH    | Portage        | New Castle  | DJ 105.43  | Rock Spring Road                    | Replace Bridge |
| 1           | 17                  | New                       | OH    | Tuscarora      | New Castle  | BC 85.70   | S Street                            | Replace Bridge |
| 1           | 18                  | Youngstown                | OH    | Mahoning       | New Castle  | BC 78.80   | Abandoned Railroad Bridge           | Remove Bridge  |
| 1           | 19                  | Conneaut                  | PA    | Allegheny      | Pittsburgh  | PLC 132.25 | Overhead Spanway                    | Replace Bridge |
| 1           | 20                  | McKees Rocks              | PA    | Allegheny      | Pittsburgh  | PLC 3.28   | Ohio Canal Railroad                 | Lower Track    |
| 1           | 21                  | Pittsburgh                | PA    | Allegheny      | Pittsburgh  | PLV 2.50   | Charles Creek                       | Moddy Bridge   |
| 1           | 22                  | Pittsburgh                | PA    | Allegheny      | Pittsburgh  | PLV 2.50   | Timothy Street                      | Lower Track    |
| 1           | 23                  | Pittsburgh                | PA    | Allegheny      | Pittsburgh  | PLV 1.58   | West End of J.M. Tunnel             | Remove Bridge  |
| 1           | 24                  | Pittsburgh                | PA    | Allegheny      | Pittsburgh  | PLV 2.00   | J.M. Tunnel                         | Remove Bridge  |
| 1           | 25                  | Pittsburgh                | PA    | Allegheny      | Pittsburgh  | PLV 2.27   | East End of J.M. Tunnel             | Remove Bridge  |
| 2           | 26                  | Morgantown                | PA    | Allegheny      | Keystone    | BF 306.70  | Walrus Street                       | Lower Track    |
| 2           | 27                  | Confluence                | PA    | Schenck        | Keystone    | BF 233.50  | Burdick Tunnel                      | Replace Bridge |
| 2           | 28                  | Confluence                | PA    | Schenck        | Keystone    | BF 238.70  | Brook Tunnel                        | Replace Bridge |
| 2           | 29                  | Confluence                | PA    | Schenck        | Keystone    | BF 230.80  | Free Fly Tunnel                     | Replace Bridge |
| 2           | 30                  | Pottsville                | PA    | Schenck        | Keystone    | BF 235.43  | Frederick Tunnel                    | Replace Bridge |
| 2           | 31                  | Glenfield                 | PA    | Schenck        | Keystone    | BF 230.00  | Church Street                       | Replace Bridge |
| 2           | 32                  | Glenfield                 | PA    | Schenck        | Keystone    | BF 232.83  | Blue Lick Tunnel                    | Replace Bridge |
| 2           | 33                  | Sand Patch                | PA    | Schenck        | Keystone    | BF 210.60  | Sand Patch Tunnel                   | Replace Bridge |
| 2           | 34                  | Windsor                   | PA    | Schenck        | Keystone    | BF 196.40  | Falls Gap Tunnel                    | Moddy Bridge   |
| 2           | 35                  | Windsor                   | PA    | Wayne          | Keystone    | BF 189.80  | Rainbow Bridge                      | Replace Bridge |
| 2           | 36                  | Marysville                | MD    | Allegany       | Cumberland  | BA 177.70  | C&D Railroad Bridge                 | Replace Bridge |
| 2           | 37                  | Free Pass                 | WV    | Morgan         | Cumberland  | BA 147.00  | Geophers Tunnel                     | Replace Bridge |
| 2           | 38                  | Marysville                | MD    | Allegany       | Cumberland  | BA 143.80  | Cypress Tunnel                      | Replace Bridge |
| 2           | 39                  | Marysville                | MD    | Morgan         | Cumberland  | BA 143.50  | Sweet Tunnel                        | Replace Bridge |
| 2           | 40                  | Marysville                | MD    | Morgan         | Cumberland  | BA 142.30  | Rainbow Tunnel                      | Replace Bridge |
| 4           | 41                  | Marysville                | MD    | Berkeley       | Cumberland  | BA 100.20  | W&A Railroad Bridge                 | Replace Bridge |
| 4           | 42                  | Shenandoah Jct            | WV    | Jefferson      | Cumberland  | BA 89.00   | N.R. Railroad Bridge                | Lower Track    |
| 4           | 43                  | Hagerstown Ferry Crossing | MD    | Washington     | Cumberland  | BA 81.25   | Hagerstown Tunnel                   | Replace Bridge |
| 4           | 44                  | Carbon                    | MD    | Frederick      | Maryland    | BA 70.62   | Carbon Tunnel                       | Replace Bridge |
| 4           | 45                  | Point of Rocks            | MD    | Frederick      | Maryland    | BA 69.12   | Point of Rocks Tunnel               | Replace Bridge |
| 4           | 46                  | Germantown                | MD    | Montgomery     | Maryland    | BA 58.40   | Germantown Road N                   | Replace Bridge |
| 4           | 47                  | Washington Grove          | MD    | Montgomery     | Maryland    | BA 58.80   | Lower Park Drive                    | Replace Bridge |
| 5           | 48                  | Jessup                    | MD    | Anne Arundel   | Cape        | BAA 115.80 | Jessup Road                         | Replace Bridge |
| 6           | 49                  | Hollywood                 | MD    | Prince Georges | RP          | CFP 118.88 | Baltimore Washington Parkway Rg 250 | Lower Track    |
| 6           | 50                  | Hyattsville               | MD    | Prince Georges | RP          | CFP 118.88 | Jennings Rd                         | Lower Track    |
| 6           | 51                  | Washington DC             | DC    | D.C.           | RP          | CFP 113.34 | Virginia Ave. Tunnel                | Lower Track    |
| 6           | 52                  | Washington DC             | DC    | D.C.           | RP          | CFP 112.81 | New Jersey Ave                      | Lower Track    |
| 6           | 53                  | Washington DC             | DC    | D.C.           | RP          | CFP 111.63 | 10th Street                         | Lower Track    |
| 6           | 54                  | Washington DC             | DC    | D.C.           | RP          | CFP 111.53 | 13th Street                         | Lower Track    |
| 6           | 55                  | Washington DC             | DC    | D.C.           | RP          | CFP 111.53 | 11th Street SW                      | Lower Track    |
| 6           | 56                  | Washington DC             | DC    | D.C.           | RP          | CFP 110.50 | Hyattsville River Swing Bridge      | Moddy Bridge   |
| 6           | 57                  | Woodbridge                | VA    | Prince William | RP          | CFP 86.24  | River Road                          | Replace Bridge |
| 6           | 58                  | Richmond                  | VA    | Stafford       | RP          | CFP 81.08  | Stafford Rd                         | Replace Bridge |
| 6           | 59                  | Richmond                  | VA    | Richmond City  | RP          | ANR 0.90   | Blue Springs Rd                     | Replace Bridge |
| 6           | 60                  | Romond                    | VA    | Chesapeake     | North End   | A 4.31     | Warren Rd                           | Replace Bridge |
| 6           | 61                  | Stony Creek               | VA    | Sweet          | North End   | A 4.35     | Stoney Creek                        | Moddy Bridge   |

**SEGMENT LEGEND**

- Segment #1 GREENWICH TO PITTSBURGH
- Segment #2 PITTSBURGH TO CHAMBERSBURG
- Segment #3 CHAMBERSBURG TO HAGERSTOWN
- Segment #4 HAGERSTOWN TO WASHINGTON
- Segment #5 WASHINGTON TO WEST BALTIC
- Segment #6 WASHINGTON TO BALCONY



**MEMORANDUM OF AGREEMENT  
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,  
THE OHIO STATE HISTORIC PRESERVATION OFFICE,  
THE OHIO DEPARTMENT OF TRANSPORTATION, AND  
THE OHIO RAIL DEVELOPMENT COMMISSION  
FOR RESOLVING THE ADVERSE EFFECT OF THE UNDERTAKING  
CSX NATIONAL GATEWAY CORRIDOR  
MED-MUD LAKE ROAD-BG160.20  
BRIDGE REPLACEMENT  
PID 87315  
AGREEMENT NUMBER 16007**

- 1) WHEREAS, the Federal Highway Administration (FHWA) is the AGENCY responsible for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. Part 470), and the implementing regulations 36 CFR Part 800; and
- 2) WHEREAS, the FHWA, with the Ohio Department of Transportation (ODOT) and the Ohio Rail Development Commission (ORDC) as their AGENT, as defined in 36 CFR § 800.16(k), will prepare environmental documents for the CSX National Gateway Corridor improvement located within the State of Ohio; and
- 3) WHEREAS, the CSX National Gateway Corridor, MED-Mud Lake Road-BG160.20 PID 87315, the UNDERTAKING, as defined in 36 CFR § 800.16(y), will result in the removal of a bridge and related work items, to obtain sufficient vertical clearance for the passage of double-stacked intermodal railcars along the existing CSX Transportation, Inc. rail corridor; and
- 4) WHEREAS, FHWA, with ODOT/ORDC as their agent, in consultation with the Ohio State Historic Preservation Office (OSHPO), determined the UNDERTAKING is a type of activity that has the potential to cause effects on historic properties; and
- 5) WHEREAS, FHWA, with ODOT/ORDC as their agent, in consultation with the OSHPO, has made a reasonable and good faith effort to identify historic properties within the area of potential effects as defined in 36 CFR § 800.16(d); and
- 6) WHEREAS, FHWA, with ODOT/ORDC as their agent, in consultation with the OSHPO, determined the bridge, a Warren pony truss, to be removed by the UNDERTAKING, located at MED-Mud Lake Road-BG160.20, is eligible for inclusion on the National Register of Historic Places (NRHP); and
- 7) WHEREAS, FHWA, with ODOT/ORDC as their agent, in consultation with the OSHPO, applied the criteria of adverse effect, as defined in 36 CFR § 800.5, and determined the UNDERTAKING will have an adverse effect; and
- 8) WHEREAS, FHWA, with ODOT/ORDC as their agent, in consultation with the OSHPO and other consulting parties has recorded the terms and conditions agreed upon to resolve the adverse effect of the UNDERTAKING in this MEMORANDUM OF AGREEMENT in accordance with 36 CFR Part 800; and
- 9) WHEREAS, FHWA, with ODOT/ORDC as their agent, consulted with the Advisory Council on Historic Preservation, the COUNCIL, as defined in 36 CFR § 800.16(g); and

- 10) WHEREAS, the COUNCIL concluded participation in resolving the adverse effects of the CSX National Gateway Improvements within the State of Ohio was not warranted; and
- 11) WHEREAS, FHWA, with ODOT/ORDC as their agent, has provided opportunities for consulting parties to participate in consultation and have not denied any consulting parties such status for this UNDERTAKING; and
- 12) WHEREAS, FHWA, with ODOT/ORDC as their agent, will continue to provide opportunities for consulting parties to participate in consultation; and
- 13) WHEREAS, FHWA, with ODOT/ORDC as their agent, has reduced the footprint of the UNDERTAKING and the need for new right-of-way by following avoidance and minimization measures; and
- 14) WHEREAS, FHWA, with ODOT/ORDC as their agent, will continue to incorporate avoidance and minimization measures into and during the detailed design and the construction of the UNDERTAKING; and
- 15) NOW THEREFORE, FHWA, with ODOT/ORDC as their agent, and the OSHPO, agree the UNDERTAKING shall be administered in accordance with the following stipulations to satisfy FHWA's Section 106 responsibilities for mitigating the adverse effect of the undertaking.

#### STIPULATIONS

FHWA shall ensure that the following measures are carried out:

##### STIPULATION I - MITIGATION MEASURES

- A) **Documentation:** ODOT/ORDC, as the agent of FHWA, shall retain a Preservation Professional who meets the Secretary of the Interior's Professional Qualification Standards (36 C.F.R. Part 61) in history, architecture, architectural history, or historic architecture to document the historic bridge at the following location: Medina County-Mud Lake Road-BG160.20.
  - 1) **Narrative Report:** The Preservation Professional shall prepare a narrative report documenting the significance of the historic bridge type within the State of Ohio spanning rail lines. The report shall document the significance of the extant, known bridges of this type, spanning rail lines, within the State of Ohio. The document shall include photographs and location information of the extant bridges of this type in the State of Ohio which span rail lines. The reports shall be equivalent in content to that required by the Historic American Engineering Record (HAER) Documentation Level II.
  - 2) **Photographic Documentation:** The Preservation Professional shall produce a series of photographs that document the historic bridge. Photographs from the following vantage points are expected: both approaches, both sides, and view of the bridge from the level of the rail corridor. Following the guidelines in the *National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion, March 2005*, or later updates of this document, the Preservation Professional shall take digital photographs and produce 4x6-inch prints and a CD of the photographs. The prints shall be labeled and packaged according the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation: HABS/HAER Standards* (National Park Service, 1990). A list of photo captions (Photo Index) and a site plan showing the location and direction of the photographs (Photo Key) shall be included. A maximum of ten (10) new photographs shall be produced.

- 3) **Reproduction of Historic Plans and Photographs:** The Preservation Professional shall consult with the CSX Transportation, Inc., the owner of the historic bridge, to find original plans and historic photographs of the historic bridge. If available, the Preservation Professional shall digitally reproduce the plans and photographs by creating high-quality scans in tagged image file format (.tiff) at a resolution of at least 300 dpi. The .tiff files shall be burned to an archival gold CD-R or DVD-R to be included in the documentation package and made into prints that shall be processed, labeled, and packaged according to the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation: HABS/HAER Standards* (National Park Service, 1990). Captions for reproduced historic photographs shall be included in the Photo Index and entries showing the location and direction of these photographs should be included in the Photo Key required by Stipulation I.A.2.
  
- 4) **Schedule and Delivery:** Immediately upon execution of the MEMORANDUM OF AGREEMENT and prior to demolition of the bridge, ODOT/ORDC, as the agent of FHWA, shall retain a qualified historic preservation consultant to begin completion of the documentation required by Stipulation I.A.
  - a. The Preservation Professional shall submit a draft of the documentation package to ODOT/ORDC for review and comment. The phrase "Submitted to the Ohio Historic Preservation Office" must appear on the title page of the documentation package. This allows the State Library of Ohio to process for entry into the collections. A byline for the report's author(s) on the title page is acceptable.
  - b. ODOT/ORDC will forward a copy of the draft to OSHPO for a 30-day review and comment period.
  - c. ODOT/ORDC will request that the Preservation Professional revise the document pursuant to ODOT/ORDC and OSHPO comments. Upon the receipt of the revised documentation from the Preservation Professional, ODOT/ORDC will forward the revised documentation to the OSHPO for a 30-day review and comment period. This process will be repeated until a final approval is received from the OSHPO.
  - d. Upon OSHPO approval of the final documentation, the Preservation Professional will provide the ODOT/ORDC one (1) unbound original with printed photographs, twelve (12) bound, high-quality, photocopies with printed photographs, and twelve (12) CDs of the complete report and photographs of the final approved documentation.
  - e. ODOT/ORDC will distribute the approved documentation as detailed below:
    - i. One (1) unbound original and two (2) bound, high-quality, photocopies with printed photographs, and one (1) CD of the complete report and photographs will be provided to the State Library of Ohio at the following address:

Ms. Audrey L. Hall  
Government Information Services  
The State Library of Ohio  
274 E. First Ave.  
Columbus, OH 43201

- ii. Ten (10) bound, high-quality, photocopies of the unbound original and eleven (11) CDs of the complete report and photographs will be made available to the agency officials, the consulting parties, and others as identified.

**B. Reuse of Historic Bridges:** Prior to removal, ODOT/ORDC will advertise (for a 60-day period) the availability of the bridge for reuse in an effort to preserve the historic significance of the resource. ODOT/ORDC will ensure the recipient of the bridge for reuse, assumes full responsibility for the bridge.

**C. Plaque for Reused Historic Bridge:** Prior to removal and relocation, ODOT/ORDC will ensure a plaque is produced for the bridge to be reused.

- a) The Preservation Professional (see Stipulation IA) shall submit a draft of the plaque text and rendering to ODOT/ORDC for review and comment for the bridge to be reused.
- b) ODOT/ORDC will forward a copy of the draft plaque text and rendering to the OSHPO for a 30-day review and comment period. ODOT/ORDC will request the Preservation Professional revise the plaque text and rendering pursuant to ODOT/ORDC and OSHPO comments.
- c) Upon receipt of the revised plaque text and rendering from the Preservation Professional, ODOT/ORDC will forward the revised documentation to the OSHPO for a 30-day review and comment period. This process will be repeated until a final approval is received from the OSHPO.
- d) Upon OSHPO approval of the final plaque text and rendering the bridge to be reused, ODOT/ORDC will ensure the plaque is displayed on or near the relocated bridge.

**D. Fulfillment of Stipulation I:** ODOT/ORDC will provide documentation of the fulfillment of Stipulation I, Mitigation Measures, to the FHWA and the OSHPO as evidence of the fulfillment of this MEMORANDUM OF AGREEMENT.

#### **STIPULATION II - PROFESSIONAL QUALIFICATIONS**

Consultants working on ODOT/ORDC projects in the fields of History, Archaeology, and Architectural History must be prequalified by ODOT/ORDC for such work. These individuals must meet the requirements of the Secretary of Interior's Professional Qualifications Standards (36 CFR Part 61, Appendix A) and the Personnel Qualifications in the OSHPO's Archaeology Guidelines (1994) and/or any successors to those standards and guidelines.

#### **STIPULATION III - PROJECT MODIFICATIONS**

If the area of potential effects is modified for the UNDERTAKING, ODOT/ORDC, will prepare cultural resource re-evaluation documentation as warranted and will consult with the OSHPO and other consulting parties. Further cultural resources investigation as recommended by ODOT/ORDC or the OSHPO must be conducted as required.

#### **STIPULATION IV - DISPUTE RESOLUTION**

Should any signatory to the MEMORANDUM OF AGREEMENT object at any time to any actions proposed or the manner in which the terms of the MEMORANDUM OF AGREEMENT are implemented, FHWA, with ODOT/ORDC as FHWA's agent, will consult with such signatory to resolve the objection. If FHWA determines that such objection cannot be so resolved, FHWA will:

- A) Forward all documentation relevant to the dispute, including FHWA's proposed resolution, to the COUNCIL. The COUNCIL should provide FHWA with the COUNCIL's advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA will prepare a written response that takes into account any timely advice or comments regarding the dispute from the COUNCIL signatories and concurring parties, and provide them with a copy of FHWA's written response. FHWA will then proceed according to its final decision.
- B) If the COUNCIL does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA will prepare a written response that takes into account any timely comments regarding the dispute from signatories and concurring parties to the MEMORANDUM OF AGREEMENT, and provide them and the COUNCIL with a copy of such written response.
- C) FHWA's responsibility to carry out all other actions subject to the terms of the MEMORANDUM OF AGREEMENT which are not the subject of the dispute will remain unchanged.

#### **STIPULATION V - POST REVIEW DISCOVERIES**

If previously unidentified archaeological or historic properties, or unanticipated effects on historic properties during construction are discovered after ODOT/ORDC has completed its review under this MEMORANDUM OF AGREEMENT, that portion of the project will stop immediately, pursuant to Section 203.04 of ODOT's Construction And Material Specifications. The project engineer will immediately contact ODOT/ORDC. No further construction in the area of discovery will proceed until the requirements of 36 CFR § 800.13 have been satisfied, including if appropriate consultation with federally recognized Indian tribes, as defined in 36 CFR § 800.16(m), that may attach traditional cultural and religious significance to the discovered property. ODOT/ORDC will consult with OSHPO and other consulting parties, as appropriate, to record, document and evaluate NRHP eligibility of the property and/or the project's effect on the historic property, and to design a plan for avoiding, minimizing, or mitigating adverse effects on the eligible property. If neither the OSHPO, a federally recognized Indian tribe, or other consulting parties file a timely objection to ODOT/ORDC's plan for addressing the discovery, ODOT/ORDC may carry out the requirements of 36 CFR § 800.13 on behalf of FHWA and the COUNCIL need not be notified.

#### **STIPULATION VI - TREATMENT OF HUMAN REMAINS**

Historic and prehistoric human remains are subject to protection under Ohio Revised Code Sections 2909.05 and 2927.11. As such, if human remains are discovered during construction, work in that portion of the project will stop immediately. The remains will be covered and/or protected in place in such a way that minimizes further exposure of and damage to the remains and project engineer will immediately consult with the ODOT/ORDC and immediately notify local law enforcement and/or the County Coroner. If the remains are found to be of a Native American Indian, a treatment plan will be developed by ODOT/ORDC and OSHPO in consultation with FHWA, COUNCIL, and appropriate federally recognized Indian tribes, as defined in 36 CFR § 800.16(m). FHWA and ODOT/ORDC will ensure that any treatment and reburial plan is fully implemented. If the remains are not of a Native American Indian, the appropriate local authority (i.e., local law enforcement and/or county coroner) will be consulted to determine final disposition of the remains. Avoidance and preservation in place is the preferred option for treating human remains.



- A) For Native American Indian remains discovered on Federal lands, the Federal land managing agency will be responsible for consultation under the Native American Graves Protection and Repatriation Act of 1990 (PL 101-601).
- B) For skeletal remains discovered on property owned by the State of Ohio, ODOT/ORDC will comply with Section 149.53 of the Ohio Revised Code. Under this section, the Director of the Ohio Historical Society shall determine final disposition of any discovered skeletal remains.

**STIPULATION VII - AMENDMENTS**

Any signatory to the MEMORANDUM OF AGREEMENT may propose to other parties that it be amended, whereupon the signatories will consult in accordance with 36 CFR § 800.6(c)(1) to consider such an amendment.

**STIPULATION VIII - DURATION**

If the UNDERTAKING has not been initiated within five (5) years of the date of the execution of this MEMORANDUM OF AGREEMENT, this MEMORANDUM OF AGREEMENT will be considered null and void, unless the signatories agree in writing to an extension for implementation of its terms. Signatories will return four and one-half (4½) years after the execution of this MEMORANDUM OF AGREEMENT to amend or to extend the term of the agreement for an additional five (5) years.

Execution of this MEMORANDUM OF AGREEMENT by FHWA and implementation of its terms evidences that FHWA has taken into account the effects of the UNDERTAKING on historic properties and afforded the COUNCIL an opportunity to comment.

**SIGNATORIES:**

|   |      |
|---|------|
| Ohio Rail Development Commission        | Date |
| Ohio Department of Transportation       | Date |
| Ohio State Historic Preservation Office | Date |
| Federal Highway Administration          | Date |

**CONSULTING PARTIES:**

|                          |      |
|--------------------------|------|
| CSX Transportation, Inc. | Date |
| Medina County            | Date |

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Ashland County Engineer Date

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Medina County Engineer Date

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Portage County Engineer Date

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Date

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Date

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Date

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Date

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Date

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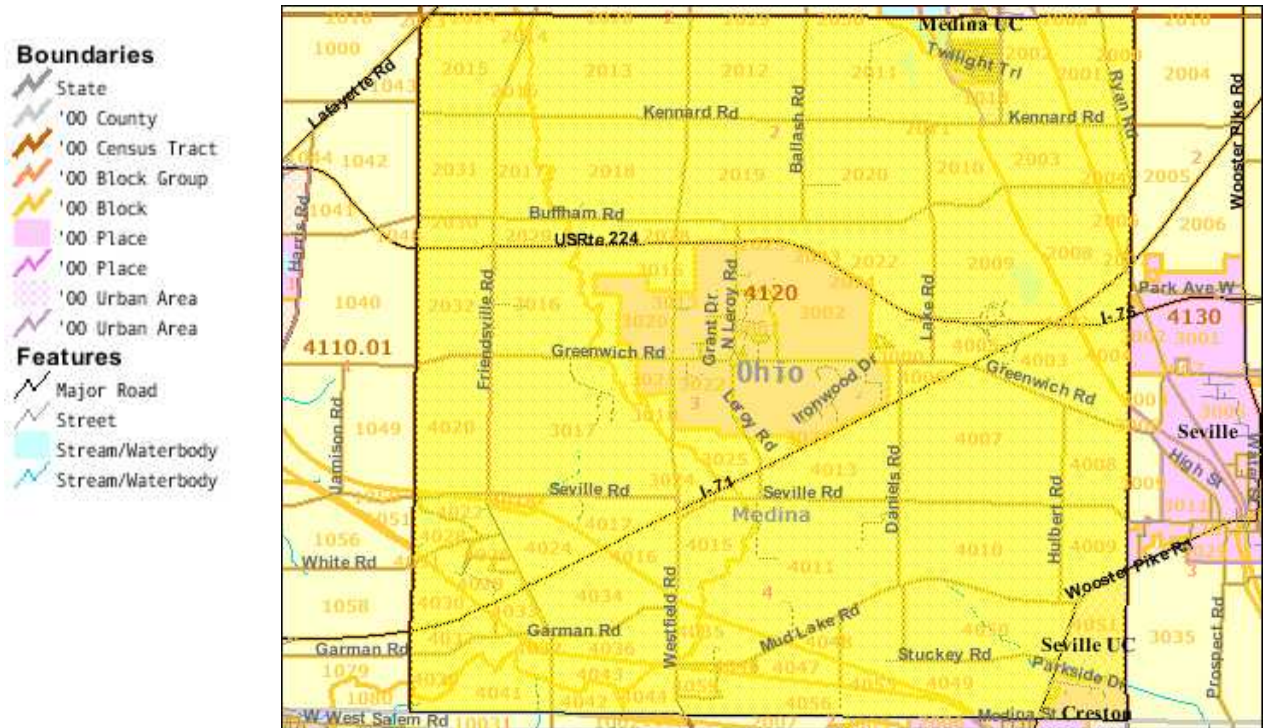
ARCADIS

**Appendix M**

United States Census Data

# U.S. Census Bureau

## Census Tract 4120, Medina County, Ohio



| Population | Total of Census Tract 4120, Medina County, Ohio |
|------------|---|
| Total      | 4,172   |

| Race (Individual, 100% Data)  | Census Tract Total, Medina County, Ohio | Percentage |
|---|---|------------|
| Minority (Black or African American, American Indian and Alaskan Native, Asian, Native Hawaiian, Other Pacific Islander, Other Race or Two or more races) | 42                                      | 1.0%       |

| Poverty Status (Individual, Sample Data) | Census Tract Total, Medina County, Ohio | Percentage |
|--|---|------------|
| Income in 1999 below poverty level:      | 111                                     | 2.7%       |

U.S. Census Bureau  
Census 2000

ARCADIS

**Appendix N**

Public Involvement



ARCADIS

**District 3 Public Information**



Gary Sease  
500 Water Street  
Jacksonville, Florida 32202  
Gary\_Sease@CSX.com

August 24, 2009

E. Wyane Risner, Sherriff  
1205 East Main Street  
Ashland, Ohio 44805

RE: Notification Letter for, National Gateway, ODOT District 3 Rail Infrastructure Enhancements

Dear E. Wyane Risner:

The Ohio Department of Transportation (ODOT) and CSX Transportation, Inc. (CSXT) would like to notify you of the National Gateway clearance projects. This initiative involves bridge replacements and track lowerings along CSXT's railroad between Sullivan and Youngstown, Ohio to obtain necessary overhead clearance required to allow more efficient and environmentally beneficial double-stack trains to pass. The following clearance projects are planned to occur in the following counties:

**Ashland County**

**Sullivan**

- Replace bridge at TR 391
- Permanently remove bridge at TR 150

**Pawnee**

- Replace bridge at River Corners Road
- Permanently remove bridge at Pawnee Road

**Medina County**

**Creston**

- Replace bridge at Mud Lake Road

The purpose of this letter is to notify you of the proposed work, as well as, solicit public comments regarding the proposed improvement and their social, economic, and environmental impacts. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), information regarding the presence of any known cultural resources in the vicinity of the project is also requested. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

The project is scheduled for construction in 2010, and expected to last over the next 3 years (at various locations). Detailed closure and detour information will be made available closer to the start of construction.

*"Environmentally on Track"*

This public involvement is an opportunity to provide your comments. Therefore, your written comments may be submitted by September 7, 2009, to the attention of:

Hadley Stamm  
ARCADIS  
284 Cramer Creek Court  
Dublin, Ohio 43017

If you have questions or need additional information, please contact Rusty Orben at 614-242-3935 or by electronic mail at [Rusty\\_Orben@csx.com](mailto:Rusty_Orben@csx.com). We sincerely appreciate your assistance.

Respectfully,

 for

Gary Sease  
Corporate Communications  
CSX Transportation, Inc.

**Letters Submitted to:**

| County                  | Title                                    |
|-------------------------|--|
| Ashland County          | Sherriff                                 |
| Ashland County          | County Commissioner                      |
| Ashland County          | County Commissioner                      |
| Ashland County          | County Commissioner                      |
| Ashland County          | City Engineer                            |
| Ashland County          | City Mayor & Director of Public Safety   |
| Ashland County          | Clerk                                    |
| Ashland County          | Chief of Police                          |
| Ashland County          | County Planning Dept.                    |
| Ashland County          | State Representative                     |
| Ashland County          | State Representative                     |
| Ashland County          | State Senator                            |
| Ashland County          | Ashland County Engineer                  |
| Ashland County          | Road Superintendent                      |
| Medina County           | Sherriff                                 |
| Medina County           | County Commissioner                      |
| Medina County           | County Commissioner                      |
| Medina County           | County Commissioner                      |
| Medina County           | Mayor                                    |
| Medina County           | Medina County Dept. of Planning services |
| Medina County           | State Representative                     |
| Medina County           | State Representative                     |
| Medina County           | State Representative                     |
| Medina County           | State Representative                     |
| Medina County           | State Senator                            |
| Medina County           | Medina County Engineer                   |
| Medina County           | Township Trustees                        |
| Medina County           | Township Trustees                        |
| Ashland County          | Sullivan Fire Department                 |
| Ashland County          | Spencer Police Department                |
| Medina County           | Spencer Police Department                |
| Medina County           | Spencer Community Fire Dist.             |
| Medina County           | Westfiel Center Village Fire             |
| Medina County           | Creston Fire Department                  |
| Medina County           | Seville Police Department                |
| Ashland County          | Ashland County Historical Society        |
| Medina County           | Medina County Historical Society         |
| Medina County           | Creston Historical Society               |
| Medina County           | Chatham Township Historical Society      |
| Medina County           | Litchfield Historical Society            |
| Medina County           | Lodi Historical Society                  |
| Medina County           | Westfield Historical Society             |
| Ashland/Medina Counties | 191 Residents                            |

Media Advisory Submitted to

| Outlet                           | Location     | Contact             | Title                    | Phone          | Email                                  |
|----------------------------------|--------------|---------------------|--------------------------|----------------|--|
| <b>PRINT</b>                     |              |                     |                          |                |  |
| Akron Beacon Journal             | Akron        | Kim Hone-McMahan    | News Reporter            | (330) 996-3742 | kcmcahan@thebeaconjournal.com          |
| Ashland Times-Gazette            | Ashland      | Ted Daniels         | Editor                   | n/a            | tdaniels@times-gazette.com             |
| Barberton Herald                 | Barberton    | Rich Muller         | Community News Reporter  | (330) 753-1068 | news@barbertonherald.com               |
| Bellevue Gazette                 | Bellevue     | Brian Liskai        | Editor                   | n/a            | news@gazettepublishingco.com           |
| Bellville Star & Tri-Forks Press | Bellville    | Rhonda Bletner      | Editor                   | (419) 886-2291 | bellvillestar@brownpublishing.com      |
| Gazette Newspaper                | Brecksville  | Joyce McFadden      | Publisher                | (440) 526-7977 | production1@gazette-news.com           |
| Plain Dealer                     | Cleveland    | Robert Schoenberger | Transportation Reporter  | (216) 999-4059 | rschoenb@plaind.com                    |
| Dalton Gazette & Kidron News     | Dalton       | Francis Woodruff    | Publisher                | (330) 828-8401 | daltonkidronnews@sbcglobal.net         |
| Chronicle-Telegram               | Elyria       | Ben Nagy            | News Editor              | 440) 329-7247  | bnagy@chroniclet.com                   |
| Morning Journal                  | Lorain       | Tom Skoch           | Editor                   | n/a            | tskoch@morningjournal.com              |
| Tribune-Courier                  | Mansfield    | Frank Stumbo        | Editor/Publisher         | (419) 529-2847 | frank@tribune-courier.com              |
| News-Journal                     | Mansfield    | Teri Berg           | Local News Editor        | (419) 521-7249 | tberg@nncogannett.com                  |
| Independent                      | Massillon    | Robert McCune       | Editor                   | n/a            | robert.mccune@indeonline.com           |
| Medina County Gazette            | Medina       | Pam Coleman         | News Editor              | 330-721-4054   | pcoleman@ohio.net                      |
| Norwalk Reflector                | Norwalk      | Scott Seitz         | Community News Editor    | n/a            | sseitz@norwalkreflector.com            |
| Record-Courier                   | Ravenna      | Roger DiPaolo       | Editor                   | (330) 296-2698 | rdipaolo@recordpub.com                 |
| Sandusky Register                | Sandusky     | Cheryl Welch        | News Editor              | n/a            | cherylwelch@sanduskyregister.com       |
| Wellington Enterprise            | Wellington   | Kathleen Willbond   | Editor                   | (440) 647-3171 | news@theoberlinnews.com                |
| Daily Record                     | Wooster      | Jeanine Kendle      | News Editor              | (330) 287-1659 | jkendle@the-daily-record.com           |
| <b>TV</b>                        |              |                     |                          |                |  |
| WAOH-TV, WAX-TV                  | Kent         | Bill Klaus          | General Manager          | (216) 521-3529 | billklaus@wnir.com                     |
| WDLI-TV                          | Akron        | Carol Donnelly      | Public Service Director  | (330) 753-5542 | cdonnelly@tbn.org                      |
| WEWS-TV (ABC)                    | Cleveland    | Liz Steck           | News Assignment Editor   | (216) 431-3700 | steck@wews.com                         |
| WGGN-TV                          | Castalia     | Rusty Yost          | General Manager          | (419) 684-5311 | rustyy@cfbroadcast.net                 |
| WIVM-TV                          | North Canton | Dean Marini         | General Manager          | (330) 494-9303 | info@wivmtv.com                        |
| WJW-TV                           | Cleveland    | Rick Wolcott        | News Assignment Editor   | (216) 432-4256 | rick.wolcott@channel8wjw.com           |
| WKYC-TV                          | Cleveland    | Lisa Lowry          | News Assignment Editor   | (216) 344-3300 | llowry@wkyc.com                        |
| WMFD-TV                          | Mansfield    | Larry Stine         | News Director            | n/a            | larrys@wmfd.com                        |
| WNEO-TV                          | Kent         | Duilio Mariola      | News Assignment producer | (330) 678-0688 | dmariola@westernreservepublicmedia.org |
| WOAC-TV                          | Kent         | Glen Foldessy       | Station Manager          | (330) 677-6760 | n/a                                    |
| WOIO-TV                          | Cleveland    | Elise Cartmill      | News Assignment Editor   | (216) 367-7300 | ecartmill@woio.com                     |
| WUAB-TV                          | Cleveland    | Bill Loomer         | News Planning Editor     | (216) 367-7345 | bloomer@raycommedia.com                |
| WVIZ-TV                          | Cleveland    | David Molpus        | Executive Editor         | (216) 916-6278 | david.molpus@ideastream.org            |
| WVPX-TV                          | Cleveland    | Tony Polcano        | General Manager          | (860) 444-2626 | anthonypolcano@ionmedia.tv             |



## **Media Advisory: for National Gateway Clearance Projects in Ashland and Median Counties**

The Ohio Department of Transportation (ODOT) and CSX Transportation, Inc. (CSXT) would like to notify you of the National Gateway clearance projects/ rail infrastructure enhancements.

The initiative involves bridge replacements and track lowerings along CSXT's railroad between Sullivan and Youngstown, Ohio to obtain necessary vertical clearance required to allow more efficient and environmentally beneficial double-stack trains to pass. The following clearance projects are planned to occur in the following counties and require the following work:

### **Ashland County**

#### **Sullivan**

- Replace bridge at TR 391
- Permanently remove bridge at TR 150

#### **Pawnee**

- Replace bridge at River Corners Road
- Permanently remove bridge at Pawnee Road

### **Medina County**

#### **Creston**

- Replace bridge at Mud Lake Road

The purpose of this media release is to present the proposed improvement project with the general public, residents, business and property owners and public officials and to solicit public comments regarding the proposed improvement and its social, economic, and environmental impacts. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), information regarding the presence of any known cultural resources in the vicinity of the project is also requested. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

The project is scheduled for construction in 2010, and expected to last over the next 3 years (at various locations). Detailed closure and detour information will be made available closer to the start of construction.

Written comments may be submitted by September 3, 2009 to the attention of:

Hadley Stamm  
ARCADIS  
284 Cramer Creek Court  
Dublin, Ohio 43017

**Media Contacts:**

Bob Sullivan

CSX Transportation, Inc.

1-877-835-5279

Robert\_Sullivan@csx.com

Margaret Williams

APCO Worldwide

312-368-7532

mwilliams@apcoworldwide.com

ARCADIS

**Creston Public Information**

# ARCADIS

ARCADIS  
284 Cramer Creek Court  
Dublin  
Ohio 43017  
Tel 614.764.2310  
Fax 614.764.1270

## MEETING REPORT

Subject:  
Westfield Township Trustees Public Hearing

Place/Date of Meeting:  
October 15, 2009  
Westfield Town Hall  
6699 Buffham Road  
Seville, Ohio 44273

Minutes by:  
Hadley Stamm

Opened Regular Meeting Todd Bergstrom introduced CSX Transportation, Inc. National Gateway Initiative and Mike Hoey. Hoey introduced CSXT National Gateway is a project in 6 states and the District of Columbia. National Gateway is an initiative to allow double stack railcars in the Mid-Atlantic area. The initiative is good for the railroad and good for highways. Coincides with 2015 Panama Canal expansion, which will increase freight to the East Coast. Project includes construction of new intermodal facilities, as well as, the clearance 61 obstructions over the rail line.

M. Hoey indicated during the 2007 Feasibility Study the following four ways to gain clearance at obstructions were considered:

- 1) Lower tracks – community doesn't benefit from new bridge, cheaper for railroad, track profile not most desirable, bridge still over 100 years old that public is utilizing
- 2) Replacement of Bridge with at-grade crossing – for safety reasons new at grade crossings are discouraged.
- 3) Raise existing structure to a higher elevation– cheapest for railroad, but bridge still will eventually need replaced. No community benefits.
- 4) New bridge – community benefits, allows increased vertical clearance for railroad.

Originally National Gateway was planned to be completed by 2015 to correspond with the widening of the Panama Canal. Because of potential stimulus money CSXT is fast tracking project for completion in 2010-2012.

Todd Bergstrom URS Corporation Described Mud Lake Road bridge as narrow, aged, low load capacity. The new bridge will be designed for today's standards for trucks and farm equipment, while providing the railroad the min 23 foot vertical clearance. Construction will include removing bridge and 300 feet or roadway approach work to match grade. Bridge will be a 3 span structure, submitted as a design build contract. T. Bergstrom defined design

## ARCADIS

build- contractor's engineer performs the actual details and final design. Currently, URS completing initial engineering with input from County, ODOT, and Township to create the Design / Build Contract Scope. Making sure there is local concurrence with future use and services for bridge. Design build contract is currently scheduled to be let end of Feb/March 2010. Township has concerns about flooding and the timing of the road closure. Design contract will dictate that the work will be done in the dry season, as best possible. The structure cannot be constructed in phases and will have an approximate three mile detour. T. Bergstrom explained route and provided a map for Township to retain. Detour route will be kept on township roads or better. Asked for audience questions.

Joe  
Augustine  
Owner  
6550 Mud  
Lake Road

Question from property owner just north of bridge. Asked if the trees in front of his house would be taken out. Concerned about maintenance of track, and property value. Concerned about insulated joints that are currently close to his house on the track. He indicated that these joints cause his home to rattle and has been an ongoing problem that is not addressed to his satisfaction. He expressed that double stack railcars will be heavier. Stated currently there are low angle irons hanging from the bridge that create a hazard to the railroad as well.

M. Hoey explained number of joints have improved in the last 30 years. Double stacked railcars are heavier than single stacked railcars, but not as heavy as other type of train cars (coal, grain). The governing load will be other types of trains that are transported along the line, intermodal trains are light compared to other unit trains. National Gateway project is capacity neutral, number of trains contingent on economy. In the short term, the project will have a reduction of intermodal trains on the line as one train can transport the load of two trains today.

T. Bergstrom explained road will not be raised in front of his house, not sure about what trees will be taken down, trees maybe in public right of way.

J. Augustine would like someone to take care of the insulated joints close to his house. Trustee Sims requested name and number of who to contact with CSXT, and stated there are cards of CSXT team in attendance at front of room. Trustee Sims asked for commitment to resolve property owner issue (vibration) and look at angle irons on bridge. M. Hoey indicated he would discuss with the CSXT Division Engineer to investigate and resolve any issues.

Lee Evans  
Road  
Supervisor  
Westfield  
Township

Stated on the north side of road there is a community gas line. He wanted to make sure the line is known during the design build advertisement. Line runs to Daniels Road and daylight in places. He is careful when he mows near the line. Wasn't sure if line is public or private. Line heads to Gallatin property (discussed no one lives in Gallatin home to answer door). L. Evans stated approach work is fine; water currently drains away from bridge. Westfield Township may have to do some work prior to construction, but that is fine. Vicinity does have a tendency to flood.

Trustee Sims said work around early spring is appreciated. Any flooding could isolate 3 homes, if construction taking place.

Carolyn

Said T. Bergstrom has done a good job with communication – very helpful. Westfield



# ARCADIS

Sims  
Westfield  
Township  
Trustee

Township has 3 main concerns:

- 1) Seasonal flooding
- 2) EMS route
- 3) To keep the agricultural use of bridge during the planting season considered

The Township was provided language for resolution in support of bridge. Township found language acceptable except 2<sup>nd</sup> to last paragraph regarding ownership of bridge. Resolution would also need full board support. Township is concerned regarding ownership. Support project minus last paragraph.

Mike Salay  
Medina  
County  
Engineer

Roadway approach work is an improvement that the township would be in charge of maintenance following construction. Therefore, township must approve final design plans, which was indicated that the Township would be part of the process through the design phase. Question about final bridge ownership and maintenance still under discussion at the County Commissioner level.

Hadley  
Stamm  
ARCADIS

Discussed bridge would be available for reuse/salvage if community would like to keep local. Bridge is a historic structure, and as such, should be offered to community for reuse. This is also part of the mitigation for removing a historic structure, and CSXT has been working with the State Historic Office regarding mitigation. Advertisement for bridge will likely be placed in local newspaper and on ODOT's website. Local park or another entity may be interested in using it for a pedestrian trail.

Trustee  
Sims

Stated nearby property owner is part of the Medina County Park Service and she will forward H. Stamm's contact information to them. Also asked to keep local school district, buses and fire department informed of detour, although currently none of these entities cross the bridge.

Trustees Pub/Hearing / Reg. Meeting Oct. 15, 2009  
**PLEASE SIGN IN**

NAME:

ADDRESS:

PHONE:

TIM SIMS 5570 MUD LAKE RD.

Hadley Sumner Cal. OH

Theresa O'Malley Cols OH

Mike Hoeg SPRINGFIELD PA

MIKE CARSON 9440 FRIENDSVILLE RD

Tom Augustine 6550 MUD LAKE ROAD

Ken Gilw 6969 Bampton Road

Daryl Kutylus Cloverleaf

John Miller 6039 Seville Rd

Michael Maloney Cloverleaf

Stephen Sturdivant 5864 Bampton Rd

MIKE SALAY 1979 WESTFIELD RD

TODD BERGSTRON 2007 LANE LN Nelson OH

Sean Marcey (ASON)

Draker 10335 Waverly Pike

Linda Paulick (Custer Mediter)

Mac Vance ODOT - District 3 - Ashland

ARCADIS

**Medina County Public  
Involvement Information**

**Meeting Notes**  
**National Gateway Vertical Clearance Improvements Initiative**  
*Distribution Date: September 26, 2009*

**Meeting:** Follow-up Meeting  
**Date:** Friday, September 25, 2009  
**Location:** Medina County Engineer's Office, 791 West Smith Road, Medina, OH  
**Time:** 8:30AM

Attendees:

| <u>Name</u>    | <u>Company</u> | <u>Telephone</u> | <u>E-mail</u>  |
|----------------|----------------|------------------|--|
| Sean Markey    | AECOM          | 215.966.4882     | <a href="mailto:sean.markey@aecom.com">sean.markey@aecom.com</a>   |
| Michael Hoey   | CSXT           | 215.891.5520     | <a href="mailto:michael_hoey@csx.com">michael_hoey@csx.com</a>     |
| Todd Bergstrom | URS            | 330.836.9111     | <a href="mailto:todd_bergstrom@urs.com">todd_bergstrom@urs.com</a> |
| Mike Salay     | Medina County  | 330.723.9558     | <a href="mailto:msalay@medinaco.org">msalay@medinaco.org</a>       |
| Rusty Orben    | CSXT           | 614.370.4369     | <a href="mailto:rusty_orben@csx.com">rusty_orben@csx.com</a>       |
| Andy Conrad    | Medina County  | 330.723.9559     | <a href="mailto:aconrad@medinaco.org">aconrad@medinaco.org</a>     |

**I. Introductions**

- A. Attendees introduced themselves and their respective roles.
- i. M. Hoey – CSX Project Manager – National Gateway
  - ii. S. Markey – AECOM Project Manager – National Gateway
  - iii. T. Bergstrom – URS Project Manager – National Gateway Ohio Bridges
  - iv. R. Orben – CSX Government Relations – Ohio Representative
  - v. M. Salay – Medina County Engineer
  - vi. A. Conrad – Medina County Assistant Engineer

**II. National Gateway Status Overview**

- A. R. Orben provided an overview of the National Gateway Status, both funding and NEPA process, including the receipt of response letters with regard to the Public Notification Process.

**III. Options for Vertical Clearance Improvements Reviewed**

- A. M. Hoey outlined the potentials and effects for various options reviewed during the Feasibility Study
- i. Bridge Removal – This option has no benefits if both bridges are removed.
  - ii. Track Lowering – All three sites would require major work along the track with limited right-of-way, support of the bridge substructures and

the costs would be comparable to replacement of the bridge. Community benefits would be non-existent with continued use of the aged structure.

- iii. Bridge Raise – CSX could increase the vertical clearance by raising the bridges, but the community would continue to use aged bridge structures.
- iv. Bridge Replacement – CSX recommends that this be accomplished with the County or Township maintaining the new structures. This accomplishes both improved vertical clearance for goods movement and new structures for the community.

#### IV. Design Review & Discussion

##### A. Mud Lake Road – T. Bergstrom led through the plan set

- i. Relatively straightforward site design.
- ii. Medina County indicated that they require a meeting between CSX and Westfield Township.

##### B. Pawnee Road – Bridge Removal

- i. No plan set provided as currently bridge removal.
- ii. Medina County agrees that this location would be prohibitive on the current alignment to a new structure with 23' of vertical clearance.

##### C. River Corners Road – T. Bergstrom led through the plan set

- i. Existing approach grade is 8%, County seeking 5 % now. The bridge plans have been established with a 7% approach grade. County indicated acceptance of the alignment, but asked URS to revisit the location of the vertical curve and asked if the bridge could be flattened. County will review and return with decision on the maximum approach grade.
- ii. Medina County indicated that CSX needs to hold a meeting with both Homer and Harrisville Townships to discuss the proposed approach with a new bridge at River Corners and removal of Pawnee Road. Will likely need a public meeting to respond to the residents that have provided comment and concerns.
- iii. Simcox Road will require additional improvements and would need to become a Medina County Road based on the code of Medina County.

#### V. Public Concerns

- A. Medina County indicated CSX needs to be prepared to address the following concerns:
  - i. Some view that both bridges should be removed and a new at-grade crossing should be established at a point between the two existing structures. M. Hoey indicated that this will not be entertained and CSX

will be prepared to address the local viewpoints. New at-grade crossings are not supported both at a State and Federal level.

- ii. Track Lowering is an option in local viewpoints. M. Hoey indicated that CSX will explain track lowering challenges and drawbacks to the local community.
- iii. Added distance to travel River Corners Road in lieu of Pawnee Road. Medina County indicated that removal of Pawnee Road will change the traffic patterns throughout this area with most residents using an alternative road to get to Lodi (largest community to the north of this area).

## **VI. Future Maintenance Responsibilities**

- A. County has indicated that they are not currently in the position to agree to maintenance responsibilities, but remain open to it. The primary concerns are:
  - i. Cost of Permits to access the right-of-way and process. M. Hoey indicated that there is a potential for a "Master Right-of-Entry". A sample was provided to Medina County for further discussion.
  - ii. Review costs for replacement structures.
  - iii. Flagging costs for any work associated with these structures.
  - iv. River Corners Road would be the largest bridge in the County bridge listing.
  - v. Past History of Response delays with CSX.
  - vi. Past history of the acquisition of Friendsville Road in the 1970's. This structure will likely need replacement within the next 20 years.
  - vii. Concerns with costs for replacement in the future. The County has access to funding, however; the County normally bears 20% of the costs.

## **VII. Memorandum of Understanding**

- A. Medina County has no intention of executing until CSX performs the following with successful results. M. Salay now is comfortable to permit meetings with the following:
  - i. **Medina County Commissioners (they meet on Monday mornings each week).**
  - ii. **Meet with Homer Township, Harrisville Township and Westfield Township.**

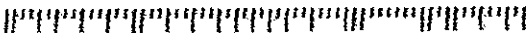


The above memorializes the meeting held with Medina County. Should any questions please either e-mail [sean.markey@aecom.com](mailto:sean.markey@aecom.com) or call at 215.966.4882.

Prepared by:



Sean W. Markey, P.E.  
Sr. Project Manager – Freight Rail

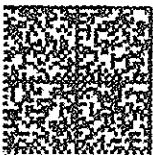


43017+3334

Mr. Hadley Stamm  
ARCADIS  
284 Cramer Creek Court  
Dublin, Ohio 43017

MAILED FROM ZIP CODE  
SERIAL 0004625141

\$0.02



MIKE SALAY, P.E., P.S.  
Medina County Highway Engineer  
791 W. Smith Rd. • P. O. Box 825  
Medina, Ohio 44258

# Medina County Commissioners

Patricia G. Geissman  
Stephen D. Hambley  
Sharon A. Ray

County Administration Building  
144 North Broadway  
Medina, Ohio 44256

(330) 722-9208  
(330) 225-7100  
(330) 336-6657

Fax: (330) 722-9206

September 4, 2009

Mr. Hadley Stamm  
ARCADIS  
284 Cramer Creek Court  
Dublin, Ohio 43017

RE: National Gateway Project, Public Comment for ODOT District 3 Rail Infrastructure  
Enhancements of CSX Transportation Facilities in Medina County

Dear Mr. Stamm:

Having been informed that the National Gateway Project will impact three locations in Medina County where highways pass over CSX rail lines, Medina County wishes to submit the following comments as requested in correspondence received from Mr. Gary Sease, CSX Corporate Communications, dated August 24, 2009:

1. Medina County understands that in order to facilitate double stack container shipments, overhead clearance under each overpass will need to be increased.
2. Replacement of the bridge on Mud Lake Road over CSX will necessitate reconstruction of both approaches involving work on the roadway which is currently maintained by and under the jurisdiction of the Westfield Township Board of Trustees. Information and future correspondence concerning this location should also be furnished to Westfield Township at:

Westfield Township Trustees  
6699 Buffham Road  
Seville, Ohio 44273

3. The Pawnee Road bridge over CSX along the boundary of Harrisville and Homer Townships needs to have vertical clearance over the tracks increased as part of this project. However, it is highly impractical to construct a new bridge at this location at a higher elevation due to the close proximity of State Route 224. The slope from the existing bridge to the edge of the State Route is already greater than desirable. The option to close Pawnee Road at this location does seem to be the only available option, other than lowering the tracks, in order to achieve the desired clearance. The closure of this structure will, however, result in greater travel distance for local residents.

4. For several weeks, the staff of the Medina County Engineer and URS Consultants have studied and considered various options for the replacement of the River Corners Road bridge over CSX including changes to the existing grade and alignment of the overpass structure. So far, no alternative which meets the clearance requirements for the railroad as well as the geometric and safety concerns of Medina County has been developed at this location due to the site constraints. Without practical alternatives,

Medina County and the Township Trustees of Harrisville and Homer are unable to solicit meaningful input from area residents. Consideration for the closure of a public road and improvements to others will require actions (hearings and resolutions) from the respective Boards of Commissioners and Trustees in accordance with the Ohio Revised Code.

5. Medina County has identified a potential grade crossing location approximately 1200 feet west of Pawnee Road that could serve to connect Simcox Road to State Route 224 (Greenwich Road). This alternative, with gates, flashers and turn lane storage on the State Route, would negate the need for any overpass bridges for this project and should be considered.

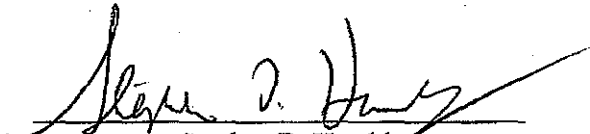
6. All the existing bridges are currently the responsibility of CSX Transportation. Medina County has no intention of accepting the maintenance responsibility for new bridge structures constructed as a result of the National Gateway Project.

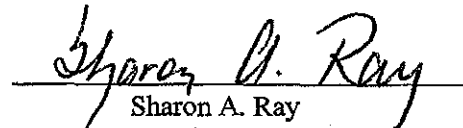
We are fully aware of the importance of this project to CSX and the State of Ohio. However, we have a responsibility to the citizens of Medina County and the traveling public to consider the available options and to weigh the resulting impacts. The County and affected Townships are planning to seek citizen input once feasible or preferred alternatives are identified. We don't believe that the preliminary engineering has progressed far enough to do so.

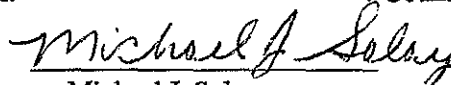
Please keep us informed as this project progresses.

Sincerely,

Board of Medina County Commissioners

  
Stephen D. Hambley  
County Commissioner, President

  
Sharon A. Ray  
County Commissioner

  
Michael J. Salay  
Medina County Engineer

cc: Heather McColeman, P.E., ODOT Central Office  
Ken Wright, P.E., ODOT District 3  
Todd Bergstrom, P.E., URS Consultants  
Harrisville Township Trustees  
Homer Township Trustees  
Westfield Township Trustees

## Stamm, Hadley

---

**From:** Orben, Rusty [Rusty\_Orben@csx.com]  
**Sent:** Tuesday, September 08, 2009 2:35 PM  
**To:** Stamm, Hadley  
**Subject:** Fw: District 3 Rail Infrastructure Enhancements

---

**From:** Lisa Hlavinka <lhlavinka@ohio.net>  
**To:** Orben, Rusty  
**Sent:** Tue Sep 08 14:36:20 2009  
**Subject:** District 3 Rail Infrastructure Enhancements  
Hi Rusty,

My name is Lisa Hlavinka and I report for the Medina County Gazette. I was hoping to have a few questions answered about the ODOT District 3 Infrastructure enhancements.

1. How did CSX come to own the 5 bridges to be repaired?
2. Is there any timeline for when the bridges will be repaired? I am particularly interested in the Mud Lake Road bridge.

Thank you,

Lisa

Lisa Hlavinka  
The Gazette  
885 W. Liberty St.  
Medina, OH 44256  
330-725-4166 X-4048

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# CSX to tear down or redo three county bridge

Lisa Hlavinka  
The Gazette

WESTFIELD TWP. — Three bridges in southern Medina County will be rebuilt or demolished as part of a clearance project by CSX Transportation Inc. along its tracks between Sullivan Township and Youngstown.

The bridges are among five to be replaced by CSX and the Ohio Department of Transportation beginning in 2010. The company has not offered a specific timeline for when each bridge will be worked on, but the project will run for three years, CSX said.

The rusty bridge at Mud Lake Road, floored with wooden planks, will be rebuilt. CSX will remove the bridge at Pawnee Road in Harrisville

*"CSX wants to double-stack shipping containers, but the (Mud Lake) bridge isn't high enough. They can't get under it."*

Lee Evans,

Westfield Township's road maintenance department

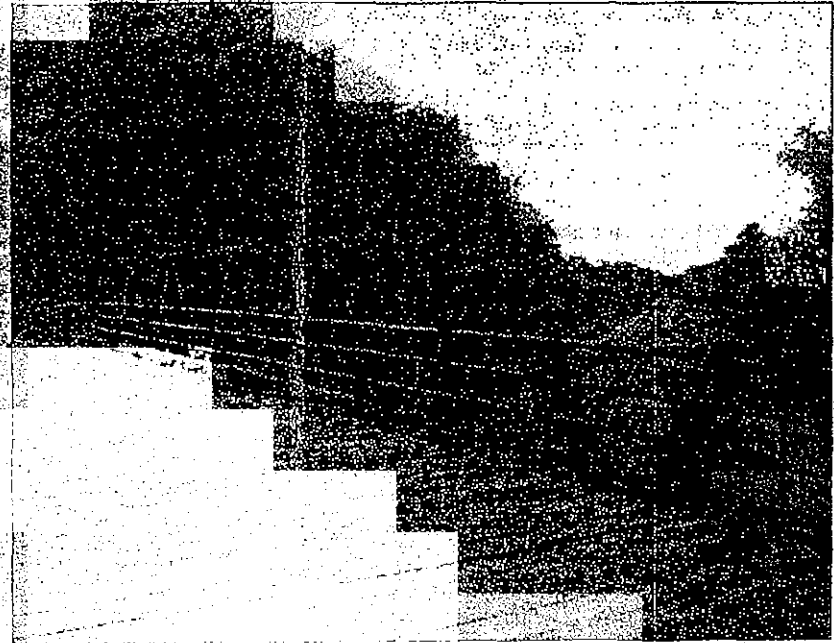
Township and the bridge at River Corners Road in Homer Township will be replaced. Costs for each project were not available Tuesday.

The Mud Lake bridge will be raised to accommodate double-stack intermodal freight trains, said Lee Evans of Westfield's road maintenance department.

"CSX wants to double-stack shipping containers, but the bridge isn't high enough," Evans said. "They can't get under it."

Right now, trains usually are routed away from the tracks below the bridge to avoid issues with overhead clearance, he said.

Lee expects the bridge to be constructed up to today's weight standards of about 80,000 pounds. Tractor-trailers also avoid the bridge because it is made to withstand only 5 tons. Evans said most empty semis weigh around that amount.



LISA HLAVINKA/GAZETTE

CSX will replace bridge a Lake Ro Westfield Township part of il National Gateway project, aims to railway congest using dc stack containe rail cars bridge is currently low for double-trains.

See BRIDGES, A3

## BRIDGES

From A1

The bridge is owned by CSX, which constructed it to build the railroad below decades ago, Evans said. When construction is complete, ownership will transfer to the Medina County Highway Engineer's Office, he said.

The clearance project is part of CSX's National Gateway a

\$700 million public-private project that aims to improve traffic flow by using double-stack intermodal trains.

"This initiative involves bridge replacements and track lowerings ... to obtain necessary overhead clearance required to allow more efficient and environmentally beneficial double-stack trains to pass," the company said.

In Sullivan Township in Ashtabud County, the bridge

Township Road 391 will be replaced and the bridge at Township Road 150 will be removed.

Contact Lisa Hlavinka at (330) 721-4048 or lhlavinka@ohio.net.

MOVIES.....A3  
OBITUARIES.....A2

OPINION.....A4  
SPORTS.....C1

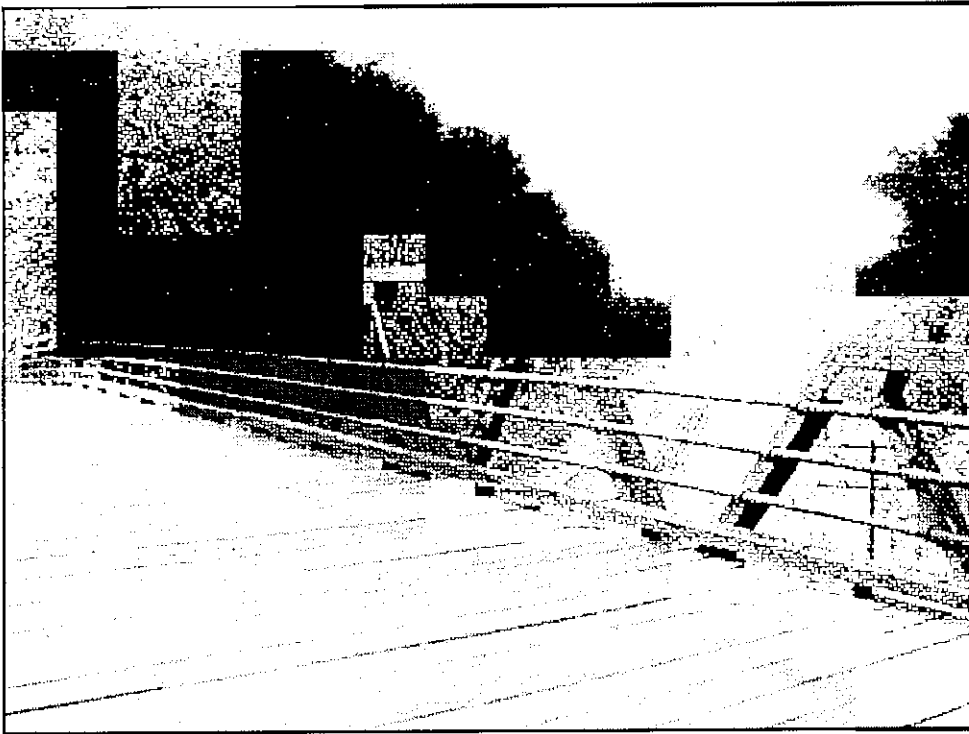
IN A GAZETTE . COM

Medina Gazette  
Sept 9, 2009



ONLY 10 DAYS





CSX will replace the bridge at Mud Lake Road in Westfield Township as part of its National Gateway project, which aims to ease railway congestion by using double-stack containers on rail cars. The bridge is currently too low for double-stack trains. (Photo by Lisa Hlavinka, The Gazette.)

**WESTFIELD TWP.** — Three bridges in southern Medina County will be rebuilt or demolished as part of a clearance project by CSX Transportation Inc. along its tracks between Sullivan Township and Youngstown.

The bridges are among five to be replaced by CSX and the Ohio Department of Transportation beginning in 2010. The company has not offered a specific timeline for when each bridge will be worked on, but the project will run for three years, CSX said.

The rusty bridge at Mud Lake Road, floored with wooden planks, will be rebuilt. CSX will remove the bridge at Pawnee Road in Harrisville Township and the bridge at River Corners Road in Homer Township will be replaced. Costs for each project were not available Tuesday.

The Mud Lake bridge will be raised to accommodate double-stack intermodal freight trains, said Lee Evans of Westfield's road maintenance department.

"CSX wants to double-stack shipping containers, but the bridge isn't high enough," Evans said. "They can't get under it."

Right now, trains usually are routed away from the tracks below the bridge to avoid issues

with overhead clearance, he said.

Lee expects the bridge to be constructed up to today's weight standards of about 80,000 pounds. Tractor-trailers also avoid the bridge because it is made to withstand only 9 tons. Evans said most empty semis weigh around that amount.

The bridge is owned by CSX, which constructed it to build the railroad below decades ago, Evans said. When construction is complete, ownership will transfer to the Medina County Highway Engineer's Office, he said.

The clearance project is part of CSX's National Gateway, a \$700 million public-private project that aims to improve traffic flow by using double-stack intermodal trains.

"This initiative involves bridge replacements and track lowerings ... to obtain necessary overhead clearance required to allow more efficient and environmentally beneficial double-stack trains to pass," the company said.

In Sullivan Township in Ashland County, the bridge at Township Road 391 will be replaced and the bridge at Township Road 150 will be removed.

Contact Lisa Hlavinka at (330) 721-4048 or [lhlavinka@ohio.net](mailto:lhlavinka@ohio.net).

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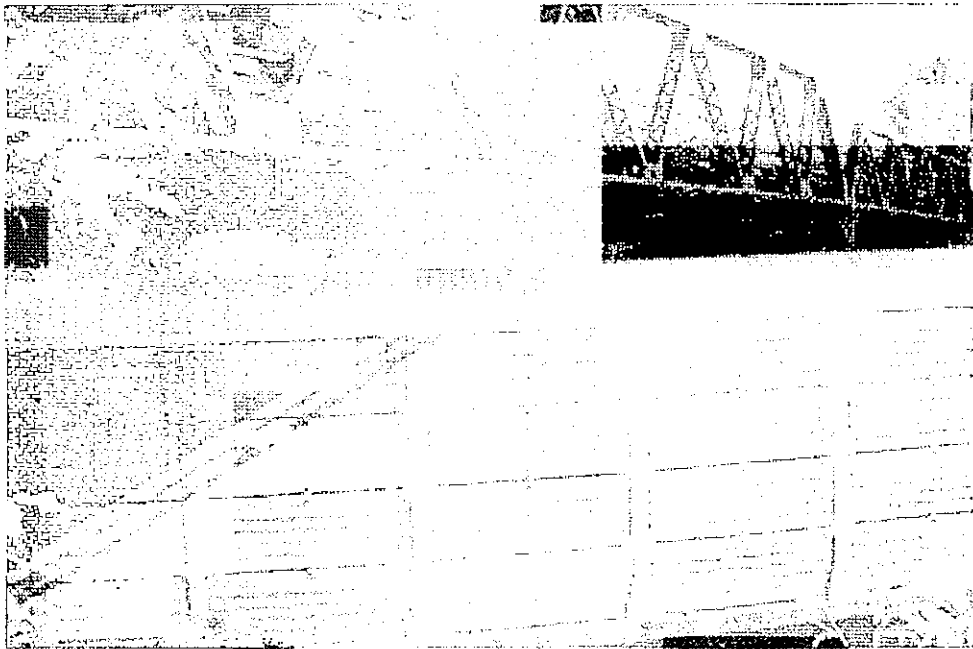
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LEE EVANS PHOTOS



## BRIDGEWORK BEGINS

**C**SX WORKERS TAKE THE FIRST STEPS TUESDAY (ABOVE) TO REPLACE THE MUD LAKE ROAD BRIDGE IN WESTFIELD TOWNSHIP. THE WOODEN BRIDGE CAN ONLY HOLD 18,000 POUNDS, WELL BELOW TODAY'S WEIGHT STANDARDS OF 80,000 POUNDS. CSX WILL RAISE THE BRIDGE TO MAKE ROOM FOR DOUBLE-STACKED TRAINS TO TRAVEL UNDERNEATH (LEFT).

ARCADIS

**Appendix O**

Hazardous Materials and  
Regulated Substances



OHIO DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION  
Office of Environmental Services

**TO:** John Hart, District 3 Deputy Director  
Eric Czetli, District 4 Deputy Director  
**Attn:** Mac Vance, District 3  
Ed Deley, District 4

**DATE:** November 12, 2009

**FROM:** Timothy M. Hill, Administrator, Office of Environmental Services

**SUBJECT:** Environmental Site Assessment Screening

**PROJECT:** STW – CSX Doublestack

**PID:** 85697

---

This office has reviewed the Environmental Site Assessment (ESA) Screening for the above referenced projects which was produced by Arcadis.

Base on the information provided, no further environmental site assessment or special material management is warranted except for the areas noted below.

POR – W&LE Railroad Bridge, Kent, BG118.20, Lower Track – An adjacent site, located at 800 Mogadore Road, has a documented release of chlorinated solvents in the groundwater which has migrated onto the project. Since the groundwater in this location has been documented at 5 feet below surface level and the tracks will be lowered 1.5 feet, there is a potential that the contaminated groundwater will be encountered during the construction of the project. Therefore, a contaminated groundwater plan note will be developed and placed in the construction plans. In addition, stained soils were noted on the industrial track/rail spur in this location. Three (3) composite samples will be collected from the subballast of the stained area and analyzed for semi-volatile organic compounds (semi-VOCs) as per Method 8270, total RCRA metals and a full carbon scan.

POR – Abandoned Railroad Bridge, Kent, BG115.80, ABCR, Kent, BG115.67, Bridge Superstructure Raising – Stained soils were noted along the ABCR track. Five (5) composite samples will be collected from the subballast of the stained area and analyzed for semi-VOCs as per Method 8270, total RCRA metals and a full carbon scan.

POR – Knapp Road, Ravenna, BG107.10, Bridge Replacement – Several 5-gallon buckets of material were noted in the project area, however, there was no evidence of a release from them. These materials will be removed and properly disposed during the clearing and grubbing for the project.

If you have any questions or concerns, please contact Juliet Denniss, Environmental Supervisor, at (614) 466-7942.

TMH:jdd

c: Heather McColeman, TIGER Team, Carmen Steman, OES, File w/attachment, Reading File

Ohio Department of Transportation

County SUM Route Park St Section PID 87316 SJN 440526

CATEGORICAL EXCLUSION DOCUMENT

Part I - General Project Identification, Description, and Design Information

Sponsor of the Project: CSX Transportation, Inc. (CSXT) ODOT District: 4
Local Name of the Facility: SUM- Park Street, Akron, BG129.50, Bridge Removal

Program: ARRA, Federal Pending Funding Source: Pending Federal X State Local Private

PROJECT DESCRIPTION:

County and Township: Summit, City of Akron
Municipality: Akron

Limits of Proposed Work:
Start: 3 / 2010 End: 2 / 2012- substantial completion
Total Work Length: km or (<0.1 mi).

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? Yes\* No X
If yes, when did FHWA grant a conditional approval for this project? Date:

\*If yes, for CE 2 or CE 3 projects a copy of the approved document must be submitted to FHWA with a request with for final approval of the IMS/IJS.

The project will replace a structurally deficient bridge (SFN 7762836) which carries a two lane road over active railroad tracks of the former B&O rail main line now operated by CSX Transportation, Inc. (CSXT). The bridge is located along Park Street, in the City of Akron, Ohio.
The proposed undertaking will remove the deficient bridge structure and cul-de-sac the road at both ends.
No new right-of-way will be required. In order to remove the existing structure, the majority of work will be completed within CSXT or City right-of-way (ROW), and will have little or no impact on the adjacent properties. No environmental or ROW impacts are anticipated as the roadway will be cul-de-saced on either side of the structure and a safety barrier will be erected. Existing utilities will continue to be carried overhead or underground as warranted and the proper clearances for rail traffic will be provided. The proposed termini for this project are 350 feet south of E. Market Street to 1150 feet north of Perkins Street.
A map of the National Gateway Corridor, as well as, the obstructions location map are provided as Appendix A. The obstruction's detail map including conservative limits of disturbance (LOD) is provided as Appendix B. The ten percent design plans are provided as Appendix C. Obstruction photographs are provided as Appendix D.



## Ohio Department of Transportation

County SUM Route Park St Section \_\_\_\_\_ PID 87316 SJN 440526

### PURPOSE AND NEED FOR THE PROJECT:

The current average daily traffic is 1868 vehicles. The bridge has a sufficiency rating of 31.6 out of a possible 100. The bridge is listed as currently listed as structurally deficient and there is a need to improve the safety of the crossing.

#### Inclusion in Statewide Transportation Improvement Program

As stated Ohio has provided \$20 million in funding from the American Recovery and Reinvestment Act. This funding has been listed on the Statewide Transportation Improvement Project, and is earmarked for five of the clearance projects.

### ALTERNATIVES:

#### Alternatives Considered

The following alternatives have been considered to address the purpose and need of the project.

Do Nothing- The no-build alternative would not correct the deficiencies noted with the existing infrastructure. Additional maintenance and repairs would be necessary to keep the bridge open to traffic.

Repair or Replace – Repairing or replacing the existing bridge could address the purpose and need for the project and is a viable alternative.

Removal – Removal of the structure would eliminate the deficient bridge from the transportation system. Because there are existing crossings within one block of each side of the Park Street Bridge, and because the City is interested in reducing costs related to bridge maintenance, removal of the park street bridge is the preferred alternative.

**Yes      No**

**The Do Nothing Alternative is not feasible, prudent or practicable (Mark all that apply):**

It would not correct existing capacity deficiencies;

|   |  |
|---|--|
| X |  |
| X |  |
| X |  |
| X |  |
| X |  |

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems, or

It would result in serious impacts to the motoring public and general welfare of the economy.

### ROADWAY CHARACTER:

Functional Classification: Urban local  
 Current ADT: 1868 vpd 20( 92 ) Design Year ADT: N/A vpd (20 30)  
 DHV: 189 Trucks, 1 %  
 Designed Speed: 30 mph Legal Speed: 25 mph

|                  | Existing                     | Proposed       |
|------------------|------------------------------|----------------|
| Number of Lanes: | <u>2 and parking</u>         | <u>Removal</u> |
| Type of Lanes:   | <u>1 Thru Each Direction</u> | _____          |
| Pavement Width:  | <u>44</u> ft.                | _____ ft.      |
| Shoulder Width:  | <u>0</u> ft.                 | _____ ft.      |
| Median Width:    | <u>N/A</u> ft.               | _____ ft.      |
| Sidewalk Width:  | <u>6.2</u> ft.               | _____ ft.      |

Setting:  Urban     Suburban     Rural  
 Topography:  Level     Rolling     Hilly

### RAILWAY CHARACTER:

**Ohio Department of Transportation**

County SUM Route Park St Section \_\_\_\_\_ PID 87316 SJN 440526

Typical Rail Traffic : Freight

Current No. of Trains: 28-30 Per day Varies

Freight Speed: 50 mph Passenger Speed: None

**Existing**

**Proposed**

|                          |                     |                       |
|--------------------------|---------------------|-----------------------|
| Number of Tracks:        | <u>2</u>            | <u>No Changes</u>     |
| Alignment:               | <u>Tangent</u>      | <u>No Changes</u>     |
| Min. Vertical Clearance: | <u>19'-9.5"</u> ft. | <u>21'</u> ft.        |
| Spacing between tracks:  | <u>13'-11"</u> ft.  | <u>No Changes</u> ft. |
| Min. Horiz. Clearance:   | <u>13'-3"</u> ft.   | <u>No Changes</u> ft. |

Setting:  Urban  Suburban  Rural  
Topography:  Level  Rolling  Hilly

## Ohio Department of Transportation

County SUM Route Park St Section \_\_\_\_\_ PID 87316 SJN 440526

### DESIGN CRITERIA FOR BRIDGES:

Structure File Number(s): 7762836 Sufficiency Rating: 31.6

|                      | Existing              | Proposed               |
|----------------------|-----------------------|------------------------|
| Bridge Type:         | Concrete              | Removal                |
| Number of Spans:     | <u>3</u>              | _____                  |
| Weight Restrictions: | _____ ton             | _____ Loading (40 ton) |
| Height Restrictions: | <u>N/A</u> ft.        | _____ ft.              |
| Curb to Curb Width:  | <u>18' (2-9')</u> ft. | _____ ft.              |
| Shoulder Width:      | <u>0'</u> ft.         | _____ ft.              |
| Under Clearance:     | <u>19'-9.5"</u> ft.   | _____ ft.              |

|   |                                     |                                     |
|---|-------------------------------------|-------------------------------------|
| Will the structure be rehabilitated or replaced as part of the project? | <b>Y</b>                            | <b>N</b>                            |
|   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| If Yes, has an asbestos inspection been completed?                      | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

### MAINTENANCE OF TRAFFIC DURING CONSTRUCTION:

|  |                                     |                                     |
|--|-------------------------------------|-------------------------------------|
|  | <b>Y</b>                            | <b>N</b>                            |
| Is a temporary bridge proposed?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Is a temporary roadway proposed?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Will the project involve the use of a detour or require a ramp closure?                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Provisions will be made for access by local traffic and so posted.                       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Provisions will be made for through-traffic dependent businesses.                        | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Provisions will be made to accommodate any local special events or festivals.            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Will the proposed MOT substantially change the environmental consequences of the action? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Is there substantial controversy associated with the proposed method for MOT?            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Remarks: 
 The permanent detour has been developed and coordinated with city representatives. Vehicular and pedestrian traffic will be permanently detoured. ARCADIS coordinated with City officials to provide preferred detour routes for maintaining traffic during the construction phase, and once the bridge is removed. Once finalized, the permanent maintenance of traffic detour route was communicated at the Public Meeting, which local officials including, police, fire and emergency services were invited to attend. The final detail design for the maintaining of traffic will meet the design specifications with the ODOT Traffic Engineering Manual, ODOT Standard Construction Drawings, and the Ohio Manual of Uniform Traffic Control Devices, including revisions. The detour route will be directly communicated to local officials, including emergency services, and schools prior to the start of construction.

The proposed maintenance of traffic plans are provided in Appendix E.

### ESTIMATED PROJECT COST AND SCHEDULE:

\$ 600,000 Right-of-Way: \$ \_\_\_\_\_ Construction: \$ \_\_\_\_\_  
 (includes construction costs)  
 Engineering: \_\_\_\_\_  
 Anticipated Start Date of Construction: March 2010 See Appendix F.

## Ohio Department of Transportation

County SUM Route Park St Section \_\_\_\_\_ PID 87316 SJN 440526

|  |
|--|
| <b>RIGHT OF WAY AND UTILITY INVOLVEMENT:</b> |
|--|

|   |   |      |
|---|---|------|
| Number of parcels to be affected for temporary ROW: | 0 |      |
| Number of parcels to be affected for permanent ROW: | 0 |      |
| Approximate area of temporary right-of-way needed:  | 0 | acre |
| Approximate area of permanent right-of-way needed:  | 0 | acre |

|  |     |                                     |    |                                     |
|--|-----|-------------------------------------|----|-------------------------------------|
| Has Utility Coordination been completed?                                 | Yes | <input type="checkbox"/>            | No | <input checked="" type="checkbox"/> |
| Are large scale transmission facilities located within the project area? | Yes | <input type="checkbox"/>            | No | <input checked="" type="checkbox"/> |
| Are there any private utility easements within the project area?         | Yes | <input checked="" type="checkbox"/> | No | <input type="checkbox"/>            |
| If YES, will it be impacted by the project?                              | Yes | <input checked="" type="checkbox"/> | No | <input type="checkbox"/>            |

|          |   |
|----------|---|
| Remarks: | Utility coordination will be completed throughout the clearance project's duration. All impacted utilities will have the opportunity to review and provide comment on the final design. |
|----------|---|

**Ohio Department of Transportation**

County SUM Route Park St Section \_\_\_\_\_ PID 87316 SJN 440526

**Part II – Identification and Evaluation of Impacts of the Proposed Action**

**SECTION A – ECOLOGICAL RESOURCES**

|   | Presence |    | Impacts |     |
|---|----------|----|---------|-----|
|   | Y        | N* | Y***    | N** |
| <b>Streams, Rivers &amp; Watercourses</b>   |          | X  |         | X   |
| National Scenic River                       |          | X  |         | X   |
| State Wild, Scenic or Recreational River    |          | X  |         | X   |
| Commercial                                  |          | X  |         | X   |
| Non-Commercial                              |          | X  |         | X   |
| OEPA Aquatic Life Use Designation (eg. WWH) |          |    |         |     |

Remarks: ARCADIS has completed ecological assessment of all properties, including stream assessments and wetland delineations where required. Qualitative Habitat Evaluation Index (QHEI) of streams within or proximal to the obstruction's limits of disturbance were completed. When waterways were identified in the project area the design was modified to the extent possible to avoid these resources.

No waterways will be impacted with in-stream work.

|                                   | Presence |    | Impacts |     |
|-----------------------------------|----------|----|---------|-----|
|                                   | Y        | N* | Y***    | N** |
| <b>Other Surface Waters</b>       |          | X  |         | X   |
| Reservoirs                        |          | X  |         | X   |
| Lakes                             |          | X  |         | X   |
| Farm Ponds                        |          | X  |         | X   |
| Detention Basins                  |          | X  |         | X   |
| Storm Water Management Facilities |          | X  |         | X   |
| Other: _____                      |          |    |         |     |

Remarks: Based on a review of available mapping and a field review conducted by ARCADIS in March and April 2009, no reservoirs, lakes, ponds, basins, storm water management facilities or other surface waters were located within the limits of disturbance for any of the obstructions.

*\*If the resource is not present, the remainder of this subject section will not be completed*  
*\*\*If the resource is present but no impacts are anticipated, the reason why is described under Remarks.*  
*\*\*\*Any impacts, mitigation, and agency coordination are described under Remarks and coordination letters are attached.*

| <b>Wetlands</b> | Presence |       | Impacts |     |
|-----------------|----------|-------|---------|-----|
|                 | Y        | N**** | Y***    | N** |
|                 |          | X     |         | X   |

Total wetland area impacted: 0 acre(s)  
 (If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

|                                      |                                      |
|--------------------------------------|--------------------------------------|
| <b>Non-isolated Wetland</b>          | <b>Isolated Wetland</b>              |
| OEPA Wetland Category: _____         | OEPA Wetland Category: _____         |
| Size of Area Impacted: _____ acre(s) | Size of Area Impacted: _____ acre(s) |

# Ohio Department of Transportation

County SUM Route Park St Section \_\_\_\_\_ PID 87316 SJN 440526

**Wetlands**

**Documentation**

|   | Y                        | N                                   |
|---|--------------------------|-------------------------------------|
| Wetland Determination   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Wetland Delineation Report  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Individual Wetland Finding  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Improvements that will not result in any wetland impacts are not practicable because avoidance would result in (Mark all that apply and explain): |                          |                                     |
| Substantial adverse impacts to adjacent homes, business or other improved properties;   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Substantially increased project costs;  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Unique engineering, traffic, maintenance, or safety problems;   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Substantial adverse social, economic, or environmental impacts, or  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| The project not meeting the identified needs.   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| USACOE Isolated Waters Determination  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Mitigation Plan   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Measures to avoid, minimize and mitigate wetland impacts need to be discussed in the remarks section

Remarks: Wetlands and/or Waters of the United States have been qualitatively and quantitatively assessed in the field to determine location and proximity to the National Gateway track clearance initiative work areas. If wetlands and waterways were identified in the project area the design was modified to the extent possible to avoid these resources. Ohio Rapid Assessment Method for Wetlands version 5.0 and USACE Wetland Determination Forms– North central and Northeast Region were completed for all wetlands within the project areas.

No wetlands were identified within the obstructions LOD. The National Wetland Inventory Map is located in Appendix G.

**Presence                      Impacts**

**Terrestrial Habitat**

| Y                        | N****                               | Y***                     | N**                                 |
|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Unique or High Quality

Remarks: Coordination was completed with the Ohio Department of Natural Resources, Natural Heritage Index, as well as, site visits by ARCADIS Field Biologists to verify the presence or absence of terrestrial habitat and or protected species.

\*\* If the resource is present but no impacts are anticipated, describe the reason why in the Remarks section.

\*\*\*Any impacts, mitigation and agency coordination are described under Remarks and coordination letters are attached.

\*\*\*\*If "no", discuss in the Remarks details how this determination was made.

**Presence                      Impacts**

**Threatened or Endangered Species**

| Y                                   | N****                               | Y***                     | N                                   |
|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |

Within the known range of and federal species?  
 Federal species found in project area?  
 State species found in project area?  
 Is the project in accordance with the Letter of Agreement on Endangered Species Coordination?

Remarks: State and Federal threatened and endangered species have been assessed in the project areas. Assessment activities include data collection from existing State (Ohio Natural Heritage Database) and Federal databases; evaluation of potential habitat for species or the presence of species. ODNR's Natural Heritage Database provided records for: plants and animals (state and federal listed species), high quality examples of natural plant communities, geologic features, breeding animal concentrations, and protected natural areas, federal, state, county, local and non-profit areas, as well as, state and national scenic rivers, for a one mile radius around the obstruction, or within the same City. Indiana bat hibernacula and catch records were searched for a 10 mile radius from each individual obstruction location. Maps of information obtained



## Ohio Department of Transportation

County SUM Route Park St Section \_\_\_\_\_ PID 87316 SJN 440526

from ODNR's Natural Heritage Database are provided in Appendix H.

Background State and Federal databases listing threatened and endangered species have been reviewed to provide known inventories of protected populations. Field reconnaissance of the National Gateway corridor and specific work areas was completed by ARCADIS Field Biologists to determine if populations of protected species or suitable habitat are present and would possibly be affected by project activities. The undertaking is within the known range of these sensitive species:

Bald Eagle (*Haliaeetus leucocephalus*), is federally listed as a species of concern, lives near large bodies of water. No Bald Eagle nests were identified during site visits.

Indiana bat (*Myotis sodalis*), is federally listed as endangered. Species nest in summer months under loose bark of exfoliating trees or in tree hollows; hibernate in caves during winter months. This site is within the generalized urban area, in the Northeast Management Unit. Furthermore, no suitable Indiana bat habitat is within the project's LOD.

Northern Monkshood (*Aconitum noveboracense*), is federally listed as threatened, grows in shaded ravines, with running water and rock shelters/ on sandstone. No suitable habitat was identified.

There were no records for any of these species in ODNR's Natural Heritage Database within 1 mile of the obstruction, or within the same City. There will be no impact to these species or their suitable habitat.

ODNR's Natural Heritage Database identified the following species, within one mile of the obstruction:

The Peregrine Falcon (*Falco peregrines*), state threatened, was identified in Akron no habitat was observed during field visits.

Research results are provided in Appendix H. A copy of the December 3, 2009, agency coordination documentation is provided in Appendix P.

|   | <u>Coordination</u> |   | <u>Approval</u> |   |
|---|---------------------|---|-----------------|---|
|   | Y                   | N | Y               | N |
| <b>Agency Coordination ***</b>                    |                     |   |                 |   |
| Ohio Department of Natural Resources (ODNR)       | X                   |   |                 |   |
| United States Fish and Wildlife Service (USFWS)   | X                   |   | X               |   |
| Ohio Environmental Protection Agency (OEPA)       |                     | X |                 |   |
| United States Army Corps of Engineers (USACE)     |                     | X |                 |   |
| ODNR State Scenic River                           |                     | X |                 |   |
| National Park Service (NPS) National Scenic River |                     | X |                 |   |

Remarks: Coordination packages (Ecological Memorandum of Affect) have been provided to the USFWS and ODNR, as prescribed by the Fish and Wildlife Coordination Act (16 USC 661-667e). Coordination was completed on December 3, 2009 (See Appendix P), no further consultation is required. Several meetings with the OEPA have been completed in order to notify them of the work, as well as, coordinate Storm Water Construction National Pollutant Discharge Elimination System (NPDES) (OHC000003), and Storm Water Pollution Prevention Plan (SWPPP) submittals.

\*If the resource is not present, the remainder of this section will not be completed.  
 \*\*If the resource is present but no impacts are anticipated, the reason why is described under Remarks.  
 \*\*\*Any impacts, mitigation, and agency coordination are described under Remarks and coordination letters are attached.  
 \*\*\*\*If "no", discuss in the Remarks details how this determination was made.

## Ohio Department of Transportation

County SUM Route Park St Section \_\_\_\_\_ PID 87316 SJN 440526

|                                    |
|------------------------------------|
| <b>SECTION B – OTHER RESOURCES</b> |
|------------------------------------|

|                                 | <u>Presence</u>          |                                     | <u>Impacts</u>           |                          |
|---------------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
|                                 | Y                        | N*                                  | Y                        | N                        |
| <b>Drinking Water Resources</b> |                          |                                     |                          |                          |
| Sole Source Aquifer             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Source Water Protection Area(s) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Public Water System(s)          | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Groundwater Source              | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Surface Water Source            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Residential Well(s)             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Remarks: A review of available OEPA Division of Drinking Water Resource's mapping indicated no drinking water sources are located within the construction limits. There are no community/ non-community wells, surface water protection areas or drinking water reservoirs within the construction limits. Drinking water resource mapping is provided as Appendix I.

|   | Y                                   | N*                                  | Y                                   | N                                   |
|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
|   | <b>Flood Plains</b>                 |                                     |                                     |                                     |
| Longitudinal Encroachment   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Transverse Encroachment   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Is the project located in a regulated floodplain?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Will the proposed project result in an encroachment in the designated floodway?                 | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Will the proposed project result in an increase in the 100-year base flood elevation discharge? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Does the project conform to the local flood plain standard?                                     | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

Remarks: Based on a review of the National Flood Insurance Program Mapping the obstruction is not within the 100-year flood boundary. Floodplain mapping is provided as Appendix J.

|  | Y                                   | N*                                  | Y                        | N                                   |
|--|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
|  | <b>Farmland</b>                     |                                     |                          |                                     |
| Active Agricultural Lands                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Agricultural District                    | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Project in compliance with ORC 929.05(a) | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| FPPA Project Screening Sheet             | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Farmland Conversion Impact Rating Sheet  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Remarks: Ohio Department of Agriculture (DOA) requires a letter 30 days prior to commencing work if project involves appropriation of greater than 10 acres or 10% of an individual property that is under one ownership, currently used for agricultural production and in an agricultural district. No substantial loss to agricultural production (greater than ten acres or 10% of an individual property) will occur. A copy of the Farmland Protection Policy Act Project Screening Sheet is provided as Appendix K.

\* If the resource is not present, the remaining boxes for this subject section will not be completed. State how and who made this determination.

## Ohio Department of Transportation

County SUM Route Park St Section \_\_\_\_\_ PID 87316 SJN 440526

|                                       |
|---------------------------------------|
| <b>SECTION C – CULTURAL RESOURCES</b> |
|---------------------------------------|

|                         | <u>Results of Research</u>                     |                                     | <u>Project Effect</u>                  |                          |                          |
|-------------------------|--|-------------------------------------|--|--------------------------|--------------------------|
|                         | <u>Eligible and/or Listed Resource Present</u> |                                     | <u>No Historic Properties Affected</u> | <u>No Adverse Effect</u> | <u>Adverse Effect</u>    |
|                         | <u>Y</u>                                       | <u>N</u>                            |  |                          |                          |
| Prehistoric Archaeology | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>    | <input type="checkbox"/> | <input type="checkbox"/> |
| Historic Archaeology    | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>    | <input type="checkbox"/> | <input type="checkbox"/> |
| History/Architecture    | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>    | <input type="checkbox"/> | <input type="checkbox"/> |
| NRHP Buildings/Sites    | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>    | <input type="checkbox"/> | <input type="checkbox"/> |
| NRHP Districts          | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>    | <input type="checkbox"/> | <input type="checkbox"/> |
| NRHP Bridges            | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>    | <input type="checkbox"/> | <input type="checkbox"/> |

**Documentation**

|   | <u>Y</u>                            | <u>N</u>                            | <u>SHPO / OES / FHWA Approval Dates</u>     |
|---|-------------------------------------|-------------------------------------|---|
| Phase I Short Report                        | <input type="checkbox"/>            | <input type="checkbox"/>            |   |
| Phase I Cultural Resources Survey Report    | <input type="checkbox"/>            | <input type="checkbox"/>            |   |
| Phase I History/Architecture Survey Report  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | 08-06-09 OSHPO concurred PH I not warranted |
| Phase I Archaeology Survey Report           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 08-06-09 OSHPO concurred PH I warranted     |
| Phase II Cultural Resources Survey Report   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |   |
| Phase II History/Architecture Survey Report | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |   |
| Phase II Archaeology Survey Report          | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |   |
| Phase III Archaeology Data Recovery         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |   |
| Documentation for Consultation / MOA        | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |   |
| HABS / HAER Documentation                   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |   |

Remarks:

The majority of the work associated with the area of potential effects is limited to existing transportation ROW and does not have the potential to affect historic properties. Below is a summary of Section 106 consultation to date associated with the CSXT National Gateway Improvements within the State of Ohio. The results of the previous consultation will be utilized to evaluate the affect of the six funded undertakings

- On August 3, 2009, a formal submission was made to the Ohio State Historic Preservation Office (OSHP) by the Federal Highway Administration (FHWA), with the ODOT as their agent. The submission documented the results of preliminary cultural resource investigations. As a result and in accordance with 36 CFR § 800.5(a), the OSHP concurred the proposed removal of seven bridges, eligible for inclusion on the National Register of Historic Places (NRHP), would constitute an "adverse effect".
- On August 6, 2009, in accordance with 36 CFR § 800.6, FHWA, with ODOT-Office of Environmental Services (OES) as their agent, notified the Advisory Council on Historic Preservation, the COUNCIL as defined in 36 CFR § 800.16(g), of the "adverse effect" of the undertaking due to the proposed removal of bridges eligible for inclusion on the NRHP.
- On August 10, 2009, ODOT-OES sent a formal invitation and the "CSX-National Gateway Corridor Improvements PID: 85697, Application to be Considered a Section 106 Consulting party for Historic Property Impacts", to potential Section 106 Consulting Parties. The invitation included a copy of the August 6, 2009 OSHP determination and notification of the August 19, 2009 open- house to be held at the Northeast Ohio University College of Medicine and Pharmacy located in Rootstown, Ohio. No responses have been received to date.
- On August 25, 2009, the COUNCIL, formally notified ODOT-OES that their participation in Section 106 consultation was not warranted.
- Limits of disturbance were updated at the end of August, 2009; plans available at that time showed minor new right-of-way would be required at five locations within Ashland, Medina, Portage, and Trumbull

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Counties: ASD-TR391-175.70; MED-River Corners Road-169.70; POR-Knapp Road-107.10; POR-Rock Springs Road-105.40; TRU-Fifth Street-85.70. Subsequently, additional field and literature reviews were conducted.

- On September 24, 2009, ODOT received a management summary for the archaeological investigations carried out by Gray & Pape, Inc. This summary, titled *Phase I Archaeological Survey for the CSX-National Gateway Corridor Improvements in Ashland, Medina, and Portage Counties, Ohio (PID 85697)* (2009) recommended that no further work was necessary at the ASD-TR391-175.70; MED-River Corners Road-169.70; POR-Knapp Road-107.10; and POR-Rock Springs Road locations based on the limits of disturbance at those locations at that time.
- In the September 29, 2009 submission to the OSHPO, titled *Compliance of Section 106 of the National Historic Preservation Act of 1966 (NHPA)*, ODOT determined that the appropriate finding for the undertaking, in accordance with 36 CFR § 800.5(a), was an “adverse effect.” The OSHPO concurred with this finding on October 5, 2009.
- On October 6, 2009, updated plans were again received by ODOT-OES. A joint field review was conducted with members of the ODOT-OES cultural resource staff and the OSHPO on October 9, 2009. The field review was initiated to determine the level of cultural resources investigations warranted for areas of new right-of-way and areas where the area of potential effect was expanded. Consultation in regard to the results of these investigations was not initiated due to the pending receipt of additional modifications (received October 28, 2009).
- On October 13, 2009, a Section 106 consultation meeting was held with agency officials and consulting parties to discuss the draft Memorandum of Agreement documenting proposed measures to mitigate the “adverse effect” of the undertaking.
- Updated plans were received by ODOT-OES on October 28, 2009.
- On November 3, 2009, the draft Memorandum of Agreement was circulated to the Federal Highway Administration-Ohio Division, the Ohio Rail Development Commission, and the OSHPO by ODOT for final review based on the results of additional consultation.
- On November 11, 2009, the undertaking was revised and broken into six undertakings due to available funding. Revised Section 106 consultation was initiated.
- On November 12, 2009, a formal submission was made to the OSHPO by the FHWA, with the ODOT as their agent. The submission documented the individual project, as well as, a revised Memorandum of Agreement. In this letter ODOT requests concurrence that, a finding of “no historic properties affected” is applicable to the undertaking, SUM-Park Street – BG 129.50, PID 87316. No known significant cultural resources will be affected by the undertaking.

Refer to Appendix L for copies of the agency correspondence documenting the Section 106 process.

**SECTION D – SECTION 4(F) RESOURCES**

|  | <u>Presence</u> |              | <u>Impacts</u> |            | <u>FHWA / OES approval dates</u> |
|--|-----------------|--------------|----------------|------------|----------------------------------|
|  | <u>Y</u>        | <u>N****</u> | <u>Y***</u>    | <u>N**</u> |                                  |
| <b>Parks &amp; Other Recreational Land</b>           | X               |              |                |            |                                  |
| Publicly owned park                                  | X               |              |                | X          |                                  |
| Publicly owned recreation area                       | X               |              |                | X          |                                  |
| National Wild & Scenic River                         |                 | X            |                | X          |                                  |
| Section 4(f) Determination of No-Use                 |                 | X            |                |            |                                  |
| Programmatic Section 4(f) Evaluation                 |                 | X            |                |            |                                  |
| Individual Section 4(f)                              |                 | X            |                |            |                                  |
| Section 6(f) involvement                             |                 | X            |                |            |                                  |
| Other (school, state/national forest, bikeway, etc.) |                 | X            |                |            |                                  |

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|   | <b>Presence</b> |       | <b>Impacts</b> |     | <b>FHWA / OES<br/>approval dates</b> |
|---|-----------------|-------|----------------|-----|--------------------------------------|
|   | Y               | N**** | Y***           | N** |                                      |
| <b>Natural &amp; Wildlife &amp; Waterfowl Refuges</b> |                 |       |                |     |                                      |
| Federal   |                 | X     |                |     |                                      |
| National Wildlife Refuge                              |                 | X     |                | X   |                                      |
| National Natural Landmark                             |                 | X     |                | X   |                                      |
| State   |                 |       |                |     |                                      |
| State Wildlife Area                                   |                 | X     |                | X   |                                      |
| State Natural Preserve                                |                 | X     |                | X   |                                      |
| Section 4(f) Determination of No-Use                  |                 | X     |                |     |                                      |
| Programmatic Section 4(f)                             |                 | X     |                |     |                                      |
| Individual Section 4(f) Evaluation                    |                 | X     |                |     |                                      |
| Section 6(f) involvement                              |                 | X     |                |     |                                      |

|   | Y | N** | Y*** | N** | <b>FHWA / OES<br/>approval dates</b> |
|---|---|-----|------|-----|--------------------------------------|
| <b>Cultural Resources Areas</b>           |   |     |      |     |                                      |
| Sites eligible and/or listed for the NRHP |   | X   | X    |     |                                      |
| Section 4(f) Determination of No-Use      |   | X   |      |     |                                      |
| Programmatic Section 4(f)                 |   | X   |      |     |                                      |
| Individual Section 4(f) Evaluation        |   | X   |      |     |                                      |

Remarks: Section 4(f) property, Grace Park identified proximal to obstruction. Stakeholder-City of Akron Grace Park located outside of limits of disturbance, property will not be affected.

Grace Park is a Section 6(f) resource, proximal to obstruction. No permanent or temporary ROW, property acquisition or other impacts will occur that will require Section 6(f) coordination at Grace Park.

There are no historic Section 4(f) properties in the project area.

\*\* If the resource is present but no impacts are anticipated, the reason why is described under Remarks.  
 \*\*\* Any impacts, mitigation and agency coordination are described under Remarks and coordination letters are attached.  
 \*\*\*\*If "No", discuss in the remarks section details about how this determination was made.

**SECTION E – AIR QUALITY & NOISE**

Will the project move the travel lanes closer to sensitive land uses? 

|   |   |
|---|---|
| Y | N |
|   | X |

**Air Quality**

**Conformity Status of the Project**

Is the project in an air quality non-attainment or maintenance area? 

|   |   |
|---|---|
| Y | N |
|   |   |

  
 Criteria pollutant in non-attainment or maintenance 

|   |  |
|---|--|
|   |  |
| X |  |
| X |  |

  
 PM 2.5 X PM 10 \_\_\_\_\_ Ozone X CO X  
 Is this project in the STIP? 

|   |   |
|---|---|
| X |   |
|   | X |

  
 Is this project in the most current MPO air quality conforming TIP? 

|  |   |
|--|---|
|  | X |
|--|---|

  
 If NO, is this project exempt from conformity analysis? 

|   |  |
|---|--|
| X |  |
|---|--|

  
 Is a project-level PM 2.5 conformity determination required for this project? 

|  |   |
|--|---|
|  | X |
|--|---|

  
 If YES, has FHWA issued a conformity determination? 

|  |  |
|--|--|
|  |  |
|--|--|

**Project-Level Analysis and Impacts**

Has the project scope changed substantially since the conformity analysis? 

|   |   |
|---|---|
| Y | N |
|   | X |

  
 If YES, will this change require a reevaluation of the MPO TIP conformity? 

|  |  |
|--|--|
|  |  |
|--|--|

  
 Is a PM 2.5 hotspot analysis required for this project? 

|  |   |
|--|---|
|  | X |
|--|---|

  
 Is an air toxics (MSAT) analysis required for this project? 

|  |   |
|--|---|
|  | X |
|--|---|

  
 Type of Analysis: Qualitative \_\_\_\_\_ Quantitative \_\_\_\_\_

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Remarks:

The environmental effects to air quality from air pollutants generated both directly and indirectly by project activities were assessed. Assessment evaluated current air quality and regulatory requirements in the project's region; criteria air pollutant emissions generated from activities conducted in conjunction with the project; and the potential effect on ambient air quality.

New capacity, routes or alignments are not part of the National Gateway Initiative clearance projects; air analysis is not required. The National Gateway Initiative will improve track clearance to accommodate double-stack freight trains. This project has been designed to improve freight movement efficiencies, Completion will allow more freight to be moved on any given train. On a per ton-mile basis, railroads emit one-tenth the hydrocarbons and diesel particulates as trucks, and one-third the oxides of nitrogen and carbon. Moving freight by double-stack trains instead of trucks benefits air quality by significantly reducing greenhouse gas emissions.

Based on the scope of work no modeling or a conformity analysis for-Mobil Source Air Toxics, carbon monoxide, ozone, particulate matter, nitrous oxide, and carbon dioxide are required. The clearance projects do not move traffic closer to receptors and is capacity neutral (train or vehicular). The constructed project will not result in an increase in the ADT of more than 10,000 vehicles within 10 years of project completion date. Also, the project does not involve a new project ROW that will have an ADT of more than 20,000 vehicles within 10 years of construction. Therefore, this project is exempt from project level conformity analysis for Carbon Monoxide (CO) per the ODOT/OEPA Air Quality Agreement. Because this project is listed in the STIP/TIP, Ozone is addressed. Because this project does not add capacity, add a new interchange, or involve a new road on new alignment, no MSAT analysis is required. This project is exempt from PM2.5 analysis under 40CFR93.126 under "Reconstructing bridges (no additional travel lanes)" and "Rehabilitation or reconstruction of track structures, track, and track bed in existing ROW."

**Noise**

|   |                          |                                     |
|---|--------------------------|-------------------------------------|
|   | <b>Y</b>                 | <b>N</b>                            |
| Is a noise analysis required in accordance with FHWA regulations and ODOT's statewide noise abatement policy? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| If YES, is a design year noise impact predicted?  | <input type="checkbox"/> | <input type="checkbox"/>            |
| If YES, have all noise attenuation measures been considered, consistent with the policy?                      | <input type="checkbox"/> | <input type="checkbox"/>            |
| If NO, explain why not: <u>See below</u>  |                          |                                     |
| Is noise attenuation found to be reasonable and feasible?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Remarks:

The proposed National Gateway Initiative clearance project does not include: new track on new track location; significant alterations to track alignment; increased train volumes or changes in vehicle speed. The project will not cause an increase in traffic noise levels because it will not cause an increase in the number of trains, will not provide additional rail routes, will not change the design speed of the train and will not substantially change the shielding affects of the surrounding area. This project is deemed unrelated to increased rail traffic noise. The clearance projects do not move traffic closer to receptors and is capacity neutral (train or vehicular). Completion of the project will allow more freight to be moved on any given train.

No grade increases over 10-feet is required, no noise analysis or noise mitigation is required.

**SECTION F – COMMUNITY IMPACTS**

**Regional, Community & Neighborhood Factors**

Will the proposed action comply with the local/regional development patterns for the area?  
 Will the proposed action result in substantial impacts to community cohesion?  
 Will the proposed action result in substantial impacts to local tax base or property values?

|                                     |                          |                                     |
|-------------------------------------|--------------------------|-------------------------------------|
|                                     | <b>Y</b>                 | <b>N</b>                            |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



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Remarks: Bridge removal, the preferred alternative will benefit the community by reducing the tax burden on the local public for maintaining or removing the bridge. The City of Akron had plans to remove this structure, but ceased moving forward due to funding constraints.

The bridge removal has been added to the Akron Metropolitan Area Transportation Study's Regional Transportation Plan as an amendment.

Will the proposed action result in reasonably foreseeable secondary or cumulative impacts? **Y**  **N**

Remarks: The bridge removal will affect populations who use the bridge. However, there are vehicular and pedestrian crossings within 500-feet to the north and south of the Park Street Bridge Removal (Market and Perkins Streets). This will not result in an undue hardship to populations who use the bridge.

**Public Facilities & Services** **Y**  **N**   
 Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation or pedestrian and bicycle facilities?

Remarks: Detours have been proposed, in conjunction with County officials. The detours will be posted and communicated to the general public as well as public services. A MOT plan is required and will be communicated to the traveling public through a press release. The MOT plan will be directly communicated to local officials including emergency medical services, and schools

**Environmental Justice** (Presidential Executive Order 12898) **Y**  **N**   
 During public involvement activities, were Environmental Justice issues raised?    
 Are any Environmental Justice populations located within the project area?    
 Will the project result in adversely high or disproportionate impacts to the population?

Remarks: According to the 2000 United States Census, the project limits are located within Census Tracts 5011, 5012 and 5013.01. Of the 3,339 people in the Census Tracts, 47.7% are minorities and 39.0% live below poverty level. By comparison, the City of Akron has 31.1% minorities and 17.5% living below poverty level, and Summit County as a whole has 15.3% minorities and 9.9% living below poverty level. The bridge removal will affect populations who use the bridge. However, there are vehicular and pedestrian crossings within 500-feet to the north and south of the Park Street Bridge Removal (Market and Perkins Streets).

The project will not have any disproportionately high or adverse human health or environmental effects on minority and low-income populations. No environmental justice issues were raised during the public involvement activities conducted for this project. United States Census information for the obstructions is provided as Appendix M.

**Displacement of People, Businesses or Farms:** **Y**  **N**   
 Will the proposed action displace people, businesses or farms?

Number of displacements:      Residences:   0   Businesses:   0   Farms:   0   Institutions:   0  

Remarks: Land acquisition is not necessary, there will be no displaced residents, farms or businesses.

### SECTION G – PUBLIC INVOLVEMENT

Per ORC 5511.01 and 23 CFR 771.111 (h)(2)(i) and (ii), every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Discuss what public involvement activities (letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

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Were you inclusive of minority and low income people in your public involvement activities? **Yes\***  **No**   
\* If YES, explain below.

A meeting was held for the ODOT District 4 projects, on August 19, 2009, at Northeastern Ohio Universities College of Medicine and Pharmacy's campus. A media advisory was submitted to nine print and eight television contacts in the area. 105 notification letters were sent to local property owners, residents, interested parties, local, County, State, and federal officials. This letter notified the recipient of the date, time and location of the meeting, as well as, solicited feedback for interesting consulting parties under Section 106. The format of the meeting was an informal open house and the room was arranged by county, with information on each of the obstructions. Handouts were prepared providing obstruction information, as well as, the proposed detour route. Over 10 representatives from ODOT, CSXT, and consulting firms were present to address questions on a one-on-one basis. A total of 12 attendees participated in the meeting. Five public comments were received.

See Appendix N for examples of the notification letters, public officials and interested parties who received the notification, media advisory information, meeting minutes, and media articles.

**Public Controversy on Environmental Grounds** Y  N   
 Will the project involve substantial controversy concerning community and/or natural resource impacts?

Remarks: No substantial concerns regarding community and/or natural resource impacts were raised as a result of the public involvement. Comments and questions raised during the public involvement activities were responded to accordingly by CSXT. Public input led to a review of project alternatives and changed the proposed alternative for this obstruction.

Correspondence from the City of Akron, owners of the obstruction, revised the outcome of the project to a bridge removal, instead of a track lowering.

The public is in support of the proposed improvements.

**SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

|   | <u>Documentation</u>                |                                     |
|---|-------------------------------------|-------------------------------------|
|   | Y                                   | N                                   |
| Environmental Site Assessment Screening / Checklist | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Phase I Environmental Site Assessment               | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Phase II Environmental Site Assessment              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Design for Remediation                              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Remarks: An Environmental Site Assessment (ESA) Screening Report was prepared for the project area by ARCADIS in October 2009, for ODOT. Since the project consists of removing the Park Street bridge and will not replace it, no further environmental site assessment of special material management is warranted for this project. A copy of the November 12, 2009 interoffice communication concerning the ESA Screening is included in Appendix O.

**SECTION I – PERMITS CHECKLIST**

|  | <u>Required</u>          | <u>Not Required</u>                 | <u>Complete</u>          |                          |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
|  |                          |                                     | Y                        | N                        |
| <b>OES Permit Determination (PD)</b>                 |                          |                                     | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Army Corps of Engineers (404/Section10 Permit</b> |                          |                                     |                          |                          |
| Individual (IP)                                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |                          |                          |
| Nationwide (NWP)                                     | <input type="checkbox"/> | <input checked="" type="checkbox"/> |                          |                          |
| Pre-Construction Notification (PCN)                  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |                          |                          |

This is page 15 of 16, which is part of: SUM- Park Street, Akron, BG129.50, Date: 12-10-09

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**OEPA**

|   |   |   |
|---|---|---|
| Level 1 Review – General Isolated Wetland Permit    |   | X |
| Level 2 Review – Individual Isolated Wetland Permit |   | X |
| Level 3 Review – Individual Isolated Wetland Permit |   | X |
| 401 Water Quality Certification (WQC)               |   | X |
| NPDES Construction Storm Water Permit               | X |   |
| <b>US Coast Guard Section 9 Bridge Permit</b>       |   | X |
| <b>Wetland and/or Stream Mitigation</b>             |   | X |
| <b>Flood Plain Permit</b>                           |   | X |

Remarks: No waterway permits are required. If the land disturbance is less than one acre an NPDES is not required.

**SECTION J – ENVIRONMENTAL COMMITMENTS MADE & RESOURCES TO BE AVOIDED**

1. All conditions and terms associated with the National Pollutant Discharge Elimination System construction storm water general permit, verified by the OEPA, will be included with the contract plans for adherence during construction.
2. The contractor shall follow Best Management Practices.
3. Press releases will be issued to inform the public, schools and public transportation service of the project, detours, lane closures, and sidewalk closures. The local police, fire, and emergency services will be notified directly.
4. The work will be limited to active rail and public right of way.

**SECTION K – CONCURRENCE**

It is hereby determined that the subject project meets the criteria for CE in accordance with the *Programmatic Categorical Exclusion Agreement* between ODOT and FHWA. This action does not: induce significant impacts to planned growth or land use for the area; require relocation of significant numbers of people; have significant impact on any natural, cultural, recreational, historic, or other resource; involve significant air, noise, or water quality impacts; have significant impacts on travel patterns; or otherwise, either individually or cumulatively, have any significant impacts and do not require the preparation of an Environmental Assessment or an Environmental Impact Statement.

As supported by information contained in this Categorical Exclusion Document, this project qualifies for a CE Level 1, Item Number 1, in accordance with the *Programmatic Categorical Exclusion Agreement* between ODOT and FHWA dated \_\_\_\_\_

Hadley M. Stamm ARCADIS U.S., Inc. December 8, 2009

Name of Preparer and Organization Date

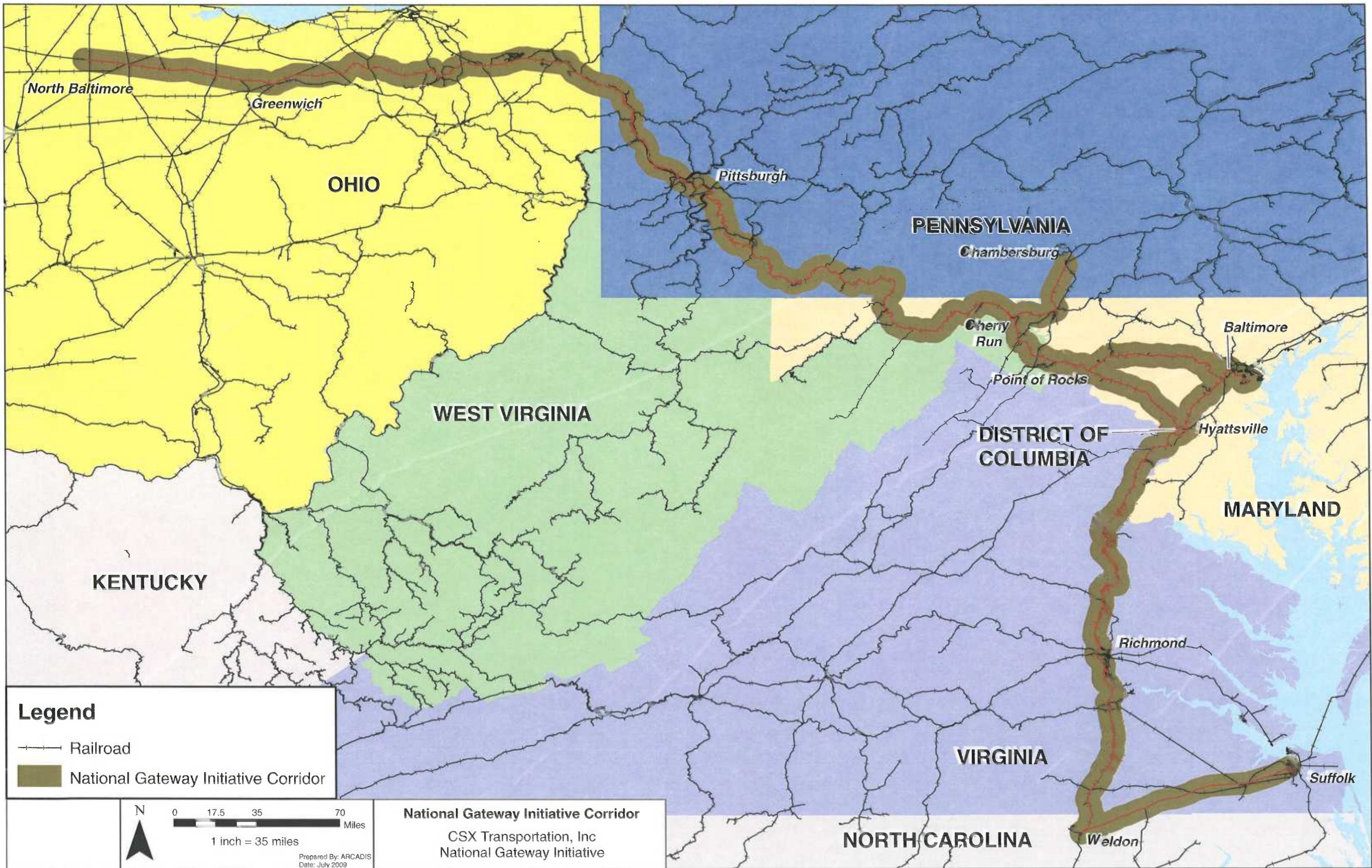
|  |   |
|--|---|
| <p>District Environmental Coordinator <span style="float: right;">Date</span></p> <p> <u>12/10/09</u></p> <p>Office of Env. Services Administrator <span style="float: right;">Date</span></p> | <p>District Planning &amp; Programs Administrator <span style="float: right;">Date</span></p> <p> <u>12/10/2009</u></p> <p>If CE-4: Date Submitted to FHWA</p> <p style="text-align: center;">for Laura S. Leffler<br/>Division Administrator</p> |
|--|---|

Form version: 11/16/04

**Appendix A**

Corridor and Topographic Map





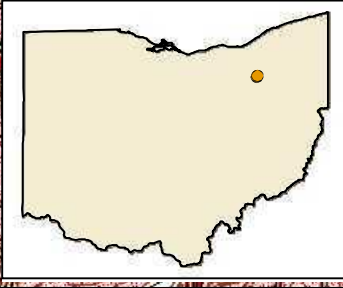
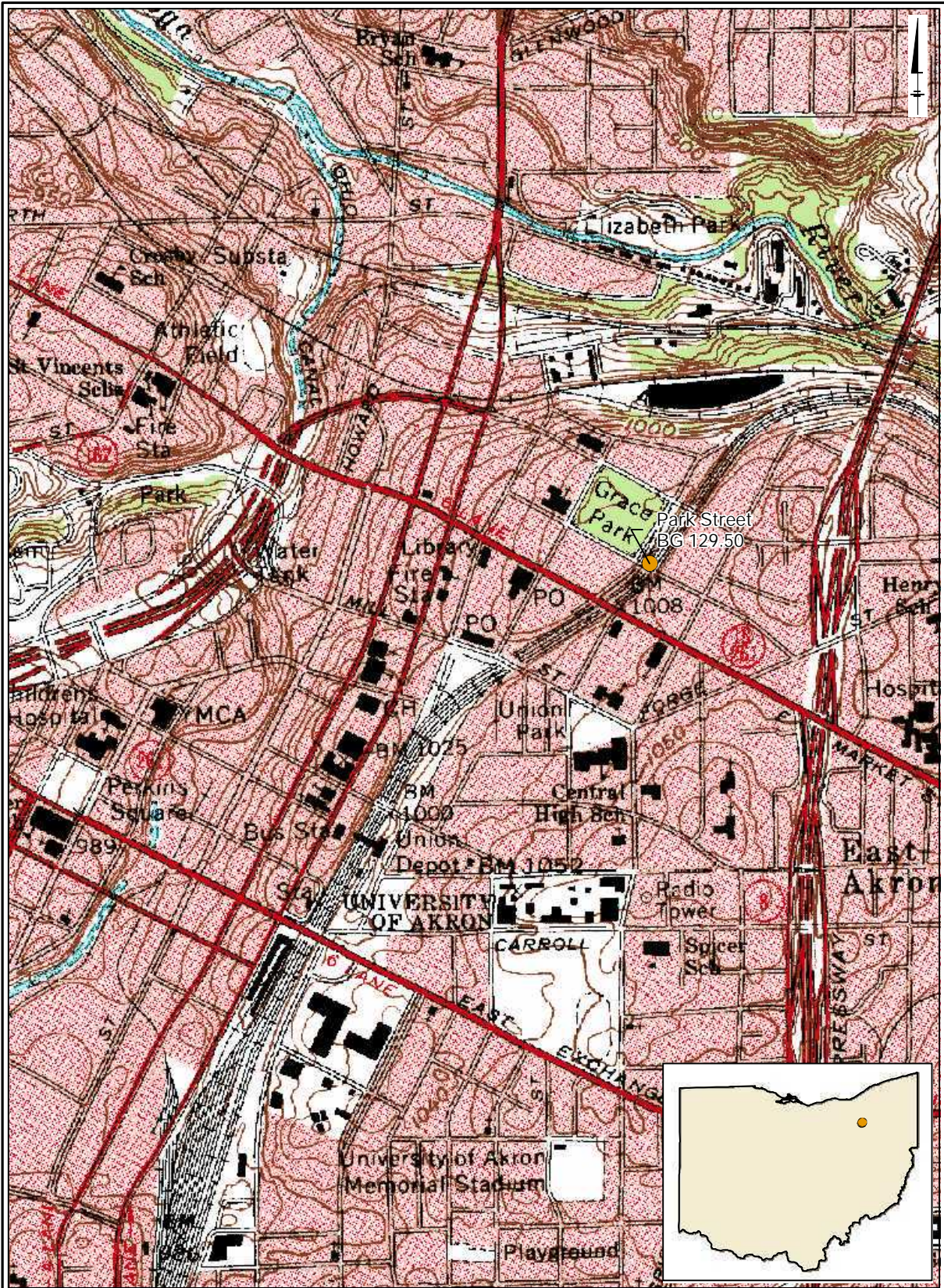
**Legend**

- +—+— Railroad
- █ National Gateway Initiative Corridor

N  
 0 17.5 35 70 Miles  
 1 inch = 35 miles  
 Prepared By: ARCADIS  
 Date: July 2009

**National Gateway Initiative Corridor**  
 CSX Transportation, Inc  
 National Gateway Initiative





LEGEND  
 OBSTRUCTION LOCATION

0 500 1,000  
 SCALE IN FEET

DATA SOURCES:  
 TOPOGRAPHIC IMAGE - USGS  
 QUADRANGLE NAME: AKRON WEST

CSX, TRANSPORTATION  
 NATIONAL GATEWAY

PARK STREET  
 AKRON, OHIO  
 BRIDGE REMOVAL



MLEPOST  
 BG  
 129.50

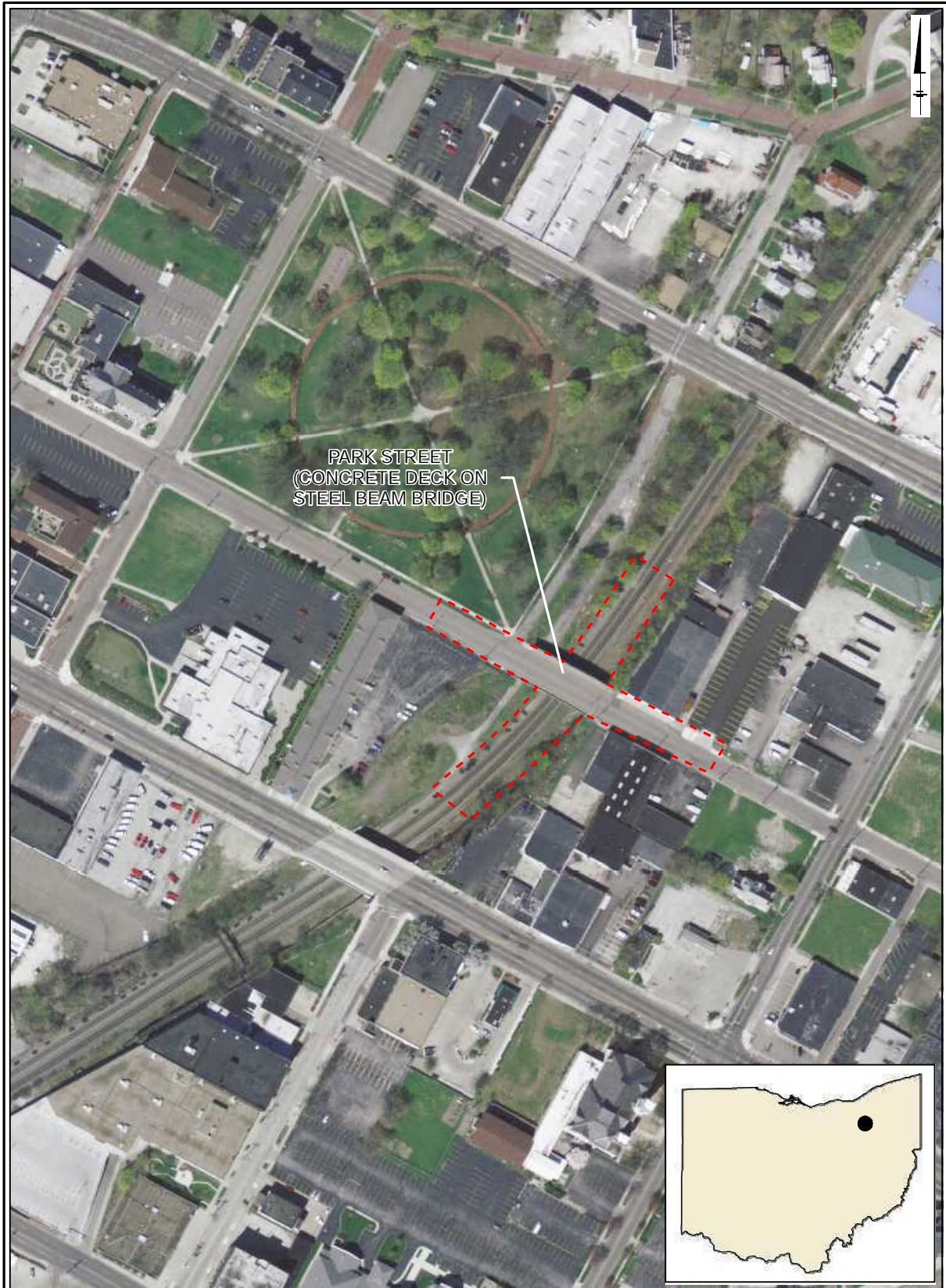


ARCADIS

**Appendix B**

Limits of Disturbance





LEGEND

 AECOMM FOOTPRINT



DATA SOURCES:  
AERIAL IMAGE - SEAMLESS.USGS.GOV

CSX, TRANSPORTATION  
NATIONAL GATEWAY

PARK STREET, AKRON, OHIO  
BRIDGE REMOVAL  
LIMITS OF DISTURBANCE



MILEPOST  
BG  
129.50

ARCADIS

**Appendix C**

10% Plans

# CSX NATIONAL GATEWAY

## BG 129.50

### PARK STREET BRIDGE DEMOLITION

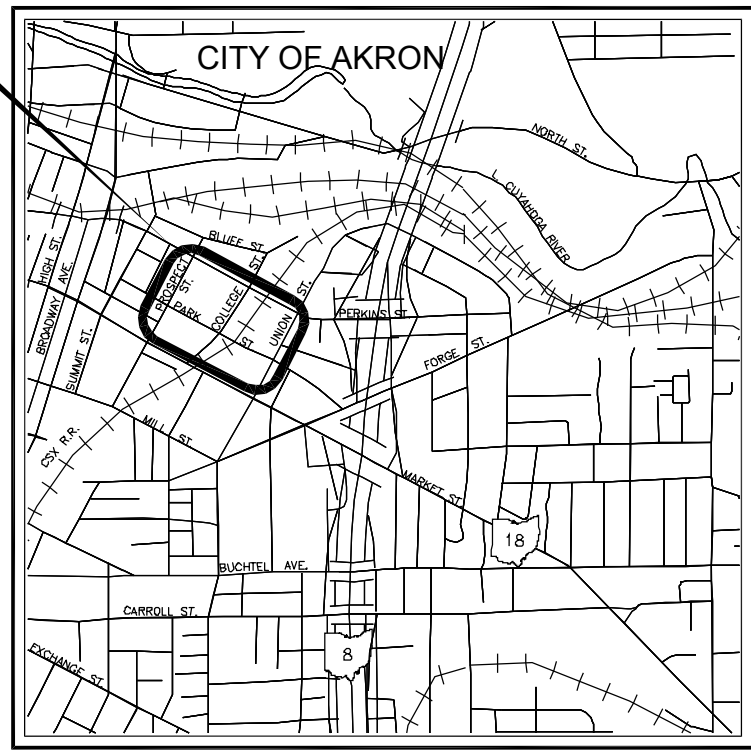
### AKRON, OHIO

DATE: 10/29/09  
 CHECKED: M.R.D.  
 DRAWN: P.K.V.  
 SCALE: 1" = 100'  
 REVISIONS:  
 10% CONCEPTUAL DESIGN  
 TITLE SHEET  
 PARK STREET OVER CSX RR BRIDGE DEMOLITION  
 CSX NATIONAL GATEWAY  
 BG 129.50  
 1/10

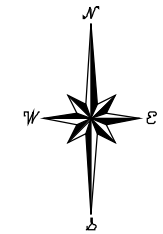
**LEGEND**

- EX. MANHOLE
- ⊕ EX. STREET NAME SIGN
- ⊕ EX. TRAFFIC SIGN
- ⊕ REF. NO. INDEX NO. PROP. OR REPLACED TRAFFIC SIGN DESIGNATION
- ⊕ EX. VEGETATION
- ⊕ REMOVE VEGETATION
- ⊕ WORK AGREEMENT
- ⊕ PROP. TREE
- ⊕ PROP. TREE W/GRATE
- EX. GUARDRAIL
- SEWER FLOW
- EX. HYDRANT
- ⊕ EX. WATER VALVE
- ⊕ EX. WATER BOX OR PIT
- ⊕ EX. GAS VALVE
- ⊕ EX. UTILITY POLE
- ⊕ EX. POWER POLE
- ⊕ EX. LIGHT POLE
- ⊕ EX. TRAFFIC SIGNAL POLE
- ↓ EX. GUY WIRE
- EX. HANDHOLE
- EX. MONUMENT
- ⊕ PROP. MONUMENT
- ▲ P. I.
- ⊕ DRILL HOLE
- PROPERTY PIN FOUND
- PROPERTY PIN SET
- IRON PIN
- ⊕ TEST BORING

PROJECT LOCATION



VICINITY MAP



- ▭ EX. CONCRETE SIDEWALK
- ▨ RECONST. CONCRETE SIDEWALK, 4" THICK
- ▨ PROP. OR RECONST. CONCRETE SIDEWALK OR DRIVE APRONS, 6" THICK, AND DRIVEWAYS, 6" THICK
- ▨ PROP. FULL-DEPTH ASPHALT PAVEMENT RECONSTRUCTION AREA SEE STD. DWG. BP-1.1
- RECONST. 6" X 18" CONCRETE CURB
- ▭ TOPSOIL FURNISHED AND PLACED, 4" THICK, WITH LAWN SEEDING AND MULCHING

STANDARD DRAWINGS AND SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, 2008 EDITION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

| STANDARD CONSTRUCTION DRAWINGS (AKRON) |         |          |         |
|--|---------|----------|---------|
| BP-1                                   | 6-10-08 | BP-5.0   | 1-11-02 |
| BP-1.1                                 | 6-10-08 | BP-5.1   | 1-11-02 |
| BP-2                                   | 6-10-08 |          |         |
| STANDARD CONSTRUCTION DRAWINGS (ODOT)  |         |          |         |
| GR-1.1                                 | 7-16-04 | GR-4.2   | 1-19-07 |
| GR-2.1                                 | 1-16-04 | VPF-1-90 | 7-19-02 |



ARCADIS U.S., Inc.  
 520 South Main Street, Suite 2400  
 Akron, Ohio 44311  
 Tel: 330-434-1995 Fax: 330-374-1095  
 www.arcadis-us.com

UNDERGROUND UTILITIES

2 WORKING DAYS BEFORE YOU DIG

1-800-362-2764

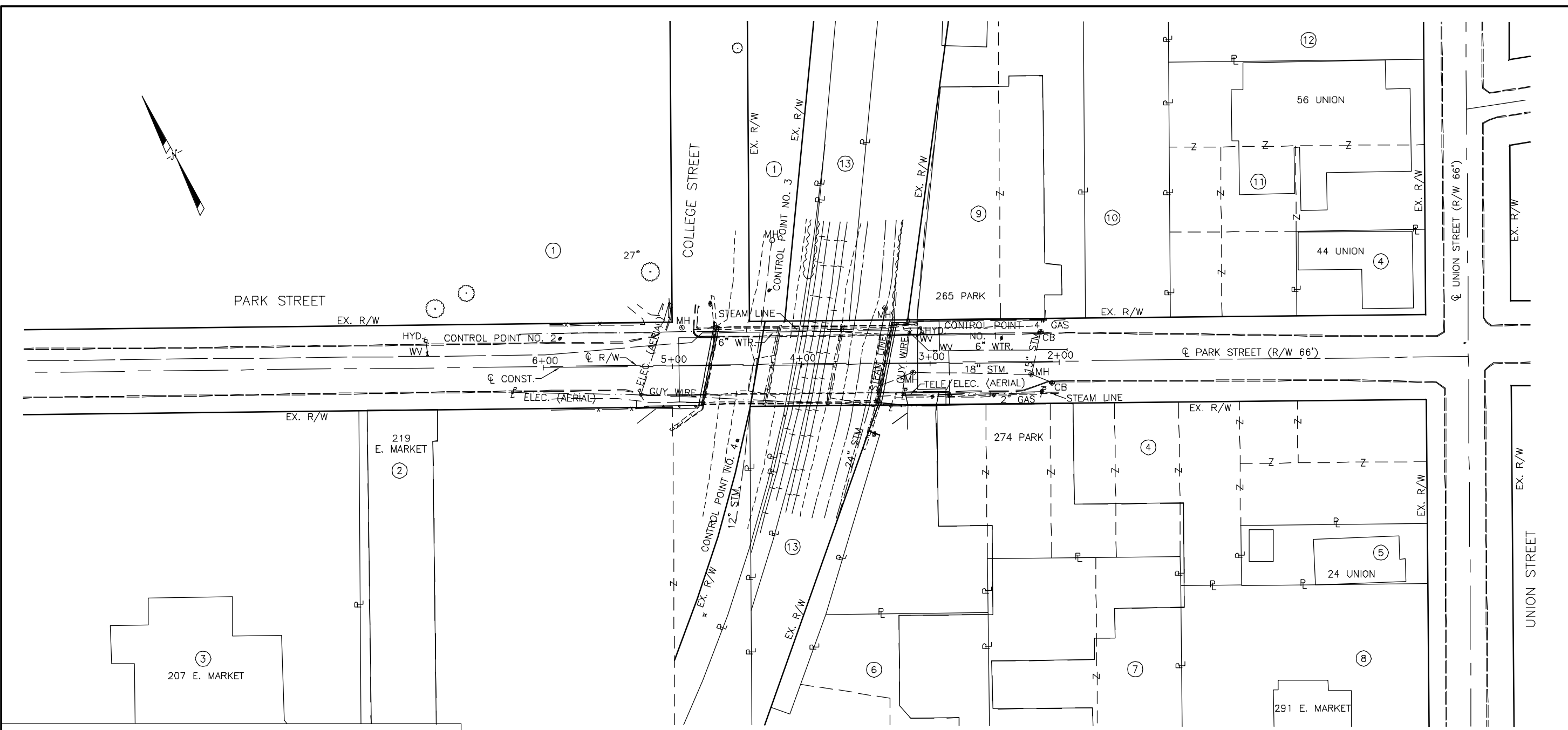
OHIO UTILITIES PROTECTION SERVICE  
 NON-MEMBERS MUST BE CALLED DIRECTLY

1-800-925-0988

OIL & GAS PRODUCERS  
 UNDERGROUND PROTECTION SERVICE

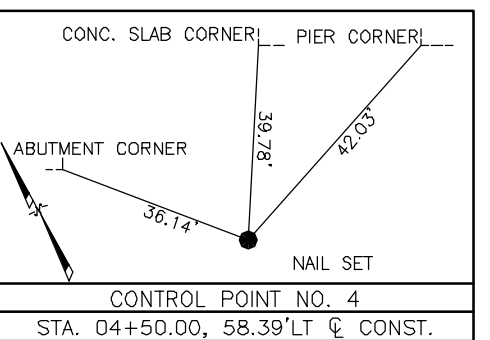
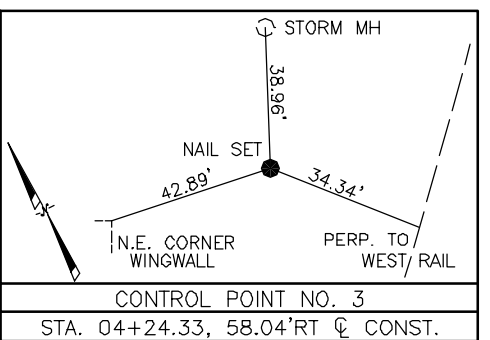
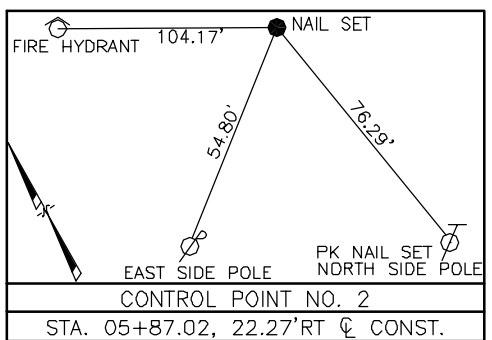
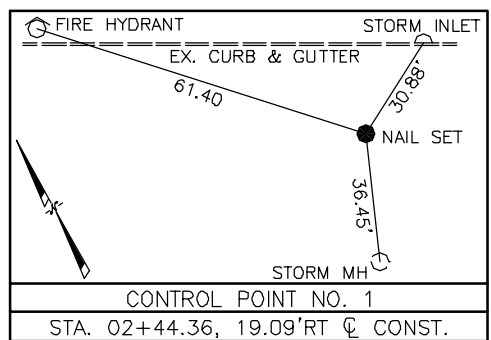
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C:\Project\OHCSX09.000\Drawing\Park St\Drawing\dwg\existing\_utilities\_survey\_control.dwg; 10/30/09 — 11:18am; elebon



PROPERTY OWNERS

- ① - CITY OF AKRON (GRACE PARK)
- ② - AKRON METROPOLITAN HOUSING AUTHORITY (219 E. MARKET ST.)
- ③ - HAVEN OF REST MINISTRIES, INC. (207 E. MARKET ST.)
- ④ - GREGORY P. PATTAKOS (274 PARK ST.; 28 & 44 N. UNION ST.)
- ⑤ - HAROLD KEITH AND ROSE ANN MILLER (24 UNION ST.)
- ⑥ - JIM D. AND BARBARA J. JOHNSON (E. MARKET ST.)
- ⑦ - KENNETH H. AND PATTY LOU THOMPSON (275 & 281 E. MARKET ST.)
- ⑧ - EMRO MARKETING CO. (291 E. MARKET ST.)
- ⑨ - 265 PARK STREET LLC (265 E. PARK ST.)
- ⑩ - CHARTER DEVELOPMENT FOUNDATION, INC. (279 PARK ST. & 280 PERKINS ST.)
- ⑪ - STUART K. AUSTIN (PARK ST.; 52 & 56 N. UNION ST.)
- ⑫ - FAMOUS REALTY CO. OF CLEVELAND (N. UNION ST.)
- ⑬ - CSX AKRON & CHICAGO JUNCTION BR B&O



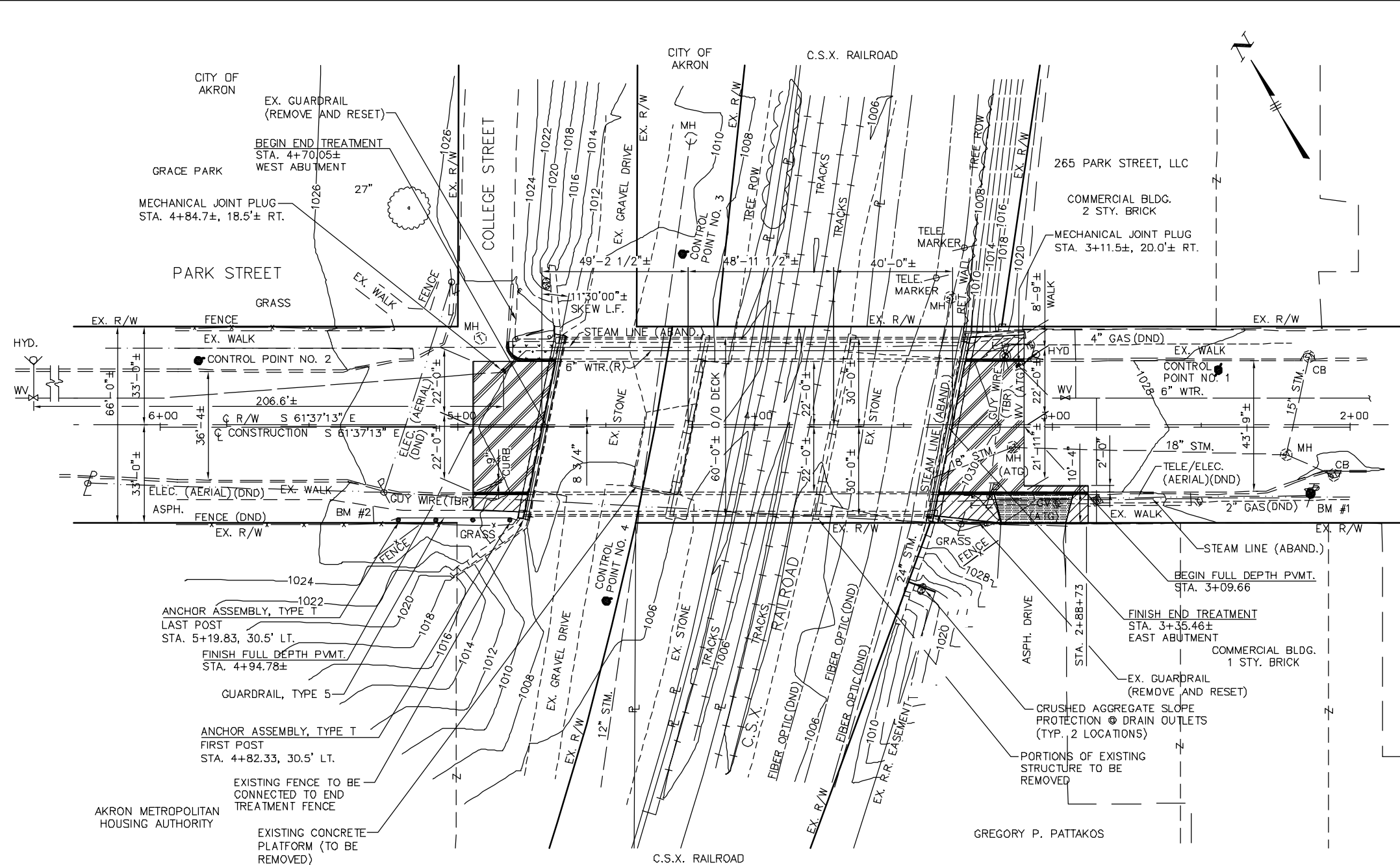
OHIO STATE PLANE COORDINATE SYSTEM NORTH ZONE, NAD 83

| DESCRIPTION         | COORDINATES |            | LOCATION                          |
|---------------------|-------------|------------|-----------------------------------|
|                     | NORTH       | EAST       |                                   |
| CONTROL POINT NO. 1 | 517608.14   | 2241884.79 | STA. 02+44.36, 19.09' RT Q CONST. |
| CONTROL POINT NO. 2 | 517773.79   | 2241584.85 | STA. 05+87.02, 22.27' RT Q CONST. |
| CONTROL POINT NO. 3 | 517727.93   | 2241744.97 | STA. 04+24.33, 58.04' RT Q CONST. |
| CONTROL POINT NO. 4 | 517637.71   | 2241667.06 | STA. 04+50.00, 58.39' LT Q CONST. |

COMBINED SCALE FACTOR USED: 0.999889

**CSX NATIONAL GATEWAY**  
 BG 129.5  
**PARK STREET OVER CSX RR BRIDGE DEMOLITION**  
 EX. UTILITIES SURVEY CONTROL  
 10% CONCEPTUAL DESIGN  
 DRAWN: P.K.V. M.P.D. DATE: 10/29/09  
 CHECKED: M.P.D. DATE: 10/29/09  
 SCALE: HOR. 1" = 100'  
 REVISIONS: DATE:

C:\Project\01\CSX\09\0001\Drawing\Park St\Drawing\Struct\Park site.dwg: 10/30/09 - 11:45am: elson

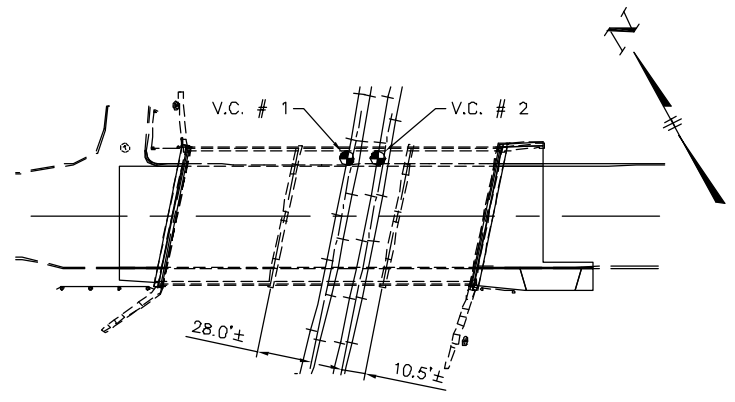


PLAN

BENCHMARK NO. 1  
 P.K. NAIL SET NORTH SIDE POWER  
 POLE #7565 ON EAST SIDE OF  
 BRIDGE AND SOUTH SIDE OF PARK  
 STREET  
 STA. 3+13.38, 22.3' LT. EL.1028.74

BENCHMARK NO. 2  
 P.K. NAIL SET NORTH SIDE POWER  
 POLE ON WEST SIDE OF BRIDGE AND  
 SOUTH SIDE OF PARK STREET  
 STA. 5+24.45, 21.4' LT. EL.1028.35

| LOCATION | EXISTING CLEARANCE |
|----------|--------------------|
| V.C. # 1 | 19.40'             |
| V.C. # 2 | 20.37'             |



NOTE

- FOR STRUCTURAL GENERAL NOTES SEE SHEETS 4 AND 5 OF 10.
- THE EXISTING GUARDRAIL AT THE NORTHWEST AND SOUTHEAST CORNERS OF THE BRIDGE SHALL BE REMOVED AND RESET AFTER THE END TREATMENTS HAVE BEEN CONSTRUCTED.
- GRACE PARK PROPERTY WILL NOT BE DISTURBED BY CONSTRUCTION

PROPOSED WORK

- DEMOLISH EXISTING BRIDGE SUPERSTRUCTURE, PIERS AND PORTIONS OF EXISTING ABUTMENTS.
- CONSTRUCT CONCRETE END TREATMENTS ON EXISTING ABUTMENTS.
- INSTALL VANDAL PROTECTION FENCE.
- CONSTRUCT NEW PAVEMENT AND WALKS.
- INSTALL GUARDRAIL.

(DND) - DO NOT DISTURB  
 (TBR) - TO BE RELOCATED  
 (R) - TO BE REMOVED  
 (ATG) - ADJUST TO GRADE

| RAILROAD TRAFFIC |                  |
|------------------|------------------|
| FREIGHT:         | 24-48 TRAINS/DAY |
| PASSENGER:       | 2 TRAINS/DAY     |

EXISTING STRUCTURE  
 TYPE: THREE-SPAN I-BEAM ON REINFORCED CONCRETE CAP AND SANDSTONE ABUTMENTS AND CAP AND COLUMN PIERS  
 SPANS: 49'-2 1/2"±, 48'-11 1/2"± AND 40'-0"± C/C BRGS.  
 ROADWAY: 44'-0"± F/F CURB WITH TWO 8'-0"± SIDEWALKS  
 ALIGNMENT: TANGENT  
 SKEW: 11'30"00"± L.F.  
 WEARING SURFACE: ASPHALT CONCRETE  
 APPROACH SLABS: NONE  
 BUILT: 1933  
 CONDITION: POOR  
 STRUCTURE FILE NO. : 7762836  
 LONGITUDE: 81' 30' 32" W  
 LATITUDE: 41' 05' 00" N

|   |                |
|---|----------------|
| DATE                                      | 10/29/09       |
| CHECKED                                   | M.R.D.         |
| DRAWN                                     | P.K.V.         |
| SCALE:                                    | HOR: 1" = 100' |
| REVISIONS                                 | DATE           |
| 10% CONCEPTUAL DESIGN                     |                |
| SITE PLAN                                 |                |
| PARK STREET OVER CSX RR BRIDGE DEMOLITION |                |
| CSX NATIONAL GATEWAY                      | BG 129.5       |
| 3   | 10             |



REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING:

VPF-1-90 REVISED 07/19/02

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGE" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17th EDITION, 2002 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA:

SUBSTRUCTURE, (RETAINING WALL)  
CLASS C CONCRETE - COMPRESSIVE STRENGTH 4000 P.S.I.

REINFORCING STEEL:  
ASTM A615 OR A996 GRADE 60, MINIMUM YIELD STRENGTH 60,000 P.S.I.

ABBREVIATIONS:

|                  |                                |
|------------------|--------------------------------|
| N.F. = NEAR FACE | P.E.J.F. = PREFORMED EXPANSION |
| F.F. = FAR FACE  | JOINT FILLER                   |
| E.F. = EACH FACE | CONST. = CONSTRUCTION          |
| EL. = ELEVATION  | MIN. = MINIMUM                 |
| TYP. = TYPICAL   | CLR. = CLEAR                   |
| STA. = STATION   | DIA. = DIAMETER                |
| FWD. = FORWARD   | ABUT. = ABUTMENT               |
| SPA. = SPACING   | EA. = EAST ABUTMENT            |
| BRG. = BEARING   | WA. = WEST ABUTMENT            |

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.04 AND 105.02.

PERTINENT PLAN SHEETS FROM THE 1932 ORIGINAL CONSTRUCTION DRAWINGS OF THE EXISTING PARK STREET BRIDGE CAN BE OBTAINED FROM THE CITY OF AKRON ENGINEER'S OFFICE FOR A NOMINAL FEE. THESE DRAWINGS ARE INTENDED TO BE USED FOR REFERENCE ONLY. THE CITY OF AKRON DOES NOT GUARANTEE THEIR ACCURACY IN DETAIL AND ALL INFORMATION SHALL BE VERIFIED IN THE FIELD.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE CITY WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAIL DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

PROTECTION OF RAILWAY:

DURING DEMOLITION OF THE BRIDGE, A PROTECTION SHIELD SHALL BE ERECTED OVER THE TRACK TO CATCH FALLING DEBRIS. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER AND THE RAILWAY A DEMOLITION PLAN INDICATING THE METHOD OF TRACK PROTECTION, THE SEQUENCE OF DEMOLITION AND A DESCRIPTION OF THE PROCEDURE AND EQUIPMENT TO BE USED DURING DEMOLITION. THE CONTRACTOR SHALL NOT REDUCE THE ALLOWED TEMPORARY CLEARANCES AT ANY TIME DURING COURSE OF THE PROJECT UNLESS APPROVED BY THE RAILWAY. ALL DEMOLITION PLANS AND PROCEDURES SHALL BE REVIEWED AND APPROVED BY THE RAILWAY BEFORE DEMOLITION BEGINS. NO DEBRIS SHALL BE ALLOWED TO INTENTIONALLY FALL TO RAILWAY PROPERTY. A MINIMUM OF 60 DAYS SHOULD BE ALLOWED FOR THE RAILWAY'S REVIEW OF SUCH PLANS.

UPON COMPLETION OF WORK, THE CONTRACTOR SHALL ENSURE THAT ALL MATERIALS AND EQUIPMENT HAVE BEEN REMOVED.

REFER TO THE "CSXT SPECIAL PROVISIONS" FOR FURTHER REQUIREMENTS WHEN WORKING ON OR ABOVE RAILWAY PROPERTY.

DEMOLITION DEBRIS:

SPECIAL CARE MUST BE TAKEN IN REMOVAL AREAS OVER THE CSX RAILROAD TRACKS AS DEBRIS WILL NOT BE PERMITTED TO FALL ON THE RAILROAD TRACKS. THE CONTRACTOR SHALL REMOVE ANY DEBRIS DROPPED ON THE UNDERLYING RAILROAD TRACKS. THE UNDERLYING TOPOGRAPHIC FEATURES SHALL BE RESTORED TO THEIR CONDITION AFTER CONSTRUCTION IS COMPLETED TO THE SATISFACTION OF THE PROJECT ENGINEER. ALL DISMANTLED MATERIAL AND DEBRIS TO BE HAULED TO A DISPOSAL SITE BY THE CONTRACTOR.

ITEM 201, CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

DESCRIPTION: THIS WORK CONSISTS OF THE REMOVAL OF THE EXISTING ASPHALT PAVEMENT, CONCRETE DECK, SIDEWALKS, RAILINGS, DECK JOINTS, BLAST PLATES, GUNITE ENCASED STEEL BEAMS AND CONCRETE DIAPHRAGMS. REMOVAL OF THE EXISTING PIERS DOWN TO THE FOOTINGS, REMOVAL OF THE CONCRETE PLATFORM, AND REMOVAL OF PORTIONS OF THE EXISTING CONCRETE ABUTMENTS AND BACKWALLS SHALL ALSO BE INCLUDED WITH THIS WORK. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. THE CONTRACTOR SHALL PERFORM WORK CAREFULLY DURING ALL REMOVAL OPERATIONS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE REHABILITATED STRUCTURE. THE CONTRACTOR SHALL REPLACE AT HIS OWN EXPENSE ANY ITEM NOT SPECIFICALLY LISTED FOR REMOVAL THAT IS DAMAGED OR DESTROYED BY HIS OPERATIONS. BLASTING WILL NOT BE PERMITTED OVER OR WITHIN RAILROAD RIGHT-OF-WAY.

PROTECTION OF TRAFFIC: PRIOR TO DEMOLITION OF ANY PORTIONS OF THE EXISTING STRUCTURE, THE CONTRACTOR WILL SUBMIT PLANS FOR THE PROTECTION OF TRAFFIC (VEHICULAR, PEDESTRIAN, RAILROAD, ETC.) ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE CITY AND RAILROAD AT LEAST 60 DAYS BEFORE CONSTRUCTION BEGINS. THESE PLANS SHALL INCLUDE PROVISIONS FOR DEVICES AND STRUCTURES THAT MAY BE NECESSARY TO ENSURE SUCH PROTECTION. MAINTAIN TEMPORARY VERTICAL CLEARANCES SPECIFIED ON THE PLANS OR IN THE PROPOSAL AT ALL TIMES EXCEPT AS OTHERWISE APPROVED BY THE CITY.

MEASUREMENT AND PAYMENT: THE CITY WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE CITY WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

ITEM 509, EPOXY COATED REINFORCING STEEL, AS PER PLAN:

IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR CUT THE REINFORCING STEEL DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS. REPAIR ALL DAMAGE TO THE EPOXY COATING, AS A RESULT OF THIS WORK, ACCORDING TO 709.13.

ASBESTOS NOTIFICATION:

AN ASBESTOS SURVEY OF THE PARK STREET BRIDGE OVER THE CSX RAILROAD WHICH IS SCHEDULED FOR DEMOLITION WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. ASBESTOS CONTAINING MATERIAL WAS IDENTIFIED ON THE PIPE WRAPS ON A UTILITY LINE ON THE NORTH SIDE OF THE BRIDGE.

THE REMOVAL AND DISPOSAL OF ALL ASBESTOS CONTAINING MATERIAL WITHIN THE PROJECT WORK LIMITS DURING THE DEMOLITION OF THE BRIDGE MUST COMPLY WITH THE OHIO ADMINISTRATIVE CODE, THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REGULATIONS, AND THE NATIONAL EMISSION STANDARD FOR HAZARDOUS AIR POLLUTANTS (NESHAP) STANDARDS FOR ASBESTOS.

A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER, WILL BE PROVIDED TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO THE LOCAL AIR AUTHORITY AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF DEMOLITION OF THE BRIDGE. THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER. THE LOCAL AIR AUTHORITY IS:

CITY OF AKRON AIR POLLUTION CONTROL  
146 SOUTH HIGH STREET  
AKRON, OHIO 44308  
LYNN MALCOLM  
(330) 375-2480  
FAX: (330) 375-2402

THE CONTRACTOR SHALL PROVIDE AN INDIVIDUAL TRAINED IN THE PROVISIONS OF THE NESHAP THAT WILL BE ON-SITE DURING REMOVAL OF ASBESTOS CONTAINING MATERIAL. IN ADDITION TO THE ASBESTOS CONTAINING MATERIAL IDENTIFIED IN THE ASBESTOS SURVEY REPORT, ANY ADDITIONAL NON-VISIBLE ASBESTOS ENCOUNTERED WITHIN THE PROJECT WORK LIMITS SHALL ALSO BE MONITORED BY THIS INDIVIDUAL.

THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE, SUBMIT, AND COMPLY WITH THE OEPA NOTIFICATION FORM AND TO REMOVE, TRANSPORT, AND DISPOSE OF THE MATERIAL CONTAINING ASBESTOS FROM WITHIN THE PROJECT WORK LIMITS. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM SPECIAL, ODOT ITEM 202, ASBESTOS PIPE REMOVED.

PAVEMENT RESTORATION

THE AREA OF PAVEMENT SHOWN TO BE REMOVED ON THE SITE PLAN SHALL BE REPLACED ACCORDING TO THE PAVEMENT BUILDUP SHOWN ON STANDARD DRAWING BP-1.1 FOR ASPHALT COLLECTOR ROADS. THE PAVEMENT AND CURB ELEVATIONS AT THE PROPOSED END WALLS SHALL BE AS SHOWN ON THE ABUTMENT DETAILS. ANY PAVEMENT REMOVED OR DISTURBED OUTSIDE OF THE LIMITS SHOWN ON THE SITE PLAN SHALL BE RESTORED ACCORDING TO STANDARD DRAWING BP-1.1 AT NO COST TO THE CITY.

UTILITIES:

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

AKRON PUBLIC UTILITIES BUREAU  
(SANITARY, STORM)  
1055 HOME AVENUE  
AKRON, OHIO 44310  
DISPATCHER  
330-375-2666

AKRON WATER (WATER)  
565 JOHNSTON STREET  
AKRON, OHIO 44311  
GREG WYSIN  
330-375-2420

AT&T CONTRACTED CABLE ENGINEER  
P.E.A. INC.  
5980-1 WILCOX PLACE  
DUBLIN, OHIO 43016  
JEFF BALLINGER  
614-760-8320

SBC (TELEPHONE)  
50 WEST BOWERY STREET,  
FLOOR 4  
AKRON, OHIO 44308  
SABRENA LAMPLEY  
330-384-8057

SPRINT  
11815 HIGHWAY DRIVE  
SUITE 400  
CINCINNATI, OHIO 45241  
DANA COSTA  
513-254-4348

AKRON THERMAL  
226 OPPORTUNITY PARKWAY  
AKRON, OHIO 44307  
EARL CLINE  
330-374-0600

DOMINION EAST OHIO  
(NATURAL GAS)  
7015 FREEDOM AVENUE NW  
NORTH CANTON, OHIO 44720  
GEORGE TURNER JR.  
330-266-2041

OHIO EDISON (ELECTRIC)  
1910 WEST MARKET STREET,  
BUILDING 1  
AKRON, OHIO 44313  
MICHAEL JANSON  
330-384-3861

TIME WARNER CABLE (CABLE)  
1655 BRITAIN ROAD  
AKRON, OHIO 44310  
CHARLES TONEY  
330-633-9203  
330-630-7950

MCI NETWORK SERVICES, INC.  
OSP NATIONAL  
SUPPORT/INVESTIGATIONS  
2400 NORTH GLENVILLE  
RICHARDSON, TEXAS 75082  
BETH SEUBERT  
972-729-6016

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS WERE OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

CONTINGENCY QUANTITIES:

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

CONSTRUCTION NOISE:

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, ANY POWER-OPERATED CONSTRUCTION-TYPE DEVICE SHALL NOT BE OPERATED BETWEEN THE HOURS OF 11:00 PM AND 6:00 AM. IN ADDITION, ANY SUCH DEVICE SHALL NOT BE OPERATED AT ANY TIME IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

FENCE LENGTHS:

THE LENGTHS OF FENCE SHOWN IN THE PLANS ARE HORIZONTAL DIMENSIONS. MEASUREMENTS OF THE FINAL QUANTITIES WILL BE IN ACCORDANCE WITH ITEM 607.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES:

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT 518 CORRUGATED PLASTIC PIPE ITEM.

REVIEW OF DRAINAGE FACILITIES:

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE CITY, REPRESENTATIVES OF THE CITY AND THE CONTRACTOR SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE CITY.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT 518 CORRUGATED PLASTIC PIPE ITEMS.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS:

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. THE CONTRACTOR IS ADVISED THAT NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 100 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, THE CONTRACTOR IS ADVISED THAT COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. THE CONTRACTOR IS ADVISED THAT NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

THE FEDERAL AVIATION ADMINISTRATION  
GREAT LAKES REGIONAL OFFICE  
AIR TRAFFIC DIVISION AGL-530  
2300 EAST DEVON AVENUE  
DES PLAINES, ILLINOIS 60018  
847-294-7566

SEEDING AND MULCHING:

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

|   |            |
|---|------------|
| 653, TOPSOIL FURNISHED AND PLACED, 4" THICK | 40 SQ. YD. |
| 659, LAWN SEEDING AND MULCHING              | 40 SQ. YD. |

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL.

WORK LIMITS:

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

DURATION OF CONSTRUCTION:

THE WORK SHALL BE COMPLETE WITHIN 90 CALENDAR DAYS AFTER EXECUTION OF THE CONTRACT DOCUMENTS. IF THE CONSTRUCTION EXCEEDS THE ALLOTTED TIME FRAME THEN THE CONTRACTOR SHALL PAY LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07.

ELEVATION DATUM:

ALL ELEVATIONS ARE BASED ON NGVD29 DATUM.

ITEM 614, MAINTAINING TRAFFIC:

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ROAD CLOSED SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE CITY OF AKRON BARRICADE AND SIGNING MANUAL FOR CONSTRUCTION AND MAINTENANCE.

THE CONTRACTOR SHALL MAINTAIN VEHICULAR AND PEDESTRIAN ACCESS FOR ALL RESIDENCES AND BUSINESSES AT ALL TIMES EXCEPT AS APPROVED BY THE CITY. IN THE EVENT THE CONTRACTOR MUST CLOSE DRIVE ACCESS TO A RESIDENCE OR BUSINESS, THE CONTRACTOR SHALL PROVIDE THE RESIDENCE OR BUSINESS A WRITTEN NOTIFICATION A MINIMUM OF 24 HOURS PRIOR TO CLOSURE. THE NOTICE SHALL LIST THE DAY(S) AND TIME THE CLOSURE WILL BE IN EFFECT AND SHALL LIST THE 24 HOUR EMERGENCY PHONE NUMBERS OF THE CONTRACTOR RESPONSIBLE FOR THE CLOSURE. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PARKING AREA APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE SUFFICIENT MEANS TO ENSURE REASONABLE ACCESS AT ALL TIMES DURING AN EMERGENCY SITUATION. THE CLOSURE OF EACH DRIVE SHALL NOT EXCEED ONE WEEK. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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| 10% CONCEPTUAL DESIGN                     |          |
| GENERAL NOTES                             |          |
| PARK STREET OVER CSX RR BRIDGE DEMOLITION |          |
| CSX NATIONAL GATEWAY                      | BC 129.5 |
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**AKRON PUBLIC UTILITIES BUREAU WATER MAIN NOTES**

- THE CONTRACTOR SHALL SUPPLY ALL OF THE WATER MAIN MATERIALS, INCLUDING THE DUCTILE IRON PIPE, FITTINGS AND FITTING RESTRAINTS, HYDRANTS AND VALVES, POLYETHYLENE ENCASUREMENT, ALL OTHER APPURTENANCES AND ANY ITEMS SPECIALLY ITEMIZED AS REQUIRED FOR THE WATER MAIN INSTALLATION. ALL WATER MAIN MATERIALS SHALL COMPLY WITH THE CITY OF AKRON, AKRON ENGINEERING BUREAU, CONSTRUCTION AND MATERIAL SPECIFICATIONS (LATEST EDITION) ITEM 715, WATER MAIN MATERIALS. INSTALLATION OF ALL WATER MAIN MATERIALS SHALL BE IN ACCORDANCE WITH SECTION 250, WATER MAINS. SUBMITTALS OF MATERIAL SPECIFICATIONS ARE TO BE MADE TO THE UTILITIES ENGINEER PRIOR TO PURCHASING MATERIAL.
- MUST MAINTAIN A 12 INCH MINIMUM VERTICAL CLEARANCE FROM EDGE OF ALL WATER MAIN PIPE TO EDGE OF ALL STORM SEWERS AND/OR INLET CONNECTION PIPE WHERE THEY CROSS.
- MUST MAINTAIN A FOUR FOOT MINIMUM HORIZONTAL CLEARANCE FROM EDGE OF ALL WATER MAIN PIPE TO EDGE OF ALL STORM SEWER PIPES AND STORM SEWER MANHOLES.
- MUST MAINTAIN A TEN FOOT MINIMUM HORIZONTAL CLEARANCE FROM EDGE OF ALL WATER MAIN PIPE TO EDGE OF ALL SANITARY SEWER PIPES AND/OR FORCE MAIN PIPES.
- MUST MAINTAIN AN 18 INCH MINIMUM VERTICAL CLEARANCE FROM EDGE OF ALL WATER MAIN PIPE AND/OR SERVICE LINES TO EDGE OF ALL SANITARY SEWER PIPES WHERE THEY CROSS.
- THE CONTRACTOR MUST MAINTAIN A 12 INCH MINIMUM VERTICAL CLEARANCE FROM EDGE OF ALL WATER MAIN PIPE TO EDGE OF ALL DIRECT BURIAL CONDUITS, CONCRETE ENCASED ELECTRICAL CONDUITS, LIGHT POLE BASES, AND HAND HOLE PULL BOXES.
- THE CONTRACTOR MUST MAINTAIN A 36 INCH MINIMUM HORIZONTAL CLEARANCE FROM EDGE OF ALL WATER MAIN PIPE TO EDGE OF ALL DIRECT BURIAL CONDUITS, CONCRETE ENCASED ELECTRICAL CONDUITS, LIGHT POLE BASES, AND HAND HOLE PULL BOXES.
- WHERE WATER MAINS CROSS SEWER TRENCHES, THE TRENCH IS TO BE BACKFILLED WITH APPROVED GRANULAR MATERIAL.
- APPROVED PIPE FITTINGS, BOLTS, ETC., FOR AKRON SYSTEM WATER MAIN INSTALLATION:

PIPE: CLASS 53 DUCTILE IRON PER AWWA C151 SPECIFICATIONS, WITH CEMENT-LINING PER AWWA C104. LABELED POLYETHYLENE ENCASUREMENT PER AWWA C105 IS REQUIRED.

PIPE JOINTS: PUSH-ON JOINTS (TYTON, BELL-TITE, ETC.), PER AWWA C151 SPECIFICATIONS WITH PLAIN OR RESTRAINING RUBBER GASKETS PER AWWA C111 SPECIFICATIONS.

FITTINGS: CLASS 350 DUCTILE IRON COMPACT FITTINGS PER AWWA C153 OR FULL THICKNESS CASTINGS PER AWWA C110 ARE ACCEPTABLE, WITH MECHANICAL JOINT ENDS AND DUCTILE IRON FOLLOWER GLANDS. ANCHOR PIPE IS REQUIRED ON ALL HYDRANT RUNS BETWEEN THE TEE AND HYDRANT RUN VALVE.

RESTRAINED PIPE SYSTEMS: PUSH-ON JOINT WITH FIELD LOCK (4 THROUGH 12 INCH ONLY) OR FAST GRIP GASKETS (4 THROUGH 12 INCH ONLY), OR MECHANICAL JOINT WITH RESTRAINED FOLLOWER GLANDS, AND 6 OUNCE ZINC ANODE CAPS ON EVERY OTHER BOLT THREAD. SUPER LOCK, TR FLEX OR FLEX-RING REQUIRED ON ALL 16 INCH OR LARGER PIPE DIAMETERS.

RESTRAINED FITTING DEVICES: ALL VALVES, BENDS, OFFSETS, HYDRANT INLETS, CAPS, PLUGS, AND BRANCHES OF TEES AND WYES MUST BE RESTRAINED USING MECHANICAL JOINT WITH RESTRAINED FOLLOWER GLANDS OR RESTRAINING GASKETS. HARDWOOD BLOCKING IS REQUIRED FOR ALL DIAMETERS 4 THROUGH 8 INCH. CONCRETE BLOCKING AND STRAPPING FOR ALL DIAMETERS 12 INCH AND LARGER. CONCRETE BLOCKING IS REQUIRED ON ALL FIRE LINES AND ON ALL DIAMETERS IN AREAS OVER 100 PSI. RESTRAINED JOINTS FOR DIAMETERS 12 INCH AND UNDER SHALL BE INSTALLED FOR A LENGTH OF 30 FEET ON EACH SIDE OF A VALVE, BEND OR OFFSET USING FIELD-LOCK OR FAST-GRIP RESTRAINING GASKETS OR MECHANICAL JOINT WITH RESTRAINED FOLLOWER GLANDS. RESTRAINED JOINTS FOR DIAMETERS 16 INCH AND LARGER, SHALL BE INSTALLED FOR A LENGTH OF 30 FEET ON EACH SIDE OF A VALVE, BEND OR OFFSET USING MECHANICAL JOINT WITH RESTRAINED FOLLOWER GLANDS.

MECHANICAL JOINT T-HEAD BOLTS: ALL MECHANICAL JOINTS SHALL BE MADE WITH COR-TEN OR CONSTRUCTION-GRADE ALLOYED DUCTILE IRON BOLTS. T-HEAD BOLTS SHALL BE 1/2 INCH LONGER THAN STANDARD LENGTH AND MUST INCLUDE A 6 OZ. ZINC ANODE CAP ON EVERY OTHER BOLT THREAD.

HYDRANTS: AKRON-STYLE MUELLER "CENTURIAN" MODEL A423, KENNEDY "GUARDIAN" MODEL K-81A, AMERICAN FLOW CONTROL MODEL B62B WITH 6 INCH INLET, AMERICAN FLOW CONTROL MODEL B84B WITH 8 INCH INLET. THREADS SHALL BE AKRON STYLE AS SHOWN ON AKRON WATER WORKS STANDARD CONSTRUCTION DRAWINGS F-3258 AND F-3440.

GATE VALVES: RESILIENT-SEAT WEDGE (RSW) VALVES WITH RESTRAINED MECHANICAL JOINTS. VALVES SHALL HAVE NON-RISING STEMS AND SHALL OPEN TO THE RIGHT (CLOCKWISE).

BUTTERFLY VALVES, 16 INCH AND UP: RESTRAINED MECHANICAL JOINT OR SHOULDERED (NOT GROOVED) VICTAULIC ENDS WITH STYLE 44N COUPLINGS AND STAINLESS STEEL 316 BOLTS. RUBBER SEALS IN THE VALVE MUST BE REPLACEABLE. FLANGED END OR WAFER-STYLE VALVES ARE NOT ACCEPTABLE.

VALVE BOXES: ONLY BIBBY OR BINGHAM AND TAYLOR BRANDS ACCEPTABLE FOR COMPATIBILITY.

CURB BOXES: RISER PIPE MUST BE OF YOLOY CORROSION RESISTANT MATERIAL. PLUG MUST BE CAST IRON AND THREAD INTO A BRASS RING.

- COMPACTED PREMIUM BACKFILL IS REQUIRED FOR UNDERGROUND CONSTRUCTION UNDER OR WITHIN THREE FEET OF ANY PROPOSED OR EXISTING SIDEWALK OR PAVEMENT. THE BACKFILLING SHALL CONFORM TO SECTION 551.09 OF THE CITY OF AKRON CONSTRUCTION AND MATERIAL SPECIFICATIONS, LATEST EDITION.

- ANY EXISTING WATER MAINS, HYDRANTS, VALVES, VALVE BOXES, METER VAULTS, SERVICE LINES, OR CURB BOXES THAT ARE DAMAGED OR MUST BE ADJUSTED AND/OR MOVED MUST BE REPAIRED, ADJUSTED, MOVED AND/OR REPLACED AT THE CONTRACTOR'S EXPENSE. CONTACT MARK PREEBE, WATER DISTRIBUTION SUPERVISOR, AT (330) 375-2420 TO SCHEDULE THIS WORK.

- NO TAPS FOR WATER SERVICES SHALL BE MADE UNTIL AFTER THE MAINLINE HAS BEEN TESTED AND STERILIZED. ALL TAPS 2 INCH AND SMALLER SHALL BE MADE BY THE CITY OF AKRON.

- ALL WATER MAIN CONSTRUCTION SHALL BE INSPECTED BY THE CITY OF AKRON. NOTIFY THE CITY OF AKRON (GREG WYSIN OR MARK PREEBE) AT (330) 375-2420 AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION AND FOR ALL PRECONSTRUCTION MEETINGS.

- PRIOR TO ACCEPTANCE, THE WATER LINE SHALL BE PRESSURE TESTED, AS SPECIFIED IN AWWA C600, AND DISINFECTED AS SPECIFIED IN AWWA C651 LATEST REVISIONS, BY THE CONTRACTOR.

- USE EXTREME CAUTION WHEN EXCAVATING IN THE AREA OF EXISTING WATER MAIN PIPES, VALVES, HYDRANTS AND THRUST BLOCKS.

- THE CONTRACTOR SHALL SUPPLY A TEMPORARY SAFE WATER SERVICE TO ALL HOMES THAT WILL HAVE THEIR WATER SERVICE INTERRUPTED BY THIS CONSTRUCTION.

- THE PROPOSED FACILITIES MUST MAINTAIN A MINIMUM OF 35 PSI PRESSURE DELIVERED TO THE CURB STOP DURING NORMAL OPERATING CONDITIONS.

- BOOSTER PUMPS ARE NOT PERMITTED ON SERVICE CONNECTIONS.

- ANY CONNECTION TO EXISTING DUCTILE IRON WATER MAIN SHALL BE MADE WITH A DUCTILE IRON SOLID SLEEVE WITH RESTRAINING GLAND. ANY CONNECTION TO EXISTING CAST IRON WATER MAIN MAY BE MADE WITH A CAST COUPLING OR DUCTILE IRON SOLID SLEEVE WITH RESTRAINING GLAND.

**OPTIONAL**

- HANDLING OF PIPE: PROPER AND SUITABLE TOOLS AND APPLIANCES FOR THE SAFE AND CONVENIENT HANDLING AND LAYING OF PIPE SHALL BE USED, AND GREAT CARE SHALL BE TAKEN TO PREVENT THE PIPE COATING FROM BEING DAMAGED, PARTICULARLY ON THE INSIDE OF THE PIPE. AFTER APPROVAL BY THE CONTRACTOR OF THE PIPE AT THE JOHNSTON STREET STORE YARD, ANY DAMAGE INCURRED IN HAULING, LOADING, UNLOADING, DELIVERING, ETC., SHALL BE AT THE CONTRACTOR'S EXPENSE, AND IN THE CASE DAMAGE OCCURS, THE CONTRACTOR SHALL REPLACE ANY MATERIALS SO DAMAGED OR REIMBURSE THE CITY FOR ANY DAMAGE INCURRED IN THIS OPERATION.

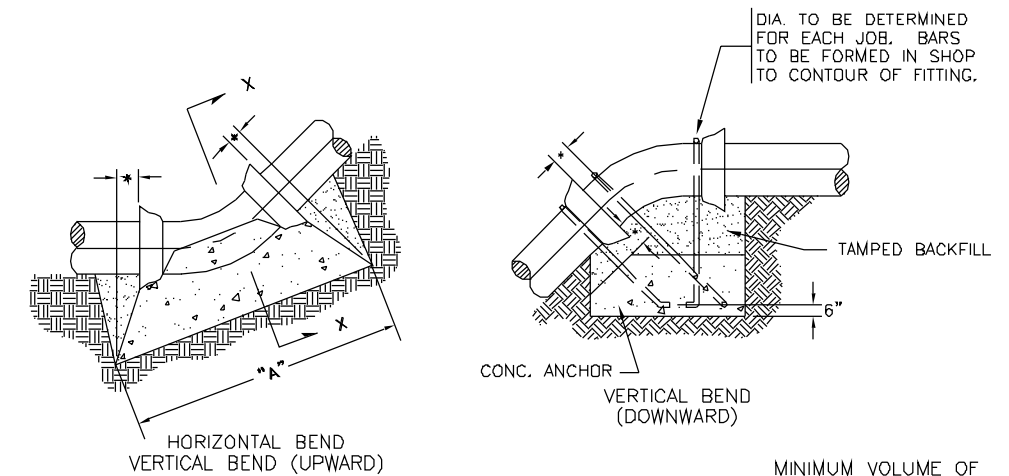
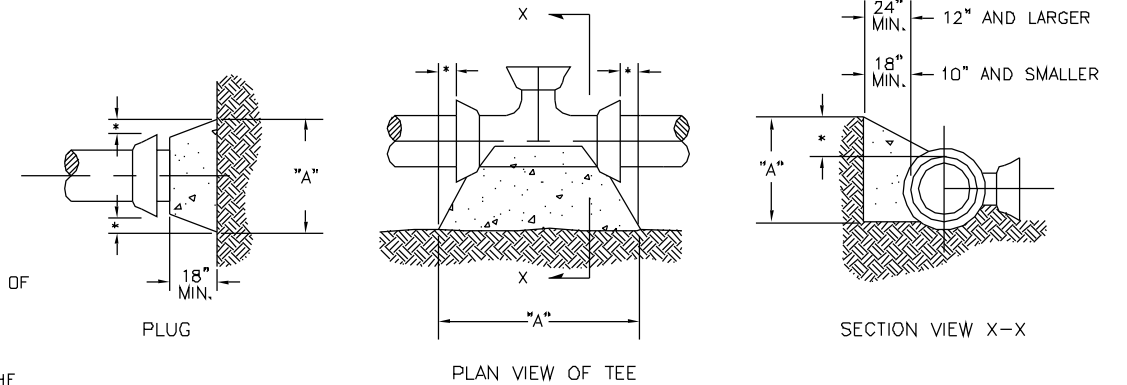
- ALL HYDRANTS AND VALVES SHOWN TO BE REMOVED BY THE CONTRACTOR ARE TO BE SALVAGED AND DELIVERED TO THE AKRON WATER DEPARTMENT STORE YARD AT 565 JOHNSTON STREET. COST OF THIS WORK SHALL BE INCLUDED IN THE PERTINENT REMOVAL BID ITEM.

- EXISTING WATER MAIN TO BE ABANDONED, AS DESIGNATED ON THE PLANS, SHALL BE ABANDONED PER ITEM 202.11 FOR DIAMETERS 12 INCHES AND LARGER OR ITEM 251.18 FOR DIAMETERS LESS THAN 12 INCHES.

- AFTER THE INSTALLATION OF THE PROPOSED WATER MAIN IS COMPLETE AND AFTER THE LINE HAS PASSED THE BACTERIA TEST, THE CONTRACTOR IS TO ASSIST PUBLIC UTILITIES IN THE TRANSFER OF WATER SERVICES FROM THE OLD WATER MAIN TO THE NEW WATER MAIN. WHILE TRANSFERRING WATER SERVICES, THE CONTRACTOR IS RESPONSIBLE FOR THE EXCAVATION REQUIRED TO EXPOSE THE WATER SERVICE AT THE RIGHT-OF-WAY AND AT THE NEW MAIN WITH A TYPICAL 3' x 5' TRENCH. COST OF THIS WORK IS TO BE INCLUDED IN ITEM 638, 1" COPPER SERVICE, LONG, AS PER PLAN.

- THE CONTRACTOR IS ALSO RESPONSIBLE FOR ALL EXCAVATION REQUIRED TO ASSIST PUBLIC UTILITIES IN THE INSTALLATION OF NEW AND RENEWED COPPER SERVICES ON EXISTING WATER MAINS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM 638, 1" COPPER SERVICE, LONG, AS PER PLAN.

- IN CASING PIPE, ALL JOINTS SHALL BE RESTRAINED BY USING EITHER FIELD LOCK OR FAST GRIP RESTRAINING GASKETS (4 THROUGH 12 INCH ONLY) OR BOLTLESS (TR FLEX) ANCHORS. CARRIER PIPE SHALL HAVE CASING SPACERS WITH PLASTIC RUNNERS. SAND SHALL BE BLOWN INTO THE ANNULAR SPACE. WOODEN RUNNERS ARE NOT ALLOWED.



"A" HORIZONTAL BENDS

|     | 90° | 45° | 22 1/2° | TEE | PLUG |
|-----|-----|-----|---------|-----|------|
| 6"  | 17" | 13" | 9"      | 13" | 14"  |
| 8"  | 23" | 17" | 12"     | 17" | 19"  |
| 10" | 28" | 21" | 15"     | 21" | 24"  |
| 12" | 34" | 25" | 18"     | 25" | 29"  |
| 16" | 45" | 33" | 24"     | 28" | 38"  |

MINIMUM VOLUME OF CONCRETE FOR TOP VERTICAL BENDS

|     |         |
|-----|---------|
| 6"  | 4 C.F.  |
| 8"  | 11 C.F. |
| 10" | 22 C.F. |
| 12" | 37 C.F. |
| 16" | 71 C.F. |

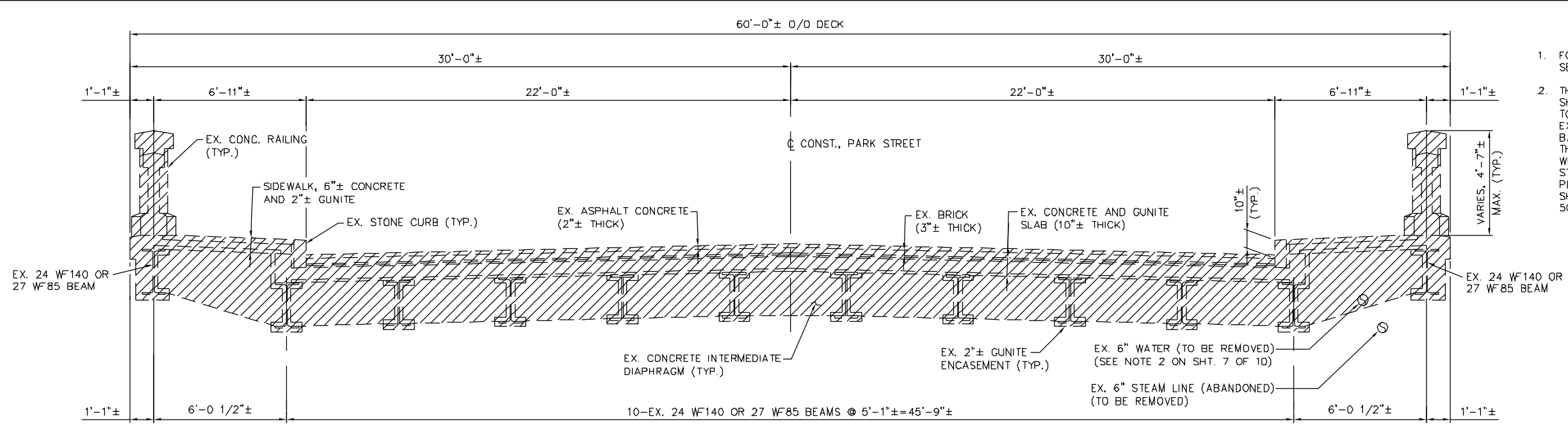
NOTE: IN AREAS OVER 100PSI PLEASE CALL 375-2690 FOR THRUST BLOCK SIZING

\* 6" MINIMUM  
COPIED FROM Acc. C - 9015 AND REVISED

TYPICAL CONCRETE THRUST BLOCKING  
NO SCALE

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| R.A.H.                                    |                |
| 10% CONCEPTUAL DESIGN                     |                |
| GENERAL NOTES                             |                |
| PARK STREET OVER CSX RR BRIDGE DEMOLITION |                |
| CSX NATIONAL GATEWAY                      | BC 129.5       |
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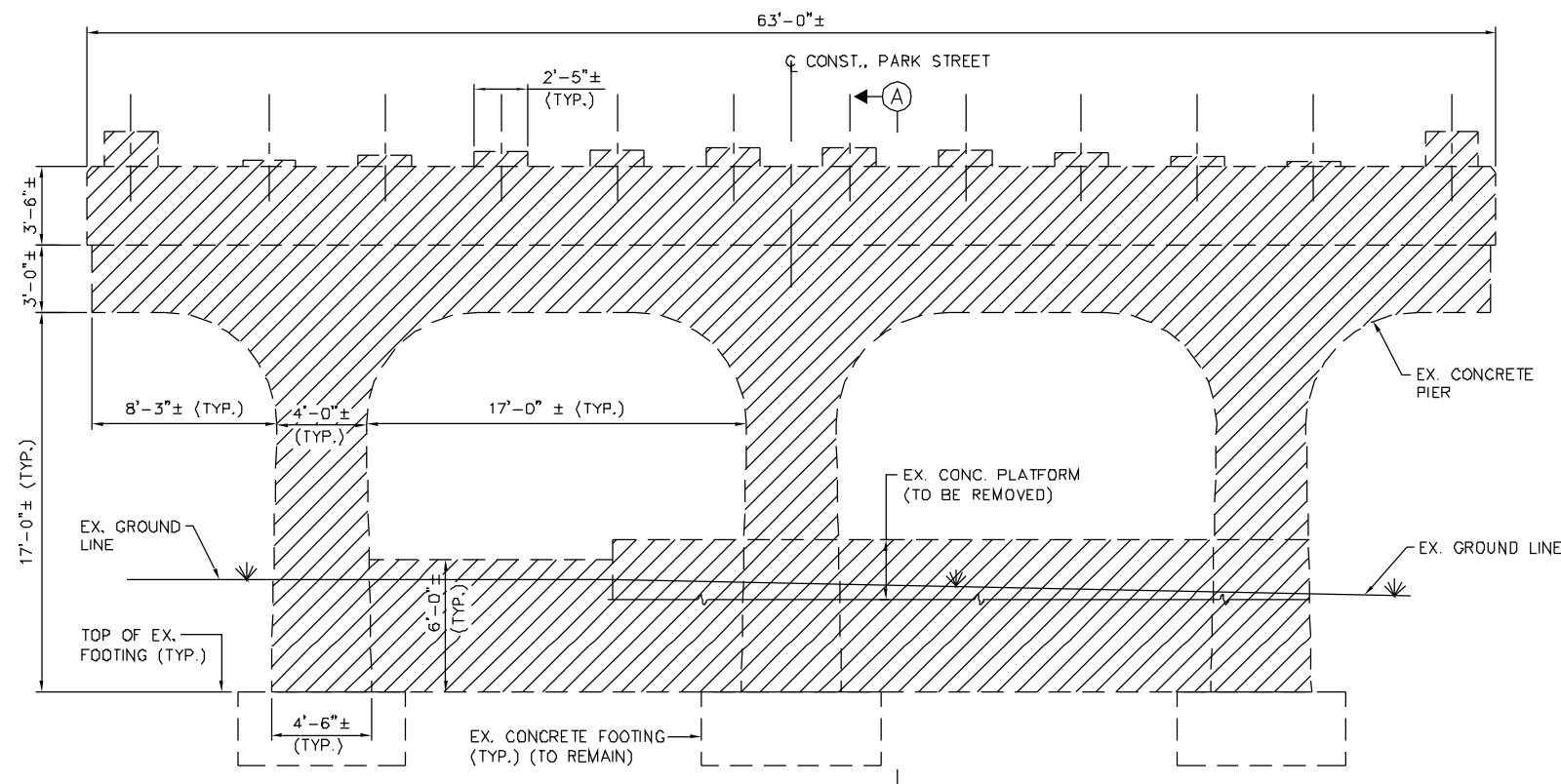


EXISTING TRANSVERSE SECTION  
(LOOKING UP STATION)

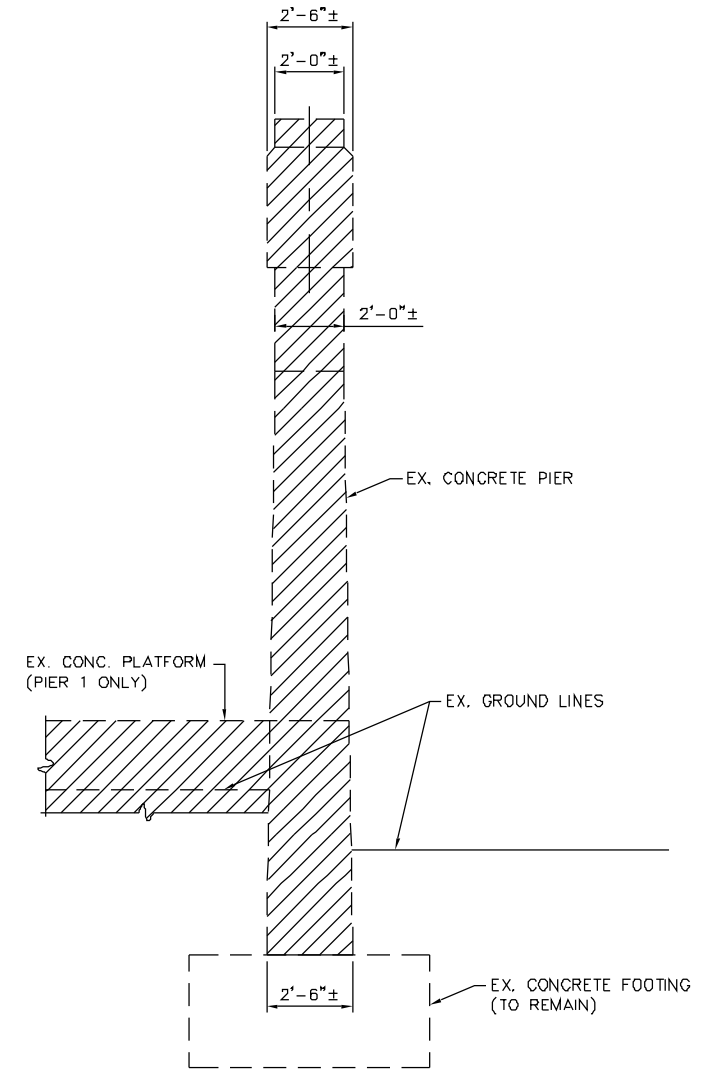
LEGEND

 PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

- NOTE:
1. FOR ADDITIONAL REMOVAL DETAILS SEE SHEET 7 OF 10.
  2. THE EXISTING PIER COLUMNS SHALL BE REMOVED DOWN TO THE TOP OF THE FOOTING. ANY EXCAVATION AND SUBSEQUENT BACKFILL REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN FOR PAYMENT. BACKFILL SHALL BE IN ACCORDANCE WITH 503.10.



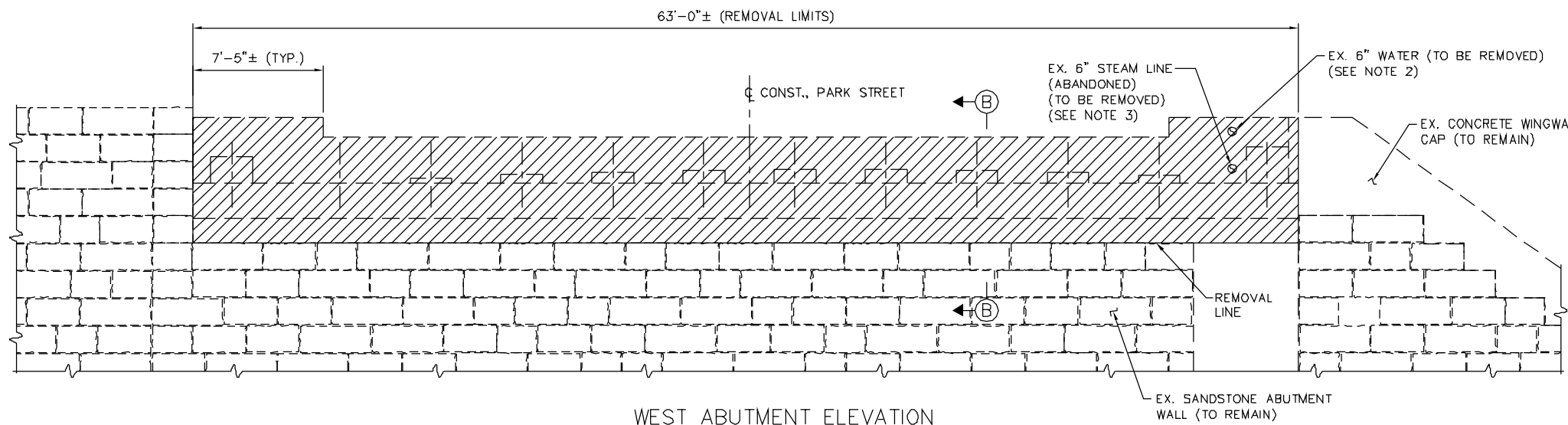
EXISTING PIER ELEVATION  
(PIER NO. 1 SHOWN, PIER NO. 2 SIMILAR)



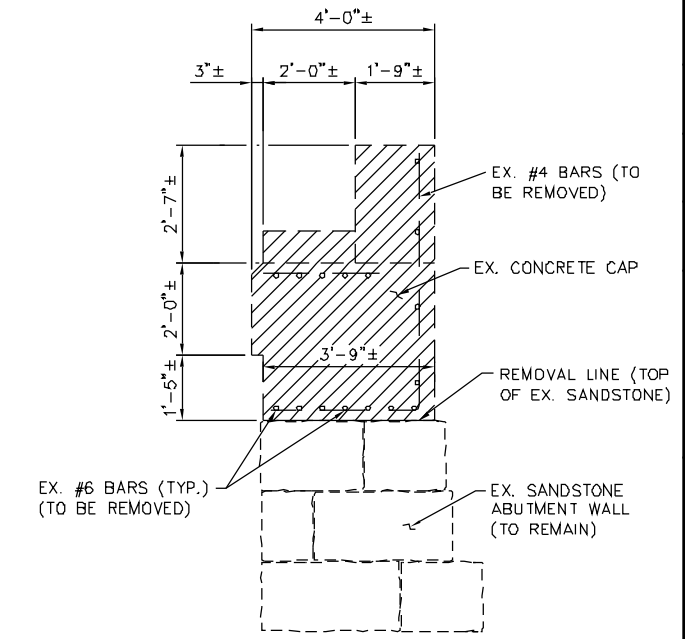
VIEW A-A  
(PIER NO. 1 SHOWN, PIER NO. 2 SIMILAR)

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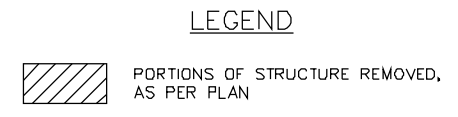
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| CSX NATIONAL GATEWAY<br>BC 129.5          |                |
| 6<br>10                                   |                |



WEST ABUTMENT ELEVATION  
(EAST ABUTMENT SIMILAR)

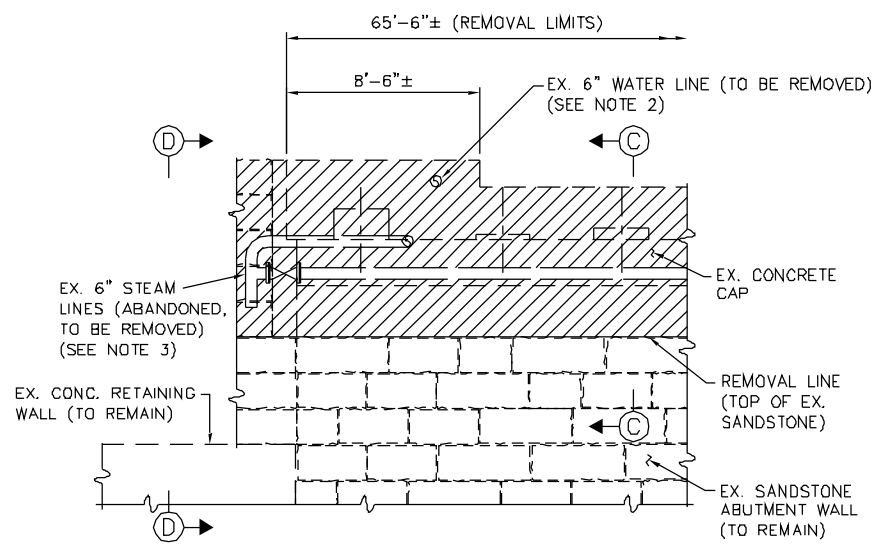


SECTION B-B

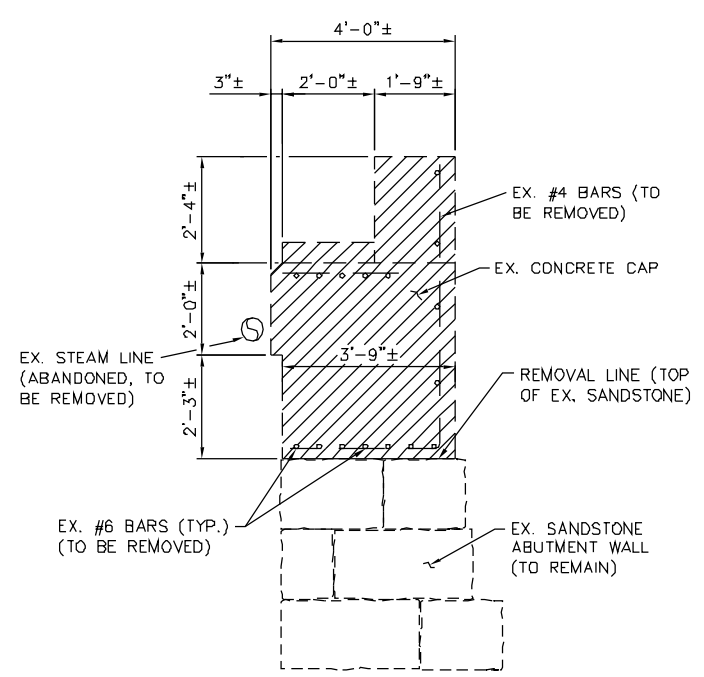


**NOTES**

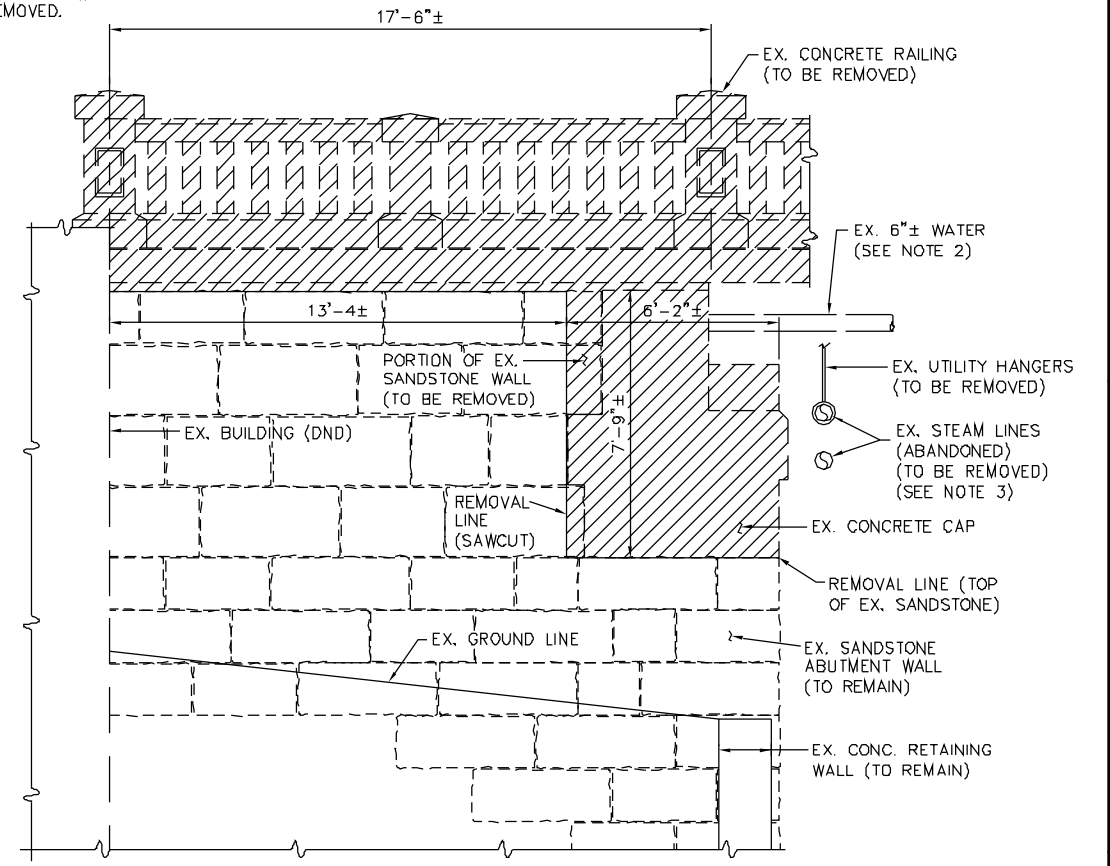
1. ANY SANDSTONE REMOVED SHALL BECOME THE PROPERTY OF THE CITY OF AKRON AND WILL BE STORED ON SITE UNTIL REMOVED BY CITY FORCES.
2. THE EXISTING WATER LINE SHALL BE CUT AND PLUGGED AT THE LOCATIONS SHOWN ON SHEET 3 OF 10. THE EXISTING WATER LINE THAT REMAINS ON THE BRIDGE SHALL BE REMOVED. THIS WORK SHALL BE INCLUDED WITH ITEM 202 - WATER MAINS REMOVED FOR PAYMENT.
3. THE ABANDONED STEAM LINES SHALL BE REMOVED FROM THE BRIDGE SUPERSTRUCTURE AND REMOVED AT LEAST 5 FEET BEHIND THE EXISTING ABUTMENTS. THIS WORK SHALL BE INCLUDED WITH ITEM SPECIAL, ODOT ITEM 202 - ASBESTOS PIPE REMOVED.
4. FOR ADDITIONAL REMOVAL DETAILS SEE SHEET 6 OF 10.
5. SPECIAL CARE SHALL BE TAKEN DURING REMOVAL OPERATIONS SO AS TO NOT DAMAGE THE EXISTING BUILDING AT THE NORTHEAST CORNER OF THE PROJECT. ANY DAMAGE THAT OCCURS DURING ANY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
6. ALL EXCAVATION AND SUBSEQUENT BACKFILL REQUIRED TO REMOVE THE EXISTING CONCRETE ABUTMENT CAP SHALL BE INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN FOR PAYMENT. BACKFILL SHALL BE IN ACCORDANCE WITH 503.10.



PARTIAL EAST ABUTMENT ELEVATION  
(CONCRETE RAILING NOT SHOWN FOR CLARITY)



SECTION C-C

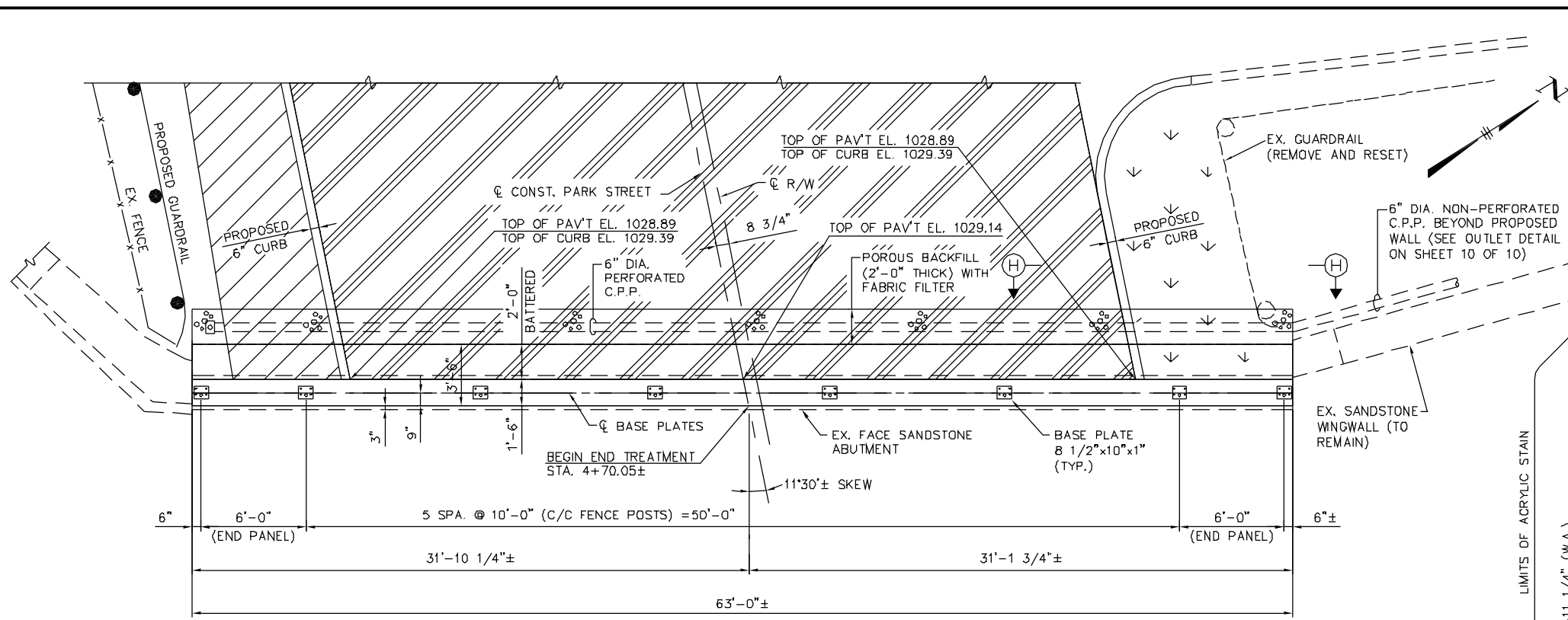


VIEW D-D - NORTHEAST WINGWALL

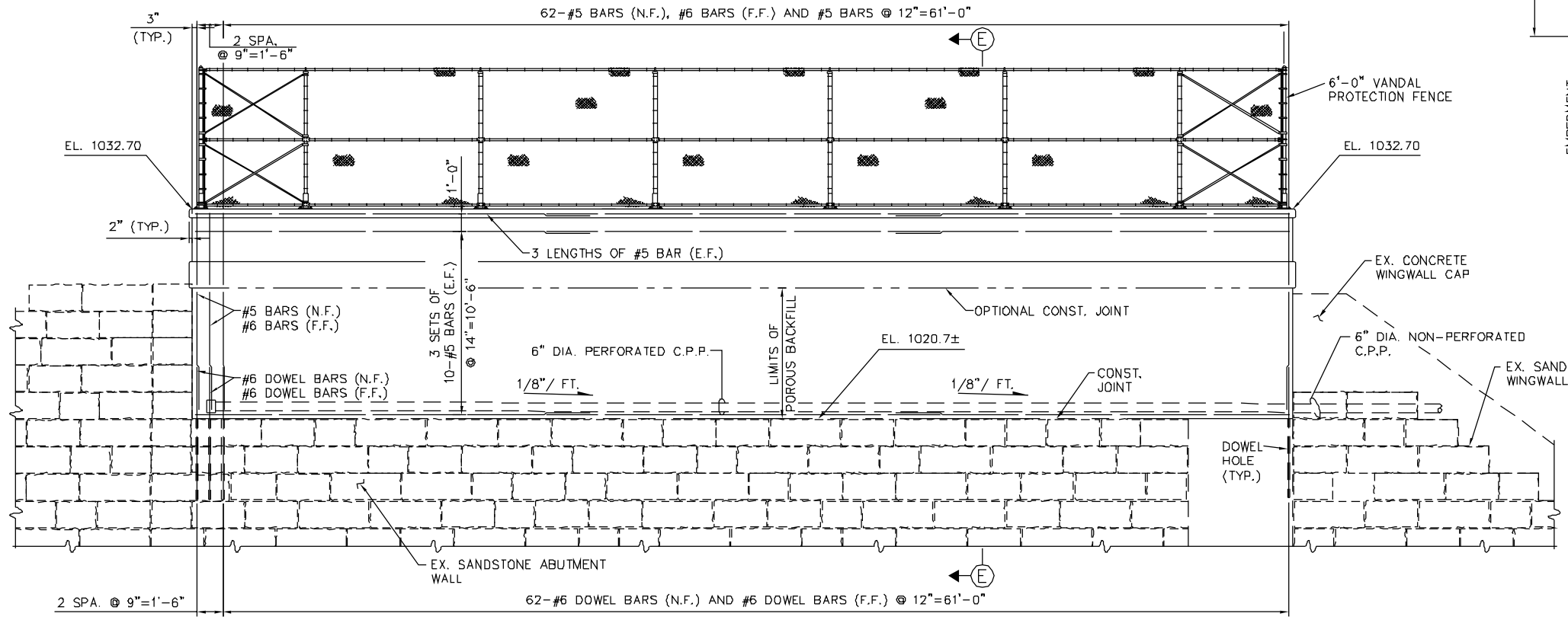
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| REMOVAL DETAILS                           |                |
| PARK STREET OVER CSX RR BRIDGE DEMOLITION |                |
| CSX NATIONAL GATEWAY<br>BC 129.5          |                |
| 7/10                                      |                |

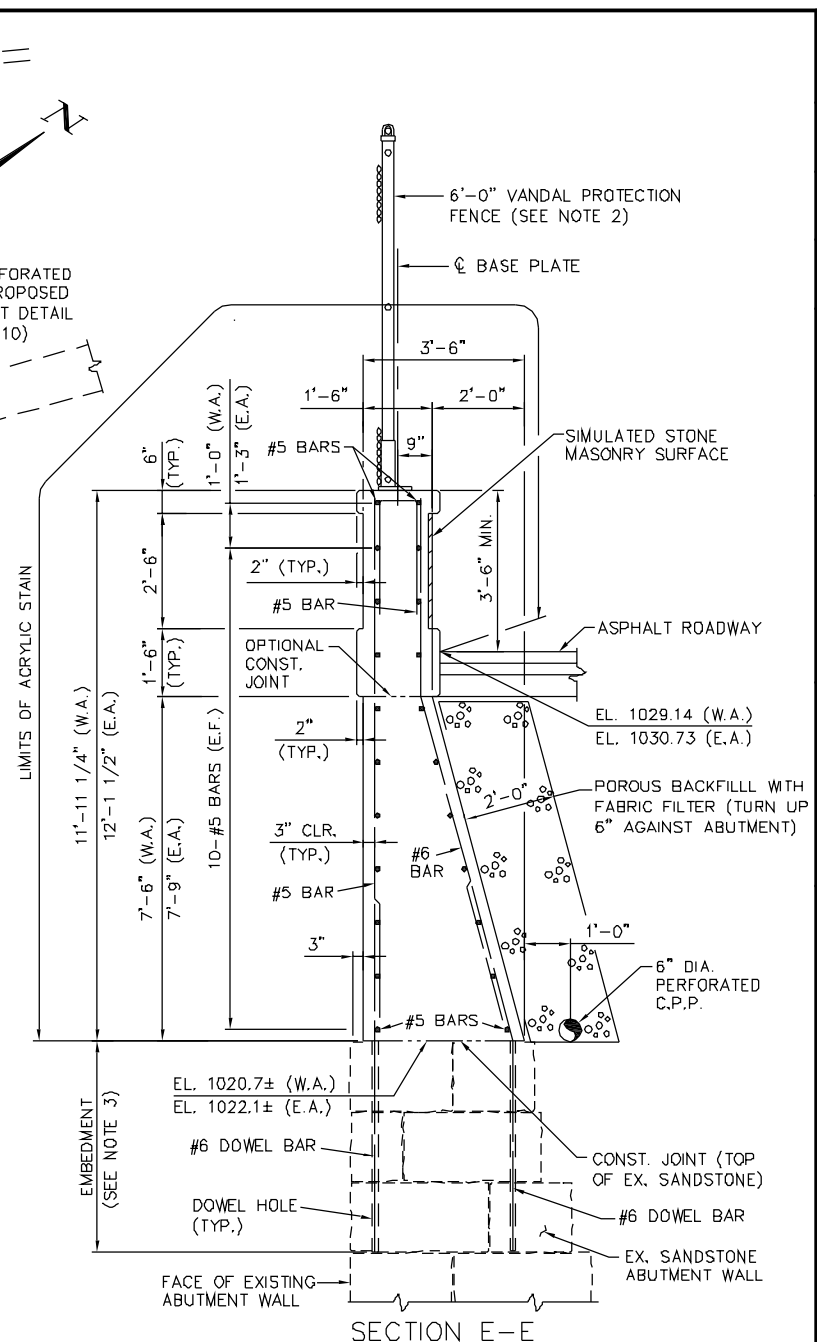
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WEST ABUTMENT PLAN



WEST ABUTMENT ELEVATION

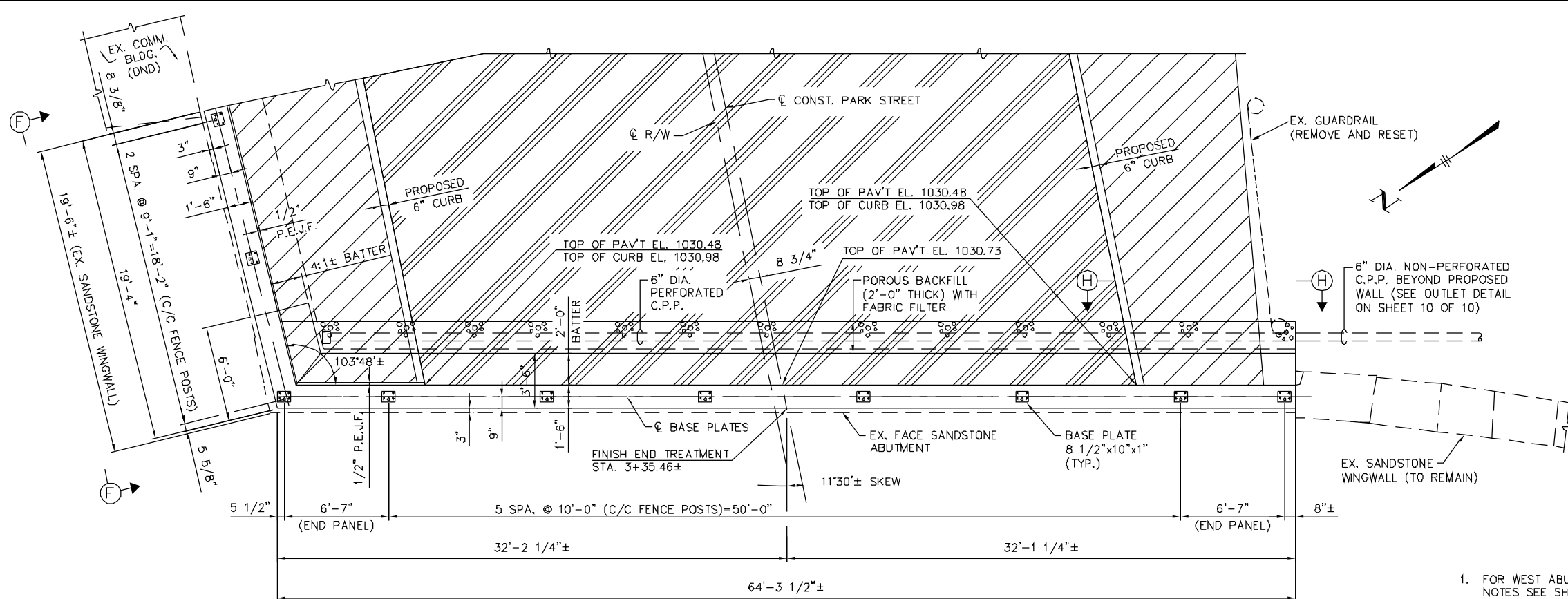


SECTION E-E

- NOTES**
- FOR EAST ABUTMENT DETAILS AND NOTES SEE SHEET 9 OF 10.
  - FOR VANDAL PROTECTION FENCE AND BASE PLATE TYPE BP-1 DETAILS REFER TO O.D.O.T. STANDARD DRAWING VPF-1-90 SHEETS 1 THRU 7. THE COLOR OF FENCE FRAMEWORK AND FABRIC SHALL BE DETERMINED BY THE CITY.
  - WHEN DOWELING INTO THE EXISTING SANDSTONE ABUTMENT, DOWELS MUST EXTEND INTO A MINIMUM OF THREE COURSES OF STONE.
  - FOR VIEW H-H SEE SHEET 10 OF 10.
  - ALL MATERIALS EQUIPMENT AND LABOR NECESSARY TO CONSTRUCT SIMULATED STONE MASONRY SURFACES AND TO APPLY ACRYLIC STAIN SHALL BE INCLUDED WITH ITEM SPECIAL - SIMULATED STONE MASONRY FOR PAYMENT. FOR MORE DETAILS OF PATTERNS AND COLORS REFER TO SUPPLEMENTAL SPECIFICATIONS IN THE PROJECT MANUAL.
  - REINFORCING STEEL SHALL BE INCLUDED WITH ITEM 511 - CLASS C CONCRETE FOR PAYMENT.
  - POROUS BACKFILL WITH FILTER FABRIC, TWO (2) FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE AND Laterally TO THE ENDS OF THE PROPOSED WALLS. FILTER FABRIC SHALL CONFORM WITH 712.09, TYPE A, AND IS INCLUDED WITH POROUS BACKFILL FOR PAYMENT.

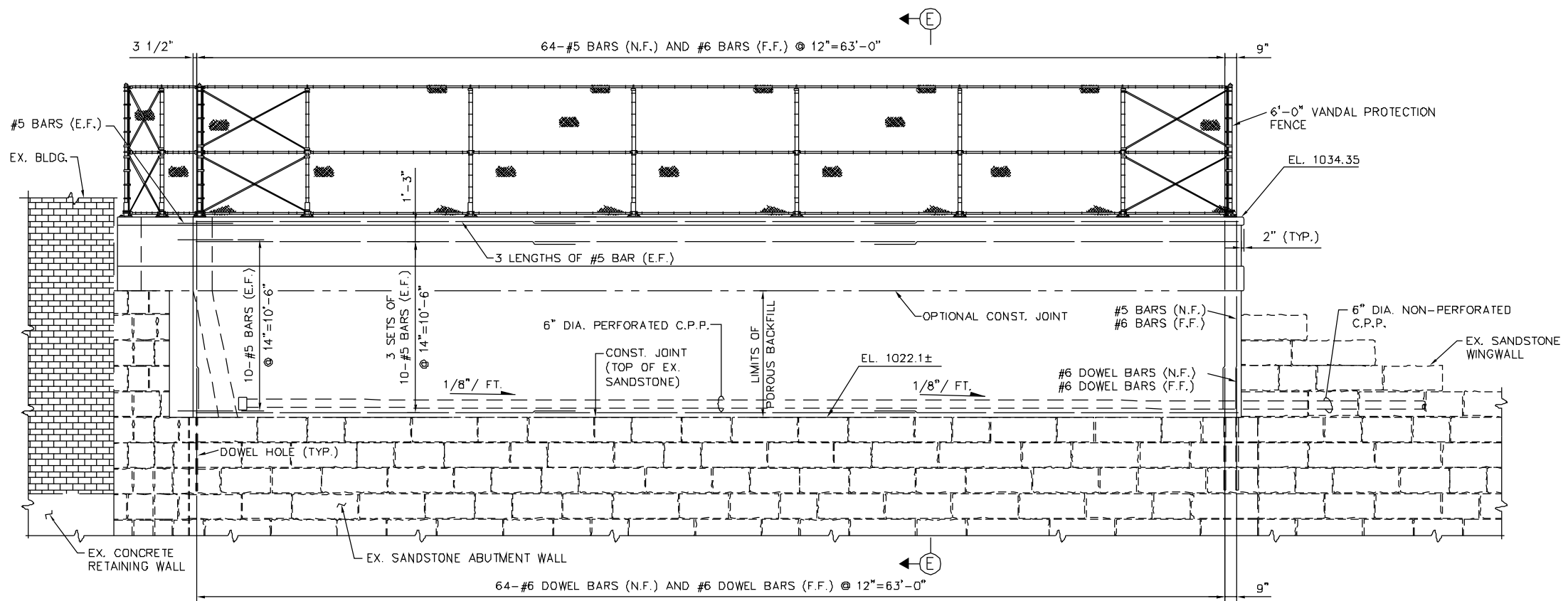
|   |                |
|---|----------------|
| DATE                                      | 10/29/09       |
| CHECKED                                   | M.R.D.         |
| DRAWN                                     | P.K.V.         |
| SCALE:                                    | HOR. 1" = 100' |
| REVISIONS                                 |                |
| DATE                                      |                |
| RECORD DRAWING                            |                |
| 10% CONCEPTUAL DESIGN                     |                |
| ABUTMENT DETAILS                          |                |
| PARK STREET OVER CSX RR BRIDGE DEMOLITION |                |
| CSX NATIONAL GATEWAY                      |                |
| BC 129.5                                  |                |
| 8   | 10             |

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EAST ABUTMENT PLAN

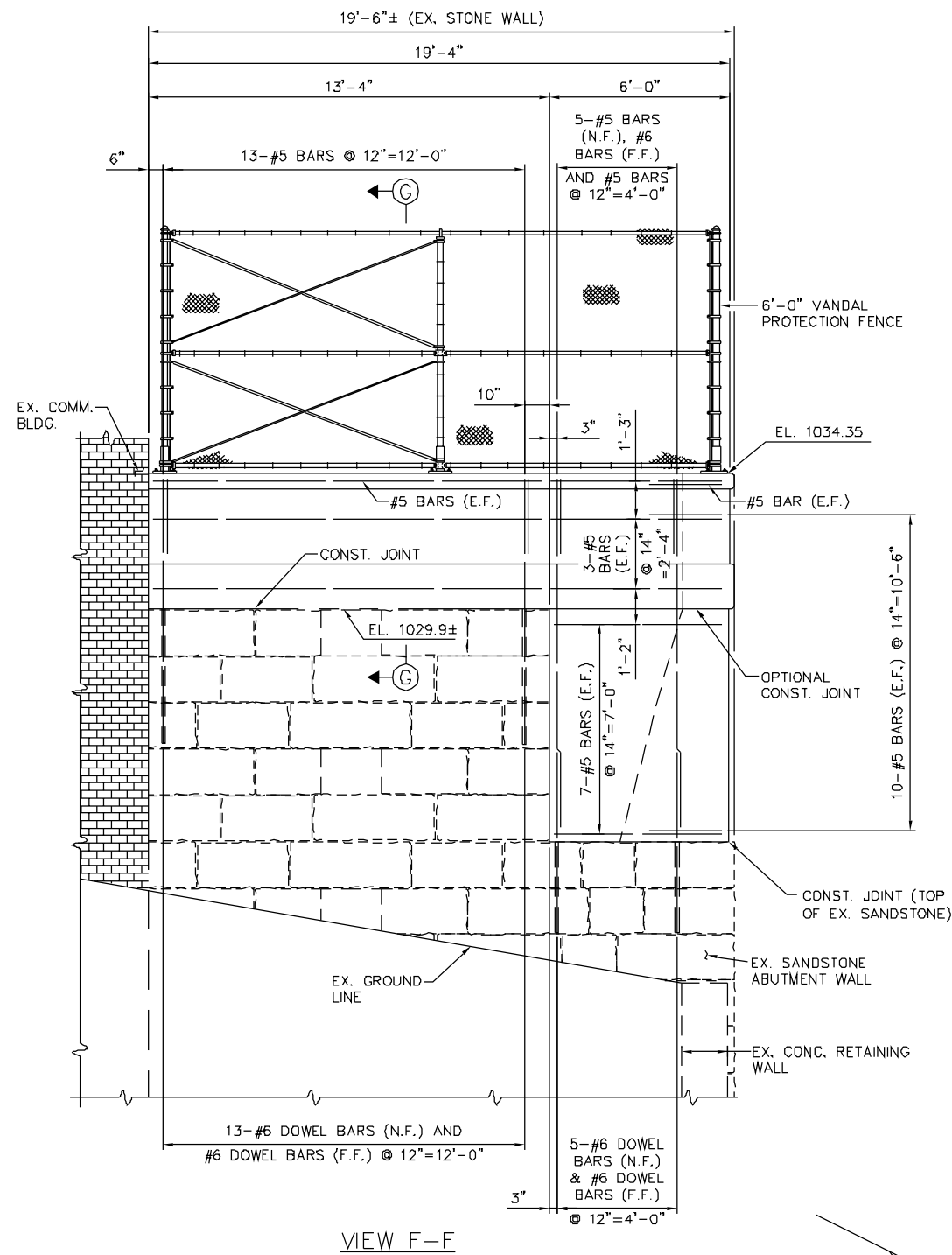
- NOTES**
1. FOR WEST ABUTMENT DETAILS, SECTION E-E AND ADDITIONAL NOTES SEE SHEET 8 OF 10.
  2. FOR VIEW H-H SEE SHEET 10 OF 10.



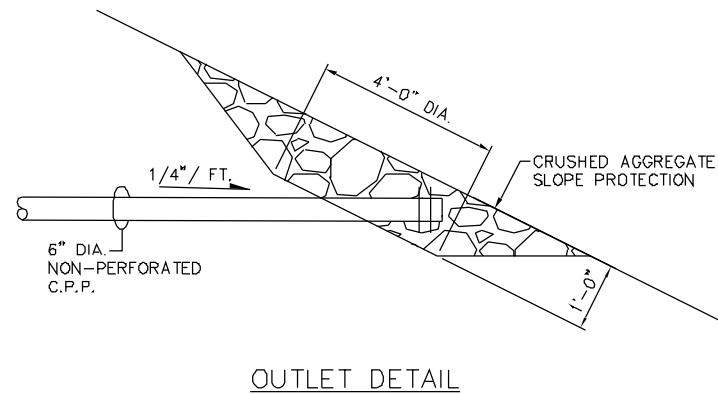
EAST ABUTMENT ELEVATION

|   |                |
|---|----------------|
| DATE                                      | 10/29/09       |
| CHECKED                                   | M.R.D.         |
| DRAWN                                     | P.K.V.         |
| SCALE:                                    | HOR. 1" = 100' |
| REVISIONS                                 | DATE           |
| 10% CONCEPTUAL DESIGN                     |                |
| ABUTMENT DETAILS                          |                |
| PARK STREET OVER CSX RR BRIDGE DEMOLITION |                |
| CSX NATIONAL GATEWAY                      | BC 129.5       |
| 9   | 10             |

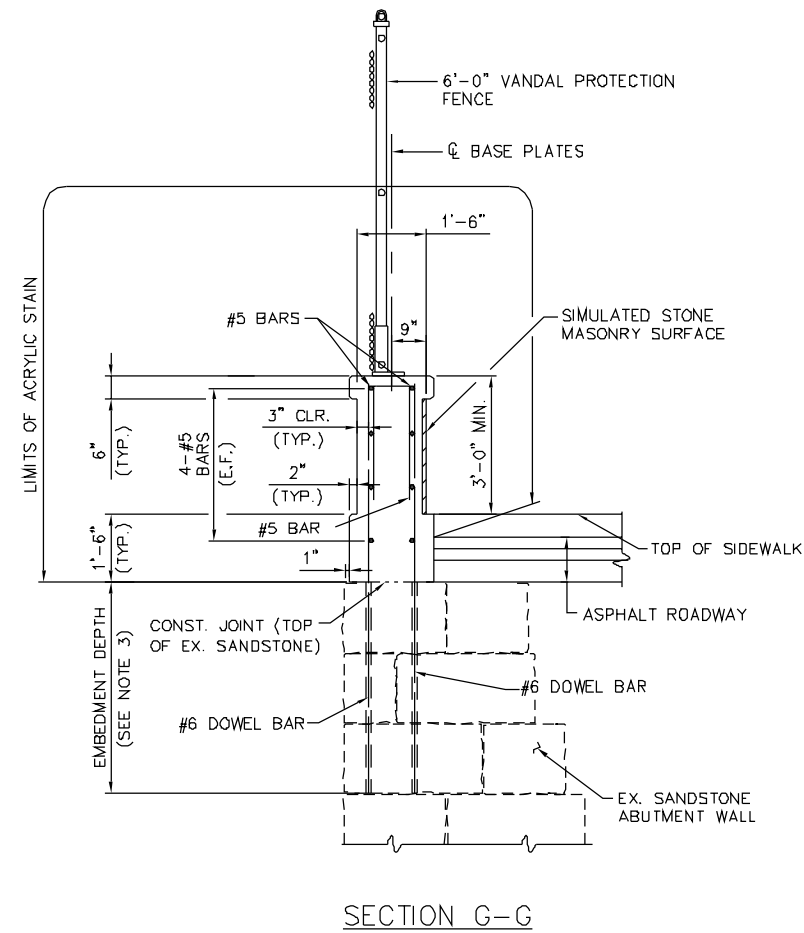
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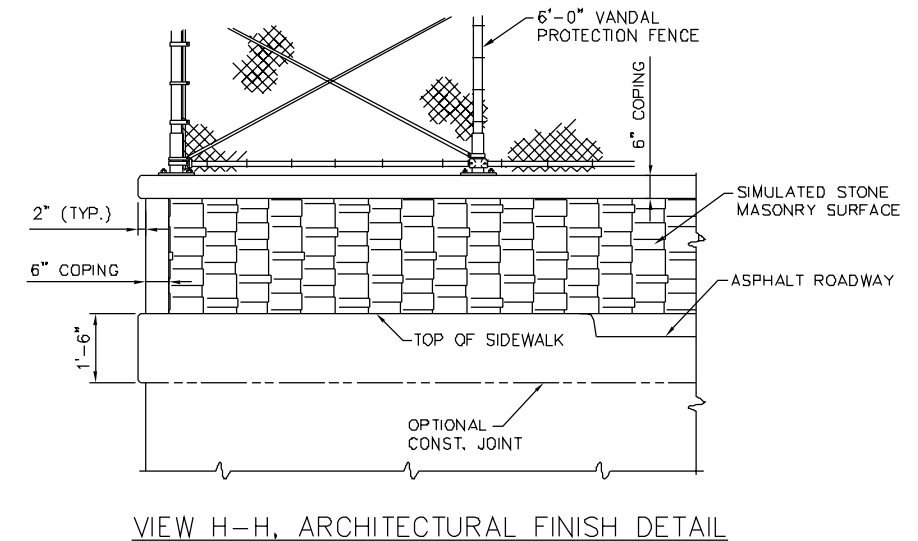
VIEW F-F



OUTLET DETAIL



SECTION G-G



VIEW H-H, ARCHITECTURAL FINISH DETAIL

NOTES

1. FOR EAST ABUTMENT PLAN AND ELEVATION SEE SHEET 9 OF 10.
2. CRUSHED AGGREGATE SLOPE PROTECTION TO BE INCLUDED WITH ITEM 518, 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS FOR PAYMENT.
3. WHEN DOWELING INTO THE EXISTING SANDSTONE ABUTMENT, DOWELS MUST EXTEND INTO A MINIMUM OF THREE COURSES OF STONE.
4. ALL MATERIALS EQUIPMENT AND LABOR NECESSARY TO CONSTRUCT SIMULATED STONE MASONRY SURFACES AND TO APPLY ACRYLIC STAIN SHALL BE INCLUDED WITH ITEM SPECIAL - SIMULATED STONE MASONRY FOR PAYMENT. FOR MORE DETAILS OF PATTERNS AND COLORS REFER TO SUPPLEMENTAL SPECIFICATIONS IN THE PROJECT MANUAL.

|   |           |
|---|-----------|
| DATE                                      | 10/29/09  |
| CHECKED                                   | M.R.D.    |
| DRAWN                                     | P.K.V.    |
| R.A.H.                                    |           |
| RECORD DRAWING                            |           |
| REVISIONS                                 |           |
| DATE                                      |           |
| SCALE: HOR.                               | 1" = 100' |
| 10% CONCEPTUAL DESIGN                     |           |
| ABUTMENT DETAILS                          |           |
| PARK STREET OVER CSX RR BRIDGE DEMOLITION |           |
| CSX NATIONAL GATEWAY<br>BC 129.5          |           |
| 10  |           |



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**Appendix D**

Photographs

Obstruction Name: Park Street  
City/State: Akron, Ohio  
Milepost: BG 129.50



Photo No.: 1  
Date: March 18, 2009  
Direction: Southwest

Description:  
Looking southwest at vertical clearance of the train to the top of structure.



Photo No.: 2  
Date: March 18, 2009  
Direction: Northwest

Description:  
400 feet east of the Park Street bridge, facing northwest

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**Appendix E**

Maintenance of Traffic Plans

**Maintenance of Traffic**  
**Park Street Site – Akron, OH – BG 129.50**

**Existing Conditions**

The main traffic routes into the downtown area of the City of Akron, Summit County Ohio are SR 59 (Perkins Street), SR 8, SR 18 (Market Street), and Exchange Street. The Park Street Bridge over the CSX line is on the north side of the central business district on the near east side of the city (Figure 1). Park Street is an east-west local street that connects two local streets. The current Average Daily Traffic (ADT) traveling on Park Street is 2,190 vehicles per day. The existing Park Street Bridge currently has a posted weight restriction of 30 tons.

The local streets within business district in Akron are connected as part of a network system with the CSX line running generally north-south through the heart of the business district. Surrounding the project area are primarily retail and light industrial businesses, with a few residences scattered within two blocks of the Park Street Bridge, including housing for the homeless at the Haven of Rest Ministries. Access across the tracks is provided at Perkins Street and E. Market Street, both of which are one block north and south (respectively) from Park Street. Grace Park, a fenced green space with numerous trees, park benches, picnic tables and a playground, is located to the east of the CSX line and bounded by Park Street, N. Prospect Street and Perkins Street. Grace Park is accessible from all sides.

**Maintenance of Traffic During Demolition**

The Park Street Bridge over CSX will be demolished and not replaced. Park Street will be permanently dead ended on both sides of the CSX tracks. During the approximately three (3) month demolition period, Park Street will be closed to through traffic between N. Union Street and N. Prospect Street. The maintenance of traffic plan includes the use of E. Market Street as a permanent detour route for local traffic across the railroad corridor. Motorists and pedestrians using Park Street will be directed by signage along N. Union Street, E. Market Street, and N. Prospect Street. Based on the existing traffic volumes, the major east-west movement in this area of Akron is along E. Market Street. N. Union Street, E. Market Street and N. Prospect Street have adequate capacity to accommodate the permanent detour traffic volumes without creating an adverse operational condition. No additional traffic analysis, counts or modeling will be required. The permanent detour is approximately 0.4 mile, will only be mildly inconvenient in terms of additional travel distance.

During demolition, access will be maintained to all businesses and services in the project area and to Grace Park. Maintenance and control of vehicular and pedestrian traffic will be undertaken in accordance with the Ohio Department of Transportation and City of Akron regulations. A public notification process as required by local requirements will be adhered to including minimally, notification of the following local police, fire, emergency services and public transportation service(if applicable) of the project, detours, and sidewalk closures.



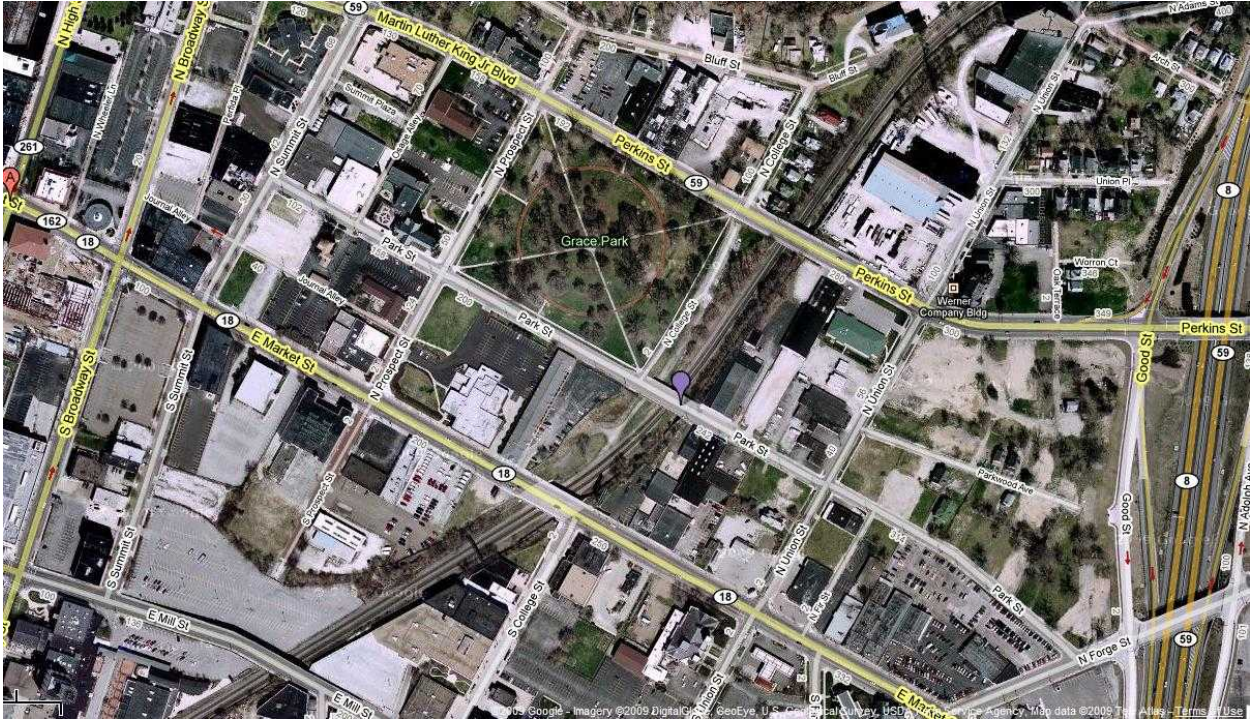


Figure 1: Street Grid Along CSX Corridor, Akron, OH

**Appendix F**

Cost Spreadsheet



**PROJECT LOCATIONS FOR STIMULUS FUNDING FOR CSX NATIONAL GATEWAY (Former PID 85697)**

| ROUTE              | CITY         | CO  | D | WORK TYPE                      | ESTIMATED COST | MPO      | SFN     | Suff. Rating | PID     | Project Type             |
|--------------------|--------------|-----|---|--------------------------------|----------------|----------|---------|--------------|---------|--------------------------|
| TR 391             | Sullivan     | ASD | 3 | Replace bridge                 |                | N/A      |         |              | 87310   | design/build             |
| TR 150             | Sullivan     | ASD | 3 | Replace bridge                 |                | N/A      |         |              | 87310   |                          |
| River Corners Road | Pawnee       | MED | 3 | New structure on new alignment |                | NOACA    | None    |              | 87312   | design/build             |
| Pawnee Road        | Pawnee       | MED | 3 | Remove bridge                  |                | NOACA    | 5236770 |              | 87312   |                          |
| Mud Lake Road      | Creston      | MED | 3 | Replace bridge                 | \$1,532,100.00 | NOACA    | 5238714 |              | 87315   | design/build             |
| Park Street        | Akron        | SUM | 4 | Remove bridge                  | \$600,000.00   | AMATS    | 7762836 | 31.6         | 87316   | traditional construction |
| Knapp Road         | Ravenna      | POR | 4 | Replace bridge                 | \$1,609,200.00 | AMATS    | 6741150 | 44.1         | 87317   | design/build             |
| Rock Springs Road* | Newton Falls | POR | 4 | Replace bridge                 | \$5,299,112.00 | AMATS    | 6730809 | 2            | 87318   | design/build             |
| 5th Street         | Niles        | TRU | 4 | Replace bridge                 | \$2,011,400.00 | EASTGATE |         |              | 87319   | design/build             |
| Interlocking       | Kent         | POR | 4 | Force Account                  | \$8,546,000.00 | AMATS    |         |              | Pending | force account            |

\$19,597,812.00 Total  
 -\$455,672.00 Earmark

**\$19,142,140.00 TOTAL ARRA EXPENDITURE**

\*Also has Federal Earmark of \$455,000.00

Revised 11/12/2009

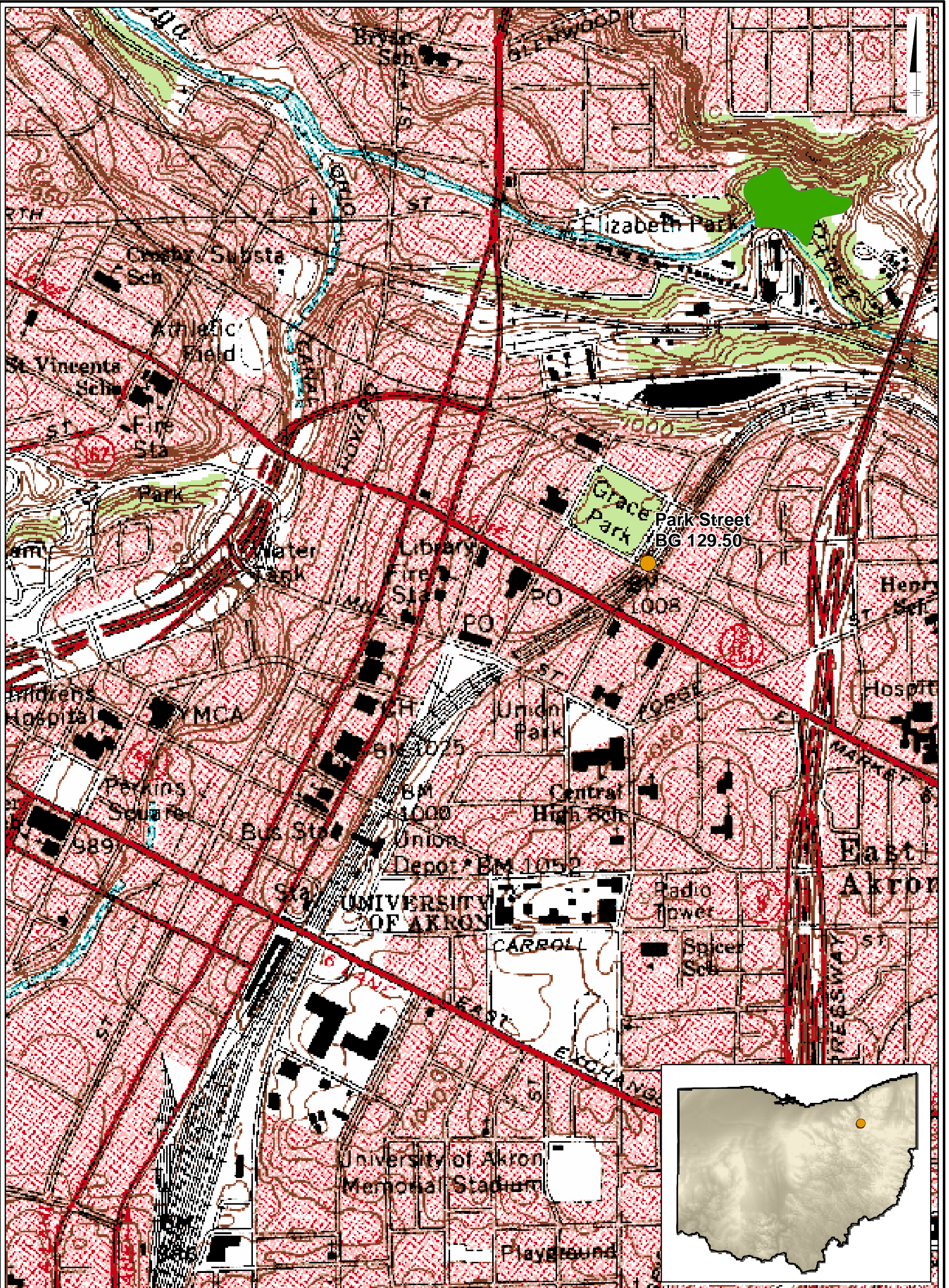
\$20,000,000 ARRA award

NOTE - These are the project locations for the \$20,000,000 stimulus funds, not all 18 locations in Ohio

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**Appendix G**

Wetland Maps and Field Forms



**LEGEND**

- OBSTRUCTION LOCATION
- NATIONAL WETLAND SURVEY WETLAND TYPE**
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- Other



DATA SOURCES:  
 TOPOGRAPHIC IMAGE - USGS  
 QUADRANGLE NAME - AKRON WEST  
 WETLAND DATA - NATIONAL WETLAND INVENTORY, FISH AND WILDLIFE SERVICE

CSX, TRANSPORTATION  
**NATIONAL GATEWAY**

**PARK STREET  
 AKRON, OHIO  
 NATIONAL WETLAND INVENTORY COVERAGE**

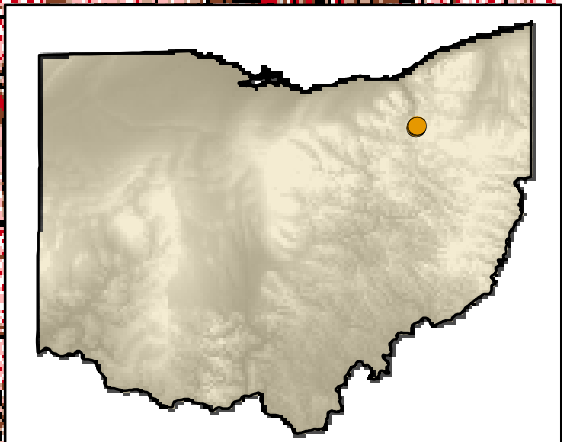
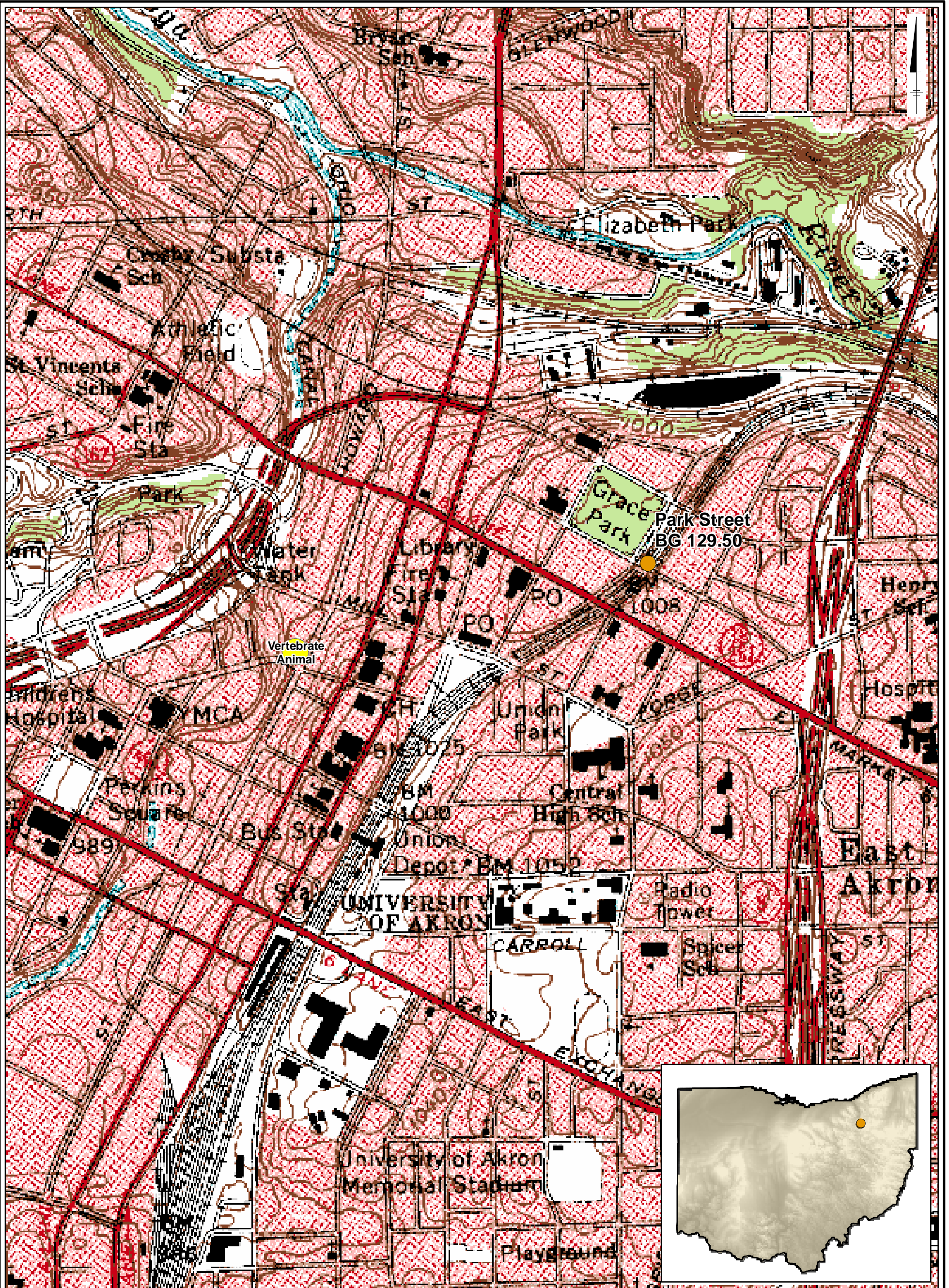


MILEPOST  
**BG  
 129.50**



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**Appendix H**

Threatened and Endangered  
Species Research



**LEGEND**

-  OBSTRUCTION LOCATION
-  PROTECTED HABITAT



DATA SOURCES:  
 TOPOGRAPHIC IMAGE - USGS  
 QUADRANGLE NAME: AKRON WEST

CSX, TRANSPORTATION  
**NATIONAL GATEWAY**

**PARK STREET  
 AKRON, OHIO  
 LOWER TRACKS**



MILEPOST  
**BG  
 129.50**

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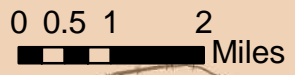
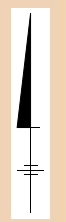
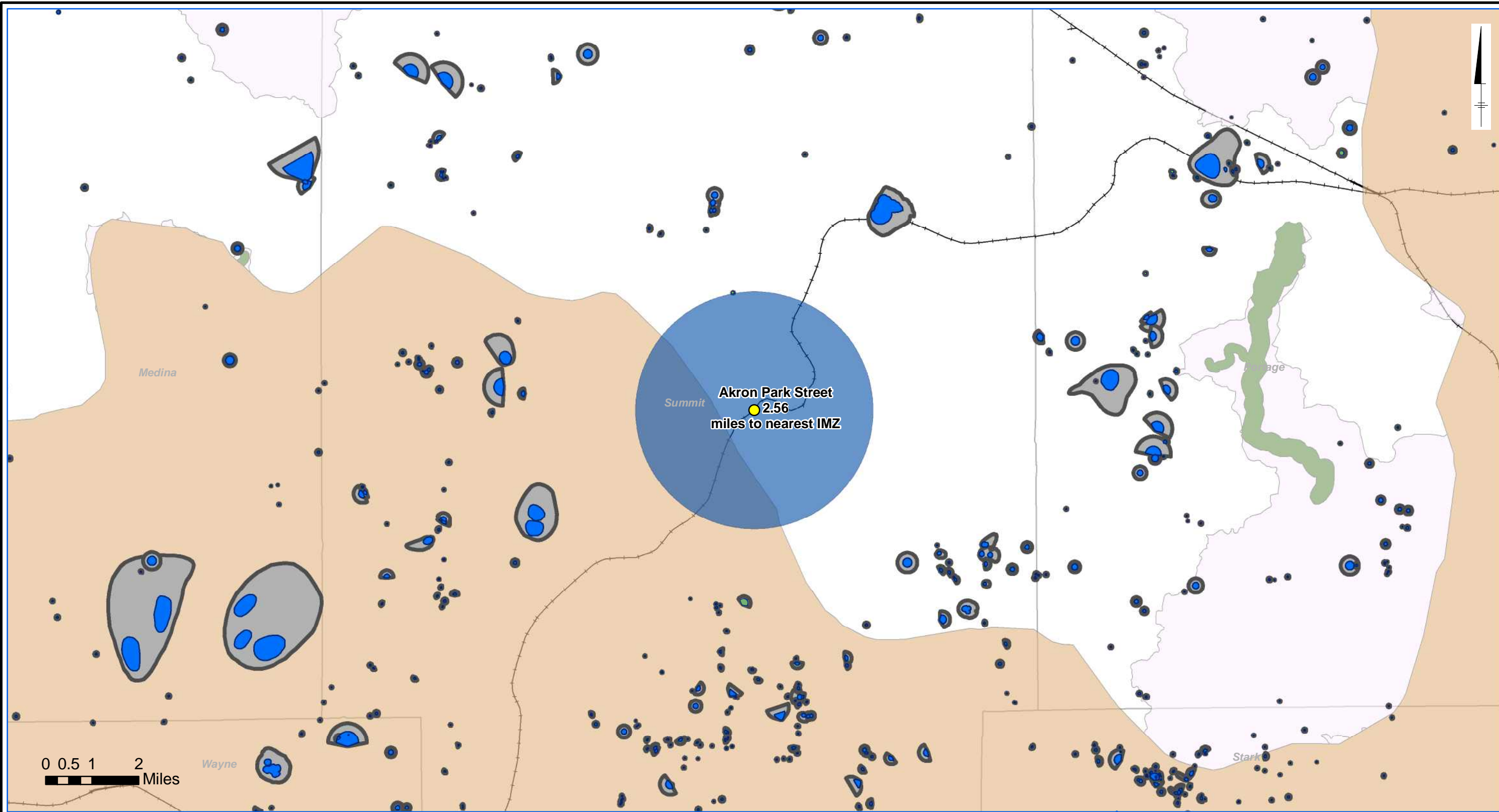
**Appendix I**

Drinking Water Map



CITY: CLE DIV/GROUP: SER/IT DB: L.GREENE LD: PIC: PM: TM: TR: Project (Project #) GA063877.0001.2

Park Street Akron BG129\_50.mxd - 12/3/2009 @ 3:47:09 PM



- Legend**
- Radius to Nearest IMZ
  - SWPA: Inner Management Zone (1-Year Travel Time)
  - Drinking Water Source Protection Area (5-Year Travel Time)
  - SWPA: Surface Water**
  - Corridor Management Zone
  - Ohio River-Source Water Area Watershed
  - Source Water Area Watershed

**NOTE:**  
The Inner Management Zone is the surface and subsurface area surrounding a public water supply well(s) that will provide water to the well(s) within one year as delineated or endorsed by the agency under the wellhead protection program and the source water assessment and protection program.

A Drinking Water Source Water Protection Area for a public water system using ground water is the surface and subsurface area surrounding a public water supply well(s) which will provide water from an aquifer to the well(s) within five years as delineated or endorsed by the agency under Ohio's Wellhead Protection and Source Water Assessment and Protection Programs

The Corridor Management Zone (CMZ) is the surface and subsurface area where the potential for drinking water contamination warrants delineation, inventory, and management because of its proximity to a public water system intake.

The Source Water Area is the entire portion of the Ohio River Basin upstream from the surface water intake.



CSX, TRANSPORTATION  
**NATIONAL GATEWAY**

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**DRINKING WATER RESOURCES  
MAPPING**

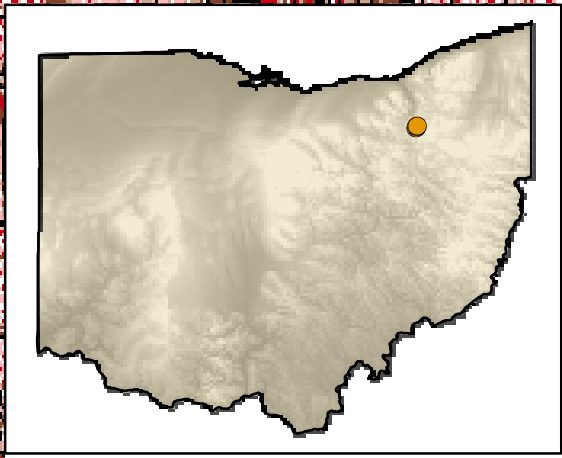
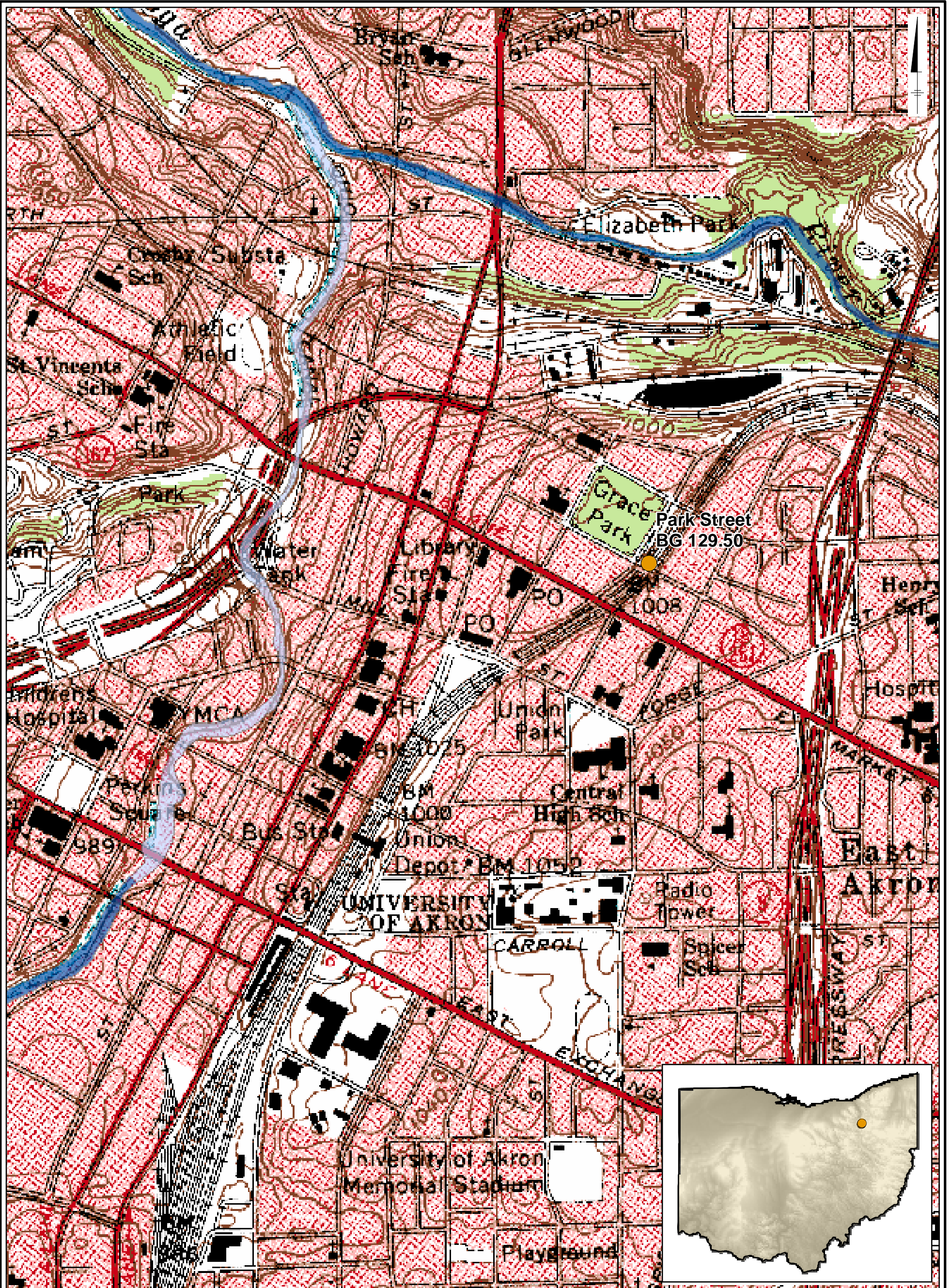
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**MILEPOST**  
BG  
129.50




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**Appendix J**

Floodplain Mapping



**LEGEND**

-  OBSTRUCTION LOCATION
- FEMA - 100 YEAR FLOOD - ZONE A**
-  BASE FLOOD ELEVATIONS AND FLOOD HAZARD FACTORS DETERMINED
-  BASE FLOOD ELEVATIONS AND FLOOD HAZARD FACTORS NOT DETERMINED



DATA SOURCES:  
 TOPOGRAPHIC IMAGE - USGS  
 QUADRANGLE NAME: AKRON WEST  
 FEMA FLOODPLAIN DATA - OHIO DEPARTMENT  
 OF NATURAL RESOURCES; DIGITIZED FROM  
 FLOOD INSURANCE RATE MAPS

CSX, TRANSPORTATION  
**NATIONAL GATEWAY**

**PARK STREET  
 AKRON, OHIO  
 100 - YEAR FLOOD HAZARD AREAS**



MILEPOST  
**BG  
 129.50**

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**Appendix K**

Farmland Screening Sheet

**Ohio Department of Transportation, Office of Environmental Services**  
**FARMLAND PROTECTION POLICY ACT**  
**PROJECT SCREENING SHEET**

**I. PROJECT INFORMATION**

**A. County-Route-Section:** SUM - Park Street

**PID:** 87316

**Length:** \_\_\_\_\_

**B. Brief Description:** Bridge removal no right-of-way required

**C. Screening Criteria for Right of Way to be Acquired** (only one need be marked if it applies to *entire* project area; if *none* can be marked, FCIR form is required):

**Developed with a density of at least 30 structures per 40 acres.**

Identified as "urbanized area" (UA) on U.S. Census Bureau Map.

Identified as urban area mapped with a "tint overprint" on USGS topographical map.

Identified as "urban-built-up" on USDA Important Farmland Map(s).

**Bridge replacement** requiring less than 1 acre of new R/W -  
(approx. \_\_\_\_\_ acre required).

**Widening or intersection improvement** requiring less than 3 acres of new R/W -  
(approx. \_\_\_\_\_ acres required).

**Temporary R/W** to be returned to existing or greater productive capability -  
(approx. \_\_\_\_\_ acres required).

Channel Easement for shaping existing channel - (approx. \_\_\_\_\_ acres required).

**II. CONCURRENCE:**

It is hereby determined that completion of the Farmland Conversion Impact Rating form (USDA Form AD-1006) is not required because the project will not affect farmland as defined in 7 CFR Part 658, as amended, or because the project falls within the 1984 Memorandum or Understanding between ODOT, FHWA and USDA/SCS.

  
District Environmental Coordinator

1/24/09  
Date

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**Appendix L**

Cultural Resource Coordination





**OHIO DEPARTMENT OF TRANSPORTATION**  
 CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223  
 TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

**OFFICE OF ENVIRONMENTAL SERVICES**

August 3, 2009

Mr. Mark Epstein, Department Head  
 Resource Protection and Review  
 Ohio Historic Preservation Office  
 567 East Hudson Street  
 Columbus, Ohio 43211

Attn: Nancy Campbell, ODOT Review Manager, History/Architecture  
 Thomas Grooms, ODOT Review Manager, Archaeology

Subject: Cultural Resources Scoping Guidance

Project: CSX-National Gateway Corridor Improvements – Between Greenwich, Ohio; Chambersburg, Pennsylvania; and Weldon, North Carolina

PID: 85697

Dear Mr. Epstein:

**Project Description**

The subject undertaking is to improve the existing CSX Transportation rail corridor. The goal of the interstate project is to achieve 21 feet of clearance along CSX's rail corridor to ensure passage of double-stack intermodal railcars. The subject undertaking is part of a larger system of existing CSX Transportation corridor extending from the eastern United States ports to the Midwest. Improvements to 18 locations within the State of Ohio have been identified. The proposed improvements consist of nine bridge replacements, construction of crossovers at two interlocking sites, five track lowerings, two bridge raisings, and three bridge demolitions. In addition, new alignments are proposed at several locations. The majority of the proposed work will be within existing transportation right-of-way, however, there are locations where additional right-of-way will be required.

The attached tables illustrate the results of the ODOT Office of Environmental Services' (OES) preliminary literature review and cultural resource scoping guidance. Please note that the recommendations here are based on the preliminary work limit information and project descriptions.

**Area of Potential Effect (APE)**

The Area of Potential Effects (APE) for each location can be seen in the attached information packet. Over all 18 locations the project will affect a total length of over 21000 ft of CSX railroad track, 2075 ft of temporary ABCR track, 250 ft of abandoned track, 270 ft of hike & bike trail, and approximately 10000 ft of roadway. Work at most locations is limited to existing roadway or railroad right-of-way. Minor new right-of-way will be required at five locations: ASD-TR391-175.70, MED-River Corners Road-169.70, POR-Knapp Road-107.10, POR-Rock Springs Road-105.40, and TRU-Fifth St.-85.70.



Scoping Guidance: History Architecture

The results of the literature and field reviews conducted by the ODOT/OES staff and the OSHPO in July 2009 are summarized by the enclosed table and supporting documentation. Photographs from the July 29, 2009 field review are enclosed. Also, included are photographs of the POR-Main Street work location in the City of Kent. The photographs of this location were taken in conjunction with another undertaking during a joint field review by ODOT-OES and the OSHPO in 2006.

Work locations: ASD-TR 150-175.30; ASD-TR 391-175.70; MED-River Corners-169.70; MED-Pawnee Road-168.7; MED-Mud Lake Road-160.20; POR-Knapp Road-107.10; and TRU-Fifth Street 85.70.

The following work locations involve the removal or the removal and replacement of bridges determined eligible for inclusion on the National Register of Historic Places (NRHP): ASD-TR 150-175.30; ASD-TR 391-175.70; MED-River Corners-169.70; MED-Pawnee Road-168.7; MED-Mud Lake Road-160.20; POR-Knapp Road-107.10; and TRU-Fifth Street 85.70. The bridges were determined eligible for inclusion on the NRHP as a result of the current ODOT historic bridge survey and evaluation. The survey is being conducted in compliance with the *Programmatic Agreement Among The Federal Highway Administration, Ohio Division, The Advisory Council On Historic Preservation, Ohio Department of Transportation, Ohio State Historic Preservation Officer Regarding Federally Funded or Approved Highway Bridge Projects, Agreement Number 10978*, executed April 3, 2002. The bridges are eligible for inclusion on the NRHP under Criterion C as representative examples of a transitional engineering technology dating to the early twentieth century. The transition from moveable, pin-connections to rigid, riveted-connections was just being explored by bridge engineers. Bridge builders were unsure of how bridges featuring rigid, riveted-connections, would react to live-loads. As a precautionary measure, the subject bridges were designed with the floor beams suspended below the deck. This allowed movement to transfer to the suspended floor beams without causing distortion to the truss members. The bridges are currently functioning as originally designed.

In Ohio, there are numerous examples of Warren pony truss bridges. This bridge type is still being constructed as a standard bridge design. The significance of the seven bridges, at the above listed work locations, is due to the early use of rigid, riveted-connections and the incorporation of suspended floor beams into the design to prevent distortion. Only one other Ohio example was identified in Morrow County.

Measures to minimize harm will be incorporated into the project and may include the reuse of one or more of the bridges at another location as a pedestrian facility or as an educational display. Due to size, weight, and width, an option may include transferring one or more of the trusses by trailer to an appropriate storage location while a new location or use is identified.

In accordance with 36 CFR § 800.5(a), a finding of "adverse effect" is applicable to the following actions in regard to one or more of the seven Warren pony truss bridges, eligible for inclusion on the NRHP: demolition; rehabilitation that alters the historic integrity; or the abandonment without the commitment of a responsible party for future maintenance. Measures to mitigate an adverse effect will be identified through the Section 106 consultation process and will be documented by a Memorandum of Agreement. In accordance with 36 CFR § 800.6, the Advisory Council on Historic Preservation (ACHP) will be provided a copy of the draft Memorandum of Agreement and Section 106 consultation efforts to determine whether they will be participating in consultation. Mitigation may include the preparation of a permanent record documenting the significance of this group of bridges with accompanying photographs of each individual bridge.

Work location: SUM-Park Street-129.50

Work location, SUM-Park Street-129.50, features a bridge determined not eligible for inclusion on the NRHP as a result of ODOT's current bridge survey and evaluation as referenced above. The bridge lacks technological significance. No further investigations are warranted. Refer to the enclosed literature review for additional information regarding the bridge itself.

Work locations: SUM-Thornton Street-131.00, SUM-Overhead Walkway-130.13, POR-Wheeling & Lake Erie RR Bridge-118.20, and POR-NS RR Bridge -110.8

Work locations, SUM-Thornton Street-131.00, SUM-Overhead Walkway-130.13, POR-Wheeling & Lake Erie RR Bridge-118.20, and POR-NS RR Bridge-110.8, are located below existing roadway and pedestrian bridges. The proposed scope of work associated with each of these locations is limited to the existing transportation right-of-way and does not have the potential to effect historic properties. No further investigations are warranted.

Work locations: POR-ABCR & Abandoned RR Bridge -115.67 & 115.80 and MAH-76.60

Bridges located at work locations, POR-ABCR & Abandoned RR Bridge -115.67 & 115.80 and MAH-76.60, are of a type determined not eligible for inclusion on the NRHP pursuant to the Programmatic Agreement, executed April 3, 2002, referenced above. Remnants of the arch approaches associated with work location, MAH-76-60, are not representative of their period of significance due to the removal of the previous truss span. No further investigations are warranted for the POR-ABCR & Abandoned RR Bridge - 115.67 & 115.80 locations.

Work location: POR-Rock Springs Road-105.40

The bridge located at POR-Rock Springs Road-105.40, is a timber bridge. The current ODOT bridge update includes bridges of this type. As demonstrated by the enclosed bridge inventory report for a bridge of a similar type and design (SFN 3946711), the subject bridge is not eligible for inclusion on the NRHP due to lack of technological significance.

Work location: POR-Knapp Road 107.10

Work location, POR-Knapp Road-107.10, features a bridge eligible for inclusion on the NRHP. Several ranch homes are located along Knapp Road near the existing bridge. As a result of field investigations conducted 7-29-09, staff members of ODOT/OES and the OSHPO determined the residential properties located adjacent to the bridge are not significant examples of a period, event, or patterns in history, work of a master, architectural style or method of construction. Refer to the enclosed photographs of this work location.

Work location: POR-Main Street

A portion of the POR-Main Street work location is within the NR boundaries of the Kent Industrial Historic District. At this time, detailed design is not available. Preliminary activities within the historic district boundaries involve the lowering the existing rail line under the Main Street Bridge. Work will be conducted within existing railroad right-of-way. Temporary right-of-way may be required within the NR boundaries. Based on the current scope of work, a finding of "no adverse effect" is anticipated in association with the Kent Industrial Historic District. No land from within the historic district will be permanently incorporated into a transportation facility and no contributing elements will be removed or altered.

Work locations: SUM/TRU-120.00, Interlocking Site, and POR-103.90, Interlocking site

Work locations, SUM/TRU-120.00, Interlocking site, and POR-103.90, Interlocking site, do not require Phase I history/architecture investigations. No right-of-way of way will be required.

**Scoping Guidance: Archaeology**

A literature review was conducted by ODOT/OES staff in July, 2009. This literature review showed no previously identified archaeological sites or previously surveyed areas within or adjacent to any of the project locations. Aerial mapping indicated that many of the project areas were within urban areas, had been disturbed by roadway or railroad construction, or were in slope. Much of the project work is also taking place within existing right-of-way limits. The majority of project areas, therefore, do not require further archaeological investigation (see attached Archaeological Scoping Guidance table, plan maps, and photograph log).

Four project locations requiring new right-of-way were subjected to field review, as it was noted that some of the takes are in open areas that may be undisturbed. These areas are ASD-TR391-175.70, MED-River Corners-169.70, POR-Knapp Road-107.10, and POR-Rock Springs Road-105.40. The attached table and mapping outlines the archaeological work required at each location, which is limited to shovel testing where new right-of-way exceeds 10 feet in width and is not visibly disturbed or in slope. Areas disturbed or in slope not requiring archaeological testing should be documented and photographed at each of these locations. This scoping guidance was developed based on the plan maps for the proposed undertaking as of August 3, 2009. Should the scope of work change, new scoping guidance would be required.

**Recommendation**

In accordance with the Advisory Council on Historic Preservation's current regulations and in compliance with 36 CFR 800.3(c)(4), we request concurrence with the archaeology and history/architecture scoping guidance provided in this letter and the attached tables:

- Phase I archaeological investigation at four locations: ASD-TR391-175.70, MED-River Corners-169.70, POR-Knapp Road-107.10, and POR-Rock Springs Road-105.40.
- Phase I history/architecture investigations are not warranted based on refined design and limited right-of-way. The majority of the undertaking has been designed to take place within existing transportation right-of-way.
- A Memorandum of Agreement will document measures to minimize harm due to the adverse effect of the undertaking to the seven Warren pony truss bridges, eligible for inclusion on the NRHP, at work locations: ASD-TR 150-175.30; ASD-TR 391-175.70; MED-River Corners-169.70; MED-Pawnee Road-168.7; MED-Mud Lake Road-160.20; POR-Knapp Road-107.10; and TRU-Fifth Street 85.70.
- A portion of the POR-Main Street work location is within the NR boundaries of the Kent Industrial Historic District. Temporary right-of-way within the NR boundary may be required to facilitate the undertaking. Removal or alteration of contributing features or elements will require additional consultation.

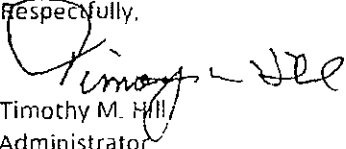
On behalf of FHWA and in accordance with 36 CFR Part 800.3(c)(4), we request your comments on the enclosed by 30 days after the receipt of this letter. If no objection is received within 30 days, in accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR Part 800.3(c)(4), archaeological and history/architecture coordination may proceed as outlined herein. Please address

Mr. Epstein -5-  
CSX-National Gateway Corridor Improvements

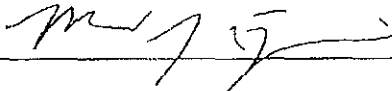
August 3, 2009

questions or concerns to Susan Gasbarro at susan.gasbarro@dot.state.oh.us, 614-728-0719 or Megan Shaeffer at megan.shaeffer@dot.state.oh.us, 614-752-8279.

Respectfully,

  
Timothy M. Hill  
Administrator  
Office of Environmental Services

OHIO STATE HISTORIC PRESERVATION OFFICE CONCURRENCE:

 8.6.09  
\_\_\_\_\_  
(Date)

TMH:mks/sg

C: Project File; Reading File



# OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

## OFFICE OF ENVIRONMENTAL SERVICES

August 6, 2009

Ms. Carol Legard  
FHWA Liaison  
Advisory Council on Historic Preservation  
The Old Post Office Building  
1100 Pennsylvania Avenue NW, Suite 809  
Washington, DC 20004

Subject: CSX-National Gateway Corridor Improvements PID: 85697  
Notification of Adverse Effect

Dear Ms. Legard:

The subject undertaking, funded in part by the American Reinvestment and Recovery Act (ARRA), is to improve the existing CSX Transportation corridor. The goal of this inter-state project is to achieve clearance along CSX's rail corridor to ensure passage of double-stack intermodal railcars. Improvements to 18 locations within the State of Ohio have been identified. Seven of the bridges identified within the Area of Potential Effects (APE) are eligible for inclusion on the National Register of Historic Places (NRHP) under Criterion C. On August 6, 2009, the OSHPO concurred in accordance with 36 CFR § 800.5(a), a finding of "adverse effect" is applicable to the following actions in regard to one or more of the seven Warren pony truss bridges, eligible for inclusion on the NRHP: demolition; rehabilitation that alters the historic integrity; or the abandonment without the commitment of a responsible party for future maintenance.

ODOT, on behalf of FHWA, has drafted the enclosed Memorandum of Agreement and supporting documentation to facilitate the Section 106 consultation process. A public meeting is scheduled for August 19, 2009 that will include efforts to identify Section 106 Consulting Parties. CSX and their consultant are collaborating with FHWA and ODOT to ensure appropriate efforts are made to identify Section 106 Consulting Parties. A Section 106 Consulting Party meeting will be held in September 2009 with the identified Section 106 Consulting Parties and the agency officials to consult on measures to mitigate the adverse effects of the undertaking.

In accordance with 36 CFR Part 800.6, ODOT, on behalf of FHWA, is notifying the Council of the "adverse effect" finding by providing the enclosed documentation to determine participation in resolving the adverse effects. We request your comments on the enclosed by 15 days after your receipt of this letter. If no objection is received within 15 days, in accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR 800.6, FHWA, with ODOT as their agent, will proceed to the next step in the Section 106 process.

Respectfully,

  
Timothy M. Hill  
Administrator  
Office of Environmental Services



Ms. Legard  
CSX - National Gateway Corridor Improvements  
PID: 85697

Page 2

TMH:sg  
Enclosure

c: D. Snyder, FHWA, w/att.  
M. Epstein, OSHPO, w/att  
Project File, w/att.  
Reading File



# OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

## Office of Environmental Services

August 10, 2009

Consulting Party Team Member

RE: CSX-National Gateway Corridor Improvements  
PID: 85697

Dear Consulting Party Team Member:

We would like to invite you to become a Consulting Party for the CSX-National Gateway Corridor Improvements within the State of Ohio in accordance with Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR § 800. The Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) are proposing improvements within the existing CSX rail line corridor to insure transfer of double-stack intermodal railcars between the Midwest and the eastern United States ports. The majority of the rehabilitation and modernization will occur within transportation right-of-way. Enclosed you will find a copy of the August 6, 2009 Ohio State Historic Preservation Office (OSHPO) concurrence with ODOT's preliminary findings and recommendations. The enclosed map identifies the following work locations:

### Mahoning County: Youngstown

- Remove portions of the abandoned railroad bridge located between North West Avenue and the Mahoning River

### Portage County: Kent

- Construct a rail interlocking at CSXT Milepost BG 120
- Lower CSXT rail at Wheeling & Lake Erie Railroad Bridge and Main Street Bridge
- Raise the Portage County Hike and Bike Path and the Akron Canton Barberton Cluster Railroad Bridge

### Portage County: Ravenna

- Lower tracks at Norfolk Southern Railroad Bridge
- Replace bridge at Knapp Road

### Portage County: Newton Falls

- Lower tracks at Norfolk Southern Railroad Bridge
- Construct a rail interlocking at CSXT Milepost BG 103.90

### Summit County: Akron

- Lower tracks at Thornton Street and the University of Akron Overhead Walkway
- Permanently remove bridge at Park Street

### Trumbull County: Niles

- Replace bridge at Fifth Street

Consulting Party Team Member  
CSX-National Gateway Corridor Improvements  
PID: 85697  
Page 2

August 10, 2009

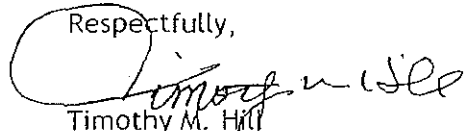
The intent of this letter is to identify individuals or groups wishing to become a Section 106 Consulting Party. As a Section 106 Consulting Party, you will have the opportunity to offer input to FHWA, with ODOT as their agent, regarding historic properties that may be affected by the proposed improvements. Consulting party involvement includes participation in the identification of the agreed-upon measures to address adverse effects. Section 106 Consulting Parties are identified as individuals or entities with a demonstrated interest in the effect of the undertaking on properties listed on the NRHP or that are eligible for listing on the NRHP. A consulting party meeting is being planned for September 2009. Upon receipt of the enclosed application, notification of time and location will be forwarded. Forward comments or questions to:

Ohio Department of Transportation  
Timothy M. Hill, Administrator  
Attn: Susan Gasbarro  
Office of Environmental Services  
1980 West Broad Street  
Columbus, Ohio 43223

Or e-mail at: [Susan.Gasbarro@dot.state.oh.us](mailto:Susan.Gasbarro@dot.state.oh.us)

In addition, enclosed is a copy of an invitation to the public meeting to be held on August 19, 2009. Representatives from ODOT and CSX Transportation, Inc. (CSXT) will be available to answer project questions at that time.

Respectfully,

  
Timothy M. Hill  
Administrator  
Office of Environmental Services

TMH/sg  
Enclosure

Consulting Party Team Member  
CSX-National Gateway Corridor Improvements  
PID: 85697  
Page 3

August 10, 2009

cc:

Carol Legard  
FHWA Liason  
Advisory Council on Historic Preservation  
The Old Post Office Building  
1100 Pennsylvania Avenue NW, Suite 809  
Washington, DC 20004

Federal Highway Administration  
Dave Snyder  
Environmental Project Manager  
200 North High Street, Room 328  
Columbus, Ohio 43215-2408

Ohio State Historical Society  
Mark Epstein  
1982 Velma Avenue  
Columbus, Ohio 43211-2497  
Ohio Bridge Association

CSX Transportation, Inc.  
Keith Brinker  
500 Water Street  
Jacksonville, Florida 32202

Ashland County Historical Society  
Marybelle Landrum, Manager  
PO Box 484  
Ashland, Ohio 44805-0484

Medina County Historical Society  
P.O. Box 306  
Medina, Ohio 44258-0306

Portage County Historical Society  
Raymond Wilson, President  
6549 North Chestnut Street  
Ravenna, Ohio 44266-3907

Mahoning Valley Historical Society  
H. William Lawson, Director  
648 Wick Avenue  
Youngstown, Ohio 44502-1215

Consulting Party Team Member  
CSX-National Gateway Corridor Improvements  
PID: 85697  
Page 4

August 10, 2009

Niles Historical Society  
Norma McBride, President  
P.O. Box 368  
Niles, Ohio 4446-0368

Kent Historical Society  
PO Box 663  
Kent, Ohio 44240-0012

Westfield Historical Society  
PO Box 71  
Westfield Center, Ohio 44251-0071

Ohio Historic Bridge Society  
David Simmons  
1982 Velma Avenue  
Columbus, Ohio 43211-2497

CSX - NATIONAL GATEWAY CORRIDOR IMPROVEMENTS  
PID: 85697

APPLICATION TO BE CONSIDERED A  
SECTION 106 CONSULTING PARTY FOR HISTORIC PROPERTY IMPACTS

*-Please Print-*

|               |  |
|---------------|--|
| Name:         |  |
| Title:        |  |
| Representing: |  |
| Address:      |  |
| Phone:        |  |
| E-mail:       |  |

Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR Part 800), requires Federal agencies to take into account the effects of their undertakings on Historic properties. The Section 106 process also encourages the incorporation of historic preservation values into project planning through consultation among parties with a demonstrated interest due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effect on historic properties. Please summarize your interest in historic properties as related to this project:

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Please mail or fax to:

Ohio Department of Transportation  
Timothy M. Hill  
Administrator  
Office of Environmental Services  
1980 West Broad Street  
Columbus, Ohio 43223

Fax: (614) 728-7368



Media Advisory: Public Meeting for National Gateway Clearance Projects in Mahoning,  
Portage, Summit and Trumbell Counties

DATE: Wednesday, August 19, 2009

TIME: 4:30 p.m. to 7:30 p.m. (Open House Format)

LOCATION: Northeast Ohio University College of Medicine & Pharmacy located at  
4209 State Route 44, Rootstown, Ohio 44272

The Ohio Department of Transportation (ODOT) and CSX Transportation, Inc. (CSXT) will host a public open house to discuss the National Gateway rail infrastructure enhancements.

The initiative involves bridge replacements and track lowerings along CSXT's railroad between Sullivan and Youngstown, Ohio to obtain necessary vertical clearance required to allow more efficient and environmentally beneficial double-stack trains to pass. The following clearance projects are planned to occur in the following counties and require the following work:

Mahoning County

Youngstown

- Remove portions of the abandoned railroad bridge located between North West Avenue and the Mahoning River

Portage County

Kent

- Construct a rail interlocking at CSXT Milepost BG 120
- Lower CSXT rail at Wheeling & Lake Erie Railroad Bridge, and Main Street Bridge
- Raise the Portage County Hike and Bike Path as well as Akron Canton Barberton Cluster Railroad Bridge

Ravenna

- Lower tracks at Norfolk Southern Railroad Bridge
- Replace bridge at Knapp Road

Newton Falls

- Replace bridge at Rock Springs Road
- Construct a rail interlocking at CSXT Milepost BG 103.90

Summit County

Akron

- Lower tracks at Thornton Street and the University of Akron Overhead Walkway
- Permanently remove bridge at Park Street

Trumbell County

Niles

- Replace bridge at Fifth Street

The purpose of this meeting is to present and discuss the proposed improvement project with the general public, residents, business and property owners and public officials and to solicit public comments regarding the proposed improvement and its social, economic, and environmental impacts. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), information regarding the presence of any known cultural resources in the vicinity of the project is also requested. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

Representatives from the ODOT, CSXT and consulting engineers will be present to discuss the proposed project, right-of-way acquisition process, environmental considerations as well as address any questions and concerns that you may have regarding this proposed transportation improvement project. The project is scheduled for construction in 2010. Detailed closure and detour information will be available at the public meeting.

Written comments may be submitted by September 3, 2009 to the attention of:

Hadley Stamm  
ARCADIS  
284 Cramer Creek Court  
Dublin, Ohio 43017

Media Contacts:

Bob Sullivan  
CSX Transportation, Inc.  
1-877-835-5279  
Robert\_Sullivan@csx.com

Margaret Williams  
APCO Worldwide  
312-368-7532  
mwilliams@apcoworldwide.com

Trumbull County

Niles

- Replace bridge at Fifth Street

This letter is to inform you that an Open House Public Involvement Meeting will be held on **Wednesday, August 19, 2009 from 4:30 p.m. to 7:30 p.m.** at the Northeast Ohio University College of Medicine and Pharmacy located at 4209 Sate Route 44, Rootstown, Ohio 44272. No formal presentation will be made during this open house public involvement meeting.

The purpose of this meeting is to discuss the proposed improvement project and its benefits with the general public, residents, business and property owners and public officials and to solicit public comments regarding the proposed improvement and their social, economic, and environmental impacts. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), information regarding the presence of any known cultural resources in the vicinity of the project is also requested. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

Representatives from the ODOT, CSXT and consulting engineers will be present to discuss the proposed project, right-of-way acquisition process, environmental considerations, as well as address any questions and concerns that you may have regarding this proposed transportation improvement project. The project is scheduled for construction in 2010. Detailed closure and detour information will be available at the meeting.

This public involvement is an opportunity to provide your comments. Therefore, your attendance at this meeting is greatly encouraged. Written comments may also be submitted by September 3, 2009, to the attention of:

Hadley Stamm  
ARCADIS  
284 Cramer Creek Court  
Dublin, Ohio 43017

If you have questions or need additional information, please contact Rusty Orben at 614-242-3935 or by electronic mail at [Rusty.Orben@csx.com](mailto:Rusty.Orben@csx.com). We sincerely appreciate your assistance.

Respectfully,

Gary Sease  
Corporate Communications  
CSX Transportation, Inc.  
cc:



Preserving America's Heritage

August 25, 2009

Timothy M. Hill  
Administrator  
Office of Environmental Services  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, Ohio 43223

Ref: *Proposed CSX – National Gateway Corridor Improvements Project (PID: 85697)  
Between Greenwich, Ohio; Chambersburg, Pennsylvania; and Weldon, North Carolina*

Dear Mr. Hill:

On August 10, 2009, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Ohio State Historic Preservation Office (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Najah Duvall-Gabriel at 202 606-8585 or [ngabriel@achp.gov](mailto:ngabriel@achp.gov).

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)



**OHIO DEPARTMENT OF TRANSPORTATION**

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

**OFFICE OF ENVIRONMENTAL SERVICES**

September 29, 2009

Mr. Mark Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office  
567 East Hudson Street  
Columbus, Ohio 43211

**Attn:** Nancy Campbell, ODOT Review Manager, History/Architecture  
Thomas Grooms, ODOT Review Manager, Archaeology

**Subject:** Compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA)

**Project:** CSX-National Gateway Corridor Improvements – Between Greenwich, Ohio;  
Chambersburg, Pennsylvania; and Weldon, North Carolina

PID: 85697

Dear Mr. Epstein:

The NHPA requires federal agencies to take into account the effects of their actions on historic properties. The implementing regulations, Section 106 are set forth in 36 CFR § 800. The Section 106 process seeks to incorporate historic preservation principles into project planning through consultation through the federal agency and consulting parties. Compliance with Section 106 requires the agency official to identify historic properties that could be affected by a project, assess the potential effect to such properties, and seek ways to avoid, minimize or mitigate any adverse effects to historic properties. The enclosed documentation entitled, *CSX National Gateway Corridor Improvements, PID: 85697, Section 106 Determination of Effects, Supporting Documentation*, prepared by the ODOT-Office of Environmental Services, Cultural Resources Staff, September 2009, provides supporting documentation of the following analysis and the resulting Section 106 effect finding.

**Project Description**

The subject undertaking is to rehabilitate the existing CSX Transportation corridor to ensuring passage of double-stack, intermodal railcars. The subject undertaking is part of a larger system of existing CSX Transportation corridors extending from the eastern United States ports to the Midwest. Improvements to 18 locations within the State of Ohio have been identified. The proposed improvements consist of nine bridge replacements, construction of crossovers at two interlocking sites, five track lowerings, two bridge raisings, and three bridge demolitions. In addition, new alignments are proposed at several locations. The majority of the proposed work will be within existing transportation right-of-way; however, there are locations where additional right-of-way will be required.

### **36 CFR § 800.3 Initiation of the Section 106 Process**

FHWA, with ODOT as their agent, has determined the subject project, CSX-National Gateway Corridor Improvements, within the State of Ohio, has the potential to cause effects to properties listed on or eligible for listing on the National Register of Historic Places (NRHP).

### **36 CFR § 800.4 Determine Scope of Identification**

Several factors were taken into consideration to determine the scope of the Section 106 identification efforts: the magnitude and scale of the undertaking and that the majority of the work is limited to existing transportation right-of-way; previous disturbance associated with the existing transportation right-of-way; results of literature reviews and likelihood of affecting a previously documented significant cultural resource; the results of field reviews and informal consultation with the Ohio State Historic Preservation Office (OSHPO). Based on these factors, the area of potential effects (APE), as defined in 36 CFR § 800.16(d), is defined as the project footprint, including parcels where new right-of-way will be required. It is not anticipated that the undertaking will affect historic properties located off of tribal lands, which may be of religious and cultural significance. FHWA, with ODOT as their agent, formally consulted with the Ohio State Historic Preservation Office (OSHPO) regarding the scope of identification efforts warranted and the results of preliminary identification efforts. On August 6, 2009, the OSHPO concurred with the following:

- Phase I archaeological investigations are warranted at four locations: ASD-TR 391-775.70, MED-River Corners-169.70, POR-Knapp Road-107.10, and POR-Rock Springs Road-105.40.
- Phase I history/architecture investigations are not warranted. The majority of the undertaking has been designed to take place within existing transportation right-of-way.
- A Memorandum of Agreement will document measures to minimize harm due to the adverse effect of the undertaking to the seven Warren pony truss bridges, eligible for inclusion on the NRHP, at work locations: ASD-TR 150-17.30; ASD-TR 391-715.70; MED-River Corners-169.70; MED-Pawnee Road-168.7; MED-Mud Lake Road-160.20; POR-Knapp Road-107.10; and TRU-Fifth Street 85.70.
- A portion of the POR-Main Street work location is within the NR boundaries of the Kent Industrial Historic District. Temporary right-of-way within the NR boundary may be required to facilitate the undertaking. Removal or alteration of contributing features or elements will require additional consultation.

### **Results of Archaeological Investigations**

In an effort to identify the potential of impacting significant archaeological resources, a literature review was conducted by the ODOT-OES staff in July, 2009. This literature review showed no previously identified archaeological sites or previously surveyed areas within or adjacent to any of the project locations. Aerial mapping indicated that many of the project areas are within urban areas, have been disturbed by roadway or railroad construction, or are in slope. Much of the project work is also taking place within existing right-of-way limits. The majority of project areas, therefore, did not require further archaeological investigation. As noted above, in the four project locations where new right-of-way was anticipated further investigations were deemed applicable. Updated project information on these right-of-way takes and construction limits, provided August 28, 2009, eliminated the need for an archaeological investigation at the ASD-TR 150-17.30 project location. Thus, the number of locations warranting archaeological investigations dropped to three: ASD-TR 391-175.70, MED-River Corners-169.70, and POR-Knapp Road-107.10. The ODOT-OES developed a table, mapping,



and a photograph log based on this updated information to guide the necessary Phase I archaeological investigations for each of these three locations.

Fieldwork was conducted by Gray & Pape, Inc. on September 15-17, 2009 and a management summary provided on September 24, 2009. This summary, attached here, shows that a total of 22 shovel test units were dug at the project locations. Three units were excavated at ASD-TR 391-175.70, none yielding cultural artifacts. Sixteen units were excavated at MED-River Corners Road-169.70, yielding one site, 33-ME-382. The site is a lithic scatter which yielded 11 chert flakes and two pieces of fire cracked rock (FCR). It is not considered significant. Finally, three units were excavated at POR-Knapp Road-107.10, none yielding cultural artifacts. Based on findings of the management summary, no further archaeological work is recommended at these locations and no further archaeological work is required for the overall project unless the scope of work changes. The final report for the Phase I archaeological work will be sent to OSHPO for review and comment once it is completed and obtained by the ODOT.

### **36 CFR § 800.6 Resolution of Adverse Effects**

In accordance with 36 CFR § 800.6(a)(1), *Notify the Council and determine Council participation*, FHWA, with ODOT as their agent, notified the Advisory Council on Historic Preservation (Council) of the adverse effect of the undertaking. On August 25, 2009, the Council determined their participation was not warranted. The FHWA, with ODOT as their agent, sent letters to potential Section 106 Consulting Parties on August 10, 2009 with a copy of the August 6, 2009 OSHPO determinations inviting them to participate in Section 106 consultation. As of today's date, no response has been received and no one denied a request to become a Section 106 Consulting Party. On September 21 and 22, 2009, ODOT invited the Medina, Ashland, Trumbull, and Portage County Engineers to participate in the Section 106 consultation process.

A Section 106 consultation meeting is scheduled for October 14, 2009 at 9:00 AM. Participation in the consultation meeting is offered via teleconference in addition to meeting at one of the following locations: the ODOT-Central Office location at 1980 West Broad Street, Columbus, Ohio; the ODOT-District 4 Office at 2088 South Arlington Road, Akron, Ohio; and at the ODOT-District 3 Office in Ashland, Ohio. The enclosed draft Memorandum of Agreement will be discussed and appropriate mitigation measures identified. The final, executed, Memorandum of Agreement, as defined at 36 CFR 800.16(o), will formally document the terms and conditions agreed upon to resolve the adverse effects of the undertaking. FHWA, with ODOT as their agent, will ensure compliance with the terms of the executed agreement.

### **Conclusion**

On behalf of the FHWA, and in accordance with 36 CFR § 800.5(a), ODOT requests your concurrence that an "adverse effect" is applicable to the effects of the undertaking on significant cultural resources based on the following:

- No further archaeological investigations are warranted.
  - No significant archaeological sites were identified within the APE.
  - The majority of the work locations are disturbed by roadway, railway, or urban construction, or are in slope, which precludes archaeological investigation.
  - Site 33-ME-382, identified through Phase I archaeological investigation for this project, is not considered significant.
  - A final report for the Phase I archaeological investigations by Gray & Pape, Inc. will be provided to the OSHPO for final review and comment.

- No further history/architecture investigations are warranted.
  - Memorandum of Agreement will be formalized and executed documenting the agreed upon conditions and terms to resolve the adverse effects to the historic seven Warren pony truss bridges located at: ASD-TR 150-17.30; ASD-TR 391-715.70; MED-River Corners-169.70; MED-Pawnee Road-168.7; MED-Mud Lake Road-160.20; POR-Knapp Road-107.10; and TRU-Fifth Street 85.70.
- The Kent Industrial Historic District will not be adversely effected by the implementation of the POR-Main Street work location improvements.
  - Work within the National Register boundaries will be temporary in nature and will not result in the removal or alteration of contributing features or elements.
  - The OSHPO will be provided an opportunity to review and comment on detailed design for the work within the National Register boundaries of the Kent Industrial Historic District when they become available.
  - If the magnitude of the undertaking changes in association with the POR-Main Street work location, additional consultation with the OSHPO and consulting parties may be required.

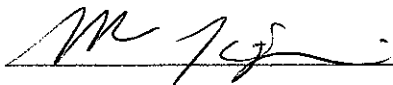
On behalf of FHWA and in accordance with 36 CFR Part 800.3(c)(4), we request your comments on the enclosed by 30 days after the receipt of this letter. If no objection is received within 30 days, in accordance with the Council's current regulations under 36 CFR Part 800.3(c)(4), the agency official may proceed as outlined herein. Please address questions or concerns to Susan Gasbarro at [susan.gasbarro@dot.state.oh.us](mailto:susan.gasbarro@dot.state.oh.us), 614-728-0719 or Megan Shaeffer at [megan.shaeffer@dot.state.oh.us](mailto:megan.shaeffer@dot.state.oh.us), 614-752-8279.

Respectfully,



Timothy M. Hill  
Administrator  
Office of Environmental Services

OHIO STATE HISTORIC PRESERVATION OFFICE CONCURRENCE:



10.5.09

(Date)

TMH:mks/sg  
Enclosure

C: Dave Snyder, FHWA, w/attachments  
Mac Vance, ODOT-District 3, w/attachments  
Ed Deley, ODOT-District 4, w/attachments  
Project File  
Reading File

Mr. Epstein  
CSX-National Gateway Corridor Improvements  
PID: 85697

-5-

September 29, 2009

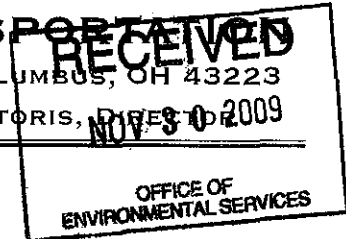


# OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

## OFFICE OF ENVIRONMENTAL SERVICES



REC'D BY OHPO NOV 13 2009

November 12, 2009

Mr. Mark Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office  
567 East Hudson Street  
Columbus, Ohio 43211

**Attn:** Nancy Campbell, ODOT Review Manager, History/Architecture  
Thomas Grooms, ODOT Review Manager, Archaeology

**Subject:** Cultural Resources Consultation

**Re:** CSX - National Gateway Corridor Improvements

**Project:** SUM-Park Street – BG 129.50

**PID:** 87316

Dear Mr. Epstein:

### Project Description

The subject undertaking is part of a multi-state initiative extending from the eastern United States ports to the Midwest as described by the enclosed documentation, "CSX Transportation, Clearance Improvement Feasibility Study between Greenwich, OH and Chambersburg, PA; Baltimore, MD; and Weldon, NC, Great Lakes, Baltimore and Florence-Divisions-New Castle, Pittsburgh, Keystone, Cumberland Terminal, Cumberland, Lurgan, Metropolitan, Capital, Old Main Line, RF&P, Richmond Terminal and North End Subdivisions, State of Ohio Projects", prepared for CSX Intermodal by DMJM Harris/AECOM, August 2008, and the map "National Gateway Clearance Improvements" prepared by AECOM, created September 4, 2007 and revised April 17, 2009. Improvements to the existing CSX Transportation, Inc. (CSXT) rail corridor will ensure the movement of double-stack, intermodal, railcars. Funding is currently available for six (6) work locations within the State of Ohio.

Previously, the undertaking was submitted to the Ohio State Historic Preservation Office (OSHP) for review and concurrence, as detailed below. Originally, it was the intent of the Federal Highway Administration (FHWA), with the Ohio Department of Transportation and the Ohio Rail Development Commission as their agent, to document the undertaking as one environmental document in compliance with the National Environmental Policy Act of 1969, as amended (NEPA). Subsequently, the FHWA, with ODOT/ORDC, has determined individual environmental documents for each work location meets the intent of the NEPA. Therefore, the proposed six work locations within the State of Ohio for the improvements to the existing CSX Transportation, Inc. (CSXT) rail corridor will be submitted to the Ohio State Historic Preservation Office (OSHP) for review and comment as individual undertakings.

### **Previous Cultural Resources Consultation**

Below is a summary of Section 106 consultation to date associated with the CSX National Gateway Improvements within the State of Ohio. The results of the previous consultation will be utilized to evaluate the affect of the six funded undertakings.

- On August 3, 2000, a formal submission was made to the Ohio State Historic Preservation Office (OSHPO) by the Federal Highway Administration (FHWA), with the Ohio Department of Transportation (ODOT) as their agent. The submission documented the results of preliminary cultural resource investigations. As a result and in accordance with 36 CFR § 800.5(a), the OSHPO concurred the proposed removal of seven bridges, eligible for inclusion on the National Register of Historic Places (NRHP), would constitute an “adverse effect”.
- On August 6, 2009, in accordance with 36 CFR § 800.6, FHWA, with ODOT-OES as their agent, notified the Advisory Council on Historic Preservation, the COUNCIL as defined in 36 CFR § 800.16(g), of the “adverse effect” of the undertaking due to the proposed removal of bridges eligible for inclusion on the NRHP.
- On August 10, 2009, ODOT-OES sent a formal invitation and the “CSX-National Gateway Corridor Improvements PID: 85697, Application to be Considered a Section 106 Consulting party for Historic Property Impacts”, to potential Section 106 Consulting Parties. The invitation included a copy of the August 6, 2009 OSHPO determination and notification of the August 19, 2009 open- house to be held at the Northeast Ohio University College of Medicine and Pharmacy located in Rootstown, Ohio. No responses have been received to date.
- On August 25, 2009, the COUNCIL, formally notified ODOT-OES that their participation in Section 106 consultation was not warranted.
- Limits of disturbance were updated at the end of August, 2009; plans available at that time showed minor new right-of-way would be required at five locations within Ashland, Medina, Portage, and Trumbull Counties: ASD-TR391-175.70; MED-River Corners Road-169.70; POR-Knapp Road-107.10; POR-Rock Springs Road-105.40; TRU-Fifth Street-85.70. Subsequently, additional field and literature reviews were conducted.
- On September 24, 2009, ODOT received a management summary for the archaeological investigations carried out by Gray & Pape, Inc. This summary, titled *Phase I Archaeological Survey for the CSX-National Gateway Corridor Improvements in Ashland, Medina, and Portage Counties, Ohio (PID 85697) (2009)* recommended that no further work was necessary at the ASD-TR391-175.70; MED-River Corners Road-169.70; POR-Knapp Road-107.10; and POR-Rock Springs Road locations based on the limits of disturbance at those locations at that time.
- In the September 29, 2009 submission to the OSHPO, titled *Compliance of Section 106 of the National Historic Preservation Act of 1966 (NHPA)*, ODOT determined that the appropriate finding for the undertaking, in accordance with 36 CFR § 800.5(a), was an “adverse effect.” The OSHPO concurred with this finding on October 5, 2009.

- On October 6, 2009, updated plans were again received by ODOT-OES. A joint field review was conducted with members of the ODOT-OES cultural resource staff and the OSHPO on October 9, 2009. The field review was initiated to determine the level of cultural resources investigations warranted for areas of new right-of-way and areas where the APE was expanded. Consultation in regard to the results of these investigations was not initiated due to the pending receipt of additional modifications (received October 28, 2009).
- On October 13, 2009, a Section 106 consultation meeting was held with agency officials and consulting parties to discuss the draft Memorandum of Agreement documenting proposed measures to mitigate the “adverse effect” of the undertaking.
- Updated plans were received by ODOT-OES on October 28, 2009.
- On November 3, 2009, the draft Memorandum of Agreement was circulated to the Federal Highway Administration-Ohio Division, the Ohio Rail Development Commission, and the OSHPO by ODOT for final review based on the results of additional consultation.
- On November 11, 2009, the undertaking was revised and broken into six undertakings due to available funding. Revised Section 106 consultation was initiated.

#### **SUM-Park Street – BG 129.50**

The Park Street Bridge (SFN 7762836) is located in the City of Akron, approximately 350 feet south of East Market Street to 1150 feet north of Perkins Street. The City of Akron has requested the obstruction be removed. Work will be performed within existing transportation right-of-way. The proposed work at this location was submitted to the OSHPO on August 3, 2009 as discussed above. No further work was recommended as the work at this location would not affect a significant cultural resource.

The bridge (SFN 776286), a steel stringer constructed in 1933, was determined not eligible for inclusion on the National Register of Historic Places (NRHP) as a result of ODOT’s current historic bridge update and evaluation. A copy of the “Historic Inventory Report” for the bridge is included documenting the results of the survey. Steel stringers continue to be constructed today. Ohio’s technologically significant examples date to the early period of use and development in the late 19<sup>th</sup> century and standardization during the first decades of the 20<sup>th</sup> century. Approximately 80 surviving examples are documented to predate 1921 in Ohio.

The literature review identified previously documented cultural resources in the vicinity of the improvement, outside of the Area of Potential Effects (APE). The existing transportation right-of-way has been disturbed by urban development and rail and roadway construction. Based on the results of previous consultation, literature and field investigations, and the magnitude of the undertaking, no further cultural resource investigations are required.

Mr. Epstein  
SUM-Park Street – BG 129.50  
PID 87316

-4-

November 12, 2009

**Conclusion**

In accordance with the Advisory Council on Historic Preservation's current regulations and 36 CFR § 800.4(d)(1), we request concurrence with the following:

- 1) In accordance with 36 CFR § 800.4(d)(1), a finding of "no historic properties affected" is applicable to the undertaking, SUM-Park Street – BG 129.50, PID 87316.
- 2) No known significant cultural resources will be affected by the undertaking.

On behalf of FHWA and in accordance with 36 CFR Part 800.3(c)(4), we request your comments on the enclosed by 30 days after the receipt of this letter. If no objection is received within 30 days, in accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR Part 800.3(c)(4), archaeological and history/architecture coordination may proceed as outlined herein. Please address questions or concerns to Susan Gasbarro at [susan.gasbarro@dot.state.oh.us](mailto:susan.gasbarro@dot.state.oh.us), 614-728-0719 or Megan Shaeffer at [megan.shaeffer@dot.state.oh.us](mailto:megan.shaeffer@dot.state.oh.us), 614-752-8279.

Respectfully,



Timothy M. Hill  
Administrator  
Office of Environmental Services

OHIO STATE HISTORIC PRESERVATION OFFICE CONCURRENCE:

Nancy H. Campbell

November 24, 2009

(Date)

TMH:mks/sg

C: FHWA, w/attachments  
ORDC, w/attachments  
ODOT-District 3, w/attachments  
ODOT-District 4, w/attachments  
Project File, w/attachments  
Reading File



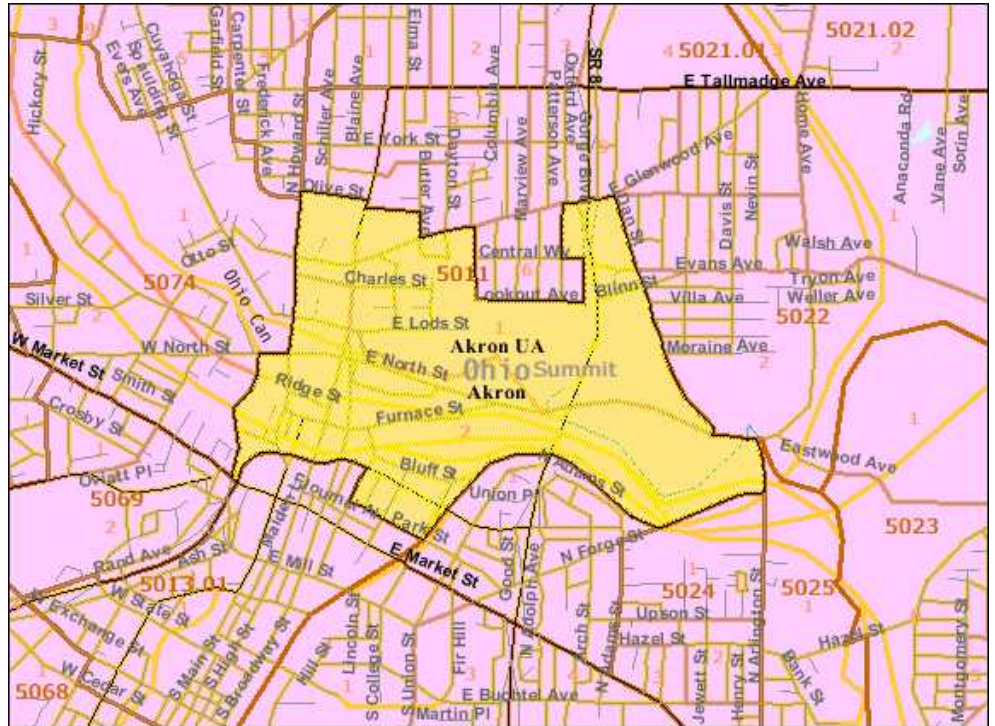
ARCADIS

**Appendix M**

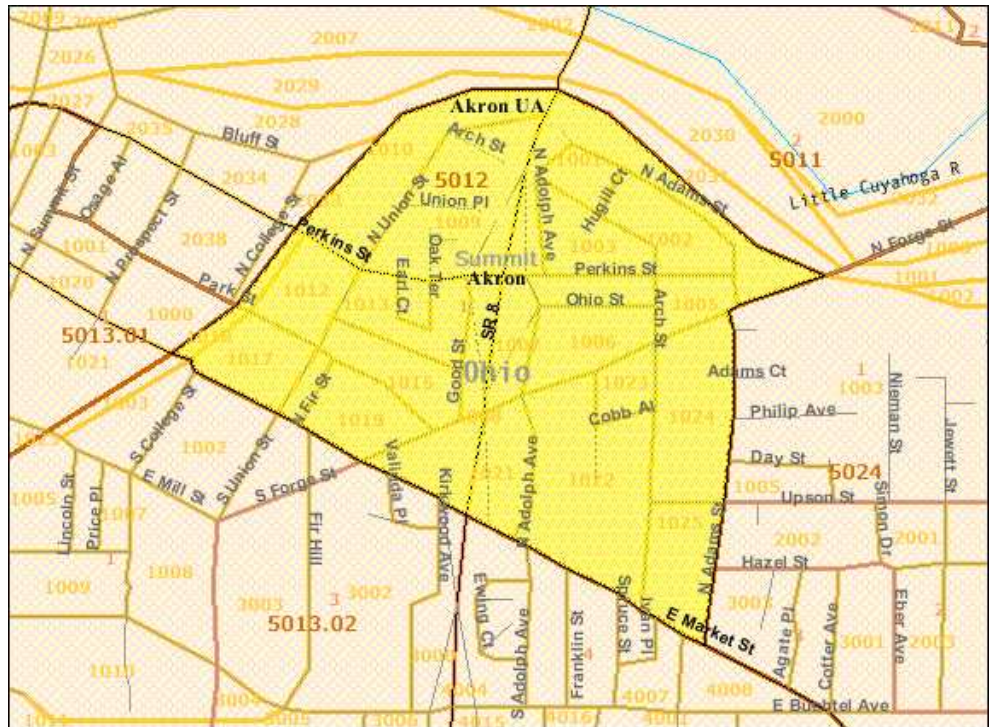
United States Census Data

# U.S. Census Bureau

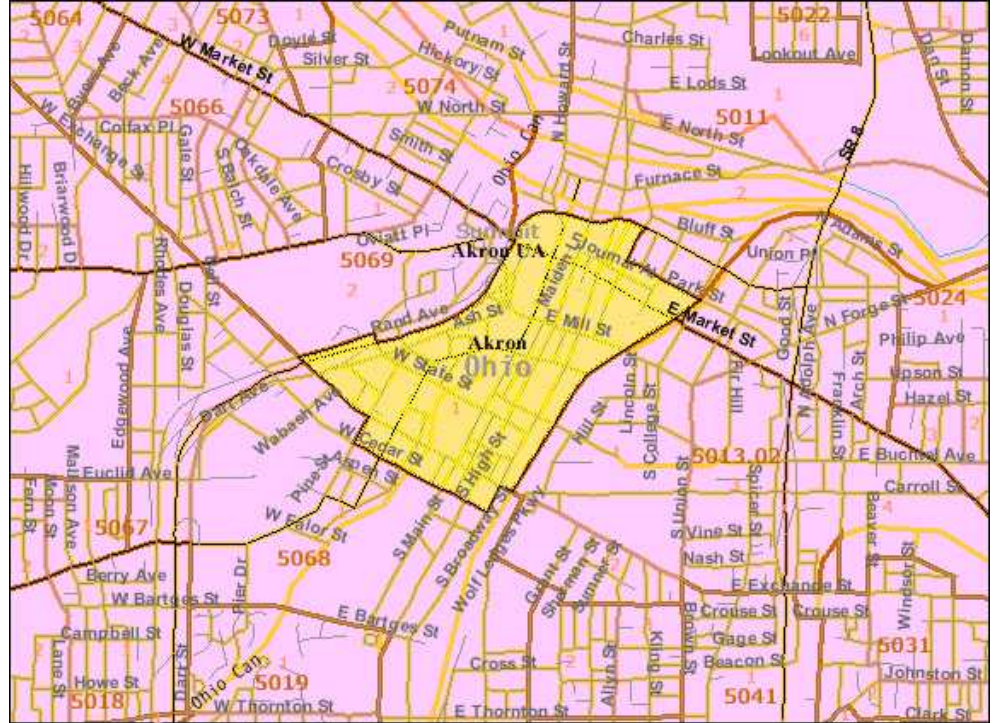
## Census Tract 5011, Summit County, Ohio



## Census Tract 5012, Summit County, Ohio



**Census Tract 5013.01, Summit County, Ohio**



| Population | Total of Census Tracts 5011, 5012 and 5013.01, Summit County, Ohio |
|------------|--|
| Total      | 3,339  |

| Race (Individual, 100% Data)  | Census Tracts Total, Summit County, Ohio | Percentage |
|---|--|------------|
| Minority (Black or African American, American Indian and Alaskan Native, Asian, Native Hawaiian, Other Pacific Islander, Other Race or Two or more races) | 1,594                                    | 47.7%      |

| Poverty Status (Individual, Sample Data) | Census Tracts Total, Summit County, Ohio | Percentage |
|--|--|------------|
| Income in 1999 below poverty level:      | 1,303                                    | 39.0%      |

U.S. Census Bureau  
Census 2000

ARCADIS

**Appendix N**

Public Involvement

ARCADIS

**District 4 Public Information**





Gary Sease  
500 Water Street  
Jacksonville, Florida 32202  
Gary\_Sease@CSX.com

August 17, 2009

RE: Open House Public Involvement Meeting, National Gateway, ODOT District 4 Rail Infrastructure Enhancements

Dear Resident:

The Ohio Department of Transportation (ODOT) and CSX Transportation, Inc. (CSXT) are hosting a public open house to discuss the National Gateway clearance projects. This initiative involves bridge replacements and track lowerings along CSXT's railroad between Sullivan and Youngstown, Ohio to obtain necessary overhead clearance required to allow more efficient and environmentally beneficial double-stack trains to pass. The following clearance projects are planned to occur in the following counties:

---

**Mahoning County**

**Youngstown**

- Remove portions of the abandoned railroad bridge located between North West Avenue and the Mahoning River

---

**Portage County**

**Kent**

- Construct a rail interlocking at CSXT Milepost BG 120
- Lower CSXT rail at Wheeling & Lake Erie Railroad Bridge and Main Street Bridge
- Raise the Portage County Hike and Bike Path as well as Akron Canton Barberton Cluster Railroad Bridge

**Ravenna**

- Lower tracks at Norfolk Southern Railroad Bridge
- Replace bridge at Knapp Road

**Newton Falls**

- Replace bridge at Rock Springs Road
- Construct a rail interlocking at CSXT Milepost BG 103.90

## Summit County

### Akron

- Lower tracks at Thornton Street and the University of Akron Overhead Walkway
- Permanently remove bridge at Park Street

## Trumbull County

### Niles

- Replace bridge at Fifth Street

This letter is to inform you that an Open House Public Involvement Meeting will be held on **Wednesday, August 19, 2009 from 4:30 p.m. to 7:30 p.m.** at the Northeast Ohio University College of Medicine and Pharmacy located at 4209 Sate Route 44, Rootstown, Ohio 44272. No formal presentation will be made during this open house public involvement meeting.

The purpose of this meeting is to discuss the proposed improvement project and its benefits with the general public, residents, business and property owners and public officials and to solicit public comments regarding the proposed improvement and their social, economic, and environmental impacts. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), information regarding the presence of any known cultural resources in the vicinity of the project is also requested. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

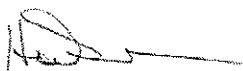
Representatives from the ODOT, CSXT and consulting engineers will be present to discuss the proposed project, right-of-way acquisition process, environmental considerations, as well as address any questions and concerns that you may have regarding this proposed transportation improvement project. The project is scheduled for construction in 2010. Detailed closure and detour information will be available at the meeting.

This public involvement is an opportunity to provide your comments. Therefore, your attendance at this meeting is greatly encouraged. Written comments may also be submitted by September 3, 2009, to the attention of:

Hadley Stamm  
ARCADIS  
284 Cramer Creek Court  
Dublin, Ohio 43017

If you have questions or need additional information, please contact Rusty Orben at 614-242-3935 or by electronic mail at [Rusty\\_Orben@csx.com](mailto:Rusty_Orben@csx.com). We sincerely appreciate your assistance.

Respectfully,

 for

Gary Sease  
Corporate Communications  
CSX Transportation, Inc.



**Submitted to:**

| Title   |
|---|
| County Commissioner                                       |
| Sherriff  |
| Portage County Engineer Kent                              |
| Service Director Ravenna                                  |
| Township Trustees   |
| Portage Park District                                     |
| West Branch State Park                                    |
| Portage County Sherriff Department                        |
| Director Portage County regional Planning Commission      |
| District Coordinator Portage County Soil & Water District |
| Ravenna Patrol Post                                       |
| Director Portage County EMA                               |
| Superintendent Portage County Educational Service Center  |
| Superintendent Maplewood Career Center                    |
| Akron Police Department                                   |
| Akron Fire Department                                     |
| Kent Police Department                                    |
| Kent Fire Department                                      |
| Ravenna Fire Department                                   |
| Ravenna Police Dept.                                      |
| Newton Falls Police Dept.                                 |
| Newton Falls Fire Dept.                                   |
| Niles Fire Department                                     |
| Niles Police Department                                   |
| Youngstown Police Department                              |
| Youngstown Fire Department                                |
| Summit County Historical Society                          |
| Kent Historical Society                                   |
| Cuyahoga Falls Historical Society                         |
| Stow Historical Society                                   |
| Portage County Historical Society                         |
| Franklin Area Historical Society                          |
| Randolph Historical Society                               |
| Kent Historical Society                                   |
| Niles Historical Society                                  |
| Trumbull County Historical Society                        |
| Mahoning Valley Historical Society                        |
| Western Reserve Historical Society                        |
| Ohio Bridge Association David Simmons                     |
| Ohio State Historical Society Mark Epstein                |
| FHWA Liason Advisory Council on Historic Preservation     |
| FHWA Dave Snyder Environmental Project Manager            |
| Summit County Executive                                   |

|   |
|---|
| Summit County Council   |
| Summit County Sherriff  |
| Mayor   |
| Clerk   |
| Director  |
| Summit County Engineer  |
| Director of Public Service  |
| Physical Facilities Operations Center   |
| Transportation Planning Administrator, Akron Metropolitan Area Transportation Study |
| Superintendent Mahoning County Educational Service Center                           |
| Canfield Patrol Post  |
| 59th District   |
| 28th District   |
| 43rd District State Representative  |
| 68th District State Representative  |
| State Representative  |
| State Senator   |
| Mayor   |
| Kent Planning Commission  |
| Superintendent of Engineering Kent  |
| Administrator   |
| General Manager Portage Area Transportation Authority (PARTA)                       |
| City Manager  |
| Department Head Streets Dept. Niles   |
| County Commissioner   |
| Sherriff  |
| Portage County Engineer Kent  |
| Service Director Ravenna  |
| Township Trustees   |
| Portage Park District   |
| West Branch State Park  |
| Portage County Sherriff Department  |
| Director Portage County regional Planning Commission                                |
| District Coordinator Portage County Soil & Water District                           |
| Ravenna Patrol Post   |
| Director Portage County EMA   |
| Superintendent Portage County Educational Service Center                            |
| Superintendent Maplewood Career Center  |
| Fire Chief Edinburg Township  |
| Chairperson Edinburg Township   |
| Vice-Chairperson Edinburg Township  |
| Trustee Edinburg Township   |
| Fiscal Officer Edinburg Township  |
| Road Supervisor Edinburg Township   |
| Townhall Manager  |
| Trumbull County Engineer  |

|   |
|---|
| County Commissioner   |
| County Sherriff   |
| Chairman  |
| 6th District, U.S. House of Representatives                           |
| Mahoning County Engineer  |
| Deputy Director of Public Works                                       |
| Mahoning County Commissioner  |
| Mahoning County Sherriff  |
| Mahoning County Planning  |
| Mahoning County Engineer  |
| Executive Director Mahoning County Planning Commission                |
| Executive Director Western Reserve Transit Authority                  |
| Director Mahoning County Emergency Management & Communications Agency |
| ODOT hand delivered letters to homes close to obstructions            |

**Media Advisory: Public Meeting for National Gateway Clearance Projects in Mahoning, Portage, Summit and Trumbull Counties**

DATE: Wednesday, August 19, 2009

TIME: 4:30 p.m. to 7:30 p.m. (Open House Format)

LOCATION: Northeast Ohio University College of Medicine & Pharmacy located at 4209 State Route 44, Rootstown, Ohio 44272

The Ohio Department of Transportation (ODOT) and CSX Transportation, Inc. (CSXT) will host a public open house to discuss the National Gateway rail infrastructure enhancements.

The initiative involves bridge replacements and track lowerings along CSXT's railroad between Sullivan and Youngstown, Ohio to obtain necessary vertical clearance required to allow more efficient and environmentally beneficial double-stack trains to pass. The following clearance projects are planned to occur in the following counties and require the following work:

**Mahoning County**

**Youngstown**

- Remove portions of the abandoned railroad bridge located between North West Avenue and the Mahoning River

**Portage County**

**Kent**

- Construct a rail interlocking at CSXT Milepost BG 120
- Lower CSXT rail at Wheeling & Lake Erie Railroad Bridge, and Main Street Bridge
- Raise the Portage County Hike and Bike Path as well as Akron Canton Barberton Cluster Railroad Bridge

**Ravenna**

- Lower tracks at Norfolk Southern Railroad Bridge
- Replace bridge at Knapp Road

**Newton Falls**

- Replace bridge at Rock Springs Road
- Construct a rail interlocking at CSXT Milepost BG 103.90

**Summit County**

**Akron**

- Lower tracks at Thornton Street and the University of Akron Overhead Walkway
- Permanently remove bridge at Park Street

**Trumbull County**

**Niles**

- Replace bridge at Fifth Street

The purpose of this meeting is to present and discuss the proposed improvement project with the general public, residents, business and property owners and public officials and to solicit public comments regarding the proposed improvement and its social, economic, and environmental impacts. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), information regarding the presence of any known cultural resources in the vicinity of the project is also requested. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts.

Representatives from the ODOT, CSXT and consulting engineers will be present to discuss the proposed project, right-of-way acquisition process, environmental considerations as well as address any questions and concerns that you may have regarding this proposed transportation improvement project. The project is scheduled for construction in 2010. Detailed closure and detour information will be available at the public meeting.

Written comments may be submitted by September 3, 2009 to the attention of:

Hadley Stamm  
ARCADIS  
284 Cramer Creek Court  
Dublin, Ohio 43017

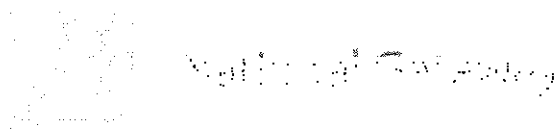
**Media Contacts:**

Bob Sullivan  
CSX Transportation, Inc.  
1-877-835-5279  
Robert\_Sullivan@csx.com

Margaret Williams  
APCO Worldwide  
312-368-7532  
mwilliams@apcoworldwide.com

Media Advisory Submitted to:

| Outlet                              | Location         | Contact             | Title                    | Phone          | Email  |
|-------------------------------------|------------------|---------------------|--------------------------|----------------|--|
| <b>PRINT</b>                        |                  |                     |                          |                |  |
| The Beacon-Journal                  | Akron            | Larry Pantages      | Business editor          | (330) 996-3810 | <a href="mailto:lpantages@thebeaconjournal.com">lpantages@thebeaconjournal.com</a>                 |
| The Plain Dealer                    | Cleveland        | Robert Schoenberger | Transportation Reporter  | (216) 999-4059 | <a href="mailto:rschoenb@plaind.com">rschoenb@plaind.com</a>                                       |
| The Plain Dealer                    | Cleveland        | Karen Farkas        | Transportation Reporter  | (216) 999-5079 | <a href="mailto:kfarkas@plaind.com">kfarkas@plaind.com</a>   |
| The Record-Courier                  | Ravenna          | Roger DiPaolo       | Editor                   | (330) 296-2698 | <a href="mailto:rdipaolo@recordpub.com">rdipaolo@recordpub.com</a>                                 |
| The Vindicator                      | Youngstown       | Rick Logan          | News editor              | (330) 747-6712 | <a href="mailto:logan@vindy.com">logan@vindy.com</a>   |
| The Review                          | Youngstown/Niles | David Grimes        | Community News reporter  | (330) 385-4545 | <a href="mailto:dgrimes@reviewonline.com">dgrimes@reviewonline.com</a>                             |
| The Review                          | Youngstown/Niles | Jen Matsick         | Community News reporter  | (330) 385-4545 | <a href="mailto:jmatsick@reviewonline.com">jmatsick@reviewonline.com</a>                           |
| The Review                          | Youngstown/Niles | Michael McElwain    | Community News reporter  | (330) 385-4545 | <a href="mailto:mmcelwain@reviewonline.com">mmcelwain@reviewonline.com</a>                         |
| The Tribune Chronicle               | Youngstown/Niles | Bob Coupland        | Community news editor    | (330) 841-1783 | <a href="mailto:bcoupland@tribtoday.com">bcoupland@tribtoday.com</a>                               |
| <b>TV</b>                           |                  |                     |                          |                |  |
| WJW-TV                              | Cleveland        | Rick Wolcott        | News Assignment Editor   | (216) 432-4256 | <a href="mailto:rick.wolcott@channel8wjw.com">rick.wolcott@channel8wjw.com</a>                     |
| WKYC-TV                             | Cleveland        | Lisa Lowry          | News Assignment Editor   | (216) 344-3300 | <a href="mailto:lloery@wkyc.com">lloery@wkyc.com</a>   |
| WOIO-TV                             | Cleveland        | Elise Cartmill      | News Assignment Editor   | (216) 367-7300 | <a href="mailto:ecartmill@woio.com">ecartmill@woio.com</a>   |
| WOIO-TV                             | Cleveland        | Julia Tullos        | News Assignment Editor   | (216) 367-7319 | <a href="mailto:jtullos@woio.com">jtullos@woio.com</a>   |
| WBNS-TV (CBS)                       | Newton Falls     | Matt Eiselstein     | News assignment manager  | (614) 460-3950 | <a href="mailto:matt.eiselstein@10tv.com">matt.eiselstein@10tv.com</a>                             |
| WKBN (CBS)/WYTV<br>(ABC)/WYFX (FOX) | Youngstown       | Gary Coursen        | News director            | (330) 781-7092 | <a href="mailto:gcoursen@wkbn.com">gcoursen@wkbn.com</a>   |
| WFMJ (NBC)                          | Youngstown       | Mollie McGovern     | News assignment director | (330) 744-8821 | <a href="mailto:wfmjnews@gmail.com">wfmjnews@gmail.com</a>   |
| WNEO TV 45 (PBS)                    | Youngstown/Kent  | Duilio Mariola      | News Assignment producer | (330) 678-0688 | <a href="mailto:dmariola@westernreservepublicmedia.org">dmariola@westernreservepublicmedia.org</a> |



## Sign In Sheet

**National Gateway Initiative Clearance Projects Public Meeting August 19, 2009**

| Name            | Address                                  | Email                        | Phone Number |
|-----------------|--|------------------------------|--------------|
| Justin Chesic   | 2088 S. Arlington Rd<br>Akron, Ohio      | Justin.Chesic@akron.ohio.gov | 330 786-2208 |
| Eric Cetti      | ODOT D.4                                 |                              |              |
| Edward L. Boles | 7880 Newton Falls Rd, Rav.               |                              | 330-296-5376 |
| Rick Gross      | 1316 Knapp Rd<br>Franklin Township, Ohio |                              | 330-297-0137 |
| Keith Benjamin  | 218 Gough Ave<br>Kent                    | KBENJAMIN@kent-ohio.org      |              |
| Chris Radini    | 5425 BRIGHT-BALWIN<br>NEWTON FALLS, OHIO | CIVITAR44@YAHOO.COM          |              |
| John Idone      | 497 Middlebury Rd<br>Kent OH 44240       | idone@kent-ohio.org          | 330-673-8897 |
| DAN STANKOVICH  | 3023 SANDY LAKE RD<br>RAVENNA OHIO 44266 |                              | 330-836-9111 |
| Mike Sever      | Record-Carrier                           | msever@recordpub.com         | 330-296-9657 |
|                 |  |                              |              |



## Sign In Sheet

National Gateway Initiative Clearance Projects Public Meeting August 19, 2009

| Name             | Address                                    | Email                                 | Phone Number    |
|------------------|--|---------------------------------------|-----------------|
| Joe Paradise     | 538 E. South St.<br>Akron, Oh              | jparadise @<br>Summitengineer-<br>net | 330-643<br>8105 |
| Jim Rykaczki     | 4475 Lynn<br>Ravenna Ohio                  | JRykaczki@<br>ad.com                  | 330-297-1431    |
| BILL<br>SPALDING | 517 WOODS BEND<br>CIRCLE                   |                                       | 330-784-1629    |
| MARK<br>BOWEN    | 530 FREEDOM                                |                                       | 330<br>296-5666 |
| Jim<br>Bowling   | 930 Overholt Rd<br>Kent, OH 44240          | BowlingJ@Kent-<br>chiro.org           | 330-678-8106    |
| Richard<br>Pauls | 6336 NEWTON FALLS RD,<br>RAVENNA, OH 44264 |                                       | 330-227-2028    |
|                  |  |                                       |                 |
|                  |  |                                       |                 |
|                  |  |                                       |                 |
|                  |  |                                       |                 |

## STATE/LOCAL

## PORTAGE COUNTY

# Railroad to replace bridges

## CSX also to lower tracks as part of multi-state project

By Mike Sever  
Record-Courier staff writer

CSX Railroad Inc. plans to replace two bridges in Charlestown and lower tracks at several other places between there and Kent, part of a multi-state project the railroad is undertaking to increase its carrying capacity.

It is just a small part of the National Gateway, an \$842 million project to allow double-stack trains along the track from Wilmington, S.C., to Cincinnati. Of that total, CSX is paying \$393 million and \$258 million is from federal stimulus funds.

Double-stacking trains consists of putting two freight containers on each car, one atop the other like blocks. It expands the railroad's carrying capacity without increasing traffic. It also reduces truck traffic and wear and tear on highways, said Robert Sullivan, a CSX spokesman.

In Portage, CSX plans to replace the

Rock Spring Road and Knapp Road bridges in Charlestown.

The Rock Spring Road bridge is a main access point from S.R. 5 for the West Branch State Park and Michael J. Kirwan Dam and Reservoir. Replacing it has been a goal of Portage County Engineer Michael Marozzi for several years. The century-old, humpbacked wood-truss span is one of the oldest in the county. It has been closed several times for repairs in recent years, causing lengthy detours and headaches for local residents.

Marozzi said CSX has asked to use the \$500,000 congressional earmark by Rep. Tim Ryan for the Rock Spring Road bridge. The estimated cost is about \$900,000, Marozzi said.

Once completed to modern standards, the two new bridges would be turned over to the county engineer. Detours would be needed during the six months construction for each of the bridges.

Plans are also to lower the existing track bed at several places between Ravenna and Kent where there are overhead obstructions. The track bed would be lowered between 8 to 18 inches to provide clearance for double-stack trains. No detours would be needed.

In Ravenna, the track would be lowered about 18 inches from just east of Diamond Street toward Chestnut Street, to provide clearance under a Norfolk Southern Railroad bridge.

In Kent, the Portage Hike and Bike Trail and the Akron-Barberton Cluster Railroad bridge would be raised over the CSX tracks. And CSX rails would be lowered at the Wheeling & Lake Erie Railroad and Main Street bridges.

CSX and ODOT sponsored a sparsely-attended open house Wednesday at NEOUCOM to explain the project.

CSX is emphasizing the environmental and economic benefits of the gateway project.

The Akron Beacon Journal ran the following piece. Based on our records, just this publication and the Record Courier have written about the projects.

**CSX prepares bridge, track projects**  
**The Akron Beacon Journal (OH)**  
**By Rick Armon**  
**August 22, 2009**

CSX Transportation Inc. will raise and remove bridges, and lower railroad tracks throughout Northeast Ohio starting next year as part of its \$840 million National Gateway plan.

The local work includes removing the Park Street bridge in Akron, replacing the Knapp Road bridge in Ravenna and raising the Portage County Hike & Bike Trail in Kent.

The overall project is designed to improve container shipping between mid-Atlantic ports and the Midwest.

The work in Northeast Ohio will provide more bridge clearance so the railroad can carry double-stack trains — a move that will help take trucks off the highways, saving fuel and shipping costs, CSX said.

"We think it's an exciting project and one that will provide many benefits for Ohio and indeed the American economy," CSX spokesman Bob Sullivan said. He estimated that the railroad company, and the state and federal governments are spending \$235 million in Ohio.

As part of the project, CSX started construction earlier this year on the Northwest Ohio Intermodal Terminal, a \$175 million rail facility in Wood County south of Bowling Green.

CSX and the Ohio Department of Transportation District 4 hosted an open house last week in Rootstown Township to update the public about the local projects. Officials said they don't expect any major impact on local residents.

The local projects are:

**Akron:** Lower the tracks at Thornton Street and the University of Akron overhead walkway; and remove the bridge at Park Street.

"We're supportive of the work," Akron Service Director Richard Merolla said. "The Park Street bridge needed to come down anyway. I don't think anybody will miss it."

**Harrisville Township:** The tentative plan is to remove the Pawnee Road bridge and replace the Rivers Corners Road bridge.

**Kent:** Lower the tracks at the Wheeling & Lake Erie railroad bridge and Main Street bridge; and raise the Portage County Hike & Bike Trail and ABC railroad bridge.

**Ravenna:** Lower the tracks at Norfolk Southern railroad bridge; replace the Knapp Road bridge.  
**Westfield Township:** Replace the Mud Lake Road bridge.

The work will begin next year and continue for three years, officials said. Specific construction dates have not been set, they said.

ARCADIS

**Akron Public Information**

**Meeting Notes**  
**National Gateway Vertical Clearance Improvements Initiative**  
*Distribution Date: September 25, 2009*

**Meeting:** Introduction Meeting  
**Date:** Wednesday, September 23, 2009  
**Location:** University of Akron, 100 Lincoln Street, Akron, OH  
**Time:** 4:30PM

Attendees:

| Name          | Company        | Telephone    | E-mail   |
|---------------|----------------|--------------|--|
| Sean Markey   | AECOM          | 215.966.4882 | <a href="mailto:sean.markey@aecom.com">sean.markey@aecom.com</a> |
| Michael Hoey  | CSXT           | 215.891.5520 | <a href="mailto:michael_hoey@csx.com">michael_hoey@csx.com</a>   |
| David Pierson | Univ. of Akron | 330.972.6297 | <a href="mailto:djparch@uakron.edu">djparch@uakron.edu</a>       |

#### I. Introductions

- A. Attendees introduced themselves and their respective roles.
- i. M. Hoey – CSX Project Manager – National Gateway
  - ii. S. Markey – AECOM Project Manager – National Gateway
  - iii. D. Pierson – Assistant Vice President – Capital Planning & Facilities Management University of Akron.

#### II. National Gateway Overview

- A. M. Hoey provided an overview of the National Gateway Initiative.

#### III. BG-130.13 – Pedestrian Bridge (University of Akron – “Transportation Bridge”)

- A. S. Markey outlined the intended work to lower one track below the “Transportation Bridge”. Work would include the removal of the passenger platform in its entirety. No changes to the bridge would be made and the work would be contained to the track lowering and platform removal. Further developed plans and the construction package will be coordinated with the University as the project becomes closer to construction.

#### IV. Project Questions / Comments - University

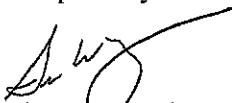
- A. Performing Arts Center – Will the project operation be louder than a regular construction site. CSX replied no, it would be normal construction noise. The Performing Arts Center is located approximately 1 ½ blocks from the track lowering site.
- B. University takes no exception to the work that is intended to be performed at this location.

**V. Other Items**

- A. Data Communication Relocation Project – Mill Street: The University is in the process of temporary relocation of a data communication cable that will be aerial over the tracks during the Mill Street Bridge Replacement Project. Permits have been executed by the University and are in for CSX execution. The University has been dealing with CSX's C. Meyers through the process.
- B. Safety Presentations – University is pleased with the safety presentations that T. Ludban has been performing with regard to safety around the railroad.
- C. Light Rail Line Potential – University inquired regarding a potential plan for Light Rail along the CSX Right-of-Way in the area of the former station. CSX will have R. Orben get in contact with University to discuss any particulars that they are aware of.

The above memorializes the meeting held with the University of Akron. Should any questions please either e-mail [sean.markey@aecom.com](mailto:sean.markey@aecom.com) or call at 215.966.4882.

Prepared by:



Sean W. Markey, P.E.  
Sr. Project Manager – Freight Rail

ARCADIS

**Appendix O**

Hazardous Materials and  
Regulated Substances





OHIO DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION  
Office of Environmental Services

**TO:** John Hart, District 3 Deputy Director  
Eric Czetli, District 4 Deputy Director  
**Attn:** Mac Vance, District 3  
Ed Deley, District 4

**DATE:** November 12, 2009

**FROM:** Timothy M. Hill, Administrator, Office of Environmental Services

**SUBJECT:** Environmental Site Assessment Screening

**PROJECT:** STW – CSX Doublestack

**PID:** 85697

---

This office has reviewed the Environmental Site Assessment (ESA) Screening for the above referenced projects which was produced by Arcadis.

Base on the information provided, no further environmental site assessment or special material management is warranted except for the areas noted below.

POR – W&LE Railroad Bridge, Kent, BG118.20, Lower Track – An adjacent site, located at 800 Mogadore Road, has a documented release of chlorinated solvents in the groundwater which has migrated onto the project. Since the groundwater in this location has been documented at 5 feet below surface level and the tracks will be lowered 1.5 feet, there is a potential that the contaminated groundwater will be encountered during the construction of the project. Therefore, a contaminated groundwater plan note will be developed and placed in the construction plans. In addition, stained soils were noted on the industrial track/rail spur in this location. Three (3) composite samples will be collected from the subballast of the stained area and analyzed for semi-volatile organic compounds (semi-VOCs) as per Method 8270, total RCRA metals and a full carbon scan.

POR – Abandoned Railroad Bridge, Kent, BG115.80, ABCR, Kent, BG115.67, Bridge Superstructure Raising – Stained soils were noted along the ABCR track. Five (5) composite samples will be collected from the subballast of the stained area and analyzed for semi-VOCs as per Method 8270, total RCRA metals and a full carbon scan.

POR – Knapp Road, Ravenna, BG107.10, Bridge Replacement – Several 5-gallon buckets of material were noted in the project area, however, there was no evidence of a release from them. These materials will be removed and properly disposed during the clearing and grubbing for the project.

If you have any questions or concerns, please contact Juliet Denniss, Environmental Supervisor, at (614) 466-7942.

TMH:jdd

c: Heather McColeman, TIGER Team, Carmen Steman, OES, File w/attachment, Reading File

ARCADIS

**Appendix P**

Agency Coordination

From [Karen.Hallberg@fws.gov](mailto:Karen.Hallberg@fws.gov)

12/03/2009 11:52 AM

To [Megan.Michael@dot.state.oh.us](mailto:Megan.Michael@dot.state.oh.us)

cc [Bill.Cody@dot.state.oh.us](mailto:Bill.Cody@dot.state.oh.us)

Subject POR-Complete Interlocking (PID 87649), SUM-Park Street (PID 87316)

Megan,

This email is in response to your request for review of the two subject **stimulus projects** in accordance with the Fish and Wildlife Coordination Act and Federal Endangered Species Act (ESA). Please note that ODOT has determined that these projects will have *no effect* on any federally endangered, threatened, or candidate species. Therefore, consultation under section 7(a)(2) of the ESA is not required.

Should, during the term of these actions, additional information on listed or proposed species or their critical habitat become available, or if new information reveals effects of the actions that were not previously considered, consultation with the Service should be reinitiated to assess whether the determinations are still valid.

Thank you,  
Karen

---

Karen I. Hallberg  
Fish and Wildlife Biologist (Transportation Liaison)  
U.S. Fish & Wildlife Service  
\*\*\*PLEASE NOTE NEW ADDRESS AND PHONE\*\*\*  
4625 Morse Road, Suite 104  
Columbus, OH 43230  
Phone: (614) 416-8993 ext. 23  
FAX: (614) 416-8994

# OHIO DEPARTMENT OF TRANSPORTATION



District 4, 2088 South Arlington Road, Akron, Ohio 44306

(330) 786-3100 - (800) 603-1054  
<http://www.dot.state.oh.us>

Ted Strickland, Governor

Jolene M. Molitoris, Director

Eric M. Czelli  
District Deputy Director

May 21, 2010

Erin Curtis, PE  
ARCADIS  
520 South Main Street, Suite 2400  
Akron, Ohio 44311

Re: POR-Crain Ave Bridge (PID: 18466)

Dear Ms. Curtis:

The programmatic Categorical Exclusion document provided for this project has been independently evaluated by the Ohio Department of Transportation (ODOT), District 4 Environmental Section and determined to adequately and accurately discuss the purpose, environmental issues, and impacts of the proposed project, and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. It is therefore ODOT's determinations that this project will have no significant impact on the environment.

The ODOT District 4 Environmental Section has also determined that the project meets the conditions for a Programmatic Categorical Exclusion classification, as outlined in the current Programmatic Categorical Evaluation Agreement between ODOT and the Federal Highway Administration. The project therefore is classified as a Categorical Exclusion qualifying under 23 CFR 771.117. This type of action summarily meets the conditions for a Level 4 Programmatic Categorical Exclusion classification.

Enclosed, please find one (1) copy of the approved environmental document. Re-evaluation of the project's classification is required if the scope of the project or the degree of the environmental impact changes during further development. Should you have any questions please advise.

Respectfully,

Brian S. Peck

BSP  
Enclosure  
c: file



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Ohio Division Office  
200 North High Street  
Columbus, Ohio 43215

June 25, 2007

Director James Beasley, P.E., P.S.  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, OH 43223

In Reply Refer To:  
HEO-OH

Dear Director Beasley:

FHWA has completed a review of the categorical exclusion for POR-Crain Avenue, PID 18466, that was submitted to our office on June 5, 2007. The categorical exclusion is approved as submitted. If there are any changes to the project scope please advise us so we can verify that the categorical exclusion is still appropriate.

If you have any questions please contact Andy Blalock at 614-280-6823,

Sincerely,

For: Dennis A. Decker  
Division Administrator

**AMERICAN  
ECONOMY**



cc: AAB

File: POR 18466

Ohio Department of Transportation

County POR Route CRAIN Section \_\_\_\_\_ PID 18466 SJN \_\_\_\_\_

CATEGORICAL EXCLUSION DOCUMENT

Part I - General Project Identification, Description, and Design Information

Sponsor of the Project: Portage County, Ohio and City of Kent, Ohio ODOT District: 4
Local Name of the Facility: Crain Avenue

Program: STP, HSP & BR Funds Funding Source:  Federal  State  Local  Private

PROJECT DESCRIPTION:

County and Township: Portage County
Municipality: City of Kent

Limits of Proposed Work:
Start: \_\_\_\_\_ / \_\_\_\_\_ End: \_\_\_\_\_ / \_\_\_\_\_
Total Work Length: 0.24 mi. (S.R. 43) 0.20 mi. (Fairchild) 0.05 mi. (Gougler) 0.21 mi. (Lake/Water)
0.14 mi. (Crain)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?  Yes\*  No
If yes, when did FHWA grant a conditional approval for this project? Date: \_\_\_\_\_

\*If yes, for CE 2 or CE 3 projects a copy of the approved document must be submitted to FHWA with a request with for final approval of the IMS/IJS.

The proposed project activity consists of improvements to the intersections of Crain Avenue/ Lake Street/ N. Water Street and S.R. 43 (N. Mantua St./ Fairchild Avenue. The project area involves the relocation of structure KNT-CRAIN-0197 and includes work on Fairchild Avenue, S.R. 43 (N. Mantua St.), S.R. 43 (Gougler Avenue), N. Water Street, Lake Street and Crain Avenue.
The project is located in Portage County, Ohio in the City of Kent. The project study area is located in the north-central part of the City approximately 0.4 miles from the central business district of Kent. The terrain is generally rolling with the Cuyahoga River being the predominant topographic feature affecting the site. The approaches to the existing bridge generally follow the terrain but the bridge spanning the river and railroad tracks also spans some very steep natural sandstone ledges.
The existing bridge KNT-CRAIN-0197 (SFN 6737390) connecting Crain Avenue and S.R. 43 over the Cuyahoga River and CSX Railroad will be converted to a utility/pedestrian bridge. A new roadway bridge, able to accommodate four lanes of traffic, will be constructed to the south of the existing bridge and connect the S.R. 43 (N. Mantua St./ Fairchild Avenue intersection to N. Water Street.
The S.R. 43 (N. Mantua St./ Fairchild Avenue intersection will be modified to accommodate access lanes to and from the new bridge. A thru lane will be added to Fairchild Avenue for access to the new bridge. S.R. 43 (Gougler Avenue) will be reconfigured to add a left turn only to Fairchild Avenue and access to the new bridge. S.R. 43 (N. Mantua St.) will be redesigned for dual southbound lanes and a left turn only lane starting at Cuyahoga Street.
The lane designations at the Crain Avenue/ Lake Street/ N. Water Street intersection will be reconfigured. Crain Avenue will be truncated to the west of the intersection. The westbound thru lane at Crain Avenue will be eliminated. Traffic calming measures, including residential monuments, brick pavers and a median barrier will be incorporated at Crain Avenue to the east of the intersection. Minor widening is to take place at the Crain Avenue/ Lake Street/ N. Water Street intersection.
Minor widening will take place at the proposed Fairchild Avenue/ N. Water Street intersection. A continuous right turn

This is page 1, which is part of: Categorical Exclusion, Level 4 Date: 5/20/2010



## Ohio Department of Transportation

County POR Route CRAIN Section \_\_\_\_\_ PID 18466 SJN \_\_\_\_\_

lane will be added along Fairchild Avenue to N. Water Street. Lane use on Lake Street will be reconfigured with a southbound right turn only lane for access to the new bridge. Southbound traffic on Lake Street will be prohibited from left turns onto Crain Avenue.

The termini on the west side of the project were chosen to achieve an adequate level of service (LOS) based on proposed storage requirements. Logical termini for the S.R. 43 improvements are Rockwell Street to the south and Stinaff Road to the north. Fairchild Avenue improvements will extend west to Hudson Road and east to N. Water Street. The termini on the east side of the project were chosen as acceptable limits to tie into existing pavement. The northern terminus on the east side of the project extends approximately 200' northeast of the Crain Avenue/ Lake Street/ N. Water Street intersection along Lake Street. The eastern terminus extends approximately 200' east of the Crain Avenue/ Lake Street/ N. Water Street intersection along Crain Avenue. The southern terminus on the east side of the project extends approximately 300' south of the proposed Fairchild Avenue/ N. Water Street intersection along N. Water Street.

Refer to Attachment A for project location maps.

### **Existing Grade Separation**

The existing bridge spans two active mainline tracks of the CSX Railroad. The grade separation is inventoried as USDOT AAR Crossing No. 141994H by the Federal Railroad Administration (FRA). These tracks are part of the New Castle Line of the Cumberland Division. CSX operates 28-30 freight trains per day on this line. The existing bridge was measured in 1993 and has a vertical clearance of 19.87'. above the western tracks at the north fascia beam. The proposed bridge will provide a minimum vertical clearance of 22'.

### **At-Grade Rail Crossing**

The existing at-grade crossing of Crain Avenue with the Akron Barberton Cluster Railway Company (ABC RC) is located approximately 30' east of the forward bridge abutment and approximately 100' west of the Crain Avenue/ Lake Street/ N. Water Street intersection. The crossing is inventoried as USDOT AAR Crossing No. 262565N by the FRA. The crossing is maintained by the ABC RC and located on the ML Sal & Galion Line at milepost 191.16. A single active track is currently in use with a siding spur branching to the east. The crossing is protected by two sets of standard warning crossbucks, lights and gates. The railroad maintains a 14' wide maintenance-of-way road along the tracks north of the crossing. The ABC RC operates one or two trains per day through the Crain Avenue crossing for local rail shipments to and from businesses along N. Water Street. Maintenance of the track is necessary for access to local businesses.

The existing at-grade railroad crossing of the ABC RC with Crain Avenue will be moved approximately 230' to the south to Fairchild Avenue. Due to vertical geometric requirements of surrounding roads, the relocated ABC RC at-grade railroad crossing with Fairchild Avenue will raise the tracks approximately 3.75' and includes 1,500' of track work south of the relocated crossing and 1,250' of track work north of the relocated crossing.

### **Pedestrian/ Bicycle Paths**

Under the Americans with Disabilities Act (ADA) passed by the U.S. Congress in 1990, designing and constructing facilities that are not usable by persons who have disabilities constitutes discrimination. Title II, subpart A, requires State and Local governments to provide accessibility in both construction and operation of facilities and programs. Therefore, existing curb ramps within proposed walk will be constructed, where required, to comply with ADA requirements. In addition, sidewalks will be set back from the road where possible and include crosswalks to promote pedestrian safety. Sidewalk enhancements on S.R. 43 have been noted in AMATS Regional Transportation Plan.

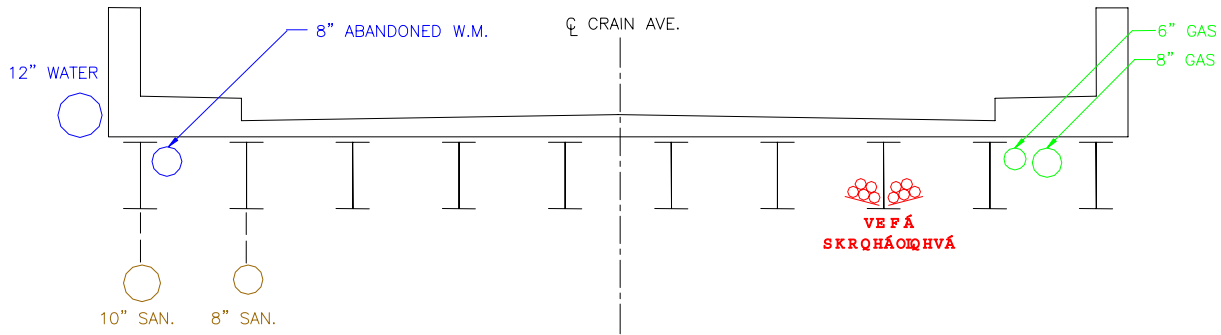
A proposed bike path will be added along the eastern side of S.R. 43 (Gougler Avenue). This bike path will eventually connect to a bike and hike trail that will extend south along the Cuyahoga River. The bike path will continue over the proposed Utility/Pedestrian Bridge and will connect to a future bike path that will extend north along the Akron Barberton Cluster Railway Company (ABC RC) railroad. The proposed bike path is noted as part of a regional bikeway need in the AMATS Regional Transportation Plan.

# Ohio Department of Transportation

County POR Route CRAIN Section \_\_\_\_\_ PID 18466 SJN \_\_\_\_\_

## Utilities

The existing Crain Avenue Bridge provides a link for the City's utilities across the Cuyahoga River and CSX Railroad. Several utilities cross at the Crain Avenue Bridge, and additional communications utilities follow the railroad rights-of-way.



Existing utility layout on Crain Avenue Bridge looking East

The existing bridge is one of only three locations where the City's water system connects across the river. The Crain Avenue Bridge contains a 12" water line and an abandoned 8" water line. Due to a resulting insufficient fire flow, the 12" water line cannot be taken out of service.

Similar to the water system, the Crain Avenue Bridge holds one of three sanitary system river crossings. The existing bridge provides for 8" and 10" sanitary sewer lines collecting flow from S.R. 43. These sanitary sewer lines cross the Cuyahoga River at invert elevations of 1036.8, above the 50-year flood elevation of 1036.0, as reported in a Flood Insurance Study for the City of Kent, Ohio, conducted by the U.S. Department of Housing and Urban Development in 1972. The 50-year flood elevation is the recommended lower limit for a sanitary sewer aerial river crossing, according to the "Recommended Standards for Wastewater Facilities", 1997 Great Lakes – Upper Mississippi River Board of State and Provincial Public Health and Environmental Managers (Ten States Standards). The sanitary sewers can be reconstructed using gravity flow lines, but cannot be taken out of service for construction.

8" and 6" high-pressure gas lines are located along Crain Avenue. Both lines span the Cuyahoga River and are supported by the bridge's superstructure.

Nine telephone conduits are located on the bridge within two separate banks. These duct banks are combined and encased in a 24" steel pipe, 54" below the existing ABC RC at-grade crossing; elsewhere they are combined into nine 3½" composite fiber duct banks. The conduits on the bridge are 3½" diameter Transite pipe and the duct groupings are supported by ¾" Transite board. It was found that the Transite pipe and board contains asbestos and will have to be removed prior to bridge demolition.

The Crain Avenue Bridge will be replaced with a Utility/Pedestrian Bridge and the existing utilities will remain.

Storm sewers are located on both sides of the Cuyahoga River. Storm flow on the west side of the river is not combined along S.R. 43 but has individual outfalls into the Cuyahoga River at Stinaff Road, Cuyahoga Street and Rockwell Street. There is one isolated 12" storm sewer outfall collecting drainage from the S.R. 43/ Crain Avenue intersection. The storm sewers along Lake Street and Crain Avenue combine at the northwest corner of the intersection into a 24" storm sewer that crosses beneath the intersection and the existing ABC RC at-grade crossing. The sewer then drops approximately 18' to flow below the CSX Railroad to a river outfall. The storm sewer along N. Water Street and Crain Avenue combine at the southwest corner of the intersection into a storm sewer that also crosses beneath the intersection and the existing ABC RC at-grade crossing. The storm water then outlets to an 18' free fall and enters a 24" storm sewer that flows below the CSX Railroad to a river outfall.

An extended detention wetland and a vegetated swale will be constructed within the project limits to comply with both the

## Ohio Department of Transportation

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Ohio EPA NPDES Construction General Permit and ODOT's criteria for post-construction storm water best management practices.

AT&T and Qwest fiber optic communications lines run along the ABC RC right-of-way. Two MCI WorldCom fiber optic cables run along the CSX Railroad tracks, below the Crain Avenue Bridge.

Other utilities are supported aurally on timber utility poles crossing the Cuyahoga River on the north side of the Crain Avenue Bridge. These include: electric power, local telephone, television cable and street lighting. CSX Railroad appears to have active power lines running along their right-of-way beneath the Crain Avenue Bridge.

### **PURPOSE AND NEED FOR THE PROJECT:**

#### **Project History**

The realignment of Fairchild Avenue to Crain Avenue to reduce the traffic congestion in the vicinity of the bridge has been on AMATS Regional Transportation Plan since 1981 and on the City of Kent's Thoroughfare Plan since 1985. Portage County undertook a project in 1994 to rehabilitate the existing bridge due to its poor condition. During the initial stages of this project, it was determined that complete replacement of the bridge was more cost-effective and provided a better long-term solution than rehabilitation. At that time, the City of Kent requested that mitigation of traffic congestion be part of the bridge rehabilitation/replacement project. In 1997, the City of Kent and Portage County agreed by letter of intent to work jointly on the bridge replacement project, with the City of Kent as the lead agency. The intent of the project was to replace the bridge in a new location that would conform to AMATS Regional Transportation Plan.

The Crain Avenue Bridge Relocation project began in early 1998 with programming of the project through the Ohio Department of Transportation (ODOT) and securing federal funding for construction and right-of-way acquisition. Also in 1998, Portage County made repairs to the bridge with their own forces in an effort to extend the service life through the design and construction phase of the replacement bridge, anticipated to be completed at the end of year 2009.

Preliminary engineering and data collection for the environmental study phase of the bridge relocation project began in 1999. During this phase, a total of nine conceptual alternates were developed. Of the nine alternates, three were determined feasible and were then further evaluated for their potential impacts to the surrounding areas, environmental concerns, maintenance of traffic during construction and project costs. A "Needs Assessment Report and Project Description", along with results of the environmental studies, were submitted to ODOT for review on May 7, 2002.

Three additional public meetings and presentations were held in September 2002. Also, three additional alternates were evaluated at the request of City Council and based on public comments. A report titled "Additional Alternates Evaluation and Response to Public Comments" dated October 25, 2002 was prepared summarizing the four public meetings in June and September, 2002, and the evaluation of the additional alternates.

On November 20, 2002, City Council rejected all of the proposed alternates. As a result of this action, it was decided that a Citizens Advisory Committee be formed to create a revised purpose and need and additional alternate ideas representative of public interest. The Citizens Advisory Committee, including the Kent Service Director, the Kent City Engineer and with technical assistance from Finkbeiner, Pettis and Strout, created a new purpose and need and three additional alternates. Additionally the Citizens Advisory Committee established goals of the community which can be found in the public meeting notes in Attachment H-12.

#### **Purpose and Need**

The purpose of the project is to replace the severely deteriorated and structurally deficient Crain Avenue Bridge over the Cuyahoga River and CSX Railroad, and to improve the Intersection Level of Service (LOS) along S.R. 43.

- **Bridge Structure** – The existing bridge KNT-CRAIN-0197 (SFN 6737390) over the Cuyahoga River and CSX Railroad has three spans with an overall length of 165'. The existing superstructure consists of rolled steel beams

## Ohio Department of Transportation

County POR Route CRAIN Section \_\_\_\_\_ PID 18466 SJN \_\_\_\_\_

with multiple beam lines supported on full-height stone/concrete abutments and stone/concrete cap and column/wall type piers. The bridge was constructed in 1965 on the previous bridge's alignment and substructure units. The bridge provides for a 34' roadway width and a 5' sidewalk on each side for an out-to-out width of 46'.

A 2001 inspection confirmed this bridge to be Structurally Deficient (SD). A General Appraisal of 4 (poor) generated a sufficiency rating of 41.8 for this structure. A sufficiency rating less than 50 qualifies a bridge for replacement funds by the Federal Highway Administration (FHWA) and the County Engineer's Association of Ohio's (CEAO) Local Bridge Replacement (LBR) Program.

Failure to replace the existing Crain Avenue Bridge will lead to load restrictions and eventually to its closure, resulting in increased traffic delays, additional travel time for passenger and commercial vehicles and increased response time for police, fire and emergency medical services.

- **Lane Configurations** – Currently this segment of Fairchild Avenue and Crain Avenue and the intersections within the designated project area are impacted by peak-hour congestion, significant delays to thru travel and inefficient intersection operations. The Ohio Manual of Uniform Traffic Control Devices (OMUTCD) specifies a minimum distance between signalized intersections as 1,000'. A preferred distance based on experience with signal operation and coordination would be 1,320' (1/4 mi.).

The existing S.R. 43/ Fairchild Avenue and S.R. 43/ Crain Avenue intersections are signalized and offset approximately 180' from center to center. The 180' spacing of these intersections provides little storage for vehicles and requires that split phasing be provided to allow each leg the ability to enter and clear the intersections. One signal phase is dedicated to Fairchild Avenue traffic and one phase is dedicated to Crain Avenue traffic. This requires the signals to operate at a longer cycle length, which increases the delay and backup on each intersection approach. Based on 1999 traffic data, 313' of storage is required on SR 43 between the two intersections. A more detailed analysis and more current traffic data would likely show a longer storage requirement.

Spacing between the S.R. 43/ Crain Avenue intersection and Crain Avenue/ Lake Street/ N. Water Street intersection is 460' from center to center. This length is not sufficient to store vehicle backup from the S.R. 43/ Crain Avenue intersection. Backup on the Crain Avenue approach extends to the Crain Avenue/ Lake Street/ N. Water Street intersection. Based on 1999 traffic data, 400' of storage, compared to the 365' of length available, is required on the existing Crain Avenue Bridge for each intersection. This length assumes that no left turn lane traffic is stuck in the thru lane. A more detailed analysis and more current traffic data would likely show a longer storage requirement.

The three signalized intersections within the study area are not coordinated. One traffic controller controls the signals at the S.R. 43/ Fairchild Avenue and S.R. 43/ Crain Avenue intersections. These signals are semi-actuated with loop detectors located on the West Leg (Fairchild Avenue). A separate controller controls the signal at the Crain Avenue/ Lake Street/ N. Water Street intersection.

- **Roadway Deficiencies** - The vertical alignment of the existing roadway surface on the bridge is significantly deficient for Stopping Sight Distance (SSD) and changes in grade. The existing SSD for Crain Avenue between the intersections is 65'. The required SSD for a 25 mph design speed is 155'. In addition, three grade breaks near the forward end of the bridge that facilitate the profile grade required for the at-grade ABC RC crossing are in excess of the required amounts from the Location & Design Manual Volume 1, Section 203.3.2. These deficiencies in the vertical alignment hinder traffic flow across the bridge at a reasonable speed and contribute to the intersection traffic congestion.

## Ohio Department of Transportation

County POR Route CRAIN Section \_\_\_\_\_ PID 18466 SJN \_\_\_\_\_

**ALTERNATIVES:**

**Conceptual Alternates/ Preliminary Development**

The preliminary development phase of the project began in 1999. The preliminary development phase included gathering existing data, evaluating the data and determining alternates to meet the Letter of Intent agreed upon in 1997. During this phase, a total of nine conceptual alternates were developed. A no-build alternate was considered, but discarded because it did not satisfactorily improve the Intersection LOS. In addition, a low-build alternate, interconnecting the traffic signals of the two offset intersections, was considered but discarded because it did not satisfactorily improve the LOS.

Following direction by the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT), the City made an effort to determine the through-route corridor for these intersections. To facilitate this effort, a Conceptual Alternates meeting was conducted on December 8, 1999 with the City of Kent. Seven alternates were proposed to the City of Kent for consideration.

| <u>Alternates Presented at Conceptual Alternates Meeting (December 8, 1999)</u> |  |
|---|--|
| Number  | Through Movement/Description   |
| 1   | Fairchild-to-Crain / Connects the existing S.R. 43/ Fairchild Avenue intersection and the existing Crain Avenue/ Lake Street/ Water Street intersection with a 'S' Bridge. The existing S.R. 43/ Crain Avenue intersection is removed.             |
| 2   | Fairchild-to-Crain / Relocates the Crain Avenue/ Lake Street/ N. Water Street intersection slightly south.   |
| 3   | Fairchild-to-Lake / Separates the Crain Avenue/ Lake Street/ N. Water Street intersection into two intersections by realigning east leg of Crain Avenue with Lake Street to the north. The existing S.R. 43/ Crain Avenue intersection is removed. |
| 4   | Fairchild-to-Crain / Relocates the Crain Avenue/ Lake Street/ N. Water Street intersection south, and the S.R. 43/ Crain Avenue/ Fairchild Avenue north of existing Fairchild Avenue and South of existing Crain Avenue.                           |
| 5   | Fairchild-to-Crain / Similar to Alternate 2. Relocates the Crain Avenue/ Lake Street/ N. Water Street intersection farther south by realigning the east leg of Crain Avenue.   |
| 6   | Fairchild-to-Crain / Relocates the Crain Avenue/ Lake Street/ N. Water Street intersection and Crain Avenue/ Fairchild Avenue intersections north. Bridge aligned with the east leg of Crain   |
| 7   | Offset intersection / Minor improvements for additional turn lanes made to the existing Alignment.   |

Advantages and disadvantages of Alternates 1 through 7 were tabulated and shown for comparison. Horizontal geometry, vertical geometry, design speed, maintenance of traffic, phased or detoured bridge construction, right-of-way impacts, and potential cultural or hazardous materials sites were evaluated in these meetings. Comments from the City included eliminating Alternate 6 due to the reconfiguration of S.R. 43 and the addition of an alternate with a cul-de-sac on Crain Avenue, effectively cutting it off from the intersections. Furthermore, Alternate 5 was not advanced for further study based on its similarities to Alternate 2. A formal submission, including Alternates 1 through 4 and 8, was made to the City with these changes on May 8, 2000.

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| <u>Preliminary Alternates Alignment Study (May 8, 2000)</u> |   |
|---|---|
| <b>Number</b>   | <b>Through Movement/Description</b>                           |
| 1   | Same as December 8, 1999 Alignment Study.                     |
| 2   | Same as December 8, 1999 Alignment Study.                     |
| 3   | Same as December 8, 1999 Alignment Study.                     |
| 4   | Same as December 8, 1999 Alignment Study.                     |
| 8   | Fairchild-to-Lake / East leg of Crain Avenue as a cul-de-sac. |

Concurrent to the City’s review of Alternates 1 through 4 and 8, AMATS was consulted and an opinion rendered that the definitive thru-route was Fairchild Avenue to Crain Avenue. The City was in agreement with this opinion. This resulted in the elimination of Alternates 3 and 8 from the presented alternates. Additionally, Alternate 1 was considered infeasible due to the complex geometry required to construct the bridge and was subsequently eliminated.

In the course of determining feasible alternates, the City, based on discussions with the ODOT and their review of traffic data and capacity analysis, decided that the Purpose and Need of the project could not be met without adding turning lanes on S.R. 43. It was therefore decided to develop a 9th alternate. Feasible Alternates 2, 4 and 9 were further developed and presented to the public with Alternate 2 being the “preferred alternate.”

| <u>Feasible Alternates</u> |  |
|----------------------------|--|
| <b>Number</b>              | <b>Through Movement/Description</b>  |
| 2                          | Same as December 8, 1999 Alignment Study.  |
| 4                          | Same as December 8, 1999 Alignment Study.  |
| 9                          | Fairchild-to-Crain / Similar to Alternate 6. Combines the S.R. 43/ Crain Avenue and S.R. 43/ Fairchild Avenue intersections centrally. |

**Feasible Alternates**

The following is an expanded explanation of the three alternates that were presented to the public.

**Alternate 2** – The new Fairchild Avenue/ Crain Avenue /S.R. 43 intersection would be located approximately 30’ north of the existing S.R. 43/ Fairchild Avenue intersection. The proposed bridge would be constructed just south of the existing bridge and cross the Cuyahoga River with a skew of approximately 15 degrees. The new Crain Avenue/ Lake Street/ N. Water Street intersection would be located approximately 60’ south of the existing Crain Avenue/ Lake Street/ N. Water Street intersection. The Lake Street and Water Street alignment would be improved by decreasing the intersection angle of Lake Street. The proposed Fairchild Avenue/ Crain Avenue profile would require S.R. 43 to be raised approximately 0.7’ and the ABC RC track to be raised approximately 3.8’.

This alternate included the addition of northbound and southbound left turn lanes on S.R. 43. Approximately 1500’ of work would be required on S.R. 43 to add the required left turn lanes. Additional lanes (turn and thru) on Fairchild Avenue and Crain Avenue would also be required to mitigate congestion at the intersections.

**Alternate 4** – The new Fairchild Avenue/ Crain Avenue /S.R. 43 intersection would be located approximately 90’ north of the existing S.R. 43/ Fairchild Avenue intersection. The proposed bridge would be constructed on the south side of the existing bridge and cross the Cuyahoga River with a skew of approximately 10 degrees. The new Crain Avenue/ Lake

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Street/ N. Water Street intersection would be located approximately 60' south of the existing Crain Avenue/ Lake Street/ N. Water Street intersection. The Lake Street and Water Street alignment would be improved by decreasing the intersection angle of Lake Street. The proposed Fairchild Avenue/ Crain Avenue profile would require S.R. 43 to be raised approximately 0.3' and the ABC RC track to be raised approximately 4.1'.

This alternate included the addition of northbound and southbound left turn lanes on S.R. 43. Approximately 1500' of work would be required on S.R. 43 to add the required left turn lanes. Additional lanes (turn and thru) on Fairchild Avenue and Crain Avenue would also be required to mitigate congestion at the intersections.

**Alternate 9** – The new Fairchild Avenue/ Crain Avenue /S.R. 43 intersection would be located approximately 130' north of the existing S.R. 43/ Fairchild Avenue intersection. The proposed bridge would be constructed in the same location as the existing bridge and cross the Cuyahoga River with a skew of approximately 15 degrees. The new Crain Avenue/ Lake Street/ N. Water Street intersection would be located in the same approximate location as the existing Crain Avenue/ Lake Street/ N. Water Street intersection. The Lake Street and N. Water Street alignment would be improved by decreasing the intersection angle of Lake Street. The proposed Fairchild Avenue/ Crain Avenue profile would require S.R. 43 to be raised approximately 0.7' and the ABC RC track to be raised approximately 3.9'.

This alternate included the addition of northbound and southbound left turn lanes on S.R. 43. Approximately 1500' of work would be required on S.R. 43 to add the required left turn lanes. Additional lanes (turn and thru) on Fairchild Avenue and Crain Avenue would also be required to mitigate congestion at the intersections.

**Public Meetings/ Additional Alternates**

The results of the research and the proposed alternates were presented to the public and Kent City Council at the following public meetings:

- June 10, 2002 – Crain Avenue Bridge Relocation Public Open House.
- September 19, 2002 – Streets, Sidewalks and Utilities Committee Meeting.
- September 24, 2002 – Special Council Meeting.
- September 26, 2002 – Special Council Meeting.

At the public meetings, a total of 77 people commented on the project, 53 of whom provided comments at the Public Open House. The majority of comments received at the public meetings involved concern with the perceived increase of traffic on Crain Avenue due to the realignment of Fairchild Avenue with Crain Avenue. Administering to public concern, City Council requested the development of three additional alternates. A summary of the three additional alternates is shown below.

| Number | Through Movement/ Description  |
|--------|--|
| 10     | Fairchild-to-Water/ Fairchild Avenue to N. Water Street with roundabout. East leg of Crain Avenue realigned to north with Water Street |
| 11     | Offset intersection/ Replace bridge on the existing alignment.   |
| 12     | Offset intersection/ Replace bridge on the existing alignment and eliminate southbound left turns from S.R. 43 to Crain Avenue.        |

The three additional alternates, along with Alternates 2, 4 and 9 were presented to the public and City Council on October 30, 2002, at a Streets, Sidewalks and Utilities Committee Meeting. These alternates were met with high opposition from the public. Due to the high public opposition City Council rejected Alternates 2, 4, 9, 10, 11 and 12 on November 20, 2002.

**Citizens Advisory Committee**

Following the rejection of the proposed Alternates, a Citizens Advisory Committee was established. This Committee was



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comprised of residents from Crain Avenue (3), Fairchild Avenue (2), Downtown (1), Mantua Street (3) and West River Area (1), representatives from Kent Environmental Council (1), Kent State University (1), Kent City Schools (1), Ward Council (2) and Kent City Council (1), and included the Kent City Mayor, Kent City Service Director and Kent City Engineer.

The main goal of the Citizens Advisory Committee was to create a purpose and need for the project that would be representative of public interest. On May 19, 2003, the revised purpose and need was presented, and alternate ideas were conceived.

**Alternate 13** – This alternate consisted of one three-lane bridge with 4' sidewalks, connecting Fairchild Avenue in a tee with N. Water Street. The existing Crain Avenue bridge would be reconstructed to a 12' pedestrian/ bicycle bridge. No bike lanes would be located along roadway segments. A left turn lane would be added to S.R. 43 at Fairchild Avenue. Fairchild Avenue would be widened to three lanes, including a right turn only lane onto S.R. 43 southbound. Crain Avenue would maintain existing alignment and width, and a left turn from Lake Street to Crain Avenue would be prohibited. Traffic signals would be located at the S.R. 43/ Fairchild Avenue intersection, Fairchild Avenue/ N. Water Street intersection and Crain Avenue/ N. Water Street intersection.

This alternate met or could include a majority of the design criteria established by the Citizens Advisory Committee.

**Alternate 14** – This alternate consisted of one four-lane bridge with 4' sidewalks, connecting Fairchild Avenue in a tee with N. Water Street. The existing Crain Avenue bridge would be reconstructed to a 12' pedestrian/ bicycle bridge. No bike lanes would be located along roadway segments. A left turn lane would be added to S.R. 43 at Fairchild Avenue. Fairchild Avenue would be widened to four lanes, including right and left turn only lanes onto S.R. 43 southbound. Crain Avenue would maintain existing alignment and width, and a left turn from Lake Street to Crain Avenue would be prohibited. Traffic signals would be located at the S.R. 43/ Fairchild Avenue intersection, Fairchild Avenue/ N. Water Street intersection and Crain Avenue/ N. Water Street intersection.

This alternate met or could include a majority of the design criteria established by the Citizens Advisory Committee.

**Alternate 15** – This alternate consisted of two three-lane bridges, each with 4' sidewalks. One bridge would connect Cuyahoga Street to a modified Lake Street, and the other would connect Fairchild Avenue in a tee with N. Water Street. The existing Crain Avenue bridge would be reconstructed to a 12' pedestrian/ bicycle bridge. No bike lanes would be located along roadway segments. Left turn lanes would be added to S.R. 43 at Cuyahoga Street and at Fairchild Avenue. Fairchild Avenue would be widened to three lanes, including a right turn only lane onto S.R. 43 southbound. Crain Avenue would maintain existing alignment and width, and a left turn from Lake Street to Crain Avenue would be prohibited. A left turn from Crain Avenue to N. Water Street would also be prohibited. Traffic signals would be located at the S.R. 43/ Fairchild Avenue intersection, S.R. 43/ Cuyahoga Street intersection, Fairchild Avenue/ N. Water Street intersection and Lake Street/ N. Water Street intersection.

This alternate met or could include a majority of the design criteria established by the Citizens Advisory Committee.

### Alternate Matrix

Each of the Citizen's Advisory Committee alternates were evaluated based on the following criteria: Capacity, Safety, Cost, Community and Geometrics. If an alternate meets the requirements for each criteria, it is given a check mark.

**Capacity** –Preliminary traffic calculations were determined for each alternate. These calculations were developed for 2027 by modifying existing certified traffic data. Total peak hour delay was calculated by multiplying the total number of vehicles using the intersection by the average intersection delay summed for each intersection during the peak hour. A check for this item requires that capacity requirements are met for this area.

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| Alternates   | FHWA Acceptable LOS | Total Peak Hour Delay (all intersections) | Crain/ Fairchild/ N. Mantua St. | Crain/ N. Mantua St. | Fairchild/ N. Mantua St. | Cuyahoga/ N. Mantua St. | Crain/ Lake/ Water | Fairchild/ Water | Crain/ Water | Cuyahoga/ Lake |
|--------------|---------------------|---|---------------------------------|----------------------|--------------------------|-------------------------|--------------------|------------------|--------------|----------------|
| Alternate 13 | N                   | 115.6 hrs                                 | n/a                             | n/a                  | E (69.7)                 | n/a                     | C (25.7)           | C (20.3)         | n/a          | n/a            |
| Alternate 14 | Y                   | 66.1 hrs                                  | n/a                             | n/a                  | C (31.1)                 | n/a                     | C (20.6)           | B (19.8)         | n/a          | n/a            |
| Alternate 15 | Y                   | 64.0 hrs                                  | n/a                             | n/a                  | C (22.3)                 | B (17.5)                | n/a                | B (11.9)         | E (38.4)     | C (28.5)       |

**Safety** – Alternate 13 will not increase the number of signalized intersections in the area. However, the added congestion due to the number of lanes may increase the frequency of rear-end accidents within the project area. Alternate 14 will not increase the number of signalized intersections and meets the capacity requirements within the project area. Therefore, this intersection is not expected to have a negative impact on safety within the project area. For Alternate 15, the addition of another signalized intersection to the already congested area will likely cause an increase in rear-end and turn related accidents. A check for this item requires that vehicular safety is not reduced as a result of the proposed work.

**Cost** – Based on a 2003 construction cost estimate of each alternate, Alternates 13 and 14 would cost approximately \$13 million each. However, because Alternate 13 does not meet capacity requirements, it is anticipated that this alternate would not receive federal funding and would thus require the City to come up with this additional expense. The additional vehicular bridge and additional right-of-way required for Alternate 15 would cost to approximately \$16.4 million. A check for this item requires that the cost of the project is reasonable and achievable for all affected parties.

**Community** –All alternates were created utilizing input from the Citizens Advisory Committee and the community. A check for this item requires that the alternate meets the goals of the community.

**Geometrics** –The Fairchild Avenue bridge will provide an improved vertical alignment from the Crain Avenue Bridge for all alternates. However, due to the existing vertical constraints, the proposed Crain Avenue bridge for Alternate 15 will not improve the current geometric deficiencies. In addition, Alternate 15 will add an additional signalized intersection to the project area, which will further decrease the storage capacity available. A check for this item requires that improvements are made to existing roadway deficiencies within the project area.

| Impact Matrix | Alternate 13                        | Alternate 14                        | Alternate 15                        |
|---------------|-------------------------------------|-------------------------------------|-------------------------------------|
| Capacity      |                                     | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Safety        |                                     | <input checked="" type="checkbox"/> |                                     |
| Cost          |                                     | <input checked="" type="checkbox"/> |                                     |
| Community     | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Geometrics    | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |                                     |

**Summary** – Alternate 14 easily met all of the matrix goals shown above. Based on this information, Alternate 14 was selected as the preferred alternate for this project.

Alternates 13, 14 and 15 were presented at the Citizens Advisory Public meetings on June 12, 2003 and June 19, 2003. Alternate 14 was presented as the “preferred alternate.”

The three Citizens Advisory Committee Alternates were well received from the public. A report of the alternates was submitted to Committee members and Kent City Council on June 25, 2003. Alternate 14 was accepted by City Council on August 6, 2003.

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Once Alternate 14 was accepted, certified traffic could be requested for the project. As a result of this information, a slight modification was made to Crain Avenue. For the finalized Alternate 14, Crain Avenue was reduced to two lanes at the Crain Avenue/ Lake Street/ N. Water Street intersection. In place of the additional lane, a new traffic calming design was implemented. A copy of the three Citizens Advisory Committee Alternates is provided in Attachment B.

### Intersection Level of Service (LOS)

LOS calculations were performed for the “No Build” and “Proposed” lane configuration under Opening Day and Design Year traffic. The capacity analysis for the “No Build” and “Proposed” alternates were made using Highway Capacity Software (HCS) and evaluated each intersection separately as an isolated condition. The analysis does not take into consideration any impact from the adjacent intersection. The Opening Day (2009) and Design Year (2029) LOS for each intersection leg is shown below as well as the overall LOS for the intersection and the overall intersection delay. The PM peak hour traffic data governs as the worst-case analysis.

| Intersection Level of Service |                         |      |                       |                     |                     |                     |                          |
|-------------------------------|-------------------------|------|-----------------------|---------------------|---------------------|---------------------|--------------------------|
|                               | Facility                | Year | Intersection Approach |                     |                     |                     | Overall LOS (Int. Delay) |
|                               |                         |      | Eastbound             | Westbound           | Northbound          | Southbound          |                          |
|                               |                         |      | LOS (Control Delay)   | LOS (Control Delay) | LOS (Control Delay) | LOS (Control Delay) |                          |
| S.R. 43 and Fairchild Avenue  | No Build (Existing)     | 2009 | E (62.2 sec)          | N/A                 | E (69.4 sec)        | D (38.4 sec)        | E (56.0 sec)             |
|                               |                         | 2029 | F (134.1 sec)         | N/A                 | F (128.4 sec)       | F (90.5 sec)        | F (116.7 sec)            |
|                               | Proposed (Alternate 14) | 2009 | C (29.1 sec)          | C (23.3 sec)        | C (21.5 sec)        | C (33.2 sec)        | C (27.1 sec)             |
|                               |                         | 2029 | D (45.6 sec)          | D (41.3 sec)        | C (33.2 sec)        | D (48.1 sec)        | D (42.0 sec)             |

| Intersection Level of Service        |                         |      |                       |                     |                     |                     |                          |
|--------------------------------------|-------------------------|------|-----------------------|---------------------|---------------------|---------------------|--------------------------|
|                                      | Facility                | Year | Intersection Approach |                     |                     |                     | Overall LOS (Int. Delay) |
|                                      |                         |      | Eastbound             | Westbound           | Northbound          | Southbound          |                          |
|                                      |                         |      | LOS (Control Delay)   | LOS (Control Delay) | LOS (Control Delay) | LOS (Control Delay) |                          |
| Fairchild Avenue and N. Water Street | No Build (Existing)     | 2009 | N/A                   | N/A                 | N/A                 | N/A                 | N/A                      |
|                                      |                         | 2029 | N/A                   | N/A                 | N/A                 | N/A                 | N/A                      |
|                                      | Proposed (Alternate 14) | 2009 | C (20.3 sec)          | N/A                 | B (18.9 sec)        | A (2.7 sec)         | B (12.6 sec)             |
|                                      |                         | 2029 | C (24.1 sec)          | N/A                 | C (24.9 sec)        | A (2.8 sec)         | B (15.5 sec)             |

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| Intersection Level of Service                               |                         |      |                       |                     |                     |                     |                          |
|---|-------------------------|------|-----------------------|---------------------|---------------------|---------------------|--------------------------|
|   | Facility                | Year | Intersection Approach |                     |                     |                     | Overall LOS (Int. Delay) |
|   |                         |      | Eastbound             | Westbound           | Northbound          | Southbound          |                          |
|   |                         |      | LOS (Control Delay)   | LOS (Control Delay) | LOS (Control Delay) | LOS (Control Delay) |                          |
| <b>Crain Avenue<br/>Lake Street and<br/>N. Water Street</b> | No Build (Existing)     | 2009 | F<br>(83.1 sec)       | F<br>(122.3 sec)    | F<br>(93.1 sec)     | F<br>(109.8 sec)    | F<br>(99.4 sec)          |
|   |                         | 2029 | F<br>(156.0 sec)      | F<br>(179.8 sec)    | F<br>(107.2 sec)    | F<br>(204.7 sec)    | F<br>(166.0 sec)         |
|   | Proposed (Alternate 14) | 2009 | N/A                   | B<br>(14.9 sec)     | A<br>(8.5 sec)      | B<br>(15.4 sec)     | B<br>(11.8 sec)          |
|   |                         | 2029 | N/A                   | B<br>(15.6 sec)     | A<br>(9.9 sec)      | B<br>(15.8 sec)     | B<br>(12.8 sec)          |

The existing timing and lane configurations will not provide an acceptable Intersection LOS. The Intersection LOS summaries clearly show the reduction in delay within the project corridor between the no build and proposed (Alternate 14) scenario. The construction of Alternate 14 will raise the Intersection LOS of the S.R. 43/ Fairchild Avenue intersection from Level E to Level C for opening day traffic and from Level F to Level D for design year traffic. In addition, the Crain Avenue/ Lake Street/ Water Street Intersection LOS will be raised from Level F to Level B for opening day and design year traffic. Construction of Alternate 14 will also result in an acceptable LOS for the proposed Fairchild Avenue/ N. Water Street intersection.

**The Do Nothing Alternative is not feasible, prudent or practicable** (Mark all that apply):

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems, or

It would result in serious impacts to the motoring public and general welfare of the economy.

|   | Yes                                 | No                       |
|---|-------------------------------------|--------------------------|
| It would not correct existing capacity deficiencies;  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| It would not correct existing safety hazards;   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| It would not correct the existing roadway geometric deficiencies;                             | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| It would not correct existing deteriorated conditions and maintenance problems, or            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| It would result in serious impacts to the motoring public and general welfare of the economy. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### ROADWAY CHARACTER: Crain Avenue – East of Water Street.

Functional Classification: Urban Collector  
 Current ADT: 10,140 vpd 20( 09 ) Design Year ADT: 10,560 vpd ( 20 29 )  
 DHV: 1,056 Trucks, 1.0 %  
 Designed Speed: 25 mph Legal Speed: 25 mph

|                  | Existing  | Proposed                              |
|------------------|---|---------------------------------------|
| Number of Lanes: | <u>3</u>  | <u>2</u>                              |
| Type of Lanes:   | EB Thru, WB Left Turn Only,<br>WB Thru/ Right Turn Combined | EB Thru, WB Left/ Right Turn Combined |
| Pavement Width:  | <u>Varies 40 – 25</u> ft.                                   | <u>Varies 28 – 25</u> ft.             |
| Shoulder Width:  | <u>N/A</u> ft.  | <u>N/A</u> ft.                        |
| Median Width:    | <u>N/A</u> ft.  | <u>Varies 12 – 0</u> ft.              |
| Sidewalk Width:  | <u>5</u> ft.  | <u>5</u> ft.                          |

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

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**ROADWAY CHARACTER: S.R. 43 (North Mantua Street) – North of proposed bridge.**

Functional Classification: Urban Principal Arterial  
 Current ADT: 25,510 vpd 20( 09 ) \_\_\_\_\_ Design Year ADT: 28,450 vpd (20 29 )  
 DHV: 2,845 Trucks, 1.5 %  
 Designed Speed: 35 mph Legal Speed: 35 mph

|                  | Existing   | Proposed   |
|------------------|--|--|
| Number of Lanes: | <u>4</u>   | <u>5</u>   |
| Type of Lanes:   | <u>SB Thru, SB Thru/ Left Turn Combined, NB Thru (2)</u> | <u>SB Thru, SB Left Turn Only, SB Thru/ Right Turn Combined, NB Thru (2)</u> |
| Pavement Width:  | <u>Varies 43 – 44</u> ft.                                | <u>Varies 44 – 64</u> ft.  |
| Shoulder Width:  | <u>N/A</u> ft.   | <u>N/A</u> ft.   |
| Median Width:    | <u>N/A</u> ft.   | <u>N/A</u> ft.   |
| Sidewalk Width:  | <u>Varies 4 – 6</u> ft.                                  | <u>Varies 6 – 8</u> ft.  |

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

**ROADWAY CHARACTER: S.R 43 (North Mantua Street/ Gougler Avenue) – South of proposed bridge.**

Functional Classification: Urban Principal Arterial  
 Current ADT: 20,610 vpd 20( 09 ) \_\_\_\_\_ Design Year ADT: 26,400 vpd (20 29 )  
 DHV: 2,640 Trucks, 3.0 %  
 Designed Speed: 25 mph Legal Speed: 25 mph

|                  | Existing   | Proposed   |
|------------------|--|--|
| Number of Lanes: | <u>4</u>   | <u>5</u>   |
| Type of Lanes:   | <u>NB Thru, NB Thru/ Left Turn Combined, SB Thru (2)</u> | <u>NB Left Turn Only, NB Thru, NB Thru/ Right Turn Combined, SB Thru (2)</u> |
| Pavement Width:  | <u>64</u> ft.  | <u>Varies 64 – 77</u> ft.  |
| Shoulder Width:  | <u>N/A</u> ft.   | <u>N/A</u> ft.   |
| Median Width:    | <u>N/A</u> ft.   | <u>N/A</u> ft.   |
| Sidewalk Width:  | <u>Varies 5 – 6</u> ft.                                  | <u>Varies 6 – 8</u> ft.  |

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

**ROADWAY CHARACTER: Fairchild Avenue**

Functional Classification: Urban Minor Arterial  
 Current ADT: 13,330 vpd 20( 09 ) \_\_\_\_\_ Design Year ADT: 18,460 vpd (20 29 )  
 DHV: 1,846 Trucks, 1.5 %  
 Designed Speed: 25 mph Legal Speed: 25 mph

|                  | Existing  | Proposed   |
|------------------|---|--|
| Number of Lanes: | <u>3</u>  | <u>4</u>   |
| Type of Lanes:   | <u>EB Left Turn Only, EB Right Turn Only, WB Thru</u> | <u>EB Left Turn Only, EB Thru, EB Right Turn Only, WB Thru</u> |
| Pavement Width:  | <u>30</u> ft.   | <u>Varies 30 – 48</u> ft.                                      |
| Shoulder Width:  | <u>N/A</u> ft.  | <u>N/A</u> ft.   |
| Median Width:    | <u>N/A</u> ft.  | <u>N/A</u> ft.   |
| Sidewalk Width:  | <u>4</u> ft.  | <u>Varies 5 – 7</u> ft.  |

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

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### ROADWAY CHARACTER: Lake Street

Functional Classification: Urban Minor Arterial  
 Current ADT: 7,310 vpd 20( 09 ) Design Year ADT: 8,330 vpd (20 29 )  
 DHV: 833 Trucks, 3.0 %  
 Designed Speed: 35 mph Legal Speed: 35 mph

|                  | Existing  | Proposed                                    |
|------------------|---|---|
| Number of Lanes: | <u>3</u>  | <u>3</u>                                    |
| Type of Lanes:   | <u>NB Thru, SB Thru/Right Combined, SB Left Turn Only</u> | <u>NB Thru, SB Right Turn Only, SB Thru</u> |
| Pavement Width:  | <u>34</u> ft.   | <u>37</u> ft.                               |
| Shoulder Width:  | <u>N/A</u> ft.  | <u>N/A</u> ft.                              |
| Median Width:    | <u>N/A</u> ft.  | <u>N/A</u> ft.                              |
| Sidewalk Width:  | <u>4</u> ft.  | <u>6</u> ft.                                |

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

### ROADWAY CHARACTER: North Water Street – North of proposed bridge.

Functional Classification: Urban Minor Arterial  
 Current ADT: 17,310 vpd 20( 09 ) Design Year ADT: 18,750 vpd (20 29 )  
 DHV: 1,875 Trucks, 3.0 %  
 Designed Speed: 25 mph Legal Speed: 25 mph

|                  | Existing   | Proposed  |
|------------------|--|---|
| Number of Lanes: | <u>4</u>   | <u>4</u>  |
| Type of Lanes:   | <u>SB Parking, SB Thru, NB Left Turn Only, NB Thru/ Right Combined</u> | <u>SB Right Turn Only, SB Thru, NB Thru, NB Right Turn Only</u> |
| Pavement Width:  | <u>46</u> ft.  | <u>48</u> ft.   |
| Shoulder Width:  | <u>N/A</u> ft.   | <u>N/A</u> ft.  |
| Median Width:    | <u>N/A</u> ft.   | <u>N/A</u> ft.  |
| Sidewalk Width:  | <u>5</u> ft.   | <u>6</u> ft.  |

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

### ROADWAY CHARACTER: North Water Street – South of proposed bridge.

Functional Classification: Urban Minor Arterial  
 Current ADT: 5,440 vpd 20( 09 ) Design Year ADT: 6,860 vpd (20 29 )  
 DHV: 686 Trucks, 3.0 %  
 Designed Speed: 25 mph Legal Speed: 25 mph

|                  | Existing  | Proposed                                       |
|------------------|---|--|
| Number of Lanes: | <u>4</u>  | <u>4</u>                                       |
| Type of Lanes:   | <u>SB Parking, SB Thru, NB Thru, NB Parking</u> | <u>SB Thru (2), NB Thru, NB Left Turn Only</u> |
| Pavement Width:  | <u>46</u> ft.                                   | <u>Varies 46 – 48</u> ft.                      |
| Shoulder Width:  | <u>N/A</u> ft.                                  | <u>N/A</u> ft.                                 |
| Median Width:    | <u>N/A</u> ft.                                  | <u>N/A</u> ft.                                 |
| Sidewalk Width:  | <u>5</u> ft.                                    | <u>6</u> ft.                                   |

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

This is page 14, which is part of: Categorical Exclusion, Level 4 Date: 5/20/2010

## Ohio Department of Transportation

County POR Route CRAIN Section \_\_\_\_\_ PID 18466 SJN \_\_\_\_\_

### DESIGN CRITERIA FOR BRIDGES: Crain Avenue Bridge

Structure File Number(s): 6737390 Sufficiency Rating: 41.8 (SD)

|                      | Existing           | Proposed                      |
|----------------------|--------------------|-------------------------------|
| Bridge Type:         | Rolled Steel Beams | Continuous Steel Plate Girder |
| Number of Spans:     | 3 Simple spans     | 3 Continuous Spans            |
| Weight Restrictions: | N/A ton            | N/A ton                       |
| Height Restrictions: | N/A ft.            | N/A ft.                       |
| Curb to Curb Width:  | 34 ft.             | 52 ft.                        |
| Shoulder Width:      | N/A ft.            | N/A ft.                       |
| Under Clearance:     | 19.87 ft.          | 22.01 ft.                     |

### MAINTENANCE OF TRAFFIC DURING CONSTRUCTION:

|   | Y | N |
|---|---|---|
| Is a temporary bridge proposed?   |   | X |
| Is a temporary roadway proposed?  |   | X |
| Will the project involve the use of a detour or require a ramp closure?<br>Provisions will be made for access by local traffic and so posted. | X |   |
| Provisions will be made for through-traffic dependent businesses.   | X |   |
| Provisions will be made to accommodate any local special events or festivals.   | X |   |
| Will the proposed MOT substantially change the environmental consequences of the action?  |   | X |
| Is there substantial controversy associated with the proposed method for MOT?   |   | X |

Remarks:

**CONCEPTUAL MAINTENANCE OF TRAFFIC**

The intent of the maintenance of traffic plan is to minimize the impact of project construction on the traveling public. During the construction of the project, a minimum of one lane of traffic in each direction shall be maintained by use of the existing pavement and the completed pavement.

The maintenance of traffic design and specifications shall be in accordance with the ODOT Traffic Engineering Manual, ODOT Standard Construction Drawings, and the Ohio Manual of Uniform Traffic Control Devices, including revisions.

The project shall be constructed in the following phases:

**Phase 1 – Bridge Construction and Utilities**

This phase consists of constructing the proposed Fairchild Avenue bridge, storm sewer construction (including catch basins and laterals), and relocating hydrants. Pavement for maintaining traffic and temporary asphalt concrete walk that is to be used on Lake Street and Gougler Avenue in Phase 2 will also be placed in this phase. During this phase, all existing traffic patterns will be maintained, except for short periods when two-way, one-lane traffic may be maintained using flaggers. Two-way, one-lane traffic will only be permitted from 9:00 P.M. to 7:00 A.M.

**Phase 2 – Roadway Construction**

This phase includes the complete construction of Fairchild Avenue, Crain Avenue and N. Water Street and part-width construction of S.R. 43 (N. Mantua Street & Gougler Avenue), Lake Street and the Crain Avenue/ Lake Street/ N. Water Street intersection, including the construction of curb, sidewalk, driveways, pavement up to and including the intermediate course, traffic signals and streetscaping. Pavement for maintaining traffic will be used to maintain Lake Street and Gougler Avenue traffic within the construction area. This phase also includes the reconstruction of the ABC RC at-grade railroad crossing.



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Traffic will be detoured or rerouted as follows:

- Fairchild Avenue and Crain Avenue – Fairchild Avenue and Crain Avenue will be closed to through traffic and will be detoured from Fairchild Avenue to Akron-Kent Boulevard (Majors Lane) to Main Street to Willow Street to Crain Avenue. The length of the detour from Fairchild Avenue to Crain Avenue is 1.7 miles. There will be full-time access to S.R. 43 from the detour route.
- N. Water Street – Traffic will be open to businesses, but through traffic will use the Fairchild/Crain detour route.
- Lake Street – Lake Street has no reasonable detour for its mainly industrial traffic. Traffic headed to S.R. 43 will be taken across the existing Crain Avenue bridge. Further access to Fairchild Avenue, Crain Avenue or N. Water Street will be detoured using S.R. 43 (N. Mantua Street/ Gougler Avenue), Main Street and/or Akron-Kent Boulevard.

Since the same detour is needed for Fairchild Avenue & Crain/ Lake/ N. Water construction areas, work on both sides of the Cuyahoga River is combined under Phase 2 to minimize the length of time that the detour is needed. The existing traffic signals will be in operation. Two-way, two-lane traffic with 10’ lanes will be maintained on S.R. 43 from Stinaff Street to Cuyahoga Street and then expand to two-way, three-lane traffic from Cuyahoga Street to Fairchild Avenue with one southbound through lane, one 10’ southbound left turn lane to the existing Crain Avenue bridge (access to Lake Street only), and one 10’ northbound through lane using existing pavement. Two-way, two-lane traffic will be maintained on S.R. 43 (N. Mantua Street & Gougler Avenue), south of Fairchild Avenue. Both of these one-way streets will maintain one-way, one-lane traffic with a 10’ lane. Two-way, two-lane traffic with 10’ lanes will be maintained on Lake Street using existing pavement and pavement for maintaining traffic, and on N. Water Street using existing pavement. Two-way, one-lane traffic will be maintained on residential Fairchild Avenue and Crain Avenue for local traffic only.

**Phase 3 – Roadway, Utility/Pedestrian Bridge & Bike Path Construction**

This phase includes the removal of the pavement for maintaining traffic and temporary asphalt concrete walk on Lake Street and the construction of the remaining portions of S.R. 43 (N. Mantua Street & Gougler Avenue), Lake Street, and the Crain Avenue/ Lake Street/ N. Water Street intersection including the remaining construction of curb, sidewalk, driveways, pavement up to and including the intermediate course and streetscaping. The existing Crain Avenue bridge will be demolished, and the utility/pedestrian bridge will be constructed. This phase also includes the construction of the proposed bike path.

The proposed Fairchild Avenue bridge will be fully accessible to traffic during this phase. The proposed traffic signals will be in operation and proposed traffic patterns will be maintained with the exception of part-width construction on S.R. 43 (N. Mantua Street & Gougler Avenue), Lake Street, and the Crain Avenue/ Lake Street/ N. Water Street intersection which will all maintain two-way, two-lane traffic on 10’ lanes using the pavement previously constructed in Phase 2.

**Phase 4 – Final Surface Course**

This phase consists of placing the final pavement surface course and final pavement markings. During placement of the final pavement surface course, traffic will be maintained through the use of flaggers in accordance with ODOT Standard Construction Drawing MT-97.11. During final pavement marking operations, traffic will be maintained in accordance with MT-99.20M.

**Local Traffic Maintenance**

Roads that are closed to through traffic during the detours or are partially closed due to part-width construction will remain open to local traffic. Access will be maintained to all residences and to all commercial properties for customers, deliveries, etc. For commercial properties with multiple drive entrances, at least one drive entrance shall be accessible at all times.

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**Pedestrian Traffic Maintenance**

When it becomes necessary to close a length of sidewalk due to utility, roadway or sidewalk construction, pedestrian traffic will be maintained with the use of a detour in accordance with ODOT Standard Construction Drawing MT-110.20.

**Critical Areas and Safety Concerns**

During the Phase 2 detours, additional signing will be provided for Kent State University traffic, including sports events traffic.

Drums will be used to separate traffic from the work area due to numerous residential and commercial drives that need continual access.

There will be little impact on Fire/ EMT response times. The West Side Station located at Rockwell Street/ S.R. 43 (N. Mantua Street) serves the Brady Lake area (Lake Street), and the existing Crain Avenue bridge crossing to Lake Street is the primary response route to that area. Keeping the existing Crain Avenue bridge open to Lake Street at all times is critical to response times to that area and is recommended by the City of Kent Safety Director.

Since traffic must remain open to Crain Avenue from S.R. 43 to access Lake Street, the S.R. 43/ Crain Avenue bridge intersection will be completed during Phase 3.

The existing Crain Avenue at-grade railroad crossing must be maintained during Phase 2 for Lake Street traffic and emergency vehicles. The proposed Fairchild Avenue at-grade railroad crossing must be maintained during Phase 3 for all traffic. Therefore, the reconstruction of the ABC RC at-grade railroad crossings should be constructed at the end of Phase 2 (proposed Fairchild Avenue at-grade railroad crossing) and the beginning of Phase 3 (existing Crain Avenue at-grade railroad crossing) to minimize the length of time the railroad is closed for reconstruction.

A press release will be issued to inform the public and local police, fire, emergency services and public transportation service of the project, detours, lane closures, and sidewalk closures.

The total expected length of construction phases is 20 months, broken down as follows:

- The expected length of Phase 1 construction is 9 months.
- The expected length of Phase 2 construction/detour is 6 months.
- The expected length of Phase 3 construction is 4 months.

The expected length of Phase 4 construction is 1 month.

**ESTIMATED PROJECT COST AND SCHEDULE:**

|   |                     |               |                     |               |                      |
|---|---------------------|---------------|---------------------|---------------|----------------------|
| Engineering:                            | \$ <u>1,950,000</u> | Right-of-Way: | \$ <u>3,620,000</u> | Construction: | \$ <u>11,530,000</u> |
| Anticipated Start Date of Construction: | <u>2008-2009</u>    |               |                     |               |                      |

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**RIGHT OF WAY AND UTILITY INVOLVEMENT:**

Number of parcels to be affected for temporary ROW: 66  
 Number of parcels to be affected for permanent ROW: 32  
 Approximate area of temporary right-of-way needed: 1.5 acre  
 Approximate area of permanent right-of-way needed: 2.0 acre

Has Utility Coordination been completed? Yes  No   
 Are large scale transmission facilities located within the project area? Yes  No   
 Are there any private utility easements within the project area? Yes  No   
 If YES, will it be impacted by the project? Yes  No

Remarks:

**Part II – Identification and Evaluation of Impacts of the Proposed Action**

**SECTION A – ECOLOGICAL RESOURCES**

|  | Presence                            |                                     | Impacts                  |                                     |
|--|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
|  | Y                                   | N*                                  | Y***                     | N**                                 |
| <b>Streams, Rivers &amp; Watercourses</b>  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| National Scenic River                      | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| State Wild, Scenic or Recreational River   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Commercial                                 | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |
| Non-Commercial                             | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |
| OEPA Aquatic Life Use Designation(eg. WWH) | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |
|  | WWH                                 |                                     |                          |                                     |

Remarks: Davey Resource Group submitted an Ecological Survey in November, 1999. An addendum report was submitted in December, 2001 to accommodate the expanded study area. The addendum concluded that the original Ecological Survey was broad in scope and sufficient to address the additional study area.

Based on the Ecological Survey by Davey Resource Group, the Cuyahoga River is the only watercourse found in the study area. Within confines of the study area, the Cuyahoga River is considered below headwaters by the United States Army Corps of Engineers and has been designated a warm water habitat (WWH), an agricultural water supply (AWS), an industrial water supply (IWS), and a primary contact recreation (PCR) surface water (Ohio EPA, 1997).

The preferred alternate, Alternate 14, does not include the placement of new piers within the Cuyahoga River channel and no long-term aquatic impacts are anticipated from the construction.

The Ohio Department of Transportation (ODOT) Office of Environmental Services (OES) reviewed the Ecological Survey prepared by Davey Resource Group and determined that no further ecological coordination is warranted for this project. The Ohio Division of Natural Resources (ODNR) determined that no existing or proposed state nature reserves or scenic rivers are located in the study area. See ODOT OES IOC dated July 24, 2002 and ODNR response dated September 14, 1999, in Attachment C.

Form version: 11/16/04

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County POR Route CRAIN Section \_\_\_\_\_ PID 18466 SJN \_\_\_\_\_

|                                   | <u>Presence</u> |    | <u>Impacts</u> |     |
|-----------------------------------|-----------------|----|----------------|-----|
|                                   | Y               | N* | Y***           | N** |
| <b>Other Surface Waters</b>       |                 | X  |                |     |
| Reservoirs                        |                 |    |                |     |
| Lakes                             |                 |    |                |     |
| Farm Ponds                        |                 |    |                |     |
| Detention Basins                  |                 |    |                |     |
| Storm Water Management Facilities |                 |    |                |     |
| Other: _____                      |                 |    |                |     |

Remarks: Davey Resource Group submitted an ecological survey in November, 1999. An addendum report was submitted in December, 2001 to accommodate the expanded study area. The addendum concluded that the original ecological survey was broad in scope and sufficient to address the additional study area.

Based on the ecology survey by Davey Resource Group, no reservoirs, lakes, ponds, basins, storm water management facilities or other surface waters are present within the study area.

The Ohio Department of Transportation (ODOT) Office of Environmental Services (OES) reviewed the Ecological Survey prepared by Davey Resource Group and determined that no further ecological coordination is warranted for this project. See ODOT OES IOC dated July 24, 2002 in Attachment C.

*\*If the resource is not present, the remainder of this subject section will not be completed*  
*\*\*If the resource is present but no impacts are anticipated, the reason why is described under Remarks.*  
*\*\*\*Any impacts, mitigation, and agency coordination are described under Remarks and coordination letters are attached.*

|                 | <u>Presence</u> |       | <u>Impacts</u> |     |
|-----------------|-----------------|-------|----------------|-----|
|                 | Y               | N**** | Y***           | N** |
| <b>Wetlands</b> |                 | X     |                |     |

Total wetland area impacted: \_\_\_\_\_ acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

|                                      |                                      |
|--------------------------------------|--------------------------------------|
| <b>Non-isolated Wetland</b>          | <b>Isolated Wetland</b>              |
| OEPA Wetland Category: _____         | OEPA Wetland Category: _____         |
| Size of Area Impacted: _____ acre(s) | Size of Area Impacted: _____ acre(s) |

|   | <u>Documentation</u> |   |
|---|----------------------|---|
|   | Y                    | N |
| Wetland Determination   |                      | X |
| Wetland Delineation Report  |                      | X |
| Individual Wetland Finding  |                      | X |
| <b>Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):</b> |                      |   |
| Substantial adverse impacts to adjacent homes, business or other improved properties;   |                      |   |
| Substantially increased project costs;  |                      |   |
| Unique engineering, traffic, maintenance, or safety problems;   |                      |   |
| Substantial adverse social, economic, or environmental impacts, or  |                      |   |
| The project not meeting the identified needs.   |                      |   |
| USACOE Isolated Waters Determination  |                      | X |
| Mitigation Plan   |                      | X |

*Measures to avoid, minimize and mitigate wetland impacts need to be discussed in the remarks section*

Remarks: Davey Resource Group submitted an ecological survey in November, 1999. An addendum report was submitted in December, 2001 to accommodate the expanded study area. The addendum concluded that the original ecological survey was broad in scope and sufficient to address the additional study area.

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Based on the ecological survey by Davey Resource Group, no wetlands are present within the study area.

The Ohio Department of Transportation (ODOT) Office of Environmental Services (OES) reviewed the Ecological Survey prepared by Davey Resource Group and determined that no further ecological coordination is warranted for this project. See ODOT OES IOC dated July 24, 2002 in Attachment C.

|                            | <u>Presence</u>          |                                     | <u>Impacts</u>           |                          |
|----------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
|                            | Y                        | N****                               | Y***                     | N**                      |
| <b>Terrestrial Habitat</b> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Unique or High Quality     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Remarks: Davey Resource Group submitted an ecological survey in November, 1999. An addendum report was submitted in December, 2001 to accommodate the expanded study area. The addendum concluded that the original ecological survey was broad in scope and sufficient to address the additional study area.

Most of the study area was noted to consist of disturbed areas and residential lawns with little or no natural vegetation. A few small natural areas occur along the railroad tracks and the Cuyahoga River. Much of the area along the roadside will remain and will not be impacted by construction, except temporarily for construction activities and access. No unique or high quality terrestrial habitat is located within the study area.

The Ohio Department of Transportation (ODOT) Office of Environmental Services (OES) reviewed the Ecological Survey prepared by Davey Resource Group and determined that no further ecological coordination is warranted for this project. The Ohio Department of Natural Resources (ODNR) determined that no unique ecological sites, geologic features, breeding or non-breeding animal concentrations, champion trees, or state parks, forests or wildlife areas are in the area. See ODOT OES IOC dated July 24, 2002 and ODNR response dated September 14, 1999 in Attachment C.

\*\* If the resource is present but no impacts are anticipated, describe the reason why in the Remarks section.  
 \*\*\*Any impacts, mitigation and agency coordination are described under Remarks and coordination letters are attached.  
 \*\*\*\*If "no", discuss in the Remarks details how this determination was made.

|   | <u>Presence</u>                     |                                     | <u>Impacts</u>           |                                     |
|---|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
|   | Y                                   | N****                               | Y***                     | N                                   |
| <b>Threatened or Endangered Species</b>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |
| Within the known range of and federal species?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Federal species found in project area?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| State species found in project area?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Is the project in accordance with the Letter of Agreement on Endangered Species Coordination? | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |

Remarks: Davey Resource Group submitted an ecological survey in November, 1999. An addendum report was submitted in December, 2001 to accommodate the expanded study area. The addendum concluded that the original ecological survey was broad in scope and sufficient to address the additional study area.

Portage County is within the known historic range of the federally endangered Indiana bat (*Myotis sodalis*) and Mitchell's satyr butterfly (*Neonympha mitchellii*), the federally threatened bald eagle (*Haliaeetus leucocephalus*) and northern monkshood (*Aconitum noveboracense*) and the proposed federal candidate eastern massassauga (*Sistrurus c. caternatus*).

This project is within the range of the Federally endangered Indiana bat and may impact summer roosting habitat for this species. The summer roosting habitat for the Indiana bad consists of living or dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches or cavities. According to Davey

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Resource Group, most of the area is residential and commercial, but there are several trees along the banks of the Cuyahoga that might support a maternity colony of Indiana bats. Any unavoidable cutting of such trees will be performed only after September 15 and before April 15. Potential Indiana bat roosts are shown on the Citizens Advisory Committee alternates in Attachment B. No butterflies resembling the Mitchell's satyr butterfly were observed by Davey Resource Group during field investigations. In addition, no suitable habitat was present for the species. Bald eagles typically avoid urbanized areas, and no bald eagles or nest sites were noted within a half mile of the study area. Northern monkshood has been recorded in Nelson Township, Garrettsville and the Akron area (Andreas, 1989). According to Davey Resource Group, the northern monkshood was not observed during the ecological survey, and given the disturbed nature of the surrounding study area, it is unlikely that this species inhabits the site. No populations of the eastern massassauga have been reported in Portage County since 1951, and Davey Resource Group did not locate any during the ecological survey. Based on the above, this project should have no impacts on federally listed species.

The Ohio Department of Transportation (ODOT) Office of Environmental Services (OES), the Ohio Department of Natural Resources (ODNR) and the United States Fish and Wildlife Service (USFWS) reviewed the Ecological Survey prepared by Davey Resource Group and determined that the proposed project will have no adverse impact on any federal or state endangered or threatened species. See ODOT OES IOCs dated July 24, 2002 and October 10, 2002, ODNR response dated September 14, 1999 and USFWS response dated October 4, 2002, in Attachment C.

**Agency Coordination \*\*\***

- Ohio Department of Natural Resources (ODNR)
- United States Fish and Wildlife Service (USFWS)
- Ohio Environmental Protection Agency (OEPA)
- United States Army Corps of Engineers (USACE)
- ODNR State Scenic River
- National Park Service (NPS) National Scenic River

| <u>Coordination</u> |          | <u>Approval</u> |          |
|---------------------|----------|-----------------|----------|
| <u>Y</u>            | <u>N</u> | <u>Y</u>        | <u>N</u> |
| X                   |          | X               |          |
| X                   |          | X               |          |
|                     | X        |                 |          |
|                     | X        |                 |          |
|                     | X        |                 |          |
|                     | X        |                 |          |

**Remarks:**

The Ohio Department of Transportation (ODOT) Office of Environmental Services (OES), the Ohio Department of Natural Resources (ODNR) and the United States Fish and Wildlife Service (USFWS) reviewed the Ecological Survey and addendum prepared by Davey Resource Group and concurred that the proposed project will have no adverse impact on any federal or state endangered or threatened species. No further ecological coordination is warranted. See ODOT OES IOCs dated July 24, 2002 and October 10, 2002, ODNR response dated September 14, 1999 and USFWS response dated October 4, 2002, in Attachment C.

*\*If the resource is not present, the remainder of this section will not be completed.  
 \*\*If the resource is present but no impacts are anticipated, the reason why is described under Remarks.  
 \*\*\*Any impacts, mitigation, and agency coordination are described under Remarks and coordination letters are attached.  
 \*\*\*\*If "no", discuss in the Remarks details how this determination was made.*

**SECTION B – OTHER RESOURCES**

|                                 | <u>Presence</u> |           | <u>Impacts</u> |          |
|---------------------------------|-----------------|-----------|----------------|----------|
|                                 | <u>Y</u>        | <u>N*</u> | <u>Y</u>       | <u>N</u> |
| <b>Drinking Water Resources</b> |                 | X         |                |          |
| Sole Source Aquifer             |                 | X         |                |          |
| Source Water Protection Area(s) |                 | X         |                |          |
| Public Water System(s)          |                 | X         |                |          |
| Groundwater Source              |                 | X         |                |          |
| Surface Water Source            |                 | X         |                |          |
| Residential Well(s)             |                 | X         |                |          |





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### SECTION C – CULTURAL RESOURCES

|                         | <u>Results of Research</u><br>Eligible and/or Listed<br>Resource Present |                                     | <u>Project Effect</u>                 |                          |                          |
|-------------------------|--|-------------------------------------|---------------------------------------|--------------------------|--------------------------|
|                         | Y  | N                                   | No Historic<br>Properties<br>Affected | No<br>Adverse<br>Effect  | Adverse<br>Effect        |
| Prehistoric Archaeology | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |
| Historic Archaeology    | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |
| History/Architecture    | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |
| NRHP Buildings/Sites    | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |
| NRHP Districts          | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |
| NRHP Bridges            | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |

#### Documentation

|   |                                     |
|---|-------------------------------------|
| Phase I Short Report                        | <input type="checkbox"/>            |
| Phase I Cultural Resources Survey Report    | <input checked="" type="checkbox"/> |
| Phase I History/Architecture Survey Report  | <input type="checkbox"/>            |
| Phase I Archaeology Survey Report           | <input type="checkbox"/>            |
| Phase II Cultural Resources Survey Report   | <input type="checkbox"/>            |
| Phase II History/Architecture Survey Report | <input type="checkbox"/>            |
| Phase II Archaeology Survey Report          | <input type="checkbox"/>            |
| Phase III Archaeology Data Recovery         | <input type="checkbox"/>            |
| Documentation for Consultation / MOA        | <input type="checkbox"/>            |
| HABS / HAER Documentation                   | <input type="checkbox"/>            |

#### SHPO / OES / FHWA Approval Dates

|                                     |
|-------------------------------------|
| Original submittal:                 |
| ODOT OES, approved January 22, 2003 |
| OHPO, concurrence April 16, 2003    |
| Re-evaluation submittal:            |
| ODOT OES, approved July 31, 2006    |
| OHPO, concurrence August 17, 2006   |
|                                     |
|                                     |
|                                     |
|                                     |

#### Remarks:

The Mannik and Smith Group, Inc. submitted a Phase I Archaeological and Architectural Reconnaissance Survey and addendum in January, 2002. The Ohio Department of Transportation (ODOT) Office of Environmental Services (OES) requested additional information for evaluation of the Survey. See ODOT OES IOC dated May 31, 2002 in Attachment F. The additional information was sent on June 7, 2004.

In a letter to the Ohio State Preservation Office (OHPO) dated January 22, 2003, ODOT OES requested that the OHPO indicate that it did not object to ODOT's findings by affixing an appropriate signature to the concurrence line of that letter. On April 16, 2003, the OHPO so indicated. As a result of the scope of the project, the results of previous surveys, the coordination letter to the OHPO, the information provided by the photo logs, and analysis, and in accordance with 36 CFR 800.4(d)(1), ODOT OES has found that

- There are no cultural resources in the original and first addendum areas that are eligible for inclusion in the NRHP;
- There are no cultural resources in the southern new area or the northern new area that are eligible for inclusion in the NRHP;
- The proposed construction will not affect the Kent Industrial Historic District that is adjacent to it;
- No land from within the historic boundary of the Kent Industrial Historic District will be incorporated into a transportation facility; and
- "No historic properties affected" is appropriate for the overall project as proposed.

ODOT OES sent an IOC dated April 21, 2003 which stated the OHPO has concurred with ODOT OES that no historic properties will be affected by the proposed bridge replacement and right-of-way adjustment. This letter completed the Section 106 review and no further cultural resources investigations were required unless the scope of the project were to change. See ODOT IOC dated April 21, 2003 in Attachment F.

As a result of public involvement, the scope of the project changed significantly enough to warrant a resubmittal to OES and OHPO for cultural resource clearance. In a letter to the OHPO dated July 10, 2006, ODOT OES requested that OHPO indicated that it did not object to ODOT's findings by affixing an

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appropriate signature to the concurrence line of that letter. OHPO responded that the Kent Industrial Historic District, though not impacted by the project, needed to be included in the letter. See ODOT OES letter dated July 10, 2006 and e-mail from ODOT OES dated July 31, 2006, in Attachment F.

ODOT complied with the revisions. In a letter to the OHPO dated July 31, 2006, ODOT OES requested that the OHPO indicate that it did not object to ODOT's findings by affixing an appropriate signature to the concurrence line of that letter. On August 17, 2006, the OHPO so indicated. See ODOT OES letter dated July 10, 2006 (draft), ODOT OES letter dated July 31, 2006 (revised per OHPO comment) and ODOT OES IOC dated August 21, 2006 in Attachment F.

ODOT OES sent an IOC dated August 21, 2006 which stated the Section 106 review was complete and no further cultural resources investigations were required unless the scope of the project were to change. See ODOT IOC dated August 21, 2006 in Attachment F.

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### SECTION D – SECTION 4(F) RESOURCES

|  | <u>Presence</u> |       | <u>Impacts</u> |     | <u>FHWA / OES<br/>approval dates</u> |
|--|-----------------|-------|----------------|-----|--------------------------------------|
|  | Y               | N**** | Y***           | N** |                                      |
| <b>Parks &amp; Other Recreational Land</b>           |                 | X     |                |     |                                      |
| Publicly owned park                                  |                 | X     |                |     |                                      |
| Publicly owned recreation area                       |                 | X     |                |     |                                      |
| National Wild & Scenic River                         |                 | X     |                |     |                                      |
| Section 4(f) Determination of No-Use                 |                 | X     |                |     |                                      |
| Programmatic Section 4(f) Evaluation                 |                 | X     |                |     |                                      |
| Individual Section 4(f)                              |                 | X     |                |     |                                      |
| Section 6(f) involvement                             |                 | X     |                |     |                                      |
| Other (school, state/national forest, bikeway, etc.) |                 | X     |                |     |                                      |

|   | <u>Presence</u> |       | <u>Impacts</u> |     | <u>FHWA / OES<br/>approval dates</u> |
|---|-----------------|-------|----------------|-----|--------------------------------------|
|   | Y               | N**** | Y***           | N** |                                      |
| <b>Natural &amp; Wildlife &amp; Waterfowl Refuges</b> |                 |       |                |     |                                      |
| <b>Federal</b>  |                 | X     |                |     |                                      |
| National Wildlife Refuge                              |                 | X     |                |     |                                      |
| National Natural Landmark                             |                 | X     |                |     |                                      |
| <b>State</b>  |                 | X     |                |     |                                      |
| State Wildlife Area                                   |                 | X     |                |     |                                      |
| State Natural Preserve                                |                 | X     |                |     |                                      |
| Section 4(f) Determination of No-Use                  |                 | X     |                |     |                                      |
| Programmatic Section 4(f)                             |                 | X     |                |     |                                      |
| Individual Section 4(f) Evaluation                    |                 | X     |                |     |                                      |
| Section 6(f) involvement                              |                 | X     |                |     |                                      |

|   | Y | N** | Y*** | N** | <u>FHWA / OES<br/>approval dates</u> |
|---|---|-----|------|-----|--------------------------------------|
| <b>Cultural Resources Areas</b>           |   |     |      |     |                                      |
| Sites eligible and/or listed for the NRHP |   | X   |      |     |                                      |
| Section 4(f) Determination of No-Use      |   |     |      |     |                                      |
| Programmatic Section 4(f)                 |   |     |      |     |                                      |
| Individual Section 4(f) Evaluation        |   |     |      |     |                                      |

Remarks: The Ohio Department of Natural Resources (ODNR), in a response to Davey Resource Group, determined that there are no existing or proposed state nature reserves or scenic rivers in the project area. They were also unaware of any unique ecological sites, geologic features, breeding or non-breeding animal concentrations, champion trees, state parks, forests or wildlife areas in the project area. See ODNR response dated September 14, 1999 in Attachment C.

Based on the proposed scope of work, the August 17, 2006 OHPO determination of “no historic properties affected” and 23 CFR 771.135, ODOT has determined that the undertaking as designed will not result in a “use” under Section 4(f) for cultural resources. In accordance with 23 CFR 771.135 and the *Programmatic Agreement for Applicability Determination and Programmatic Section 4(f) Between the Federal Highway Administration, The Ohio Department of Transportation (Agreement Number 11018)* executed October 10, 2001, on behalf of the Federal Highway Administration, ODOT OES staff have determined that Section 4(f) does not apply to the subject undertaking.

ODOT OES sent an IOC dated August 22, 2006 which stated that Section 4(f) does not apply to the subject undertaking. See ODOT IOC dated August 22, 2006 in Attachment F.

\*\* If the resource is present but no impacts are anticipated, the reason why is described under Remarks.  
 \*\*\* Any impacts, mitigation and agency coordination are described under Remarks and coordination letters are attached.  
 \*\*\*\*If “No”, discuss in the remarks section details about how this determination was made.

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### SECTION E – AIR QUALITY & NOISE

Will the project move the travel lanes closer to the receptors?  Y  N

**Air Quality**

**Conformity Status of the Project**

Is the project in an air quality non-attainment or maintenance area?  Y  N  
 Is this project in the STIP?  Y  N  
 In this project in the most current MPO air quality conforming TIP?  Y  N  
 If NO, is this project exempt from conformity analysis?  Y  N

**Project-Level Analysis and Impacts**

Has the project scope changed substantially since the conformity analysis?  Y  N  
 If YES, will this change require a reevaluation of the MPO TIP conformity?  Y  N

Remarks:

For the Build and No Build Alternatives the amount of mobile source air toxics (MSATs) emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same. The VMT estimated for the Build Alternative is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. See table below for VMT values for each street.

| Vehicle Miles Traveled (VMT) |                     |                    |              |                    |              |
|------------------------------|---------------------|--------------------|--------------|--------------------|--------------|
| ALTERNATE                    | SEGMENT LENGTH (FT) | SEGMENT ADT (2009) | VMT (2009)   | SEGMENT ADT (2029) | VMT (2029)   |
| <b>NO BUILD</b>              |                     |                    |              |                    |              |
| Fairchild Ave.               | 516                 | 13230              | 1293         | 18190              | 1778         |
| Crain Ave. Bridge            | 465                 | 17700              | 1559         | 20560              | 1811         |
| Crain Ave.                   | 242                 | 10500              | 481          | 11740              | 538          |
| SR 43 N of Crain             | 685                 | 25650              | 3328         | 29420              | 3817         |
| SR 43 S of Crain             | 165                 | 20550              | 642          | 23980              | 749          |
| SR 43 S of Fairchild         | 336                 | 20760              | 1321         | 26810              | 1706         |
| Water St.                    | 526                 | 4950               | 493          | 5140               | 512          |
| Lake St.                     | 212                 | 7430               | 298          | 8960               | 360          |
| <b>TOTAL</b>                 | <b>3147</b>         |                    | <b>9415</b>  |                    | <b>11271</b> |
| <b>BUILD</b>                 |                     |                    |              |                    |              |
| Fairchild Ave.               | 516                 | 13330              | 1303         | 18460              | 1804         |
| Fairchild Ave. Bridge        | 545                 | 17650              | 1822         | 20350              | 2101         |
| Crain Ave.                   | 242                 | 10140              | 465          | 10560              | 484          |
| SR 43 N of Fairchild         | 850                 | 25510              | 4107         | 28450              | 4580         |
| SR 43 S of Fairchild         | 336                 | 20610              | 1312         | 26400              | 1680         |
| Water St. N of Fairchild     | 278                 | 17310              | 911          | 18750              | 987          |
| Water St. S of Fairchild     | 273                 | 5440               | 281          | 6860               | 355          |
| Lake St.                     | 187                 | 7310               | 259          | 8330               | 295          |
| <b>TOTAL</b>                 | <b>3227</b>         |                    | <b>10459</b> |                    | <b>12286</b> |

This increase in VMT would lead to higher MSAT emissions for the action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOBILE6 emissions model, emissions of all of the priority MSATs except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models. Emissions among the various alternatives. Also,

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regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the proposed alternative will have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, there may be localized areas where ambient concentrations of MSATs could be higher than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built at the Fairchild Avenue/ SR 43 intersection and at the Fairchild Avenue/ N. Water Street intersection. However, as discussed above, the magnitude and the duration of these potential increases compared to the No Build Alternative cannot be accurately quantified due to the inherent deficiencies of current models. In sum, when a highway is widened and, as a result, moves closer to receptors, the localized level of MSAT emissions for the Proposed Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSATs will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

**Noise**

|   | Y                        | N                                   |
|---|--------------------------|-------------------------------------|
| Is a noise analysis required in accordance with FHWA regulations and ODOT's statewide noise abatement policy? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| If YES, is a design year noise impact predicted?  | <input type="checkbox"/> | <input type="checkbox"/>            |
| If YES, have all noise attenuation measures been considered, consistent with the policy?                      | <input type="checkbox"/> | <input type="checkbox"/>            |
| If NO, explain why not: _____   |                          |                                     |
| Is noise attenuation found to be reasonable and feasible?   | <input type="checkbox"/> | <input type="checkbox"/>            |

Remarks: The proposed project will not cause an increase in traffic noise levels because it does not provide additional thru lanes, does not change the design speed or vehicle mix and does not substantially change the shielding effects of the existing roadway. This project is deemed unrelated to increased traffic noise.

**SECTION F – COMMUNITY IMPACTS**

**Regional, Community & Neighborhood Factors**

|  | Y                                   | N                                   |
|--|-------------------------------------|-------------------------------------|
| Will the proposed action comply with the local/regional development patterns for the area?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Will the proposed action result in substantial impacts to community cohesion?                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Will the proposed action result in substantial impacts to local tax base or property values? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Remarks: The realignment of Fairchild Avenue to Crain Avenue to reduce the traffic congestion in the vicinity of the bridge has been on AMATS Regional Transportation Plan since 1981 and on the City of Kent's Thoroughfare Plan since 1985. Due to public concern, A Citizens Advisory Committee, made up of community members and public officials, was formed to create a revised purpose and need. In addition, three alternate ideas representative of public interest were created. Both the AMATS Regional Transportation Plan and the City of Kent's Thoroughfare Plan have been revised to show the new alignment.

The relocation of the existing Crain Avenue bridge will not increase the volume capacity. Reconstructed sidewalks and driveway aprons will facilitate pedestrian traffic and meet ADA compliance. In addition, sidewalks will be set back from the road where possible and include crosswalks to promote pedestrian safety. Sidewalk enhancements on S.R. 43 have been noted in AMATS Regional Transportation Plan. A bike path will be constructed on the east side of S.R. 43, and will eventually continue north and south along the Cuyahoga River. The proposed bike path is noted as part of a regional bikeway need in AMATS Regional Transportation Plan.

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Will the proposed action result in reasonably foreseeable secondary or cumulative impacts? 

|                          |                                     |
|--------------------------|-------------------------------------|
| Y                        | N                                   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Remarks:

**Public Facilities & Services**  
Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation or pedestrian and bicycle facilities? 

|                          |                                     |
|--------------------------|-------------------------------------|
| Y                        | N                                   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Remarks: 

The relocation of the Crain Avenue bridge will not substantially alter access to any public service or facility. Minor, short-term impacts to local police, fire, emergency services and public transportation services will occur during construction. The West Side Station located at Rockwell Street/ N. Mantua Street serves the Brady Lake area (Lake Street), and the existing Crain Avenue bridge crossing to Lake Street is the primary response route to that area. Keeping the existing Crain Avenue bridge open to Lake Street at all times is critical to response times to that area and is recommended by the City of Kent Safety Director. The existing Crain Avenue bridge will remain in service during construction of the new bridge. The new bridge will allow access to Lake Street and ensure adequate response times for that area. A park area and bike path will be constructed along the Cuyahoga River. The bike path will eventually continue north and south, and is noted as part of a regional bikeway need in AMATS Regional Transportation Plan. No health facilities, educational facilities or religious institutions are located within the study area.

**Environmental Justice** (Presidential Executive Order 12898)  
During public involvement activities, were Environmental Justice issues raised? 

|                          |                                     |
|--------------------------|-------------------------------------|
| Y                        | N                                   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

  
Are any Environmental Justice populations located within the project area? 

|                          |                                     |
|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|-------------------------------------|

  
Will the project result in adversely high or disproportionate impacts to the population? 

|                          |                                     |
|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|-------------------------------------|

Remarks: 

According to the 2000 U.S. Census, the study area is located within Census Tracts 6012 and 6013. Of the 10,945 people in the Census Tracts, 9.9% are minorities and 18.0% live below poverty level. See Attachment G. By comparison, the City of Kent has 13.9% minorities and 20.1% living below poverty level, and Portage County as a whole has 5.6% minorities and 8.8% living below poverty level.  
  
The project will not have any disproportionately high or adverse human health or environmental effects on minority and low-income populations. No environmental justice issues were raised during the public involvement activities conducted for this project.

**Displacement of People, Businesses or Farms:**  
Will the proposed action displace people, businesses or farms? 

|                                     |                          |
|-------------------------------------|--------------------------|
| Y                                   | N                        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Number of displacements: Residences: 2 Businesses: 7 Farms: 0 Institutions: 0

Remarks: 

The proposed improvements will require two residential and seven business relocations. By comparison, Alternate 14 required two residential and eight business relocations and Alternate 2 required at least seven residential and nine business relocations.  
  
The two single family detached residential units slated for removal are not included on any Ohio Historic Preservation listing and are not eligible for inclusion into the National Register. Adequate housing for relocation is available in the City of Kent. High density residential areas exist in close proximity to the dwelling units slated for removal. Residents should be able to find comparable housing near their existing homes.  
  
A total of seven businesses will be relocated as a result of construction. Business types, addresses and approximate number of employees are shown in the following table.

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| <u>Business</u>  | <u>Address</u>  | <u>Employees</u> |
|--|---|------------------|
| McKay Bricker Gallery & Framing                              | 609 North Mantua Street   | 6                |
| La Cucina Cali<br>(Formerly Cali Family Restaurant)          | 707 North Mantua Street   | Vacant           |
| Rim & Trim Garage<br>(Consolidated with Rim & Trim Showroom) | 830 North Mantua Street<br>(Formerly 715 & 815 North Mantua Street) | 2                |
| Vacant Building  | 100 Crain Avenue  | Vacant           |
| Lloyd Atkinson   | 534 North Water Street  | 1                |
| The Avenue   | 626 North Water Street  | Vacant           |

The surrounding area consists of a mixture of commercial and high density residential. Nearby areas are not dependent on the businesses' existing locations to serve them.

Upon review of current, local real estate listings, sufficient residential and commercial properties are available near the study area for relocation purposes. The following tables consist of residential and commercial properties located in the City of Kent within a two mile radius of the Crain Avenue bridge. These tables were compiled from data supplied by Century 21 – Smiles Realty, Inc. in June, 2004. A similar spread of available properties and price ranges is assumed for 2006.

### Single Family Residential Properties Available in June, 2004

| <u>Number of Properties</u> | <u>Price Range</u> |
|-----------------------------|--------------------|
| 1                           | 60,000 – 70,000    |
| 2                           | 70,000 – 80,000    |
| 2                           | 80,000 – 90,000    |
| 6                           | 90,000 – 100,000   |
| 5                           | 100,000 – 110,000  |
| 10                          | 110,000 – 120,000  |
| 8                           | 120,000 – 130,000  |
| 7                           | 130,000 – 140,000  |
| 6                           | 140,000 – 150,000  |
| 19                          | 150,000 – 200,000  |
| 8                           | 200,000 – 300,000  |
| 3                           | 300,000 – 400,000  |
| 1                           | 400,000 – 500,000  |

### Commercial Properties Available in June, 2004

| <u>Number of Properties</u> | <u>Price Range</u> |
|-----------------------------|--------------------|
| 2                           | 100,000 – 200,000  |
| 2                           | 200,000 – 300,000  |
| 4                           | 300,000 – 400,000  |
| 1                           | 400,000 – 500,000  |
| 0                           | 500,000 – 600,000  |
| 0                           | 600,000 – 700,000  |
| 2                           | 700,000 – 800,000  |



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**SECTION G – PUBLIC INVOLVEMENT**

Per ORC 5511.01 and 23 CFR 771.111 (h)(2)(i) and (ii), every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Discuss what public involvement activities (letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Were you inclusive of minority and low income people in your public involvement activities? **Yes\***  **No**   
*\* If YES, explain below.*

The public has been closely and directly involved with each step of this project. Extensive coordination has occurred to ensure that all of the concerns and issues raised by the community have been addressed. In addition, the decisions on this project were always made with the best interest of the community in mind.

Public coordination began with a project notification letter being sent to all affected property owners, public officials and interested parties on August 26, 1999. This letter notified the recipient of the project and the need for access to their property (if applicable) to conduct field surveys for the Preliminary Engineering and Environmental phase of the project. See Attachment H-1 for a copy of the notification letter, dated September 3, 1999, and the list of property owners, public officials and interested parties who received this letter.

After the preliminary environmental surveys and engineering design were completed, a Public Information Meeting was scheduled to obtain input from the public on the proposed improvements. A notification letter was sent to all affected property owners, public officials and interested parties on May 24, 2002. This letter notified the recipient of the date, time and location of the Public Information Meeting. See Attachment H-2 for a copy of the notification letter and the list of property owners, public officials and interested parties who received this letter.

A Public Meeting Announcement was published in the Record-Courier on May 28, 2002 and June 5, 2002 and signs were posted on the existing bridge informing the general public of the first Public Information Meeting. See Attachment H-3 for a copy of the Legal Notice, reduced signage and for news articles leading up to the first Public Information Meeting.

The first Public Information Meeting was held on June 10, 2002 at the Kent Roosevelt High School, located near the study area. The format of the meeting was an informal open house and the room was arranged so that individual areas of concern could be handled on a one-on-one basis. Alternates 2, 4 and 9 were presented in detail at this meeting. An Information Pamphlet was made available to all meeting attendees. See Attachment H-4 for the Attendance List and Information Pamphlet from this meeting and for news articles following this meeting. A summary of the Public Comments is provided in Attachment H-5. Public Comments and Responses are provided in Attachment H-17.

Many questions and concerns were raised by the public during the first Public Information Meeting. As a result, the City requested that the following three additional neighborhood meetings be conducted:

- September 19, 2002 – Streets, Sidewalks and Utilities Committee Meeting.
- September 24, 2002 – Special Council Meeting.
- September 26, 2002 – Special Council Meeting.

The purpose of these meetings was to educate the public on the project and address questions and concerns raised at the first public meeting. Conceptual Alternates 1 through 9 were presented to the public at these meetings.

A Public Meeting Announcement was published in the Record-Courier on September 10, 2002 and September 17, 2002 and signs were posted on the existing bridge informing the general public of the upcoming meetings. See Attachment H-6 for a copy of the Legal Notice, reduced signage and for news articles leading up to the second, third and fourth Public Information Meetings.

The second public meeting was held on September 19, 2002 at City Hall, located near the study area. The format of the meeting consisted of formal presentations by AMATS, Finkbeiner, Pettis & Strout and Dr. Dave Kaplan, followed by a question and answer period with the project representatives. An Information Sheet was available recounting the history of the project and addressing frequently asked questions from the first meeting. See Attachment H-7 for Information Sheet

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and presentation slides. A copy of the meetings minutes is provided in Attachment H-8. Public Comments and Responses are provided in Attachment H-17.

The third public meeting was held on September 24, 2002 at the West Side Fire Station, located near the study area. The format of the meeting consisted of formal presentations by Finkbeiner, Pettis & Strout and Dr. Kaplan, followed by a question and answer period with the project representatives. An Information Sheet was available recounting the history of the project and addressing frequently asked questions from the first meeting. See Attachment H-7 for Information Sheet and presentation slides. A copy of the meeting minutes is provided in Attachment H-8. Public Comments and Responses are provided in Attachment H-17.

The fourth public meeting was held on September 26, 2002 at the Kent Stage, located near the study area. The format of the meeting consisted of a formal presentation by Finkbeiner, Pettis & Strout, followed by a question and answer period. An Information Sheet was available recounting the history of the project and addressing frequently asked questions from the first meeting. See Attachment H-7 for Information Sheet and presentation slides. A copy of the meetings minutes is provided in Attachment H-8. Public Comments and Responses are provided in Attachment H-17.

The fifth public meeting, a Committee work session, was held on October 30, 2002 at the Safety Administration Building, located near the study area. A formal presentation was given by Finkbeiner, Pettis & Strout followed by a question and answer session with Dr. Kaplan and an open discussion among Committee Members. Alternates 1 through 12 were presented at this meeting. Because this was considered a Committee work session, questions and concerns from the public were not permissible during the meeting. See Attachment H-9 for meeting agenda, Finkbeiner, Pettis & Strout presentation slides, responses to Dr. Kaplan's September 19, 2002 presentation and news articles leading up to the meeting.

Numerous questions and concerns from the public were received during the public meetings. Due to the high public opposition, City Council rejected all of the Alternates at a Council Meeting on November 20, 2002. News articles leading up to the Council meeting are provided in Attachment H-10.

A main issue raised at the public meetings was lack of public involvement in the design of the project. Major public opposition, as well as Council opposition dealt with the direct connection of Fairchild Avenue to Crain Avenue. Since this was part of the original purpose and need of the project, Council decided that a new purpose and need statement be created using a Context Sensitive Design process. On the January 22, 2003, Council approved the formation of a Citizens Advisory Committee, comprised of residents and public officials, to create a revised Purpose and Need Statement representative of public interest. News articles relating to the creation of the Citizens Advisory Committee are provided in Attachment H-11.

The Citizens Advisory Committee conducted seven meetings, open to the public. The meetings were held on March 6, 2003, March 20, 2003, April 3, 2003, April 17, 2003, May 1, 2003, May 15, 2003 and May 29, 2003 at the Kent Safety Building, located near the study area. The format of these meetings was informal discussion within the Committee, followed by comments and questions from the public. A Public Notice was published in the Record-Courier on April 9, 2003, April 23, 2003, May 7, 2003 and May 21, 2003 informing the general public of the upcoming meetings. A copy of Public Notice, meeting minutes, revised Purpose and Need Statement and design criteria are provided in Attachment H-12.

The Citizens Advisory Committee also created three additional alternate ideas. The Committee decided on holding two public meetings to gain public input for the Purpose and Need Statement and alternates before submission to the City Council. A copy of the three Citizens Advisory Committee Alternates is provided in Attachment B.

A Public Meeting Announcement was published in the Akron Beacon Journal June 9, 2003 and the Record-Courier on June 6, 2003 and June 9, 2003 and signs were posted on the existing bridge informing the general public of the first Committee Public Information Meeting. A Public Meeting Announcement for the second Committee Public Information Meeting was published in the Record-Courier on June 18, 2003 and signs were posted on the existing bridge. See Attachment H-13 for meeting announcements, reduced signage and news articles leading up to the first and second Citizens Advisory Committee Public Meetings.

The two Committee Public Information Meetings were held on June 12, 2003 and June 19, 2003 at the Kent Roosevelt

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## Ohio Department of Transportation

County POR Route CRAIN Section \_\_\_\_\_ PID 18466 SJN \_\_\_\_\_

High School Cafeteria, located near the project area. The format of both meetings was a formal presentation, followed by a question and answer period. Handouts were available at the meetings containing minutes from the seven Citizens Advisory Committee meetings, purpose and need statement and design criteria. See Attachment H-12 for meeting minutes, Purpose and Need Statement and design criteria. A copy of the attendance lists and meeting summaries are provided in Attachment H-14. Public Comments and Responses are provided in Attachment H-17.

Overall, the Alternates were well received from the public. At a Streets, Sidewalks and Utilities meeting on August 6, 2003, City Council approved the Citizens Advisory Committee preferred Alternate – Alternate 14. See Attachment H-15 for news articles relating to Council’s decision. Miscellaneous news articles relating to the project are provided in Attachment H-16.

Following a period of engineering design, the Citizens Advisory Committee Public Meetings resumed in order to update all interested parties of the project status.

Three additional Citizens Advisory Committee Public Information Meetings were held on March 5, 2005, March 12, 2005 and March 19, 2005 at the Kent Fire Station on Depeyster Street. These informal discussions centered on design issues, aesthetics and project administration. Public notices were published in the Record-Courier on February 24, 2005, February 28, 2005, March 2, 2005, March 9, 2005, March 11, 2005 and March 18, 2005 informing the general public of the upcoming meetings. A copy of the Public Notices and news articles leading up to and following these meetings, informational handouts, meeting minutes and the Citizens Advisory Committee’s Final Purpose and Need Statement are provided in Attachment H-18.

The Citizens Advisory Committee also held non-public planning meetings on April 7, 2005 and May 5, 2005 to further discuss design issues. A copy of the meeting minutes are provided in Attachment H-19.

Another Citizens Advisory Committee Public Information Meeting was held May 26, 2005 to inform the public of the progress of the project. A Public Notice was published in the Record-Courier on May 19, 2005 informing the general public of the upcoming meeting. The format was a formal presentation, followed by a question and answer period. A copy of the Public Notice and a news article following the meeting are provided in Attachment H-20.

Additional miscellaneous news articles regarding the project are provided in Attachment H-21.

**Public Controversy on Environmental Grounds**

Will the project involve substantial controversy concerning community and/or natural resource impacts?  Y  N

Remarks: No substantial concerns regarding natural resource impacts were raised as a result of the public meetings. A Citizens Advisory Committee was established to create a revised purpose and need, representative of community interest. Comments and questions raised during and after the public involvement activities were responded to accordingly by the Citizens Advisory Committee. The public is in support of the proposed improvements.

**SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

|   | <b>Documentation</b> |          |
|---|----------------------|----------|
|   | <b>Y</b>             | <b>N</b> |
| Environmental Site Assessment Screening / Checklist | X                    |          |
| Phase I Environmental Site Assessment               | X                    |          |
| Phase II Environmental Site Assessment              | X                    |          |
| Design for Remediation                              |                      |          |

Remarks: MVTTechnologies, Inc. (MVTI) submitted an Environmental Site Assessment Screening on September, 1999. An addendum report was submitted in March, 2002 to accommodate the expanded study area. The ODOT Office of Environmental Services (OES) reviewed these reports and concurred with the recommendation that the following properties warranted a Phase I ESA: Triangle Cleaners (300 Rockwell Street), Vacant Building (300 Gougler Avenue), Digger’s Bar and Grill (802 North Mantua Street), Citgo (850 North Mantua Street), A&B Auto Clinic (851 North Mantua Street), McKay Bricker Gallery and Framing (609 North

This is page 32, which is part of: Categorical Exclusion, Level 4 Date: 5/20/2010

## Ohio Department of Transportation

County POR Route CRAIN Section \_\_\_\_\_ PID 18466 SJN \_\_\_\_\_

Mantua Street), Vacant Building (SE corner of Crain Avenue and North Mantua Street), Akropolis Restaurant (707 North Mantua Street), Studio 425 (425 Gougler Avenue), Barney Spoons and Catalog Wholesale Outlet (431 Gougler Avenue), Custom Auto Repair (501 Gougler Avenue), Crock's Car Care (413 Fairchild Avenue), Service Garage (421 Alley #28), Vacant Building (500 North Water Street), Service Garage (534 North Water Street), The Avenue (626 North Water Street), Weiss Motors (101 Crain Avenue), Residential (124 Crain Avenue), Horning Builders Supply and etc. (115 Lake Street), Residential (118 Lake Street) and Grand Upholstery (126 Lake Street). See ODOT OES IOC dated June 20, 2002 in Attachment J.

ARCADIS submitted the Phase I ESA Report on September 9, 2004. The ODOT OES reviewed the report and recommended that the following properties warranted a Phase II ESA: Crock's Car Care (413 Fairchild Avenue), Lloyd's Garage (534 North Water Street), La Cucini Cali Restaurant (707 North Mantua Street), AM & Trim (815 North Mantua Street), A&B Auto Clinic (851 North Mantua Street), Vacant Lot (100 Crain Avenue). See ODOT OES IOC dated March 8, 2005 in Attachment J.

Upon review of additional information by ARCADIS and ODOT District 4, ODOT OES recommended that one additional property warranted a Phase II ESA: Custom Auto Repair (501 Gougler Avenue). See ODOT OES IOC dated May 5, 2005 in Attachment J.

The Phase II ESA has not yet been conducted but will be completed prior to the sale of the project. Based on the findings, appropriate remedial measures will be incorporated into the project. If the studies indicate any of the required remedial activities is cost prohibitive, a reassessment of the project will occur.

**SECTION I – PERMITS CHECKLIST**

|  | <u>Required</u>                     | <u>Not Required</u>                 | <u>Complete</u>          |                                     |
|--|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
|  |                                     |                                     | Y                        | N                                   |
| <b>OES Permit Determination (PD)</b>                 |                                     |                                     | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <b>Army Corps of Engineers (404/Section10 Permit</b> |                                     |                                     |                          |                                     |
| Individual (IP)                                      | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                                     |
| Nationwide (NWP)                                     | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |                          |                                     |
| Pre-Construction Notification (PCN)                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |                          |                                     |
| <b>OEPA</b>  |                                     |                                     |                          |                                     |
| Level 1 Review – General Isolated Wetland Permit     | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                                     |
| Level 2 Review – Individual Isolated Wetland Permit  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                                     |
| Level 3 Review – Individual Isolated Wetland Permit  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                                     |
| 401 Water Quality Certification (WQC)                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                                     |
| NPDES Construction Storm Water Permit                | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |                          |                                     |
| <b>US Coast Guard Section 9 Bridge Permit</b>        | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                                     |
| <b>Wetland and/or Stream Mitigation</b>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                          |                                     |
| <b>Flood Plain Permit</b>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |                          |                                     |

Remarks: A temporary causeway will be utilized in the Cuyahoga River for bridge construction. A United States Army Corps of Engineers (USACE) NWP with PCN will be required for the temporary causeway.

An OEPA National Pollution Discharge Elimination System (NPDES) Storm Water Permit is required to be submitted by the contractor prior to construction.

This project crosses the Cuyahoga River. Based on a review of the Flood Insurance Study for the City of Kent, Ohio, conducted by the U.S. Department of Housing and Urban Development in 1972, the existing bridge encroaches the floodplain. A flood plain permit is required for the project.

All waterway permits obtained for the project will be included with the construction plans as special provisions. All conditions of the waterway permits, including mitigation requirements, shall be adhered to throughout construction.

Form version: 11/16/04

Ohio Department of Transportation

County POR Route CRAIN Section \_\_\_\_\_ PID 18466 SJN \_\_\_\_\_

**SECTION J - ENVIRONMENTAL COMMITMENTS MADE & RESOURCES TO BE AVOIDED**

1. Any unavoidable cutting of trees with suitable roosting and broad-rearing habitat for the Indiana bat (living or standing dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches, or cavities) will be performed only before April 15 or after September 15 when the species would not be using such habitats.
2. The Phase II ESA will be conducted prior to the sale of the project. Based on the findings, appropriate remedial measures will be incorporated into the project. If the studies indicate any of the required remedial activities is cost prohibitive, a reassessment of the project will occur.
3. All waterway permits obtained for the project will be included with the construction plans as special provisions. All conditions of the waterway permits, including mitigation requirements, shall be adhered to throughout construction.
4. All conditions and terms associated with the NPDES construction storm water general permit (CGP), verified by the OEPA, will be included with the contract plans for adherence during project construction
5. A Storm Water Pollution Prevention Plan (SWP3) will be implemented during construction to reduce the potential for erosion and sediment run-off during construction activities. Best management practices for erosion control during construction will be implemented at all sewer outlets to minimize pollutants entering the Cuyahoga River.
6. The contractor shall follow Best Management Practices (BMP) when working near the Cuyahoga River.
7. A press release will be issued to inform the public and local police, fire, emergency services and public transportation service of the project, detours, lane closures, and sidewalk closures.
- 8.) Use of traffic control measures as a noise abatement measure requires additional consideration to determine whether it is feasible to restrict or prohibit certain vehicle uses and to determine whether such a restriction would result in any benefit.

**SECTION K - CONCURRENCE**

It is hereby determined that the subject project meets the criteria for CE in accordance with the *Programmatic Categorical Exclusion Agreement* between ODOT and FHWA. This action does not: induce significant impacts to planned growth or land use for the area; require relocation of significant numbers of people; have significant impact on any natural, cultural, recreational, historic, or other resource; involve significant air, noise, or water quality impacts; have significant impacts on travel patterns; or otherwise, either individually or cumulatively, have any significant impacts and do not require the preparation of an Environmental Assessment or an Environmental Impact Statement.

As supported by information contained in this Categorical Exclusion Document, this project qualifies for a CE Level 4, Item Number \_\_\_\_\_, in accordance with the *Programmatic Categorical Exclusion Agreement* between ODOT and FHWA dated \_\_\_\_\_

Erin Curtis, PE, ARCADIS G&M of Ohio, Inc.

March 29, 2007

*Edward W. Deley Jr.*  
 District Environmental Coordinator  
*Andrea Stewart*  
 Office of Env. Services Administrator

Name of Preparer and Organization  
*June 06, 2007*  
 Date  
*6-7-07*  
 Date  
 District Planning & Programs Administrator  
 If CE-4: Date Submitted to FHWA

Date  
*June 7, 2007*  
 Date

This is page 33, which is part of: \_\_\_\_\_ Level Four Categorical Exclusion \_\_\_\_\_ Date: 6/5/2007

**City of Kent**



**Portage County**



**Crain Avenue Bridge Relocation  
Categorical Exclusion Document  
Level 4**

**PID No. 18466**

March 2007

ARCADIS

  
James S. Bowling, PE

  
Erin M. Curtis, PE

## Crain Avenue Bridge Relocation

## Categorical Exclusion Document Level 4

Prepared for:  
Portage County, Ohio  
Kent, Ohio

Prepared by:  
ARCADIS  
520 South Main Street  
Suite 2400  
Akron  
Ohio 44311-1010  
Tel 330 434 1995  
Fax 330 374 1095  
[www.arcadis-us.com](http://www.arcadis-us.com)

Our ref:  
AKKEN9901.R004

Date:  
March 2007

*This document is intended only for the use of the individual or entity for which it was prepared and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. Any dissemination, distribution, or copying of this document is strictly prohibited.*

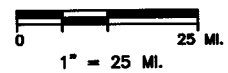


# **ATTACHMENT A**

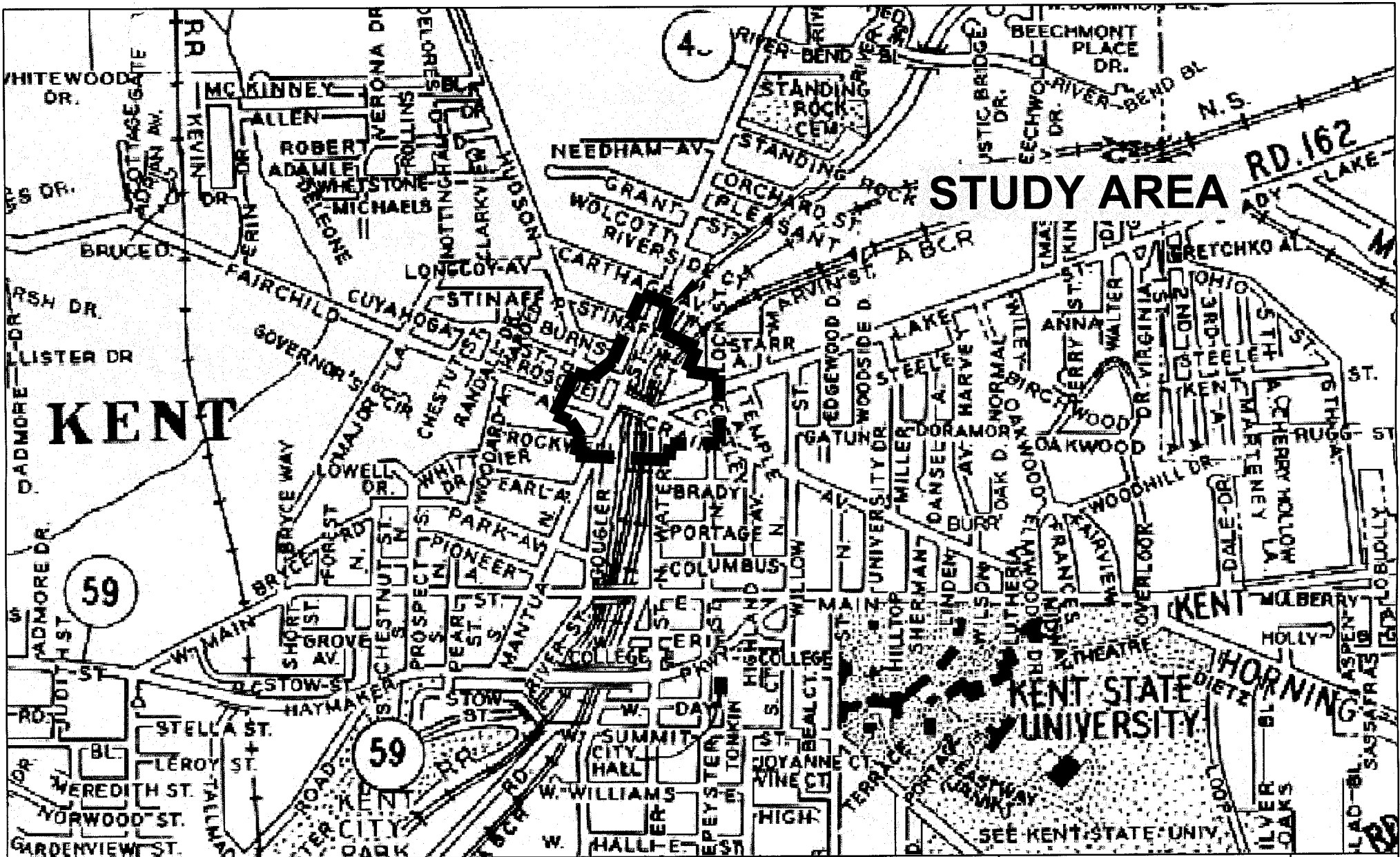
# PROJECT LOCATION



LOCATION MAP - OHIO  
**PORTAGE COUNTY, OHIO**  
FIGURE 1



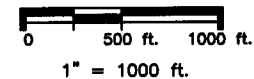
ARCADIS G&M of Ohio, Inc.  
520 South Main Street, Suite 2400  
Akron, Ohio 44311  
Tel: 330-434-1995 Fax: 330-374-1095  
[www.arcadis-us.com](http://www.arcadis-us.com)



OFFICIAL STREET ATLAS OF PORTAGE COUNTY, OHIO - 28TH EDITION  
 BY COMMERCIAL SURVEY COMPANY

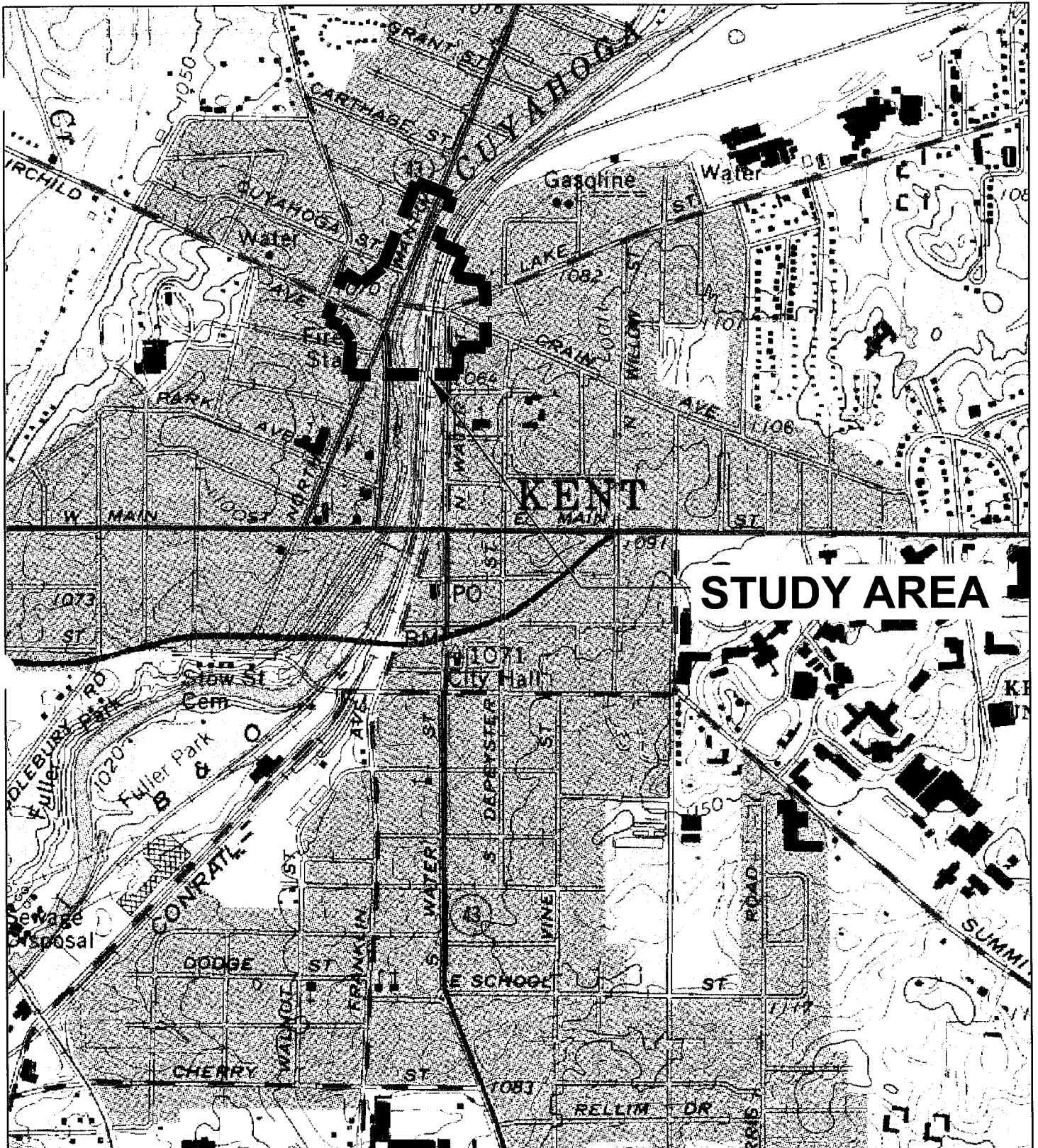
**CRAIN AVENUE BRIDGE RELOCATION  
 STUDY AREA**

FIGURE 2



**ARCADIS**

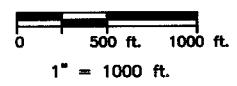
ARCADIS G&M of Ohio, Inc.  
 520 South Main Street, Suite 2400  
 Akron, Ohio 44311  
 Tel: 330-434-1995 Fax: 330-374-1095  
 www.arcadis-us.com



USGS MAP - KENT, OHIO QUADRANGLE, 1984

**CRAIN AVENUE BRIDGE RELOCATION  
STUDY AREA**

FIGURE 3



**ARCADIS**

ARCADIS G&M of Ohio, Inc.  
520 South Main Street, Suite 2400  
Akron, Ohio 44311  
Tel: 330-434-1995 Fax: 330-374-1095  
www.arcadis-us.com

**ATTACHMENT B**

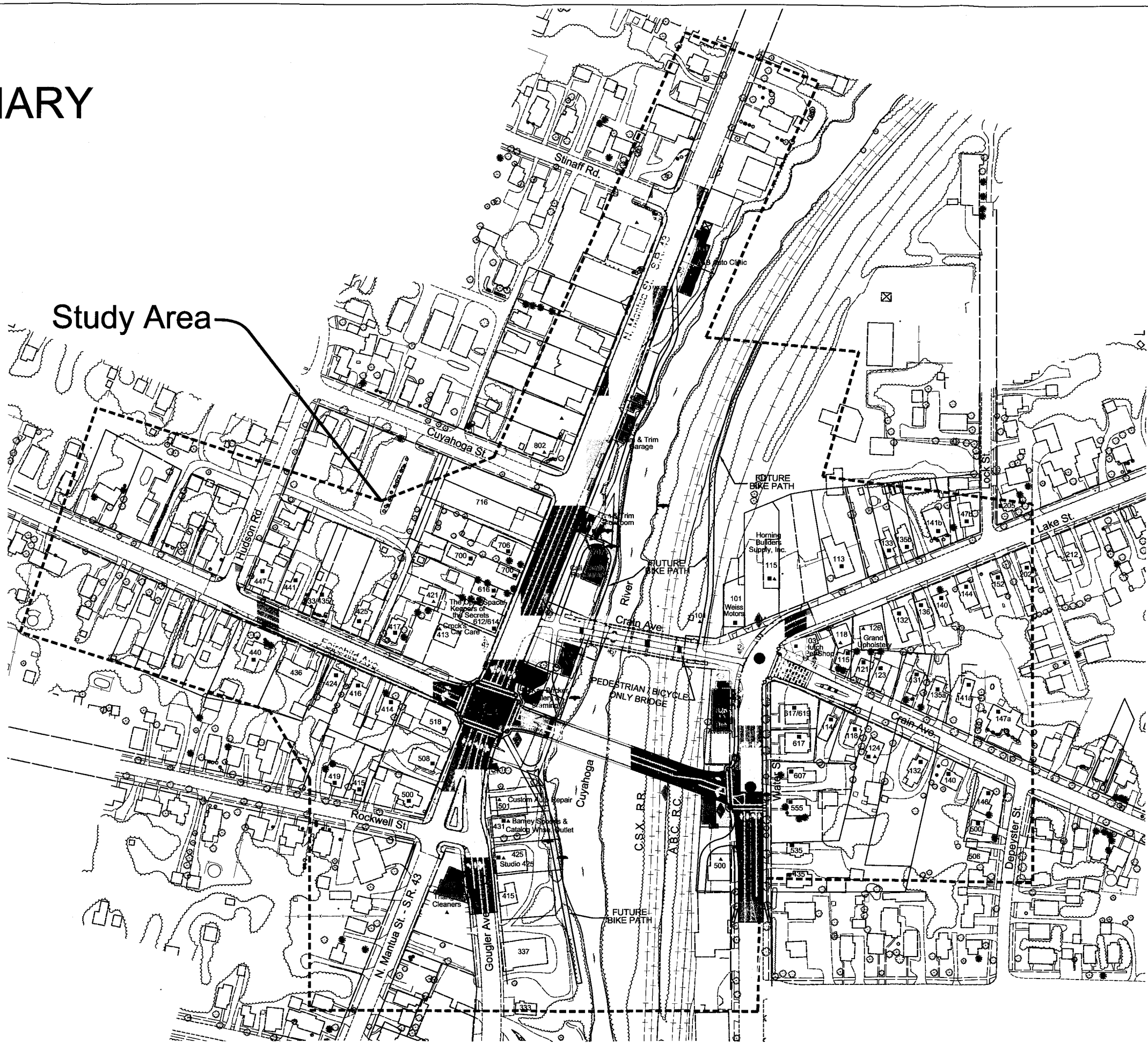
# PRELIMINARY

SCALE: 1"=200'

**RIGHT-OF-WAY IMPACTS - LEGEND**

| RESIDENTIAL         | COMMERCIAL          |
|---------------------|---------------------|
| - BUILDINGS TAKEN   | - BUILDINGS TAKEN   |
| - R/W TOTAL TAKES   | - R/W TOTAL TAKES   |
| - R/W PARTIAL TAKES | - R/W PARTIAL TAKES |

Study Area



**ENVIRONMENTAL IMPACTS - LEGEND**

|                                     |
|-------------------------------------|
| - POTENTIAL HAZARDOUS MATERIAL SITE |
| - OHIO HISTORICAL INVENTORY SITE    |
| - POTENTIAL INDIANA BAT ROOST       |

**LEGEND**

|  |
|--|
| TO 59  |
| KENT STATE UNIVERSITY  |
| CITY OF KENT RAIL TO TRAIL                                     |
| NO RIGHT TURN  |
| TO KENT STATE UNIVERSITY                                       |
| CONTINUOUS RIGHT TURN WITH CAUTION                             |
| RIVER OVERLOOK   |
| BRICK OR STAMPED CONCRETE ENTRANCE WITH NEIGHBORHOOD MONUMENTS |
| SIGNALIZED INTERSECTION  |

CITY OF KENT  
 PORTAGE COUNTY, OHIO  
**CRAIN BRIDGE REALIGNMENT  
 ALTERNATE 13  
 1-3 LANE BRIDGE**  
 PREPARED BY:  
 FINKBEINER, PETTIS AND STROUT, INC.  
 JUNE, 2003



# PRELIMINARY

SCALE: 1"=200'

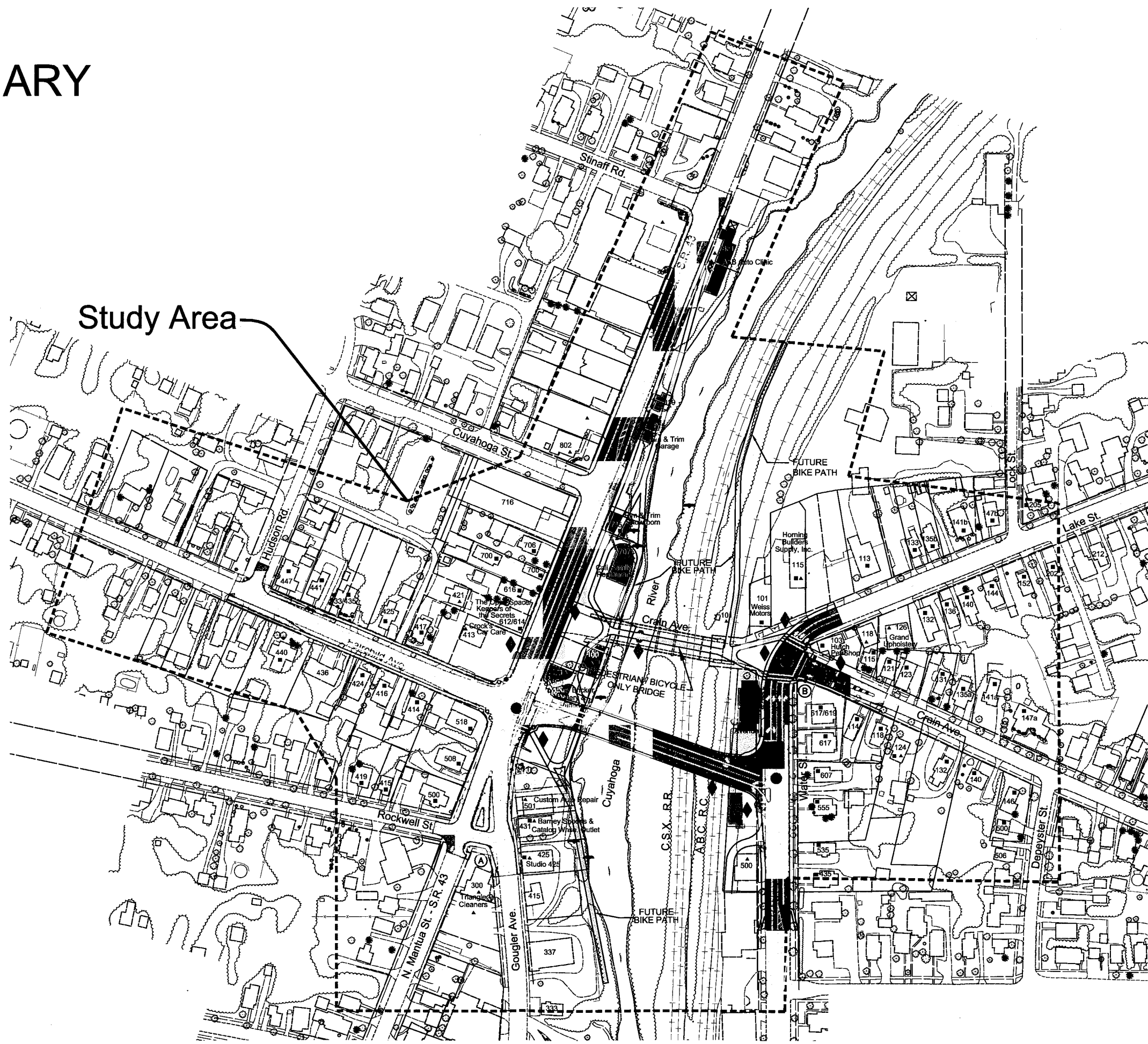
Study Area

**RIGHT-OF-WAY IMPACTS - LEGEND**

| RESIDENTIAL         | COMMERCIAL          |
|---------------------|---------------------|
| - BUILDINGS TAKEN   | - BUILDINGS TAKEN   |
| - R/W TOTAL TAKES   | - R/W TOTAL TAKES   |
| - R/W PARTIAL TAKES | - R/W PARTIAL TAKES |

**ENVIRONMENTAL IMPACTS - LEGEND**

|                                     |
|-------------------------------------|
| - POTENTIAL HAZARDOUS MATERIAL SITE |
| - OHIO HISTORICAL INVENTORY SITE    |
| - POTENTIAL INDIANA BAT ROOST       |



**LEGEND**

|  |  |
|--|--|
|  | TO<br>59   |
|  | KENT STATE UNIVERSITY  |
|  | CITY OF KENT RAIL TO TRAIL   |
|  |  |
|  | TO<br>KENT STATE UNIVERSITY  |
|  |  |
|  | CONTINUOUS RIGHT TURN WITH CAUTION   |
|  | RIVER OVERLOOK   |
|  | BRICK OR STAMPED CONCRETE ENTRANCE WITH NEIGHBORHOOD MONUMENTS                 |
|  | SIGNALIZED INTERSECTION  |
|  | LEFT TURN LANE REDUCED 125' FROM DESIGN REQUIREMENTS TO SAVE TRIANGLE CLEANERS |
|  | CURB RADIUS NOT SATISFACTORY FOR EMERGENCY VEHICLE                             |

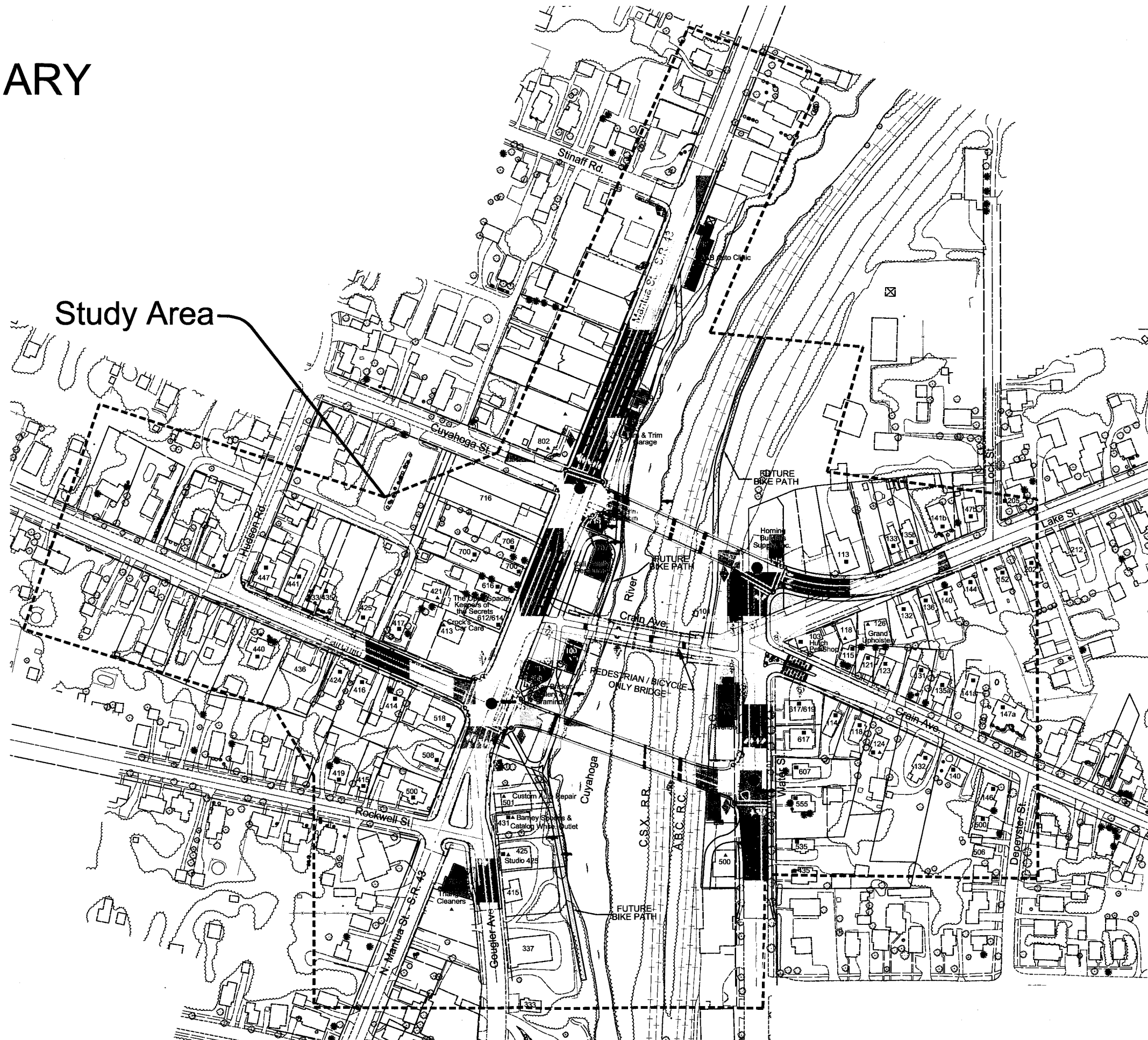
CITY OF KENT  
 PORTAGE COUNTY, OHIO  
**CRAIN BRIDGE REPLACEMENT  
 ALTERNATE 14 FINALIZED  
 1-4 LANE BRIDGE**  
 PREPARED BY:  
 ARCADIS FPS  
 MARCH, 2004

# PRELIMINARY



SCALE: 1"=200'

Study Area



**RIGHT-OF-WAY IMPACTS - LEGEND**

| RESIDENTIAL         | COMMERCIAL          |
|---------------------|---------------------|
| - BUILDINGS TAKEN   | - BUILDINGS TAKEN   |
| - R/W TOTAL TAKES   | - R/W TOTAL TAKES   |
| - R/W PARTIAL TAKES | - R/W PARTIAL TAKES |

**ENVIRONMENTAL IMPACTS - LEGEND**

|                                     |
|-------------------------------------|
| - POTENTIAL HAZARDOUS MATERIAL SITE |
| - OHIO HISTORICAL INVENTORY SITE    |
| - POTENTIAL INDIANA BAT ROOST       |

**LEGEND**

|  |   |
|--|---|
|  | TO<br>59  |
|  | KENT STATE<br>UNIVERSITY  |
|  | CITY OF KENT<br>RAIL TO TRAIL   |
|  |   |
|  | TO<br>KENT STATE<br>UNIVERSITY  |
|  | CONTINUOUS<br>RIGHT<br>TURN<br>WITH<br>CAUTION                          |
|  | BRICK OR STAMPED<br>CONCRETE ENTRANCE<br>WITH NEIGHBORHOOD<br>MONUMENTS |
|  | RIVER OVERLOOK  |
|  | STOP  |
|  | SIGNALIZED INTERSECTION   |

CITY OF KENT  
PORTAGE COUNTY, OHIO

**CRAIN BRIDGE REALIGNMENT  
ALTERNATE 15  
2-3 LANE BRIDGES**

PREPARED BY:  
FINKBENER, PETTIS AND STROUT, INC.  
JUNE, 2003



**ATTACHMENT C**



# OHIO DEPARTMENT OF TRANSPORTATION INTER-OFFICE COMMUNICATION

Office of Environmental Services

**TO:** Mohamed Darwish, District 4 Deputy Director      **DATE:** October 10, 2002  
**Attention:** Ed Deley, District Environmental Coordinator

**FROM:** *Timothy M. Hill*  
 Timothy M. Hill, Administrator, Office of Environmental Services

**SUBJECT:** Ecological Survey Report

**PROJECT:** (CRS): POR-Crain Ave.      (PID): 18466

Transmitted herewith for your review are comments on the above-referenced project from U.S. Fish and Wildlife Service dated October 4, 2002. USFWS concurs that there is no suitable habitat in the project area for Mitchell's Satyr, Northern Monkshood, Bald Eagle, or the Eastern Massasauga and that this project will not impact these species. For the Indiana Bat, USFWS recommends that all unavoidable cutting of any trees which may provide suitable roosting or brood-rearing habitat for the species (i.e. living or standing dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches, or cavities) will be performed only before April 15 or after September 15 when the species would not be using such habitat. This will minimize the chance that any of the projects will impact this species. If this time restraint is not acceptable, mist net or other bat surveys will need to be done.

The attached concurrence should be included and appropriately referenced in the environmental document for the project as evidence of coordination with USFWS. If you have any questions or concerns, contact Megan Michael, Environmental Specialist, at (614) 644-7099.

TMH:FKS:mm

c: File - Reading File

**RECEIVED**  
FPS - AKRON

Re: **OCT 22 2002**  
*Kent, OH*  
*Crain Ave*

|              |              |
|--------------|--------------|
| <i>JSB</i> ✓ | <i>DEG</i> ✓ |
| <i>RAH</i> ✓ |              |

OCT 16

|                   |              |         |              |            |   |
|-------------------|--------------|---------|--------------|------------|---|
| Post-it® Fax Note | 7671         | Date    | 10/22/02     | # of pages | 3 |
| To                | Jim Bowling  | From    | N. Mehlo     |            |   |
| Co./Depl.         | FPS          | Co.     | ODOT D4      |            |   |
| Phone #           | 330.434.1995 | Phone # | 330.297.0801 | * 286      |   |
| Fax #             | 330.374.1095 | Fax #   | 330.296.3747 |            |   |



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services  
6950 Americana Parkway, Suite H  
Reynoldsburg, Ohio 43068-4127

(614) 469-6923/FAX (614) 469-6919  
October 4, 2002

**RECEIVED**  
OCT 09 2002

OFFICE OF  
ENVIRONMENTAL SERVICES

Timothy M. Hill  
Office of Environmental Services  
Ohio Department of Transportation  
P.O. Box 899  
Columbus, OH 43216-0899

Re: POR-Crain Ave., PID 18466

Dear Mr. Hill:

This is in response to your ecological survey document for the above referenced project, submitted on July 24, 2002. The project consists of the replacement and realignment of the Crain Avenue Bridge over the Cuyahoga River in Kent, Portage County, Ohio. The bridge will be replaced with a bridge with a skewed alignment to align the bridge with Fairchild Avenue. No new piers will be placed in the river.

**ENDANGERED SPECIES COMMENTS:** The proposed project lies within the range of the Indiana bat, Mitchell's satyr, northern monkshood, bald eagle, and eastern massasauga, Federally listed endangered, threatened, and candidate species. The project site was surveyed for habitat suitable to support any of these Federally listed species. No suitable habitat for the bald eagle, mitchell's satyr, or eastern massasauga was identified on the site. Suitable habitat for northern monkshood exists on site, but botanical surveys did not locate any individuals of this species. Therefore, the project, as proposed, will have no effect on these species.

ODOT proposes to adhere to the Service's tree cutting guidelines in order to preclude any adverse impacts to the Indiana bat. Those guidelines are included below. Provided these guidelines are followed, the project, as proposed, is not likely to adversely affect the Indiana bat.

The proposed project lies within the range of the **Indiana bat** (*Myotis sodalis*), a Federally listed endangered species. Summer habitat requirements for the species are not well defined but the following are thought to be of importance:

1. Dead or live trees and snags with peeling or exfoliating bark, split tree trunk and/or branches, or cavities, which may be used as maternity roost areas.
2. Live trees (such as shagbark hickory) which have exfoliating bark.
3. Stream corridors, riparian areas, and upland woodlots which provide forage sites.

Should the proposed site contain trees exhibiting any of the characteristics listed above, we recommend that

they and surrounding trees be saved wherever possible. If they must be cut, they should not be cut between April 15 and September 15.

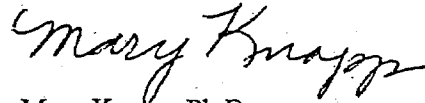
If desirable trees are present and if the above time restriction is unacceptable, mist net or other surveys should be conducted to determine if bats are present. The survey should be designed and conducted in coordination with the endangered species coordinator for this office. The survey should be conducted in June or July since the bats would only be expected in the project area from approximately April 15 to September 15.

This technical assistance letter is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Endangered Species Act, of 1973, as amended, and is consistent with the intent of the National Environmental Policy Act of 1969, and the U. S. Fish and Wildlife Service's Mitigation Policy.

Should additional information on listed or proposed species or their critical habitat become available or if new information reveals effects of the action that were not previously considered, this determination may be reconsidered. If project plans change or if portions of the proposed project were not evaluated, it is our recommendation that you contact our office for further review.

If you have questions, or if we may be of further assistance in this matter, please contact Megan Seymour at extension 16 in this office.

Sincerely,



Mary Knapp, Ph.D.  
Supervisor

cc: ODNR, Div. of Wildlife, SCEA Unit, Columbus, OH

|                   |              |         |              |            |   |
|-------------------|--------------|---------|--------------|------------|---|
| Post-it® Fax Note | 7671         | Date    | 7/30/02      | # of pages | 7 |
| To                | Jim Bowley   | From    | Neil Mehlo   |            |   |
| Co./Dept.         | FPS          | Co.     | 000T         |            |   |
| Phone #           |              | Phone # |              |            |   |
| Fax #             | 330-374-1045 | Fax #   | 330-290-3747 |            |   |

# Department of Transportation COMMUNICATION

Office of Environmental Services

**TO:** Paul Baldrige, Chief, Division of Real Estate and Land Management, ODNR **DATE:** July 24, 2002

**Attn:** Kim Baker

**FROM:** *for* *Freddie K. Stack* Timothy M. Hill, Administrator, Office of Environmental Services

**SUBJECT:** Ecological Coordination

**PROJECT:** POR-Crain Avenue (PID 18466)

Transmitted, herewith, for your review is an Ecological Survey Report for the replacement and realignment of the Crain Avenue Bridge over the Cuyahoga River in Kent, Ohio. The bridge will be replaced with a bridge with a skewed alignment to align the bridge with Fairchild Avenue. No new piers will be placed in the river.

Natural Heritage maps were reviewed for the presence of federally and state listed endangered and threatened species. There were no records of any state or federally listed species within ½ mile of the project area.

Your concurrence and/or comments on this submission would be appreciated. If comments or notification of when comments will be furnished are not received within 30 days, we will proceed with project development. If you have any questions or concerns, contact Megan Michael, Environmental Specialist, at (614) 644-7099.

TMH:FKS::mm  
Enclosure

c: Ed Deley, District <sup>4</sup> - File - Reading file

**RECEIVED**  
FPS - AKRON

Re: JUL 30 2002  
Kent, OH  
Crain Ave  
DLG ✓ RAH ✓  
JSB ✓

RECEIVED  
PLANNING DEPT.

25 2002

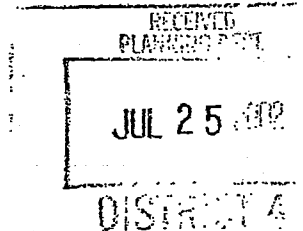


OHIO DEPARTMENT OF TRANSPORTATION  
CENTRAL OFFICE, P.O. Box 899, COLUMBUS, OHIO 43216-0899

Mary Knapp, Supervisor  
U.S. Fish and Wildlife Service  
6950-H Americana Parkway  
Reynoldsburg, Ohio 43068

July 24, 2002

Re: POR-Crain Avenue (PID 18466)  
Ecological Coordination



Dear Ms. Knapp:

Transmitted herewith for your review is an Ecological Survey Report for the replacement and realignment of the Crain Avenue Bridge over the Cuyahoga River in Kent, Ohio. The bridge will be replaced with a bridge with a skewed alignment to align the bridge with Fairchild Avenue. No new piers will be placed in the river.

Natural Heritage maps were reviewed for the presence of federally listed endangered and threatened species. No federally listed species or critical habitat were found in the project area. Portage County is within the known range of the Indiana bat (*Myotis sodalis*), bald eagle (*Haliaeetus leucocephalus*), the eastern massasauga (*Sistrurus c. catenatus*), Mitchell's satyr butterfly (*Neonympha mitchellii*), and northern monkshood (*Aconitum noveboracense*).


- **Indiana Bat** - Unavoidable cutting of trees defined as potential habitat for the Indiana bat (i.e. living or standing dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches, or cavities) will be performed only before April 15 or after September 15 when the species would not be using such habitat.
- **Bald Eagle** - This project is located in the middle of the City of Kent. There is no suitable habitat for this species within a half mile of the project area. No impacts to this species are expected.
- **Eastern Massasauga** - At best there is only marginal habitat for this species in the project area. However, as no populations of the eastern massasauga have been identified in Portage County since 1951, no impacts are expected for this species.
- **Mitchell's Satyr Butterfly** - These butterflies prefer fens and wetland habitats that contain calcareous soils and are fed by carbonate-rich seeps and springs. None of these habitats were found within the study area.
- **Northern Monkshood** - This plant prefers sandstone or limestone cliffs in shaded ravines near running water, talus slopes, rock shelters, and vertical cliff faces. Suitable habitat for this species was found in the project area, but no individuals were found during the ecological survey.

AN EQUAL OPPORTUNITY EMPLOYER

Based upon the above, the project should have no impacts on federally listed species. However, if a listed or proposed species is subsequently found to occur in the project area, the Federal Highway Administration will initiate coordination with your office pursuant to Section 7 of the Endangered Species Act of 1973, as amended.

Your concurrence and/or comments on this submission would be appreciated. If comments or notification of when comments will be furnished are not received within 30 days, we will proceed with project development. If you have any questions or concerns, contact Megan Michael, Environmental Specialist at (614) 644-7099.

Respectfully,

  
for Timothy M. Hill, Administrator  
Office of Environmental Services

TMH:WRC:FKS:mm  
Enclosures

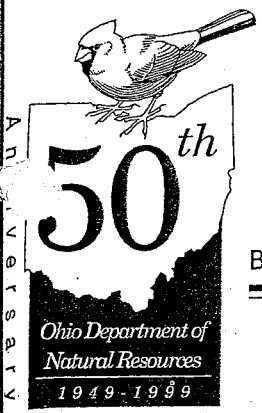
**USFWS Concurrence**

Supervisor : \_\_\_\_\_

Date: \_\_\_\_\_

c: Ed De [redacted] District 4- File - Reading file





**DIVISION OF NATURAL AREAS & PRESERVES**

1889 Fountain Square, Columbus, OH 43224  
(614) 265-6453; (614) 267-3096 FAX

Bob Taft • Governor

Samuel W. Speck • Director

September 14, 1999

Mike Johnson  
Davey Resource Group  
1500 N. Mantua St.  
PO Box 5193  
Kent, OH 44240

Dear Mike:

After reviewing our Natural Heritage maps and files, I find the Division of Natural Areas and Preserves has no records of rare or endangered species in the Crain Street project area, including a ½ mile radius, on the Kent Quad.

There are no existing or proposed state nature preserves or scenic rivers at the project site. We are also unaware of any unique ecological sites, geologic features, breeding or non-breeding animal concentrations, champion trees, or state parks, forests or wildlife areas in the project area.

Our inventory program has not completely surveyed Ohio and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area. Please note that although we inventory all types of plant communities, we only maintain records on the highest quality areas. Also, we do not have data for all Ohio wetlands. For additional information on wetlands and National Wetlands Inventory maps, please contact Jim Given in the Division of Real Estate and Land Management at 614-265-6770.

Please contact me at 614-265-6818 if I can be of further assistance.






Sincerely,

Debbie Woischke, Data Specialist  
Division of Natural Areas & Preserves

**ATTACHMENT D**

# State of Ohio Sole Source Aquifers

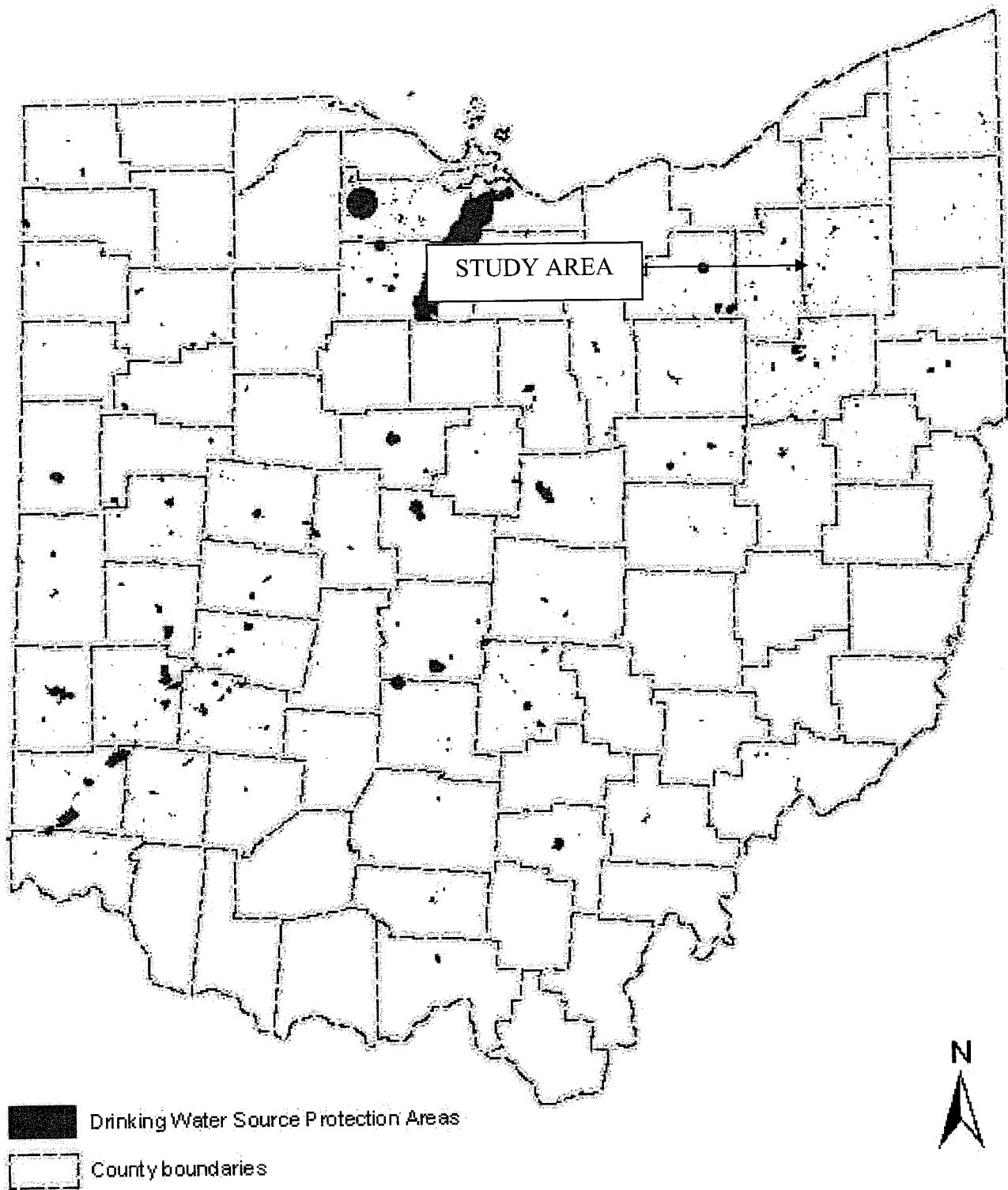


-  Pleasant City SSA
-  Catawba Island SSA
-  Allen County SSA
-  Great Miami SSA
-  County Boundaries



Ohio Environmental  
Protection Agency  
Columbus, Ohio 43260-1099

# Drinking Water Source Protection Areas as of January 31, 2003



**ATTACHMENT E**

**Ohio Department of Transportation, Office of Environmental Services**  
**FARMLAND PROTECTION POLICY ACT**  
**PROJECT SCREENING SHEET**

**I. PROJECT INFORMATION:**

A. **County-Route-Section:** POR-CRAIN

**PID:** 18466      **Length:** \_\_\_\_\_

B. **Brief Description:** Construction of a bridge to replace the Crain Avenue bridge, connecting Fairchild Avenue to N. Water Street; Traffic calming measures to encourage traffic away from the Crain Avenue Area; Addition of turn lanes on S.R. 43, Fairchild Avenue and N. Water Street to accommodate the new bridge; Construction of a bike path and conversion of the existing bridge to a Utility/ Pedestrian Bridge.

C. **Screening Criteria for Land to be Acquired** (only one need be marked if it applies to *entire* project area; if *none* can be marked, FCIR form is required):

- Developed** with a density of at least 30 structures per 40 acres.
- Identified as "**urbanized area**" (UA) on U.S. Census Bureau Map.
- Identified as **urban area mapped with a "tint overprint"** on USGS topographical map(s).
- Identified as "**urban built-up**" on USDA Important Farmland Map(s).
- Bridge replacement** requiring less than 1 acre of new R/W – (approx. \_\_\_\_\_ acres required).
- Widening or intersection improvement** requiring less than 3 acres of new R/W – (approx. \_\_\_\_\_ acres required).
- Temporary R/W** to be returned to existing or greater productive capability – (approx. \_\_\_\_\_ acres required).
- Channel easement** for shaping existing channel – (approx. \_\_\_\_\_ acres required).

**II. CONCURRENCE:**

It is hereby determined that completion of the Farmland Conversion Impact Rating form (USDA Form AD-1006) is not required because the project will not affect farmland as defined in 7 CFR Part 658, as amended, or because the project falls within the criteria in the 1984 Memorandum of Understanding between ODOT, FHWA and USDA/SCS.

\_\_\_\_\_  
District Environmental Coordinator

\_\_\_\_\_  
Date

**ATTACHMENT F**



**OHIO DEPARTMENT OF  
TRANSPORTATION  
INTER-OFFICE COMMUNICATION**  
Office of Environmental Services

**TO:** Mohamed Darwish, District Deputy Director      **DATE:** May 31, 2002  
Attn: Ed Deley, District 4 Environmental Coordinator

**FROM:** Timothy M. Hill, Administrator, Office of Environmental Services  
*TMH*, For

**SUBJECT:** Cultural Resources Evaluation

**PROJECT:** POR Crain Avenue (Bridge Replacement), PID 18466

---

On May 30, 2002, we received two copies of the above report and addendum. To be able to coordinate this report, we need the following information:

- Project description
- Project mapping
- Structure file number for bridge to be replaced
- Proposed alignments for new bridge

Please note that the report does not have the PID number nor our project name on it. For any future submissions, the consultants should be notified to include this information in the report title.

If you have any questions or concerns, please contact Mary Anne Reeves, Staff Historian, at 614-466-6983, or e-mail [MaryAnne.Reeves@dot.state.oh.us](mailto:MaryAnne.Reeves@dot.state.oh.us)

TMH/mar

c: Reading File  
File w/attachment  
*Noel MEHL* ✓





OHIO DEPARTMENT OF TRANSPORTATION  
CENTRAL OFFICE, P.O. BOX 899, COLUMBUS, OHIO 43216-0899

OFFICE OF ENVIRONMENTAL SERVICES

January 22, 2003

Mr. Mark Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office  
567 East Hudson Street  
Columbus, Ohio 43211

Attn: Mary K. Smith, ODOT Review Manager, History/Architecture  
Thomas Grooms, ODOT Review Manager, Archaeology

Project: **POR-Crain Avenue Bridge Replacement** PID: 18466

Dear Mr. Epstein:

The proposed project involves the replacement of the bridge that carries Crain Avenue over the Cuyahoga River in the City of Kent, Portage County. The work also includes adjusting the roadway alignment on either side of the river. There are three feasible alternative alignments proposed for this project one of which includes a new alignment south of the existing structure. Several buildings will be impacted or removed by each of the preferred alternatives. The structures have been inventoried and/or photographed for National Register Criteria evaluation.

A Phase I cultural resources reconnaissance survey was conducted by Finkbeiner, Pettis & Strout in October 1999. Sixty-two structures were inventoried. At the same time, a Phase I archaeological survey was conducted by Mannick & Smith Group which yielded a small assemblage of 19<sup>th</sup> century trash debris (33-PO483).

In December 2001 the scope of work was changed to include the widening along SR43 (Mantua Street). The additional study area included sections of North Mantua Street, Fairchaid Avenue, Gougler Avenue and Water Street. Therefore, an addendum to the original cultural resources report was completed in January 2002 by The Mannick & Smith Group. No previously recorded cultural resources were identified within the new areas of potential effect. The additional area is characterized by commercial development, utilities, driveways, parking lots and related disturbances. A photograph log of the area is attached for your review. Based on the information provided, it is our opinion that no National Register eligible properties will be affected by the proposed bridge replacement and roadway widening.

The existing bridge is a continuous steel beam structure built in 1965. Its current sufficiency rating is 41.8 percent and therefore is considered structurally deficient. Any work related to this non-historic bridge is covered by the Programmatic Agreement executed April 3, 2002 (Agreement Number 10978).

-2-

Mr. Mark Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office  
567 East Hudson Street  
Columbus, Ohio 43211

January 22, 2003

Project: **POR-Crain Avenue Bridge Replacement** PID: 18466

Based on the proposed scope of work, ODOT has determined the subject project will have no effect on any historic properties. In accordance with 36 CFR Part 800.4(d)(1), we have determined that a finding of "no historic properties affected" is appropriate for the subject project.

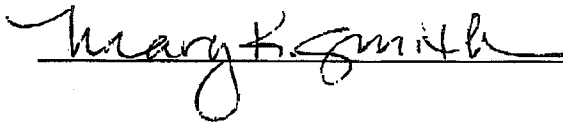
On behalf of the Federal Highway Administration, we would appreciate the return of this letter, signed to indicate that you do not object to our cultural resources finding. If no objection is received within 30 days, in accordance with the Advisory Council On Historic Preservation's current regulations under 36 CFR Part 800.4(d)(1), FHWA's and ODOT's responsibilities under Section 106 are fulfilled. If you have any questions or concerns, they may be addressed to Thomas P. Barrett, Staff Historian at 614-466-3932 or [tom.barrett@dot.state.oh.us](mailto:tom.barrett@dot.state.oh.us).

Respectfully,



Timothy M. Hill  
Administrator  
Office of Environmental Services

OHIO STATE HISTORIC PRESERVATION OFFICE:



4/16/03.  
(Date)

cc: Mike Armstrong, FHWA; File; Reading File



# OHIO DEPARTMENT OF TRANSPORTATION INTER-OFFICE COMMUNICATION

## Office of Environmental Services

**TO:** Mohammed Darwish, District 4 Deputy Director      **DATE:** April 21, 2003

**Attn:** Ed Deley, District 4 Environmental Coordinator

**FROM:** Timothy M. Hill, Administrator, Office of Environmental Services

**SUBJECT:** *Susan Costello, Jr.*  
Bridge Replacement

**PROJECT:** Crain Ave.

**PID:** 18466

---

The Ohio State Historic Preservation Office (OSHPO) has concurred with ODOT's Office of Environmental Services that no historic properties will be affected by the proposed bridge replacement and right-of-way adjustment. The date of the cultural resources clearance for this project is 4-16-03 and a copy of the OSHPO concurrence letter should be attached to the appropriate environmental document. This completes the Section 106 review and no further cultural resources investigations are required unless the scope of the project were to change. If you have any questions or concerns, contact Tom Barrett, Staff Historian at 614-466-3932 or via email at [tbarrett@dot.state.oh.us](mailto:tbarrett@dot.state.oh.us).

TMH:tb

c: File; Reading File

113 22



# OHIO DEPARTMENT OF TRANSPORTATION

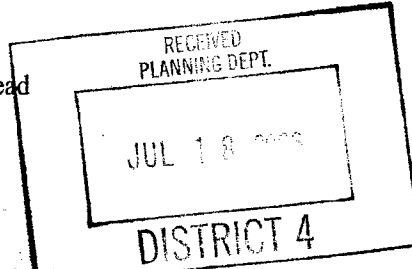
CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

BOB TAFT, OHIO GOVERNOR • GORDON PROCTOR, ODOT DIRECTOR

## OFFICE OF ENVIRONMENTAL SERVICES

July 10, 2006

Mr. Mark Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office  
567 East Hudson Street  
Columbus, Ohio 43211



PG ✓  
SG —  
SWB Sub  
JR ✓

Attn: Nancy Campbell, ODOT Review Manager, History/Architecture  
Thomas Grooms, ODOT Review Manager, Archaeology

Project: POR-Crain Avenue PID 18466  
Cultural Resources Coordination including Additional Areas of 2006

Dear Mr. Epstein:

Enclosed for your information and review are maps of the project area, proposed new plans, photologs of the 2006 additional areas, and previous correspondence between our offices regarding this project.

### Project Description

This project is located in the city of Kent in southwest Portage County, Ohio. It is proposed to replace the bridge that carries Crain Avenue over the Cuyahoga River and adjust the roadway alignment on either side of the river.

### Project History

A large irregularly-shaped study area of approximately 25 acres and roughly centered on the Crain Avenue bridge was surveyed by The Mannik & Smith Group (MSG) in 1999. The literature review for that survey did not identify any archaeological or history/architecture resources in the study area that are listed in the National Register of Historic Places (NRHP). The original survey found that disturbance in the study area precluded finding any archaeological sites eligible for the NRHP and that none of the pre-1949 history/architecture properties in the study area is eligible for the NRHP.

In late 2001, MSG was contracted to survey three additional areas contiguous with that original study area and comprising a total of 16 acres. The literature review for the 2001 survey found no previously documented cultural resources in those addendum areas. Extensive disturbance precluded finding any archaeological sites eligible for the NRHP in the addendum areas. No history/architecture properties eligible for the NRHP were identified in the addendum areas.

In a letter dated January 22, 2003, ODOT presented your office with a copy of the report *Phase I Archaeological and Architectural Reconnaissance Survey Crain Avenue Realignment City of Kent, Portage County, Ohio* prepared by MSG of Maumee for Finkbeiner, Pettis & Strout, Inc. of Akron on January 17, 2002. A Memo-to-File dated January 17, 2002 and documenting the survey of the additional areas was bound into that report. We cleared the Crain Avenue bridge using the bridge programmatic agreement of 2002 and found that "no historic properties affected" is appropriate for the project as proposed. You indicated that you did not disagree with that finding by affixing an appropriate signature to our letter on April 16, 2003.

#### New Construction Plans

In February of 2006, this office received the most recently available construction plans for the subject project. These plans indicate that two small areas have been added to the project area, one on either end of the ABC RC mainline track in the study area. (In this letter we will refer to those two areas as the southern new area and the northern new area.) **The southern new area extends from STA 20+00 to STA 21+50** (approximately 150 feet) and is approximately 42 feet in width; **the northern new area extends from STA 44+50 to STA 48+12.25** (approximately 350 feet) and is approximately 120 feet in width [see enclosed proposed plans].

**Overall**, the proposed new work includes raising the elevation of the ABC RC main and spur line tracks by four feet from STA 20+22 to STA 48+8.25 and the construction of a retaining wall along the eastern right-of-way limit from STA 21+00 to STA 33+55.

The proposed work in the **southern new area** includes raising the elevation of the ABC RC main and spur line tracks by four feet from STA 20+22.10 to STA 21+50 and the construction of a retaining wall along the eastern right-of-way limit from STA 21+00 to STA 21+50. A permanent strip take of approximately 50 feet in length in the southern new area will be required from a parking lot currently used by Star of the West Milling Company. The proposed work in the **northern new area** includes raising the elevation of the ABC RC by four feet from approximately STA 44+50 to 48+8.25; no retaining wall is required in the northern new area.

#### Literature Review

An electronic literature review of the southern new area and the northern new area that was conducted on April 4, 2006 revealed that there are no previously documented cultural resources there.

#### Archaeology

Disturbance due to railway construction and industrial development have rendered the likelihood of encountering any significant in-situ archaeological resources in the northern and/or southern new areas very small.

#### History/Architecture Analysis

The proposed new construction extends from the southern new area through the previously surveyed areas and into the northern new area (see schematic plan).

The cultural resources surveys of 1999 and 2001 that were presented to your office in our letter of January 22, 2003 indicated that there are no history/architecture or archaeological resources eligible for the NRHP in those previously surveyed areas. Your office indicated its agreement on April 16, 2003.

Examination of the proposed new plans and the photologs (see attached) suggests that the only history/architecture properties that might be affected by the proposed new construction are:

- the ABC RC line and
  - the Star of the West Milling Company parking lot,
- both located in the southern new area. But the previous surveys and coordination have already established that the ABC RC line and the Star of the West Milling Company are not eligible for inclusion in the NRHP. Thus,
- neither of the properties that might be affected by the proposed construction is eligible for inclusion in the NRHP.

Conclusions and Request for Concurrence

As a result of the scope of the project, the results of the previous surveys, the coordination letter of January 22, 2003 that was concurred with on April 16, 2004, the information provided by the photologs, and analysis, and in accordance with 36 CFR 800.4(d)(1), ODOT has found that

- there are no cultural resources in the original and first addendum areas that are eligible for inclusion in the NRHP;
- there are no cultural resources in the area of potential effect for the southern new area and the northern new area that are eligible for inclusion in the NRHP; and
- "no historic properties affected" is appropriate for the overall project as proposed.

We would appreciate the return of this letter, signed to indicate that you do not object to our cultural resources findings. If no objection is received within 30 days, in accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR Part 800.4(d)(1), FHWA's and ODOT's responsibilities under Section 106 are fulfilled.

If you have any questions or comments regarding history/architecture they may be directed to Joan Randall, Staff Historian, at 614-752-2171, or via e-mail at joan.randall@dot.state.oh.us. If you have any questions or comments regarding archaeology they may be directed to Stanley Baker, Staff Archaeologist, at 614-466-5143, or via e-mail at stanley.baker@dot.state.oh.us

Respectfully,



Timothy M. Hill  
Administrator  
Office of Environmental Services

TMH;jr; attachment

STATE HISTORIC PRESERVATION OFFICE

\_\_\_\_\_  
(Date)

c: Ed Deley, District 4 DEC; File, W/att.; Reading File





Brian  
Peck/Planning/D04/ODOT  
08/01/2006 10:44 AM

To Joan Randall/Environmental/CEN/ODOT@ODOT  
cc  
bcc  
Subject Re: POR-Crain PID 18466

Thank you Joan.

Brian Peck  
ODOT - District Four  
2088 South Arlington Road  
Akron, OH 44306  
Telephone: (330) 786-4931  
Fax: (330) 786-4914

Joan Randall/Environmental/CEN/ODOT



Joan  
Randall/Environmental /CEN/  
ODOT  
07/31/2006 09:36 AM

To Brian Peck/Planning/D04/ODOT@ODOT  
cc  
Subject POR-Crain PID 18466

Hi Brian:

Nancy Campbell of the OHPO, after receiving our coordination letter for the subject project earlier this month, pointed out to me that the Kent Industrial Historic District butts up against the southern new area (on Main St.). This doesn't affect the "no historic properties affected" call, but does need to be included in the coordination letter to the OHPO.

I have revised the letter I sent to the OHPO on July 10 and re-sent it today, July 31, 2006. Your copy of the revised letter is in the mail.

Joan Randall, M.L.A.,  
Staff Historian, Cultural Resources Section  
ODOT Office of Environmental Services  
1980 West Broad Street  
Columbus, Ohio 43223  
(614) 752-2171  
<joan.randall@dot.state.oh.us>





# OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

BOB TAFT, OHIO GOVERNOR • GORDON PROCTOR, ODOT DIRECTOR

## OFFICE OF ENVIRONMENTAL SERVICES

July 31, 2006

REC'D BY OHPO AUG 01 2006

Mr. Mark Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office  
567 East Hudson Street  
Columbus, Ohio 43211

RECEIVED

AUG 21 2006

OFFICE OF  
ENVIRONMENTAL SERVICES

Attn: Nancy Campbell, ODOT Review Manager, History/Architecture  
Thomas Grooms, ODOT Review Manager, Archaeology

Project: POR-Crain Avenue PID 18466  
Cultural Resources Coordination including Additional Areas of 2006

Dear Mr. Epstein:

Enclosed for your information and review are maps of the project area, proposed new plans, photologs of the 2006 additional areas, and previous correspondence between our offices regarding this project.

Recently acquired new information regarding the presence of the Kent Industrial Historic District adjacent to the project area has prompted the preparation of this letter which replaces our coordination letter of July 10, 2006 for this project. Please use the attachments to our previous letter with this letter.

### Project Description

This project is located in the city of Kent in southwest Portage County, Ohio. It is proposed to replace the bridge that carries Crain Avenue over the Cuyahoga River and adjust the roadway alignment on either side of the river.

### Project History

A large irregularly-shaped study area of approximately 25 acres and roughly centered on the Crain Avenue bridge was surveyed by The Mannik & Smith Group (MSG) in 1999. The literature review for that survey did not identify any archaeological or history/architecture resources in the study area that are listed in the National Register of Historic Places (NRHP). The original survey found that disturbance in the study area precluded finding any archaeological sites eligible for the NRHP and that none of the pre-1949 history/architecture properties in the study area is eligible for the NRHP.

In late 2001, MSG was contracted to survey three additional areas contiguous with that original study area and comprising a total of 16 acres. The literature review for the 2001 survey found no previously documented cultural resources in those addendum areas. Extensive disturbance precluded finding any archaeological sites eligible for the NRHP in the addendum areas. No history/architecture properties eligible for the NRHP were identified in the addendum areas.

In a letter dated January 22, 2003, ODOT presented your office with a copy of the report *Phase I Archaeological and Architectural Reconnaissance Survey Crain Avenue Realignment City of Kent, Portage County, Ohio* prepared by MSG of Maumee for Finkbeiner, Pettis & Strout, Inc. of Akron on January 17, 2002. A Memo-to-File dated January 17, 2002 and documenting the survey of the additional areas was bound into that report. We cleared the Crain Avenue bridge using the bridge programmatic agreement of 2002 and found that "no historic properties affected" is appropriate for the project as proposed. You indicated that you did not disagree with that finding by affixing an appropriate signature to our letter on April 16, 2003.

#### New Construction Plans

In February of 2006, this office received the most recently available construction plans for the subject project. These plans indicate that two small areas have been added to the project area, one on either end of the ABC RC mainline track in the study area. (In this letter we will refer to those two areas as the southern new area and the northern new area.) **The southern new area extends from STA 20+00 to STA 21+50** (approximately 150 feet) and is approximately 42 feet in width; **the northern new area extends from STA 44+50 to STA 48+12.25** (approximately 350 feet) and is approximately 120 feet in width [see enclosed proposed plans].

**Overall**, the proposed new work includes raising the elevation of the ABC RC main and spur line tracks by four feet between STA 20+22 and STA 48+8.25 and the construction of a retaining wall along the eastern right-of-way limit from STA 21+00 to STA 33+55.

The proposed work in the **southern new area** includes raising the elevation of the ABC RC main and spur line tracks by four feet between STA 20+22.10 and STA 21+50 and the construction of a retaining wall along the eastern right-of-way limit from STA 21+00 to STA 21+50. A permanent strip take of approximately 50 feet in length in the southern new area will be required from a parking lot currently used by Star of the West Milling Company. The proposed work in the **northern new area** includes raising the elevation of the ABC RC by four feet between approximately STA 44+50 and 48+8.25; no retaining wall is required in the northern new area.

#### Literature Review

An electronic literature review of the southern new area and the northern new area that was conducted on April 4, 2006 revealed that there are no previously documented cultural resources there, aside from the Kent Industrial Historic District (KIHD). It is located outside, but adjacent to, the southern new area. Pertinent historic boundaries for the KIHD include Main, River, and South Franklin streets.

#### Archaeology

Disturbance due to railway construction and industrial development have rendered the likelihood of encountering any significant in-situ archaeological resources in the northern and/or southern new areas very small.

#### History/Architecture Analysis

The proposed new construction extends from the southern new area through the previously surveyed areas and into the northern new area (see schematic plan).

The cultural resources surveys of 1999 and 2001 that were presented to your office in our letter of January 22, 2003 indicated that there are no history/architecture or archaeological resources eligible for the NRHP in those previously surveyed areas. Your office indicated its agreement on April 16, 2003.

Examination of the literature review, the proposed new plans and the photologs (see attached) suggests that the history/architecture properties that might be affected by the proposed new construction are:

- the ABC RC line,
- the Star of the West Milling Company parking lot, and
- the KIHD.

Both the ABC RR line and the Star of the West Milling Company parking lot are located in the southern new area. But the previous surveys and coordination have already established that the ABC RC line and the Star of the West Milling Company are not eligible for inclusion in the NRHP.

The KIHD is located outside, but adjacent to, the southern project area near the ABC RR tracks. The railway tracks were there when the KIHD was listed in the National Register and their presence is in keeping with the industrial characteristics that render the district eligible for the NRHP. The elevation of the railway tracks in the project area

adjacent to the KIHD will be very small as it will be tapered from the proposed maximum four-foot height to meet the elevation outside the project area. As such the change to the railway tracks is unlikely to affect the historic district.

Thus,

- neither of the properties located within the project area that might be affected by the proposed construction is eligible for inclusion in the NRHP and
- the National Register-listed KIHD, which is adjacent to but not within the project area, will not be affected by the project as proposed. The proposed construction will not alter any of the qualities that render the historic district eligible for inclusion in the NRHP

Conclusions and Request for Concurrence

As a result of the scope of the project, the results of the previous surveys, the coordination letter of January 22, 2003 that was concurred with on April 16, 2004, the information provided by the photologs, and analysis, and in accordance with 36 CFR 800.4(d)(1), ODOT has found that

- there are no cultural resources in the original and first addendum areas that are eligible for inclusion in the NRHP;
- there are no cultural resources in the southern new area or the northern new area that are eligible for inclusion in the NRHP;
- the proposed construction will not affect the Kent Industrial Historic District that is adjacent to it;
- no land from within the historic boundary of the Kent Industrial Historic District will be incorporated into a transportation facility; and
- "no historic properties affected" is appropriate for the overall project as proposed.

We would appreciate the return of this letter, signed to indicate that you do not object to our cultural resources findings. If no objection is received within 30 days, in accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR Part 800.4(d)(1), FHWA's and ODOT's responsibilities under Section 106 are fulfilled.

If you have any questions or comments regarding history/architecture they may be directed to Joan Randall, Staff Historian, at 614-752-2171, or via e-mail at joan.randall@dot.state.oh.us. If you have any questions or comments regarding archaeology they may be directed to Stanley Baker, Staff Archaeologist, at 614-466-5143, or via e-mail at stanley.baker@dot.state.oh.us

Respectfully,



Timothy M. Hill  
Administrator  
Office of Environmental Services

TMH:jr; attachment

STATE HISTORIC PRESERVATION OFFICE

Nancy H. Campbell

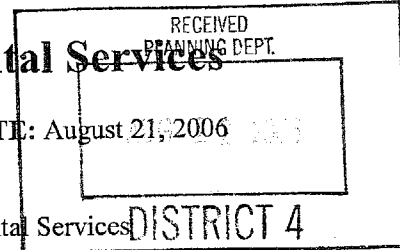
8-17-06  
(Date)

c: Ed Deley, District 4 DEC; File, W/att.; Reading File



# OHIO DEPARTMENT OF TRANSPORTATION INTER-OFFICE COMMUNICATION

## Office of Environmental Services



TO: Mohamed Darwish, District 4 Deputy Director      DATE: August 21, 2006  
Attn: Ed Deley, D.E.C.

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: *Swamp* OHPO Concurrence with "no historic properties affected"

PROJECT: POR-Crain Avenue PID 18466

This project is located in the city of Kent in southwest Portage County, Ohio. It is proposed to replace the bridge that carries Crain Avenue over the Cuyahoga River and adjust the roadway alignment on either side of the river.

As a result of the scope of the project, the results of the previous surveys, the coordination letter of January 22, 2003 that was concurred with on April 16, 2004, the information provided by the photologs, and analysis, and in accordance with 36 CFR 800.4(d)(1), ODOT has found that

- there are no cultural resources in the original and first addendum areas that are eligible for inclusion in the NRHP;
- there are no cultural resources in the southern new area or the northern new area that are eligible for inclusion in the NRHP;
- the proposed construction will not affect the Kent Industrial Historic District that is adjacent to it;
- no land from within the historic boundary of the Kent Industrial Historic District will be incorporated into a transportation facility; and
- "no historic properties affected" is appropriate for the overall project as proposed.

In a letter to the Ohio Historic Preservation Office (OHPO) dated July 31, 2006, ODOT requested that the OHPO indicate that it did not object to ODOT's findings by affixing an appropriate signature on the concurrence line of that letter. On August 17, 2006, the OHPO so indicated.

The enclosed copy of that original document containing the OHPO's concurrence signature needs to be included in the appropriate environmental document. This completes the Section 106 process for this project unless its scope should change.

If you have any questions or concerns, direct them to Joan Randall, Staff Historian, at (614) 752-2171 or by e-mail at joan.randall@dot.state.oh.us.

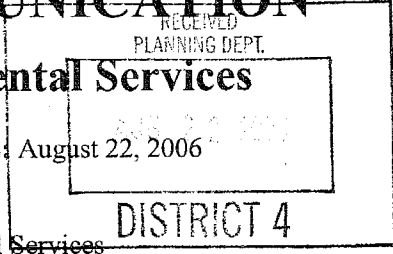
TMH:jr

c: Reading file File



# OHIO DEPARTMENT OF TRANSPORTATION INTER-OFFICE COMMUNICATION

## Office of Environmental Services



**TO:** Mohamed Darwish, District 4 Deputy Director     **DATE:** August 22, 2006  
Attn: Jeff White, D.E.C.

**FROM:** Timothy M. Hill, Administrator, Office of Environmental Services

**SUBJECT:** Determination of "No Use" of Section 4(f) for Cultural Resources

**PROJECT:** POR-Crain Avenue PID 18466

This project is located in the city of Kent in southwest Portage County, Ohio. It is proposed to replace the bridge that carries Crain Avenue over the Cuyahoga River and adjust the roadway alignment on either side of the river.

As a result of the scope of the project, the results of the previous surveys, the coordination letter of January 22, 2003 that was concurred with on April 16, 2004, the information provided by the photologs, and analysis, and in accordance with 36 CFR 800.4(d)(1), ODOT has found that

- there are no cultural resources in the original and first addendum areas that are eligible for inclusion in the NRHP;
- there are no cultural resources in the southern new area or the northern new area that are eligible for inclusion in the NRHP;
- the proposed construction will not affect the Kent Industrial Historic District that is adjacent to it;
- no land from within the historic boundary of the Kent Industrial Historic District will be incorporated into a transportation facility; and
- "no historic properties affected" is appropriate for the overall project as proposed.

In a letter to the Ohio Historic Preservation Office (OHPO) dated July 31, 2006, ODOT requested that the OHPO indicate that it did not object to ODOT's findings by affixing an appropriate signature to the concurrence line of that letter. On August 17, 2006, the OHPO so indicated.

Based on the proposed scope of work, the August 17, 2006 OHPO determination of "no historic properties affected" and 23 CFR 771.135, ODOT has determined that the undertaking as designed will not result in a "use" under Section 4(f) for cultural resources. In accordance with 23 CFR 771.135 and the *Programmatic Agreement for Applicability Determination and Programmatic Section 4(f) Between the Federal Highway Administration, The Ohio Department of Transportation (Agreement Number 11018)* executed October 10, 2001, on behalf of the Federal Highway Administration, ODOT-OES staff have determined that Section 4(f) does not apply to the subject undertaking.

The date and a copy of this determination should be included in the appropriate environmental document. In addition, the date of the *Programmatic Agreement for Applicability Determination and Programmatic Section 4(f) Between the Federal Highway Administration, The Ohio Department of Transportation (Agreement Number 11018)* executed October 10, 2001, should be included in the environmental document as the basis of the Section 4(f) determination.

If you have any questions or concerns, direct them to Joan Randall, Staff Historian, at (614) 752- 2171 by e-mail at joan.randall@dot.state.oh.us.

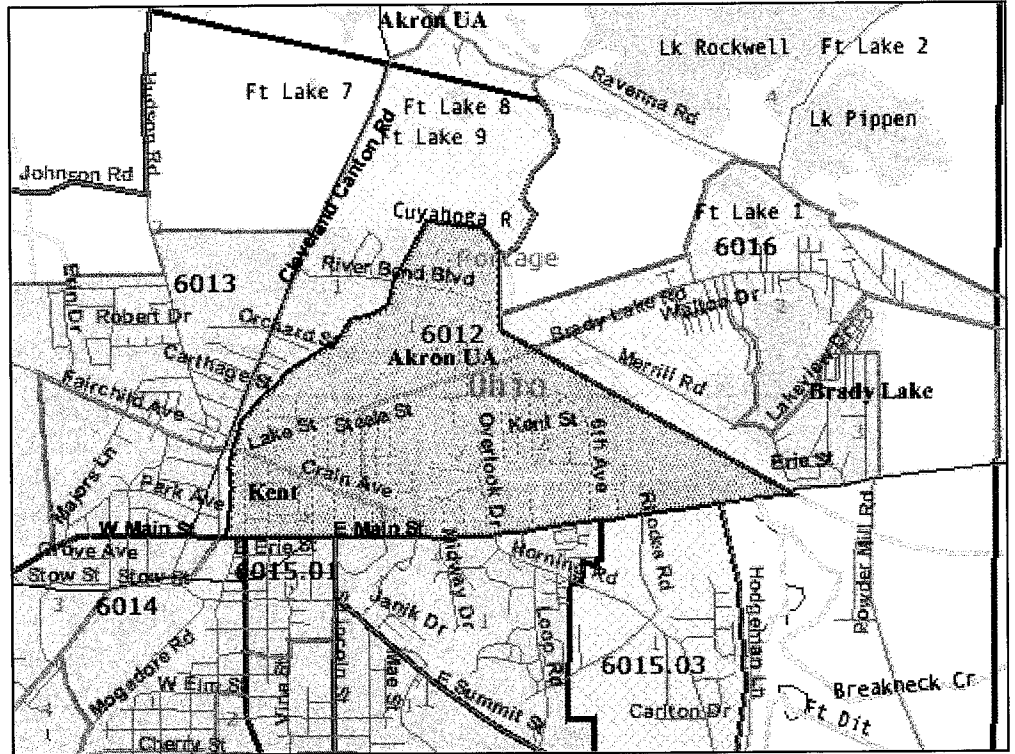
TMH:jr            c:        Reading file    File        Jim Gates, OES Policy

**ATTACHMENT G**

# U.S. Census Bureau

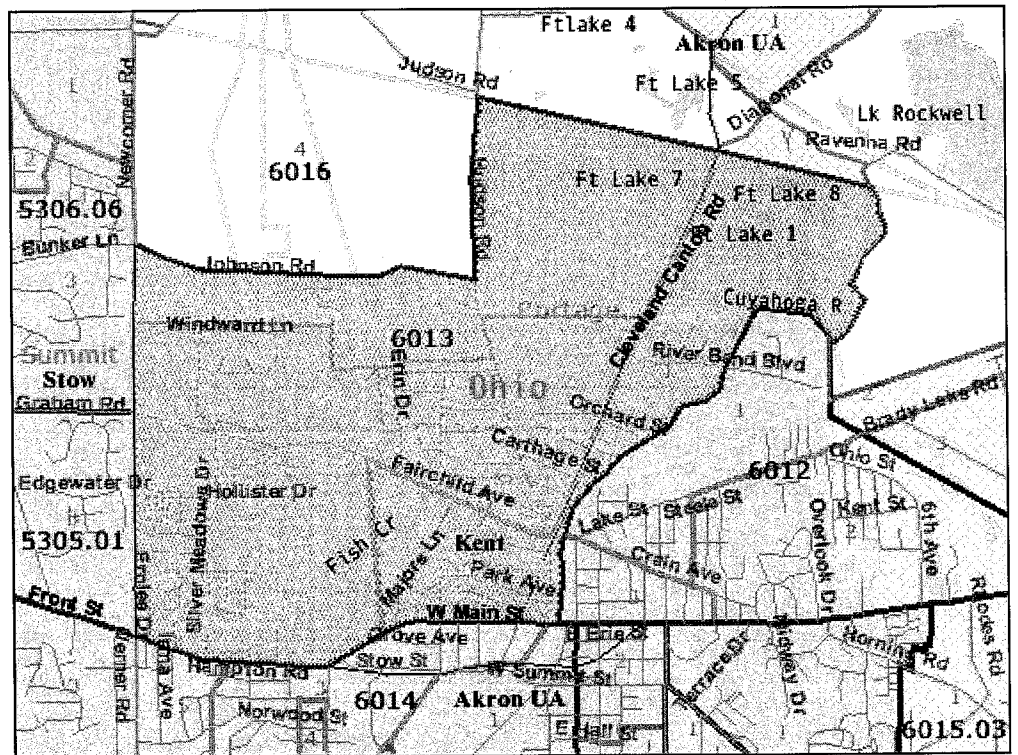
## Census Tract 6012, Portage County, Ohio

- Boundaries**
- State
  - '00 County
  - '00 Census Tract
  - '00 Block Group
  - '00 Block
  - '00 Place
  - '00 Place
  - '00 Urban Area
  - '00 Urban Area
- Features**
- Major Road
  - Street
  - Stream/Waterbody
  - Stream/Waterbody



## Census Tract 6013, Portage County, Ohio

- Boundaries**
- State
  - '00 County
  - '00 Census Tract
  - '00 Block Group
  - '00 Block
  - '00 Place
  - '00 Place
  - '00 Urban Area
  - '00 Urban Area
- Features**
- Major Road
  - Street
  - Stream/Waterbody
  - Stream/Waterbody



| <b>Population</b> | <b>Total of Census Tracts 6012 and 6013, Portage County, Ohio</b> |
|-------------------|---|
| Total             | 10,945  |

| <b>Race</b>   | <b>Census Tracts Total,<br/>Portage County, Ohio</b> | <b>Percentage</b> |
|---|--|-------------------|
| Total:  | 10,945   | 100%              |
| White   | 9,857  | 90.1%             |
| Minority (Black or African American, American Indian and Alaskan Native, Asian, Native Hawaiian, Other Pacific Islander, Other Race or Two or more races) | 1,088  | 9.9%              |

| <b>Poverty Status</b>                     | <b>Census Tracts Total,<br/>Portage County, Ohio</b> | <b>Percentage</b> |
|---|--|-------------------|
| Total:                                    | 10,945   | 100%              |
| Income in 1999 below poverty level:       | 1,975  | 18.0%             |
| Income in 1999 at or above poverty level: | 8,970  | 82.0%             |

U.S. Census Bureau  
Census 2000



## **ATTACHMENT H**

**ATTACHMENT H-1**

**PROJECT NOTIFICATION LETTER  
AUGUST 26, 1999**



# CITY OF KENT, OHIO

DIVISION OF ENGINEERING

September 3, 1999

«Adresse»

Re: Crain Avenue Bridge Realignment  
Preliminary Investigations

Dear Kent Resident/Business:

The City of Kent has begun the preliminary engineering and environmental phase of a project involving the replacement of the Crain Avenue Bridge over the Cuyahoga River and CSX Railroad Tracks. This project includes the possible realignment of portions of Crain Avenue through a mix of residential/commercial areas. As such, in order to determine the impacts of this project, we are performing cultural, historical, ecological and hazardous materials studies. The study area consists of an area that extends southeast from the intersection of Hudson Road and Fairchild Avenue, between Rockwell Street and Cuyahoga Street, across the Cuyahoga River, for a distance of approximately 600 feet past the three-way intersection of Crain Avenue, Lake and Water Streets. Davey Resource Group will be performing ecological reconnaissance. HzW Environmental Consultants will be evaluating the hazardous materials concerns. Midwest Environmental Consultants, Inc. will be conducting the archaeological testing. The archaeological testing will consist of small shovel excavations at various locations within the study area to determine the amount of disturbance and/or presence of archaeological deposits.

This letter is to inform you that representatives of the aforementioned firms, as well as the lead consulting engineering firm, Finkbeiner, Pettis & Strout, Inc. will need access to your property to conduct their investigations over the next several months. Study team members will have proper identification and will identify themselves before entering properties.

Sections 5517.01 and 163.03 of the Ohio Revised Code authorizes such entries but also requires reimbursements be made to the property owner for any actual damage resulting from such work. The individuals making these investigations have been given strict instructions concerning the preservation and or restoration of private and public lands that they may disturb.

We sincerely appreciate your cooperation and assistance. If you have any questions, or if at any time you feel that our representatives have not given proper attention to your property, please contact me at the City of Kent, Engineering Department, (330) 678-8106 or Chris Papp at Finkbeiner, Pettis & Strout, Inc., (330) 434-1995.

Respectfully,

B. Alan Brubaker, P.E., P.S.  
City Engineer



# CITY OF KENT, OHIO

## DIVISION OF ENGINEERING

May 24, 2002

Mr. Marc Crail  
Kent Public Schools  
128 North Prospect Street  
Kent, Ohio 44266

*— Example —*

Re: Crain Avenue Realignment; PID No. 18466  
Open House Public Involvement Meeting

Dear Kent Resident/Property-Business Owner/Interested Citizen:

The City of Kent is currently in the preliminary development phase of a project involving the replacement of the Crain Avenue Bridge over the Cuyahoga River and CSX Railroad Tracks. This project includes the following work:

- The replacement of the Crain Avenue Bridge over the Cuyahoga River and CSX Railroad tracks.
- The realignment of portions of Fairchild Avenue and Crain Avenue, including the intersections at S.R. 43 (North Mantua Street), Water Street and Lake Street.
- The widening of S.R. 43 to add a left turn lane at Fairchild Avenue and Crain Avenue.

This letter is to inform you that an **Open House Public Involvement Meeting** will be held on **Monday, June 10, 2002 from 7:00 p.m. to 9:00 p.m.** in the **Kent Roosevelt High School Cafeteria** located at 1400 North Mantua Street. The purpose of this public meeting is to present the proposed alternates for the realignment of Fairchild Avenue and Crain Avenue and to solicit public comments regarding the proposed project. The public meeting will be conducted in an open house format with no formal presentation. You are free to come and go at any time during the meeting.

Preliminary plans and mapping showing the proposed alternates and environmental documentation will be displayed for viewing. Representatives from the City of Kent, Portage County Engineer's Office, Ohio Department of Transportation and Finkbeiner, Pettis and Strout, Inc., the project consultant, will be available to discuss the proposed alternates and address questions.

All interested persons are invited to attend, participate and provide comments regarding the proposed realignment project. Comments may be submitted during the public meeting or by mailing them to:

Mr. Robert A. Hochevar, P.E.  
Finkbeiner, Pettis and Strout, Inc.  
520 South Main Street  
Suite 2400  
Akron, Ohio 44311-1010

The final date for submission of comments is June 24, 2002.

We sincerely appreciate your cooperation and assistance. If you have any questions, please contact me at the City of Kent Engineering Department at (330) 678-8106 or Robert A. Hochevar at Finkbeiner, Pettis & Strout, Inc. at (330) 434-1995.

Respectfully,

B. Alan Brubaker, P.E., P.S.  
City Engineer

P.E. Flanigan  
103 Lake Street  
Kent, Ohio 44240

M.J. Thorpe  
135 Crain Avenue  
Kent, Ohio 44240

J.G. Sisson  
3 Evergreen Drive  
Kent, Ohio 44240

Michael & Jane Hornyak  
1570 S. Lincoln Avenue  
Kent, Ohio 44240

Roger G. Thorman  
900 Franklin Ave  
Kent, Ohio 44240

R.L. & L.L. Maydak  
453 Kevin Drive  
Kent, Ohio 44240

A. Hopkins  
424 Fairchild Avenue  
Kent, Ohio 44240

Tim Crock  
5809 Rhodes Road  
Kent, Ohio 44240

Mr. Weiss, Collinwood Shale  
Brick & Supply Co.  
12400 Broadway  
Cleveland, Ohio (NEED ZIP)

Carpenter Revocable Trust  
7451 W. Lake Street  
Kent, Ohio 44240

R.V. Petry  
7337 Westview Drive  
Kent, Ohio 44240

R & B Rydbom  
152 Lake Street  
Kent, Ohio 44240

P.E. Flanigan  
103 Lake Street  
Kent, Ohio 44240

Ray Salmons  
300 Rockwell Street  
Kent, Ohio 44240

Richard J. & Laura L. Maydak  
953 Kevin Drive  
Kent, Ohio 44240

Michael & Jane Hornyak  
1570 Lincoln Street  
Kent, Ohio 44240

R.J. & L.L. Maydak  
953 Kevin Drive  
Kent, Ohio 44240

C.M.H. Hammer  
6931 Hudson Road  
Kent, Ohio 44240

Garth Dietz  
5802 Glad Blvd  
Kent, Ohio 44240

Tim Crock  
612-614 North Mantua Street  
Kent, Ohio 44240

Donald E./Marian A. Horner  
436 Fairchild Avenue  
Kent, Ohio 44240

P.E. Flanigan  
118 Lake Street  
Kent, Ohio 44240

Frederick M. & Joyce W. Gross  
524 Earl Ave  
Kent, Ohio 44240

Robert or Barbara P. Morrow, Trustees  
141 Crain Avenue  
Kent, Ohio 44240

David & Yolanda Smith  
146 Crain Avenue  
Kent, Ohio 44240

G.D. Brunswick  
124 Crain Avenue  
Kent, Ohio 44240

Dale R. Henderson  
447 Fairchild Avenue  
Kent, Ohio 44240

ret Fessenden  
410 Fairchild Avenue  
Kent, Ohio 44240

D & L Fortney  
425 Fairchild Avenue  
Kent, Ohio 44240

M. J. or D. M. Bason  
205 Lake Street  
Kent, Ohio 44240

J.L. Atkinson  
135 Lake Street  
Kent, Ohio 44240

P.E.Bower  
144 Lake Street  
Kent, Ohio 44240

H.H.B. & R. Petry  
7337 Westview Drive  
Kent, Ohio 44240

R & B Phillips  
1064 Ravenna Road  
Kent, Ohio 44240

Valajeon Jordan  
415 Rockwell Street  
Kent, Ohio 44240

L.G. Atkinson  
534 Water Street  
Kent, Ohio 44240

Michael & Jane Hornyak  
1570 S. Lincoln  
Kent, Ohio 44240

Tim Crock  
5809 Rhodes Road  
Kent, Ohio 44240

Ken Bellany  
700 North Mantua Street  
Kent, Ohio 44240

S.F. Lacy  
500 North Mantua Street  
Kent, Ohio 44240

H.W. Fairway Int.  
716 N. Mantua Street  
Kent, Ohio 44240

Fire Chief  
418 N. Mantua Street  
Kent, Ohio 44240

Chas Pacic  
126 Lake Street  
Kent, Ohio 44240

D. Ramsey  
131 Crain Avenue  
Kent, Ohio 44240

P.Reiss & B. Clark  
147 Crain Avenue  
Kent, Ohio 44240

G.S. Van Metre or C.L. Penter  
140 Crain Avenue  
Kent, Ohio 44240

Robin Carpenter  
425 Danser Street  
Kent, Ohio 44240

Robert Weiss  
505 Longmere Drive  
Kent, Ohio 44240

Richard A. Lowenthal  
440 Fairchild Avenue  
Kent, Ohio 44240

M.D.McMinn  
414 Fairchild Avenue  
Kent, Ohio 44240

Scott Terune  
Collinwood Brick & Shale, Inc.  
Horning Builders Supply, Inc.  
113 Lake Street  
Kent, Ohio 44240

C.A. Robin  
147 Lake Street  
Kent, Ohio 44240

Chas & Cecile Pacic  
800 Lock Street  
Kent, Ohio 44240

R.T. Hansford  
7532 S.R. 43  
Kent, Ohio 44240

A.R. Rubin  
132 Lake Street  
Kent, Ohio 44240

S.A. Hershiser  
1223 Lake Martin Drive  
Kent, Ohio 44240

George Watkins  
419 Rockwell Street  
Kent, Ohio 44240

Morie  
515 E. Main Street  
Kent, Ohio 44240

Caven S. McLoughlin  
P.O. Box 1242  
Kent, Ohio 44240

Curtis W. Ruckman  
715 North Mantua Street  
Kent, Ohio 44240

Cass Bricker  
607-609 North Mantua Street  
Kent, Ohio 44240

B. Kuhar  
518 North Mantua Street  
Kent, Ohio 44240

Donald E./Marian A. Horner  
432 Fairchild Avenue  
Kent, Ohio 44240

C.W. Frankhouser  
511 N. Mantua Street  
Kent, Ohio 44240

T.E. Crock  
413 Fairchild Avenue  
Kent, Ohio 44240

Donald E. Horner  
7420 State Route 43  
Kent, Ohio 44240

C.W. Frankhouser  
222 North Willow Street  
Kent, Ohio 44240

Ernest J. & Elaine E. Giles  
1666 Hastings Circle  
Uniontown, Ohio 44685

**ATTACHMENT H-2**

**PUBLIC MEETING NO. 1  
NOTIFICATION LETTER  
MAY 24, 2002**





# CITY OF KENT, OHIO

## DIVISION OF ENGINEERING

May 24, 2002

Re: Crain Avenue Realignment; PID No. 18466  
Open House Public Involvement Meeting

Dear Kent Resident/Property-Business Owner/Interested Citizen:

The City of Kent is currently in the preliminary development phase of a project involving the replacement of the Crain Avenue Bridge over the Cuyahoga River and CSX Railroad Tracks. This project includes the following work:

- The replacement of the Crain Avenue Bridge over the Cuyahoga River and CSX Railroad tracks.
- The realignment of portions of Fairchild Avenue and Crain Avenue, including the intersections at S.R. 43 (North Mantua Street), Water Street and Lake Street.
- The widening of S.R. 43 to add a left turn lane at Fairchild Avenue and Crain Avenue.

This letter is to inform you that an **Open House Public Involvement Meeting** will be held on **Monday, June 10, 2002 from 7:00 p.m. to 9:00 p.m.** in the **Kent Roosevelt High School Cafeteria** located at 1400 North Mantua Street. The purpose of this public meeting is to present the proposed alternates for the realignment of Fairchild Avenue and Crain Avenue and to solicit public comments regarding the proposed project. The public meeting will be conducted in an open house format with no formal presentation. You are free to come and go at any time during the meeting.

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All interested persons are invited to attend, participate and provide comments regarding the proposed realignment project. Comments may be submitted during the public meeting or by mailing them to:

Mr. Robert A. Hochevar, P.E.  
Finkbeiner, Pettis and Strout, Inc.  
520 South Main Street  
Suite 2400  
Akron, Ohio 44311-1010

The final date for submission of comments is June 24, 2002.

We sincerely appreciate your cooperation and assistance. If you have any questions, please contact me at the City of Kent Engineering Department at (330) 678-8106 or Robert A. Hochevar at Finkbeiner, Pettis & Strout, Inc. at (330) 434-1995.

Respectfully,

B. Alan Brubaker, P.E., P.S.  
City Engineer

Mr. James A. Peach  
Police Chief  
Kent Police Department  
319 South Water Street  
Kent, Ohio 44240

Mr. James Williams  
Fire Chief  
Kent Fire Department  
320 South Depuey Street  
Kent, Ohio 44240

Mr. Gary Locke  
Plans Administrator  
Community Development Department  
930 Overholt Road  
Kent, Ohio 44240

Mr. Les Ashley  
Vice President/General Manager  
Akron Barberton Cluster Railroad Company  
43 Second Street, NW  
Barberton, Ohio 44203

Mr. John Idone  
Director of Parks and Recreation  
Kent Recreation Department  
497 Middleberry Street  
Kent, Ohio 44240

Mr. Lowell Crosky  
Kent State University  
Facilities Plan and Operation  
P.O. Box 5190  
Kent, Ohio 44242

Mr. Robert K. Pfaff  
General Manager  
Metro Regional Transit Authority  
416 Kenmore Boulevard  
Akron, Ohio 44301

Mr. Kenneth A. Hanson  
Director  
Akron Metropolitan Area Transportation Study  
146 South High Street  
806 Citicenter  
Akron, Ohio 44308-1423

Mr. Michael A. Marozzi  
Portage County Engineer  
5000 Newton Falls Road  
Ravenna, Ohio 44266

Mr. Edward J. Deley, Jr.  
Environmental Coordinator  
Ohio Department of Transportation  
District 4  
705 Oakwood Street  
Ravenna, Ohio 44266

Mr. Timothy M. Hill  
Administrator  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, Ohio 43223

Mr. Chris Khawrey  
Ohio EPA  
2110 East Aurora Road  
Twinsburg, Ohio 44087

Mr. Michael B. Armstrong  
FHWA  
200 North High Street, Room 328  
Columbus, Ohio 43215

Mr. James Manion  
Director  
Portage Cty. Dept. of General Services  
449 South Meridian Street, 1st Floor  
Portage County Administration Building  
Ravenna, Ohio 44266

Mr. Edward W. Rybka, Chairman  
Cuyahoga River Remedial Action Plan Coordinating  
Committee (CRRAP)  
1299 Superior Avenue  
Cleveland, Ohio 44114

Mr. Alex Teodosio  
Citizens for a Safe Crain Avenue Neighborhood  
404 Crain Avenue  
Kent, Ohio 44240

Ms. Elaine Marsh  
President  
Friends of the Crooked River  
2390 Kensington Road  
Akron, Ohio 44333

AMATS Citizens Involvement Committee  
806 Citicenter  
Akron, Ohio 44308

Mr. Marc Crail  
Kent Public Schools  
128 North Prospect Street  
Kent, Ohio 44266

Mr. Michael Morris  
CSX Railroad  
39 South Main Street  
Akron, Ohio 44308

Mr. Thomas Clapper  
Kent State University Campus Bus Service  
1950 S.R. 59  
Kent, Ohio 44240

Portage County Commissioners  
449 South Meridian Street  
Ravenna, Ohio 44266

Mr. Lewis J. Steinbrecher  
319 South Water Street  
Kent, Ohio 44240

Mr. Tom Euclide  
Office of Facilities Planning  
P.O. Box 5190  
Kent, Ohio 44240

Ms. Kathleen Munn  
North Mantua Street Area Neighborhood Group  
309 Pleasant Avenue  
Kent, Ohio 44240

Mr. William R. Foster, P.E., P.S.  
CSTPLBR Engineer  
County Engineers Association of Ohio  
37 West Broad Street, Suite 660  
Columbus, Ohio 432154132

City Council  
City of Kent  
319 South Water Street  
Kent, Ohio 44240

Mr. Gary Gilbert  
Kent Environmental Commission  
930 Overholt Road  
Kent, Ohio 44240

Ms. Caroline Arnold  
President  
Kent Environmental Council  
P.O. Box 395  
Kent, Ohio 44240

Mr. John Drew  
General Manager  
PARTA  
P.O. Box 190  
Kent, Ohio 44240

Franklin Township Trustees  
2108 Gougler Avenue  
Kent, Ohio 44240

Ms. Sharon Perkowski  
Crain to Main Neighborhood Group  
322 North Willow Street  
Kent, Ohio 44240

Portage County Regional Planning  
128 North Prospect Street  
Ravenna, Ohio 44266

Mr. Carl Shallenberger, Resident  
Kent Downtown Community Urban Redevelopment  
Corp.  
Shallenberger & Associates  
136 East Main Street, Suite 11  
Kent, Ohio 44240

Mr. Daniel D. Smith  
Executive Director  
Kent Area Chamber of Commerce  
155 East Main Street  
Kent, Ohio 44240

Kent Historical Society  
152 Franklin Avenue  
Kent, Ohio 44240

US Army Corps of Engineers  
Orwell Field Office  
CELRCORW  
33 Grand Valley Avenue  
Orwell, Ohio 44076

Mr. Mohamed S. Darwish  
Deputy Director  
Ohio Department of Transportation  
705 Oakwood Street  
Ravenna, Ohio 44266

Mr. William Lillich  
Director  
Kent Public Safety Department  
319 South Water Street  
Kent, Ohio 44240

Keith H. & Perry P. Bowers  
532 Roosevelt Avenue  
Kent, Ohio 44240

Betty L. Hayes  
919 N. Mantua Street  
Kent, Ohio 44240

Robert D. & Monica Morson  
911 N. Mantua  
Kent, Ohio 44240

Mildred Faltisco Trustee  
930 N. Mantua Street  
Kent, Ohio 44240

Robert P. & Kelly D. Marxen  
922 N. Mantua Street  
Kent, Ohio 44224

Thomas C. Buzzi  
3048 Silview Drive  
Stow, Ohio 44224

Trevor T. Hunter  
324 N. Mantua Street  
Kent, Ohio 44240

Gladys V. Richardson  
515 Hampton Ridge Drive  
Kent, Ohio 44240

Akron Barberton Cluster Railway Company  
P.O. Box 96  
Brewster, Ohio 44613

Richard & Janet Rhoads  
1333 Greenwood Avenue  
Kent, Ohio 44240

Kelly Evely  
504 Fairchild Avenue  
Kent, Ohio 44240

Rochelle R. Lackner  
508 Fairchild Avenue  
Kent, Ohio 44240

David & Susan Haren  
7349 Myrnia Avenue  
Kent, Ohio 44240

Arnett & Susan Gregory  
520 Fairchild Avenue  
Kent, Ohio 44240

Michael & Carmell Deleone  
530 Fairchild Avenue  
Kent, Ohio 44240

Deborah Ledbetter  
503 Fairchild Avenue  
Kent, Ohio 44240

John William  
509 Fairchild Avenue  
Kent, Ohio 44240

Grace Taylor  
549 Pine Lake Road  
Salem, Ohio 44460

Jeffery Huber  
519 Fairchild Avenue  
Kent, Ohio 44240

Wanda Oberholtzer  
527 Fairchild Avenue  
Kent, Ohio 44240

Wesley Wolf  
19550 County Road  
Kenton, Ohio 43326

Harry Deacon  
536 Cuyahoga Street  
Kent, Ohio 44240

Ray Hannebique  
522 Cuyahoga Street  
Kent, Ohio 44240

Brian Peshek  
516 Cuyahoga Street  
Kent, Ohio 44240

Amber Dawn Trust  
506 Cuyahoga Street  
Kent, Ohio 44240

John & Janet Weaver  
302 S. Mantua Street  
Kent, Ohio 44240

William & Shirley Miller  
702 Hudson Road  
Kent, Ohio 44240

& Mary Lovell  
76 Diagonal Road  
Kent, Ohio 44240

Timothy Surgen  
814 N. Mantua Street  
Kent, Ohio 44240

Karen Kish  
820 N. Mantua Street  
Kent, Ohio 44240

David & Karen Shaw  
228 Valleyview  
Kent, Ohio 44240

Alvar & Marion Lindblad  
525 N. Cleveland/Massillon Road  
Akron, Ohio 44333

Holland Oil Company  
935 East Tallmadge Avenue  
Akron, Ohio 44310

Robert Hospodor  
851 N. Mantua Street  
Kent, Ohio 44240

Kathleen Guckelberger  
226 E. Oak Street  
Kent, Ohio 44240

Carol E. Neff  
395 Silver Oaks Drive, Apt. 5  
Kent, Ohio 44240

Patrick E. Flanigan  
103 Lake Street  
Kent, Ohio 44240

Michele J. Greenburg  
135 Crain Avenue  
Kent, Ohio 44240

J.G. Sisson  
3 Evergreen Drive  
Kent, Ohio 44240

Michael A. & Jane Hornyak  
1570 S. Lincoln Street  
Kent, Ohio 44240

Roger Thorman  
900 Franklin Ave  
Kent, Ohio 44240

Ann Moser Hopkins  
424 Fairchild Avenue  
Kent, Ohio 44240

Timothy E. and Mary J. Crock  
1489 Jacobs Lane  
Kent, Ohio 44240

Mr. Weiss, Collinwood Shale  
Brick & Supply Co.  
12400 Broadway  
Cleveland, Ohio 44125

Carpenter Revocable Trust  
7451 W. Lake Street  
Kent, Ohio 44240

R.V. Petry  
7337 Westview Drive  
Kent, Ohio 44240

Richard & Betty Rydom  
152 Lake Street  
Kent, Ohio 44240

Ray Salmons  
300 Rockwell Street  
Kent, Ohio 44240

Richard & Laura Maydak  
953 Kevin Drive  
Kent, Ohio 44240

C.M.H. Hammer  
6931 Hudson Road  
Kent, Ohio 44240

Garth & Ann Dietz  
5802 Glad Blvd  
Kent, Ohio 44240

Tim Crock  
612-614 North Mantua Street  
Kent, Ohio 44240

Donald E./Marian A. Horner  
436 Fairchild Avenue  
Kent, Ohio 44240

P.E. Flanigan  
118 Lake Street  
Kent, Ohio 44240

Joyce W. Gross  
524 Earl Ave  
Kent, Ohio 44240

Robert or Barbara P. Morrow, Trustees  
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David & Yolanda Smith  
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Kent, Ohio 44240

Glen D. Brunswick  
124 Crain Avenue  
Kent, Ohio 44240

Dale R. Henderson  
447 Fairchild Avenue  
Kent, Ohio 44240

Margaret E. Longenbergers  
416 Fairchild Avenue  
Kent, Ohio 44240

Don & Lindy Fortney  
2682 Steigler Road  
Valley City, Ohio 44280

David M. Basone  
205 Lake Street  
Kent, Ohio 44240

Josette L. Atkinson  
135 Lake Street  
Kent, Ohio 44240

Richard Petry  
7337 Westview Drive  
Kent, Ohio 44240

Richard Petry  
7337 Westview Drive  
Kent, Ohio 44240

R & B Phillips  
1064 Ravenna Road  
Kent, Ohio 44240

Vernon & Carla Bachtel  
8177 Seasons Road  
Streetsboro, Ohio 44241

Melanie G. Sellge  
448 Fairchild Avenue  
Kent, Ohio 44240

Karl D. & Donna M. Byttner  
433 Rockwell Street  
Kent, Ohio 44240

Anderson Hawes  
1444 Taft Avenue  
Cuyahoga Falls, Ohio 44223

Sylvester W. & Rebecca Moyseenko  
631 Vine Street  
Kent, Ohio 44240

David R. Jr. & Susan Hemling  
802 N. Mantua Street  
Kent, Ohio 44240

Salvatore Cali, Trustee  
8054 Rollingbrook  
Sagamore Hills, Ohio 44067

Pancho Villa, Inc.  
626 S. Water Street  
Kent, Ohio 44240

Larry & Mary Wright  
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Kent, Ohio 44240

Curtis A. & Christina M. Canfield  
200 E. Crain Avenue  
Kent, Ohio 44240

Richard S. McBride  
503 N. Depeyster Street  
Kent, Ohio 44240

Christopher Seguin  
3 Costley Court  
Kent, Ohio 44240

Thomas Morrow  
4135 Lakewood Road  
Ravenna, Ohio 44266

Cho-Oyu Ltd.  
7702 Diagonal Road  
Kent, Ohio 44240

Christopher Ange  
506 N. Depeyster Street  
Kent, Ohio 44240

William & Loretta Carpenter, Trustees  
P.O. Box 1752  
Kent, Ohio 44240

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140 Crain Avenue  
Kent, Ohio 44240

Jill L. Kapusta  
201 Crain Avenue  
Kent, Ohio 44240

Gregory Day  
1 Costley Court  
Kent, Ohio 44240

Jeffrey & Diane Beatty  
1656 Kent Street  
Kent, Ohio 44240

Robert & Heidi Vonstein  
1793 Elm Drive  
Kent, Ohio 44240

**ATTACHMENT H-3**

**PUBLIC MEETING NO. 1**

**JUNE 10, 2002**

**LEGAL NOTICE, REDUCED SIGNAGE &  
NEWS ARTICLES LEADING UP TO MEETING**



# SPORTS

## Dispute

From page B1

about the precise moment the caution took effect. Tracy said he was ahead when he first learned of the yellow; Castroneves said he let up on the throttle when he saw yellow, which allowed Tracy to pass.

"When you run the series, you have the experience," Castroneves said. "You just have to follow the rules."

Castroneves is in his first season in the IRL, which sanctions the Indy 500. Tracy drives for the rival Championship Auto Racing Teams. On Sunday, Tracy suggested politics might play a role in this decision, but Barnhart dismissed that notion.

"Anyone who would look at how quick this decision had to be made would know the thought of IRL vs. CART can't remotely cross my mind," Barnhart said.

Immediately after the accident, race officials declared Castroneves was in the lead, and he drove the final 3-plus miles under a yellow flag to win his second straight Indy 500.

A review lasting nearly six hours followed, and Barnhart certified Castroneves as the winner, ruling there was not enough evidence to overturn the result.

RECORD-COURIER

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### Legals

tion will come on before Judge Jerry L. Hayes on the 28th day of June, 2002, at 10:00 A.M. for hearing in the Portage County Common Pleas Court, Division of Domestic Relations, Portage County, Ohio, 203 W. Main St., Ravenna, Ohio.

Betty D. Montgomery (0007102), Attorney General  
John E. Patterson (0032350), Assistant Attorney General  
Attorney for the PERS  
30 E. Broad St., 26th Floor  
Columbus, Ohio 43215-3428  
(614) 466-2980

May 20, 28, June 3, 10, 17, 24 - 09517120

### LEGAL NOTICE City of Ravenna

Sealed bids will be received at the City Engineer's Office, 220 West Spruce Avenue, Ravenna, Ohio 44266-1215, until 11:00 a.m. Ohio time on June 4, 2002 and will be opened and read for:

### LAKE AVENUE WATER AND STORM IMPROVEMENTS

The proposed work under this Contract consists of installing approximately 2200 feet of 12 inch ductile iron water pipe, including service lines, connections and appurtenances, and 1275 feet of 12" reinforced concrete pipe with catch basins and connections.

Copies of Drawings, Specifications and Contract Documents may be obtained or examined at the office of the City Engineer. The estimated cost for this project is \$320,624.

A twenty-five dollar (\$25.00) non-refundable payment will be required for each set of Drawings, Specifications and Contract Documents taken from the above office. Checks shall be made payable to the City of Ravenna.

Each bidder is required to furnish with its proposal, a Bid Guaranty and Contract Bond in accordance with Section 153.54 of the Ohio Revised Code. Bid surety furnished in Bond form shall be issued by a Surety Company or Corporation licensed in the State of Ohio to provide said surety.

Each proposal must contain the full name of the party or parties submitting the proposal and all persons interested therein. Each bidder must submit evidence of its experiences on projects of similar size and complexity. The Owner intends and requires that this project be completed no later than June 30, 2003.

All contractors and subcontractors involved with the project will, to the extent practicable use Ohio products, materials, services, and labor in the implementation of their project. Additionally, contractor

### Legals

vided on a refundable basis to any one Bidder. In order or the Bidder to receive a refund of the deposit, the unsuccessful bidder must: (1) submit a bona fide Prime Contract bid and (2) return the Contract Documents in good condition, shipping charges PREPAID, within 10 days after bid date.

All technical questions must be referred to Osborn Engineering, (216) 861-2020.

Contractor must comply with Equal Employment Requirements as specified in Executive Orders 11246 and 11375.

The University reserves the right to reject any or all bids.

Thomas J. Euclide, Director  
Office of the University Architect  
Kent State University  
Kent, OH 44242

May 25, 28, June 4 - 09517182

### LEGAL NOTICE

The City of Kent will conduct an Open House Public Information Meeting to review the preliminary design of the Crain Avenue Bridge relocation and the improvement of N. Mantua Street, Fairchild Avenue, and Crain Avenue intersection. Representatives from the City of Kent, their Consultant and the Ohio Department of Transportation will be present to discuss the proposed improvements and to explain the right of way acquisition procedure. Interested parties are encouraged to attend. The meeting will be held on Monday, June 10, 2002 from 7:00 pm to 9:00 pm in the Cafeteria of Kent Roosevelt High School located at 1400 North Mantua Street, Kent, Ohio. Questions regarding the meeting should be directed to the City of Kent, Division of Engineering 330-678-8106, Mr. Alan Brubaker, P.E., P.S., Acting Service Director/City Engineer. May 28, June 5 - 09517181

### NOTICE TO BIDDERS

Sealed proposal will be received at the Portage County Board of Mental Retardation and Developmental Disabilities, Portage County, Administrative Offices, 2606 Brady Lake Road, Ravenna, Ohio 44266 until 10:00 a.m. Day Light Savings Time on June 17, 2002 for a contract to purchase one (1) or more Forward Engine Transit Bus.

Specifications for the proposed contracts may be obtained from the Portage County Board of Mental Retardation and Developmental Disabilities Administrative Offices, 2606 Brady Lake Road, Ravenna, Ohio 44266.

Prior to the award of the bus vehicle contract, it is suggested that all bus vendors bidding attend a Pre-Bid conference

### 10 In Memoriam

#### IN MEMORY OF

Kristin K. Cole & Karah J. Cole  
3/24/89-5/28/93 12/6/90-5/31/93

Please God, take this message our little ones, Kristin & Karah. To them we miss them & give them our love. No farewell words we spoken, no time to say goodbye they were gone before we knew and only You knew why. The heavenly gates just opened & a loving voice said "Come". We lost the 9yrs ago in a terrible auto accident.

Always loved, forever missed,  
Mom & Sister Brandi, Grandma Grampa Knapp, Aunts, Uncle Cousins of Harold Knapp Family  
Great Grandma Lucille Brown,

### 20 Happy Ads

HE'S LOTS OF FUN  
AT 41!  
HAPPY BIRTHDAY  
SCOTT



LOVE  
MOM & DAVE

### 23 e-mail Addresses

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class@recordpub.com

Record-Courier

**CRAIN AVE. BRIDGE  
RELOCATION**

**PUBLIC MEETING**

**MONDAY, JUNE 10, 2002**

**7:00-9:00 P.M.**

**KENT ROOSEVELT HIGH SCHOOL**

# **CRAIN AVENUE BRIDGE RELOCATION**

## **OPEN HOUSE PUBLIC INFORMATION MEETING**

**JUNE 10, 2002 - 7:00 P.M. - 9:00 P.M.**

**PRESENTED BY:**

**CITY OF KENT, OHIO**

**B. ALAN BRUBAKER, P.E., P.S., CITY ENGINEER**

**PORTAGE COUNTY, OHIO**

**MICHAEL A. MAROZZI, P.E., P.S., COUNTY ENGINEER**

**IN CONJUNCTION WITH:**

**OHIO DEPARTMENT OF TRANSPORTATION,**

R/c Saturday  
6/8/02

# Kent

From page A1

County, which owns the bridge. The city and its consulting firm, Finkbeiner, Pettis and Strout Inc., have narrowed nine original alternatives down to three.

"Alternate 2," the southern-most alternate, would locate the bridge about 30 feet north of the existing Fairchild Avenue intersection. It would impact about 15 buildings and cost about \$15.1 million.

"Alternate 4" would locate the Cram and Fairchild intersection about 90 feet north of Fairchild Avenue. It would impact 17 buildings and cost about \$15.8 million.

"Alternate 9" would locate the new intersection about 130 feet north of Fairchild Avenue, locating the new bridge in the same location as the old one. It would impact 15 businesses and cost about \$15.6 million.

Brubaker said Crock's Car Cafe would be more impacted by the northern alternatives than

the southern one. The McKay Bricker Gallery and Framing building would be impacted in all three alternatives.

The meeting will be held in an open house format, with no formal presentation. City, County, Ohio Department of Transportation officials and the consultants will be available for one-on-one questions, and attendees will be encouraged to put their questions in writing.

After the meeting, the comments will be reviewed to determine which of the three alternatives is best, he said. Recommendations will be handed over to city council and county commissioners and the project will be designed.

Properties that will be razed to make way for the project will be relocated, with relocation assistance being provided in accordance with federal guidelines.

Construction is expected to begin in 2006, with completion set for 2007.

E-mail:  
dsmith@recordpub.net  
Phone: (330) 673-3491

# Wanted: Input on Kent bridge

By Diane Smith  
Record-Courier staff writer

After years of planning, property owners near the Cram Avenue bridge in Kent will finally learn whether the relocation of the bridge would make their buildings stand or fall.

The city of Kent is sponsoring an open house from 7 to 9 p.m. Monday to discuss the relocation of the bridge. The meeting will be held in the cafeteria of Theodore Roosevelt High School.

The project is designed to align Cram and Fairchild avenues, eliminating the bottleneck intersection and replacing the aging Cram Avenue Bridge, said Acting Service Director Al Brubaker. The city is doing the project jointly with Portage

See Kent, page A10

# Solution works for Kent bridge

## Crain area site of congestion

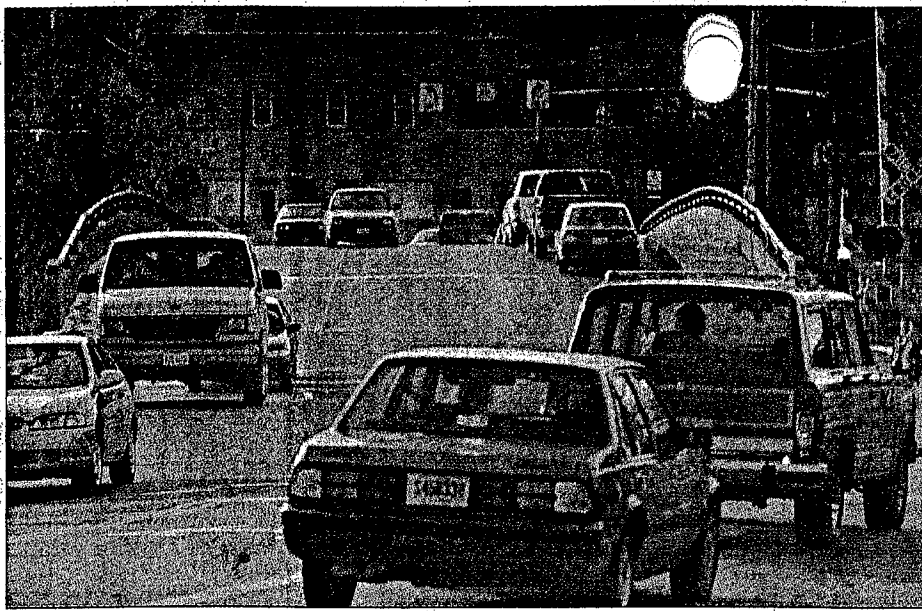
By Diane Smith *R-C* 1/20/99  
Record-Courier staff writer

From his automotive repair shop on North Mantua Street in Kent, Tim Crock has seen many forms of road rage displayed by motorists stuck on the Crain Avenue bridge.

He has seen motorists honking at one another, getting out of their cars to yell at each other, and even slugging each other.

"I've seen fist fights," he said. "I had a girl pull into my lot after she got chewed out so bad she was crying."

See Bridge, page A12



Robert Seton/Record-Courier

Drivers pass over the Crain Avenue bridge in Kent at rush hour Friday evening. The bridge and area of S.R. 43, Water and Lake Streets, has been a site of congestion and frustration for motorists for years. A plan to replace and align the bridge is now in the works. Public meetings will be scheduled to discuss the proposal.

## In today's R-C Wheels

# Bridge

From page A1

Now, a solution to the slugfest is in the works, and Crock's business just might be standing in the way.

After years of talking about replacing the bridge and aligning a new span with Fairchild Avenue, the project has finally been "programmed," City Engineer Al Brubaker said.

That means agencies such as the Ohio Department of Transportation, the Ohio EPA and Ohio Department of Natural Resources will review plans for the project, and engineers can begin to draft potential alignment patterns. Those proposals are expected to be presented at public meetings sometime over the next six to 12 months, Brubaker said.

Eventually, Portage County, which owns the bridge; Kent, which is responsible for the roads

erment, which is paying most of the tab for the project, will have to agree on an alignment pattern.

The potential alignment is of particular interest to those who own property near the existing bridge.

Crock's Car Care and other buildings Crock owns sit on the west side of North Mantua Street, almost directly across the street from the bridge. Across the street from Crock's property is McKay Bricker Gallery and Framing, owned by Cass and Maynard Bricker.

Brubaker said there are many plans for the bridge alignment, and no guarantee that either structure will be leveled.

"There's probably one option for every 10 feet between those two streets," he said.

Portage County Engineer Michael Marozzi said, eventually, at least one property owner will probably have to move.

"I don't know if we could but a bridge on a new alignment without relocating somebody" he said

Until a decision is made, property owners around the bridge wonder how much they should spend to fix up buildings that may not be standing a decade from now.

"I hope it doesn't happen to me," said Cass Bricker, who said she has grown fond of the structure that houses her custom framing shop. "But we knew this was a possibility when we bought the building."

The structure that houses her business, built in 1927, is older than the bridge that is to be rebuilt. That bridge was built in 1965, replacing another span that had collapsed due to an overloaded truck a year before.

The gallery site has stood much longer, and had once been home to various retailers, including a tire shop. It once served as a city fire station, with trucks parked in the present gallery showroom.

The Brickers bought the building six years ago, relocating from a storefront on East Main Street

Since then, they've grown to love the natural lighting, the high ceilings and the stories customers tell of their memories of the building.

"It would be hard to give up," she said. "We certainly couldn't have built a new building for what we've put into this one, and it wouldn't have the character."

Crock is willing to move if he has to, but he wants to know what the plans are before he invests too much into his properties.

"If they're going to do it, fine and dandy, but tell me before I spend the money," he said.

Both acknowledged the improvement is needed to improve traffic flow on the bridge and its intersection with the city's second-busiest thoroughfare, North Mantua Street.

They've both witnessed accidents, and Crock's parking lot has been the place where drivers usually wait for police after a fender-bender.

"The last guy in line wants to

be moving as soon as the light turns," he said.

The site of the Crain Avenue bridge has been plagued by problems for more than a century. In 1868, the bridge, which had been built in 1826, collapsed under the weight of a horse-drawn wagon hauling stone.

Almost a century later, the bridge, which was built in 1896, collapsed under the weight of an overweight gasoline truck. One motorist died.

Brubaker said the county might have considered realignment of the bridge in 1965 had they not been in such a hurry to replace the bridge. The new bridge was opened 11 months after its predecessor collapsed.

In 1994, county workers welded steel plates under the bridge deck to prolong its life. But Marozzi said that was just a temporary fix while the real solution — alignment of the bridge — was pending.

Brubaker said the city also is considering a fix for the bottleneck on the other side of the bridge — the intersection of Crain Avenue, Lake Street and North Water Street.

The bridge replacement is estimated to be a six- to 10-year project, with most of the time to be spent doing the necessary studies, Marozzi said. The relocation is complicated because the bridge spans two sets of railroad tracks and the Cuyahoga River, necessitating a host of environmental studies and other studies.

R-C  
1/21/00

# Kent to present plans for bridge

## Residents can see Crain alignment

By Diane Smith  
Record-Courier staff writer

Residents will soon be able to see for the first time the possible alignments for the long-awaited relocation of Kent's Crain Avenue Bridge.

City Engineer Al Brubaker said the city's consulting firm, Finkbeiner, Pettis and Strout of Akron, is expected to hold public meetings in the next 30 to 60 days. At that time, various routes for the new bridge will be presented to the public.

The city and county are splitting the design costs of the realignment project, aimed at relieving one of the city's worst bottlenecks.

The project would eliminate the current intersection of Crain Avenue and North Mantua Street. Under the new plans, Crain and Fairchild would be aligned to make one through street with a common intersection with North Mantua.

The 10-year project, which includes several years of planning and right of way acquisition before construction begins, was launched in 1997.

Brubaker said the consulting firm will come up with a variety of feasible alternate routes and is completing environmental studies to determine which ones are more feasible than others, based on environmental issues, what historical structures would be affected, and other issues.

The goal is to come up with one "preferred alternate, develop plans and acquire right of way. The city may be required to provide relocation assistance for any buildings that have to be removed because of the relocation.

The city and county are splitting the design costs and are seeking \$6.6 million in federal funds to help offset construction costs. By the end of the project, the city is expected to spend about \$2.6 million, and the county is expected to spend about \$1.46 million.

He said construction is at least five years away.

Meanwhile, the city and county will soon draft a more formal agreement to proceed with the project. Brubaker said the two parties have been operating under a "memorandum of understanding" since 1997, but the county commissioners wanted a more formal agreement. The new pact spells out the issues in more formal terms, he said.

# Road projects in Kent are motoring along

A8J 7.18.99

• University work is still going on, but Route 261, Summit Street are open

BY STEPHEN DYER  
*Beacon Journal staff writer*

**KENT:** Halfway through the summer, the city's road projects are progressing just about as planned.

The reconfiguration of the intersection of state Route 261 and Summit Street has passed through its most disruptive stage. Summit Street east of the intersection was closed for about three weeks earlier this summer.

"It was planned to be closed for four to six weeks," City Engineer

Al Brubaker said. "Summit and 261 are open and won't be closed again."

There is still work being done at the intersection, but, Brubaker said, it should only cause minor delays.

The remaining closing is again on Summit Street near Kent State University's Recreation and Wellness Center. The university is installing a traffic signal at Summit Street and Ted Boyd Drive and digging a utility tunnel to run electrical lines from the university's new power plant.

Brubaker said that project should take another four to six weeks, although it already has tak-

en longer than expected.

"We're getting a little nervous," said Safety Director William Lillich. "We had been talking with the university about having the project done before this time, but now we want to have it done before students return for fall."

If the project isn't finished by then, the closing of Summit Street could be a problem for returning students, especially commuters, who use Summit Street to go from one end of campus to the other.

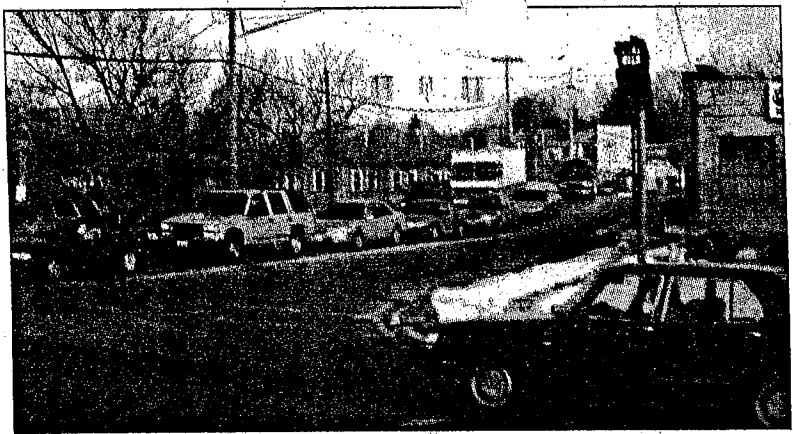
The city also is doing several touch-up projects around the city, but nothing big enough to close streets or bother traffic that much, Brubaker said.

Starting this summer is the

long-awaited Crain Avenue bridge realignment study, which was approved earlier this year. While no results are in, they are eagerly awaited by anyone who has had to run the intersection gauntlet between Crain Avenue, North Mantua Street and Fairchild Avenue.

The bridge was hastily erected about 30 years ago after a train wreck brought down the previous span, Brubaker said. Ever since, residents and others have wanted to move the bridge or streets so the intersection is more aligned.

"Our options are leaving it the way it is, moving Crain to line up with Fairchild, or moving Fairchild to line up with Crain," Brubaker said.



Robert Seton/Record-Courier  
Cars wait at the light at the congested Crain Avenue bridge in Kent. With work on the bridge to begin soon, officials will consider alternate alignment plans to help improve traffic flow.

SUNDAY, FEBRUARY 13, 2000 \$1.00

# Crain span options studied

## New site for Kent bridge may affect businesses

By Diane Smith  
and Mike Sever  
Record-Courier staff writers

The second phase of work leading to replacement of the Crain Avenue bridge in Kent will begin soon, and many people will be watching the possible alignments of the bridge closely.

Kent City Council and Portage

County commissioners will get a look this year at alternate alignments of the new bridge with Fairchild Avenue on the west side of the Cuyahoga River, and Crain, Lake, and North Water streets on the east. City Engineer Al Brubaker said he believes those meetings will take place in June.

The new alignments potential-

ly will affect several businesses on Mantua Street near Fairchild. But at least one business owner isn't too concerned.

"It's not something I worry too much about," said Cass Bricker, who owns McKay Bricker Gallery and Framing, which is located on North Mantua Street near the entrance to the bridge. "I don't see it hap-

pening for a couple of years. I'm sort of counting on that. Given enough time, I can deal with whatever happens."

The existing bridge, which was built in the early 1960s, and the intersections at each end have been the focus of a traffic bottleneck for years, and have

See Crain, page A12



# Crain

From page A1

been on the list of traffic projects by the Akron Metropolitan Area Transportation Study, Portage County Engineer Michael Marozzi said. The idea is to bring the western terminus of the bridge into alignment with Fairchild Avenue, creating a common intersection and eliminating one of the traffic lights on Mantua Street.

Depending on which alignment is chosen, traffic may or may not be maintained on the current bridge during construction. The project is complicated by two active railroad tracks that cross the south end of the bridge approach.

"This is a big, big project," Marozzi said. The project, currently estimated at \$10.7 million, will take six to eight years to complete. The project began two years ago.

Since then, he said, consultants from Finkbeiner, Pettis and Strout have been conducting ecological studies, identifying historical buildings, and surveying the area. They are currently assessing the data and the pros and cons of each alignment to present at this year's public hearings. A preferred alignment will then be sent to state and federal authorities, with more public hearings to be held after those officials have completed their review.

"The goal is to come up with an alignment that will take care of the traffic problem and affect as few people as possible," Brubaker said.

Bricker said she knew the relocation of the bridge was a possibility when she moved her business from downtown Kent to the structure. Built in 1927, it has housed a

variety of uses, including a tire shop and a city fire station.

She and her husband, Maynard, bought the building seven years ago. The high, pressed-tin ceiling and abundance of natural light make it a building that would be hard to replace if the bridge relocation requires the building to be leveled, she said.

The city owns a parking lot adjacent to the McKay Bricker Gallery. In 1994, the city bought the land from the Brickers for \$111,500 as part of the planned alignment, although no studies had been done to indicate where the bridge would go.

Brubaker said he did not recommend the area be used for parking, but the city constructed the lot to alleviate parking problems in the interim.

"The discussion was that the bridge was at least 10 years away, so at least we'd have parking for ten years," he said.

However, the uncertainty isn't stopping Bricker from renovating the upper floor of the building, where two apartments are located. Bricker is planning to make the two dwellings into one large apartment, where she will live.

"I probably won't spend as much as I would have otherwise," she said. "It would be nice if I knew."

Parks and Recreation Director John Idone said he doesn't expect the bridge relocation to negatively impact Riveredge Park, noting that the 1.5-mile trail goes under two other bridges. In fact, it may help link the park to the planned Towner's Woods Rail Trail.

The Portage County Parks District has applied for a trails grant which would fund the first phase of the rail trail, from the park, located in Franklin Township, to Davey

Avenue in Kent. The second phase would take the trail from Davey Avenue to Crain Avenue.

However, the rail trail runs on the east side of the Cuyahoga River on the upper level. Riveredge Park runs along the west side of the river.

Idone said Keat Parks and Recreation has considered building a bridge over the river to access the Towner's Woods trail, but is now considering bringing the trail to the new intersection and letting pedestrians cross the bridge to access the rail trail.

When the alignments are revealed, Idone said, he will be watching them closely.

"A lot is so hypothetical at this point," he said.

City Manager Lew Steinbrecher said he doesn't believe the relocation of the bridge will impact the city's efforts to revitalize the West River Neighborhood, since the tip of the triangle is just south of Fairchild Avenue.

Portage County commissioners agreed to join with Kent for the preliminary development phase, which is expected to cost \$98,750 for architectural engineering design work, and will be paid by the Portage County Engineer.

"It will be, without a doubt, the biggest project we've ever undertaken," Marozzi said.

He said the overall agreement is that the county engineer will pay for the bridge construction while Kent will pay for the adjoining roadwork and sidewalks associated with the bridge.

By the end of the project, the city is expected to spend about \$2.6 million, and the county is expected to spend about \$1.46 million. The city and county are seeking \$6.6 million in federal funds to offset the construction costs.

**KENT**

*Record-Courier 4/19/01*

# Crain Avenue goes under the microscope

## Committee to examine speed, noise, litter issues

*Rate: \$15  
Return: RTH*

By Diane Smith  
Record-Courier staff writer

Crain Avenue neighbors upset about speeding, noise and litter in their neighborhood will have their concerns weighed by several of the city's top safety officials.

Kent City Council directed the city's traffic and safety committee to look into concerns raised at Wednesday's council meeting. The committee is composed of several department heads, including the safety director.

Alex Teodosio, a Crain Avenue resident, presented a petition containing 131 signatures from area residents concerned about traffic and noise.

He called for several "simple" solutions to the problem, including strict enforcement of speeding, noise and litter laws; more police patrols; and directing KSU traffic to S.R. 43 and S.R. 59 instead of Crain Avenue.

"Every weekend we clean up beer bottles and trash from our lawns," he said. "I don't think that's the kind of neighborhood we would like to live in."

Kim Thomas, a Crain Avenue resident, said she grew up in the area and the traffic and speeding has increased greatly since she was a child.

Kasha Legeza, who lives on Linden Street, said neighbors in her area wrote to seven city officials in 1998 seeking help with similar complaints. She said she believed regular police patrols would solve many problems.

After the traffic safety committee reviews the situation, a report will be presented to residents at a neighborhood meeting.

In other business, council:

- Approved a new fire protection and emergency ambulance service contract with Franklin Township, which will extend through 2009.

Fire Chief James Williams said part of the reason for revisiting the contract now is the pending purchase of ambulances for the city and township. By purchasing both units together, the city and township are expected to save a total of \$7,000, he said. If Rootstown purchases its ambulance at the same time, a greater savings could be realized, he said.

- Approved a resolution renewing its opposition to emissions testing. The resolution supports a ballot issue of whether the state should continue the program.

E-mail: [dsmith@recordpub.net](mailto:dsmith@recordpub.net)  
Phone: (330) 673-3491

**ROBINSON MEMORIAL**

Record COURIER

# West River progress?

## Kent to begin razing buildings

By Diane Smith  
Record-Courier staff writer

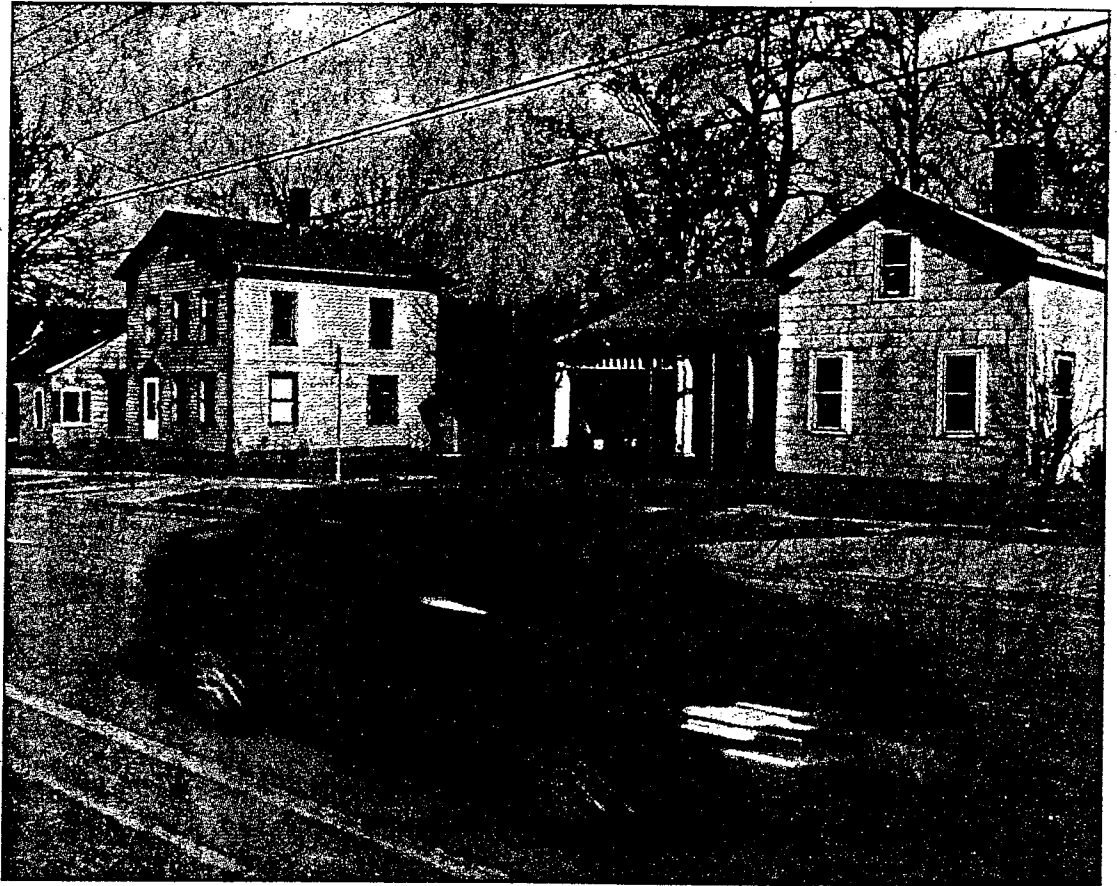
The West River neighborhood, long eyed for redevelopment in Kent, looks pretty much as it has for years.

But city officials are holding out hope that the planned demolition of several structures in the triangular neighborhood bounded by Gougler Avenue, West Main and North Mantua streets, will give the community visible proof that the city is actively pursuing redevelopment in the area.

"I think everybody's a bit frustrated because there haven't been any visible signs of redevelopment," City Manager Lew Steinbrecher said. "People want to see things happen, I want to see things happen. We're working hard, but a lot of times our efforts aren't always visible."

The city plans to tear down nearly all the buildings it controls in the neighborhood, most of which are near the northern tip of the triangle. The structures to be razed include:

- 431, 337 and 333 Gougler, on the side of the street which borders the Cuyahoga River.
- 412, 330 and 238 Gougler
- 407, 401/403, 329, 321, 315 and 305 North Mantua.



Chris Smanto/Record-Courier  
These homes on North Mantua Street in Kent's West River neighborhood are slated for demolition as city officials prepare for development of the area.

The Kemp building, previously slated for demolition, will remain standing for the time being, and another house on North Mantua that had been eyed for removal will remain standing because it is occupied.

"This is part of a long-term plan to really make that neighborhood what it can be," he said.

The properties slated for demolition were purchased by the Downtown Kent Corporation through a city-backed line of credit.

The landbanking program al-

**'People want to see things happen, I want to see things happen. We're working hard, but a lot of times our efforts aren't always visible.'**

City Manager Lew Steinbrecher



lowed the DKC to buy vacant or underutilized parcels in the area. The plan was to market them to a developer.

The city began the program

in 1995 and has yet to sell any properties in the program.

The city launched a marketing program in 1999, sending

See River, page A10

# River

From page A1

out 170 requests for proposals information packets to Ohio developers, including a description of the area and a card to send back to the city if they were interested in receiving an RFP package.

But the process didn't yield any tangible results.

"We've had developers approach us before, during and after the RFP process," Steimbacher said. "We are routinely contacted by developers, and we routinely contact developers. There has been some interest on and off."

However, the buildings to be razed have been the chief obstacle standing in the way of that interest becoming reality.

The city is paying demolition costs through its revolving loan fund.

He said he believes the Bridgend Group, which was planning to open a commercial/retail operation in the Carlson building, also known as the Bissler Building, had dropped their plans.

Calls for comment to Kirk Koennecke, a member of the Bridgend Group, were not returned.

**KENT**

# Crain Avenue residents to air traffic concerns

## City officials, neighbors set Tuesday meet

By Diane Smith  
Record-Courier staff writer

Neighbors upset about the speeding and litter in the Crain Avenue neighborhood will have a chance to express their concerns to city officials on Tuesday.

A neighborhood meeting has been set up with Charles Bowman, the city's community development director, and Lt. Michelle Lee of the Kent Police Department. The meeting will be held at 7 p.m. at Faith Lutheran Church, 931 E. Main St.

Neighbors are invited to discuss the issues in a traffic petition signed by 131 residents of Crain Avenue and adjoining streets.

Resident Alex Teodosio, who circulated the petition, said the neighbors are concerned about the increasing amount of traffic in the area, speeding and litter and noise,

particularly in a neighborhood with many children.

"A lot of people fly through the stop sign," he said. "It's difficult to pull out of your driveway. Recently, quite a few cars have been broken into."

The residents, who recently took their concerns to City Council, are asking for a variety of simple solutions.

They include more aggressive enforcement of noise and traffic regulations, removing the KSU directional sign from the Crain Avenue Bridge and directing traffic to use S.R. 43 and S.R. 59 instead, and better lighting and signage.

Teodosio said the neighbors are pleased with the city's response so far, and police are checking for speeders more frequently.

Bowman told him the sign directing KSU traffic to Crain Avenue might be removed before the meeting.

E-mail: [dsmith@recordpub.net](mailto:dsmith@recordpub.net)  
Phone: (330) 673-3491

Rec'd Courier 5/26/01  
EAT

**ATTACHMENT H-4**

**PUBLIC MEETING NO. 1**

**JUNE 10, 2002**

**ATTENDANCE LIST, INFORMATION PAMPHLET &  
NEWS ARTICLES FOLLOWING MEETING**

Sign-in Sheet  
 Open House  
 Crain Avenue Plans  
 Monday, June 10, 2002 7:00 p.m.  
 Location: Kent Roosevelt High School Cafeteria

| #  | Name           | Address   | Phone                |
|----|----------------|---|----------------------|
| 1  | Ron Garszewski | 520 S. Main St., Suite 2400<br>Akron, Ohio 44311                | 330-434-1995         |
| 2  | RON MANSON     | 5000 NEWTON FALLS<br>RAVENNA                                    | 330 296 6411         |
| 3  | Bob Hochevar   | 520 S. Main St, Suite 2400<br>Akron, OH 44311                   | 330-434-1995         |
| 4  | Shelly Felix   | 520 S. Main St.<br>Akron OH 44311                               | 330-434-1995         |
| 5  | Ruth Klee      | " "   | "                    |
| 6  | DENNIS GONANO  | " "   | "                    |
| 7  | CHERYL EVERETT | 3090 W. MARKET ST<br>FAIRLAWN OH                                | 330-864-4242<br>X 19 |
| 8  | Nick Loukas    | <del>520 S</del> Main St #2400<br>Akron, OH 44311               | 330-434-1995         |
| 9  | Al Brubaker    | City Engineer/Act. Svc Dir<br>930 Overholt Rd<br>Kent, OH 44240 |                      |
| 10 | Jim Bowling    | 520 S. Main St., Suite 2400<br>Akron, OH 44311                  | 330-434-1995         |
| 11 | Joan Short     | ODOT NERRROW  | 330-864-4242         |
| 12 | Dick Rydberg   | 152 Lake St Kent  | 330 673 7117         |

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| #  | Name             | Address                  | Phone             |
|----|------------------|--------------------------|-------------------|
| 13 | BRIAN PECK       | ODOT DISTRICT 4          | 330 297-0801 x258 |
| 14 | WAYNE SIMS ENG   | 5909 HORNING RD          | 330 678-6657      |
| 15 | Thomas H. Cotton | 227 Lake St              | 330 678-1658      |
| 16 | Michael Marozzi  | 5000 Newton Falls Rd.    | 330-296-6411      |
| 17 | Beth Oswitch     | 617 N. Willow St         | 330-678-8201      |
| 18 | Betty Rydhone    | 152 Luke St              | 330-673-7117      |
| 19 | Marie Whaley     | 324 Miller               | 330 673-6863      |
| 20 | C.A. Casper      | 7617 Westlake Blvd       | 330-678-4269      |
| 21 | E. WENNINGER     | "                        | "                 |
| 22 | W. Strauman      | 440 Allen Dr             | 330-43-8527       |
| 23 | Dale Miller      | 702 Hudson Rd Kent       | 330-673-0737      |
| 24 | Elyse K Barger   | KENT<br>404 S. WILLOW ST | 330-678-6500      |



Sign-in Sheet  
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| #  | Name                                  | Address           | Phone    |
|----|---------------------------------------|-------------------|----------|
| 25 | E.C. Degeest                          | City of Kent      | 678-8106 |
| 26 | Tom Weiss                             | 101 CRAIN         | 678-5585 |
| 27 | Stephen Cotton                        | 227 LAKE          | 673-1658 |
| 28 | JAMES A. COTTEN                       | 227 LAKE          | 673-1658 |
| 29 | Howing Builders Supply<br>Nick Pavich | 113 LAKE          | 678-5881 |
| 30 | Carrie Atlas                          | 245 Dodge St      | 678-8609 |
| 31 | Nancy Myers                           | 445 Wolcott Ave.  |          |
| 32 | Beale Bowen                           | 144 Lake St.      |          |
| 33 | Pat Flanagan                          | 103/118 Lake      | 678-0907 |
| 34 | George S. Watkins                     | 419 Rockwell St   |          |
| 35 | Eileen Everett                        | 502 Damsel St.    | 677-1105 |
| 36 | Ashie McMinn                          | 414 FAIRCHILD AVE | 678 0051 |

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| #  | Name                      | Address              | Phone        |
|----|---------------------------|----------------------|--------------|
| 37 | Susan Lacey               | 500 N. Mantua St.    | 330-678-6126 |
| 38 | Keith Jeff                | 508 " " "            | 330 678 876  |
| 39 | Margaret<br>Senggenberger | 416 Fairchild        | 330-678-6407 |
| 40 | MITCH THEOPHILA           | 935 N MANTUA         | 330 678 2044 |
| 41 | Deb Butler                | 6949 Rt 43           | 678 0227     |
| 42 | Mike Hornum               | 1570 S. Lincoln      | 673 1370     |
| 43 | Betty Thomas              | 470 W. Grant St      | 673-5764     |
| 44 | Willie Debeauxe           | 537 Rockwell St      | 673-8723     |
| 45 | Lesia Vanard              | 445 Crain Ave        | 673-3557     |
| 46 | Victor Barasa             | AMATS                |              |
| 47 | Lloyd Atkinson            | 539 N Water          | 698-1745     |
| 48 | Jason Read                | 1002 Lake St. #F-447 | 677-5894     |

**Sign-in Sheet**  
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**Crain Avenue Plans**  
**Monday, June 10, 2002 7:00 p.m.**  
**Location: Kent Roosevelt High School Cafeteria**

| #  | Name                | Address                   | Phone        |
|----|---------------------|---------------------------|--------------|
| 49 | BOB & CASS MAYFIELD | 607 N. MANTUA ST<br>44246 | 330-678-3890 |
| 50 | Tony Alexander      | 1229 Fairview Dr          | 330-673-9937 |
| 51 | Dave Walker         | 419 Rockwell              | 330-673-3549 |
| 52 | Marie Goetzkewhite  | 321 Orchard Ave           | 330-673-8547 |
| 53 | GERALD SEEMAN       | 221 PLEASANT AVE          | 330-673-0946 |
| 54 | Bob Weiss           | 505 Longmere Dr.          | 330 673 0229 |
| 55 | DOUG JOHNSON        | 231 STARR AV.             | 330 678 0540 |
| 56 | TAMAR REIN          | 508 N WILLOW ST.          | 673-7732     |
| 57 | Josette Atkinson    | 135 LAKE ST               | 678-0932     |
| 58 | Lee Atkinson        | 135 LAKE ST               | 678-0932     |
| 59 | Powell              | 701 River Bend            |              |
| 60 | Tom Jagg            | 5689 Parkmill             | 673-5729     |

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| #  | Name                        | Address  | Phone                              |
|----|-----------------------------|--|------------------------------------|
| 61 | GORDON KELLER               | 1445 RIVER TRAIL DR<br>KENT                            | 678 0120                           |
| 62 | OLETA & Bill Anderson       | 426 SPAULDING DR<br>Kent                               | 673-5240                           |
| 63 | Jean Vanard                 | 602 N. Willow St<br>Kent                               | 673-8423                           |
| 64 | LEON RILSTORY               | 425 DANGEL'S T<br>KENT                                 | 678-6151                           |
| 65 | STEVE "RED" MICHEL          | 803 CRAIN AVE  | 673-5877                           |
| 66 | Chester Palen-Michel        | 803 Crain Ave.   | 673-5877                           |
| 67 | Bill J. Michel              | 607-609 N. WATER<br>617-619 WATER<br>439 FAIRCHILD AVE | 953 KEVIN<br>RESIDENTE<br>678-9952 |
| 68 | Andrea Brunswick<br>(Ellen) | 124 Crain Ave<br>Kent, Ohio                            | 678-6594                           |
| 69 | Don Brunswick               | 11 11  |                                    |
| 70 | Greg & Tish Seved           | 912 Crain Ave  | 678-6394                           |
| 71 | Carl M Stone                | 1002 Lake St   | 673-9092                           |
| 72 | Bruce Woodward              | 421 CRAIN  | 673 4929                           |

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| #             | Name                   | Address              | Phone        |
|---------------|------------------------|----------------------|--------------|
| 73<br>74<br>2 | BRENNAN GRACE LAFFERTY | 423 WOLCOTT AVE      | 677-0189     |
| 75            | Linda Woodward         | 421 Crain Ave        | 330.673.4929 |
| 76            | RICK HAWKLEY           | 120 Portage          | 330-673-8631 |
| 77            | MIKE DELEONE           | 530 Fairchild Ave    | 330-678-0032 |
| 78            | SAL CALI               | 707 N. MANTUA ST.    | 330-678-2981 |
| 79            | WALTER ADAMS           | 336 HIGH ST          | 330-673-6548 |
| 80            | NANCY ADAMS            | 336 HIGH ST          | 330-673-6548 |
| 81            | Carolyn Arnold         | 1322 Chelton         | 330 678 6218 |
| 82            | Jose Sandoval          | 382 Michaels DR      | 678-3996     |
| 83            | Cynthia Pentler        | 140 Crain Ave        | 330-678-4939 |
| 84            | Chris Smiley           | 1471 River Edge Kent | 730 6733690  |
| 85            | JEANIE WALLER          | 215 E ELM ST KENT    | 678-9519     |

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| #  | Name                  | Address              | Phone          |
|----|-----------------------|----------------------|----------------|
| 86 | Dick Lewis            | 608 Park Ave.        | 673-1052       |
| 87 | VINCENT KOMENDA       | 2179 BROAD LAKE RD.  | 677 1513       |
| 88 | Donaldine E. McEuffin | 563 Rockwell St.     | 673-0243       |
| 89 | Kimi P. Sebaly        | 132 Luther Ave.      | 673-1602       |
| 90 | A. A. Bonhart         | 315 Elmwood Dr       | 678-2011       |
| 91 | Kathleen Chaudhry     | 428 Danell           | 673-1872       |
| 92 | Deane R. Smith        | 206 E. Erie          | 673-3491 x2223 |
| 93 | Robert Gregory        | 520 Fairchild        | 678-1447       |
| 94 | Jill Foxman           | 122 E. Oak St.       | 678-2926       |
| 95 | Theresa Piotrowski    | 211 Crain Ave.       | 673-4161       |
| 96 | Dennis Kachmarzky     | 2880 Woodbridge Stow | 678-8381       |
| 97 | ROGER MUZIA           | 210 COLUMBUS         | 677-6829       |

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| #   | Name               | Address           | Phone    |
|-----|--------------------|-------------------|----------|
| 98  | Kew Kelling        | 256 Lake St       | 673-0519 |
| 99  | Tracy Wallach      | 231 Starr Ave     | 678-0540 |
| 100 | C. Culleton        | 439 CRAIN         | 6779036  |
| 101 | J. Wolfe           | 121/123 CRAW      | 678-1893 |
| 102 | John Deane         | KENT DR           | 673-8097 |
| 103 | Norald Walker Jr.  | 557 Beech Dr      | 673-6534 |
| 104 | Bill & M.A. Louell | 7676 Dragonel     | 673-4237 |
| 105 | Jordan VanKete     | 140 Crain Ave     | 678-4939 |
| 106 | Christina Canfield | 200 Crain Ave     | 673-1069 |
| 107 | Anne Hopkins       | 424 Fairchild     | 673-8357 |
| 108 | Ann Ward           | 474 Longmere Dr.  | 673-9124 |
| 109 | Gordon F. Vars     | 551 Fairchild Ave | 678-0006 |





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| #   | Name                 | Address         | Phone    |
|-----|----------------------|-----------------|----------|
| 115 | Brandy Kuhar Gabriel | 4651 STR 43     | 677 5717 |
| 116 | John & Rita Kuhar    | 5751 Glad Blvd  | 678 5897 |
| 117 | Elva Abeyandya       | 1229 Fawcett    | 673-9937 |
| 118 | J Dawson             | 459 STINAKRE ST | 676-0906 |
|     |                      |                 |          |
|     |                      |                 |          |
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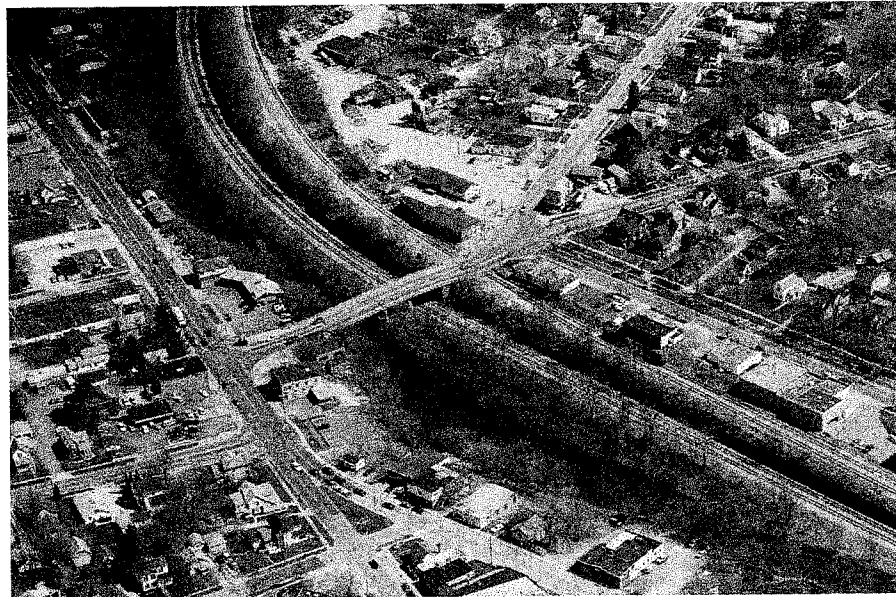
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# **OPEN HOUSE PUBLIC INFORMATION MEETING**

**KENT ROOSEVELT HIGH SCHOOL  
1400 NORTH MANTUA STREET  
KENT, OHIO**

**JUNE 10, 2002 – 7:00 P.M. – 9:00 P.M.**

## **CRAIN AVENUE BRIDGE RELOCATION PROJECT PID NO. 18466**



**CITY OF KENT, OHIO**



**PORTAGE COUNTY, OHIO**



# Crain Avenue Bridge Relocation Project

## INFORMATION HANDOUT



### **Purpose of the Public Meeting**

This informational meeting has been organized to accomplish the following:

1. Inform the public and stakeholders of the progress being made on the engineering and environmental studies performed to date and the proposed project development schedules.
2. Discuss the three proposed Alternates for the new location of the Crain Avenue bridge.
3. Encourage one-on-one communication between the project representatives and the public.
4. Identify public concerns about the project.
5. Evaluate public opinion about the proposed improvements.

The meeting utilizes an informational open house format. No formal presentation will be given. The room is arranged so that individual areas of concern can be handled on a one-on-one basis. Representatives from the following agencies are available to answer questions:

- City of Kent
- Portage County Engineer's Office
- Ohio Department of Transportation
- Finkbeiner, Pettis and Strout, Inc. – Engineering Project Consultant

### **Description of the Project**

The proposed project will replace the existing Crain Avenue bridge over the Cuyahoga River and CSX Railroad and realign Crain Avenue with Fairchild Avenue at State Route 43 (North Mantua Street).

The project includes new interconnected traffic signals, concrete curb, sidewalks, bicycle lanes and storm sewers. State Route 43 will be widened to provide a left turn only lane at the new Fairchild Avenue/Crain Avenue intersection.

The purpose of the project is the following:

- To reduce traffic congestion in the project area.
- To improve the safety of the traveling public and pedestrians.
- To replace the deteriorating and structurally deficient Crain Avenue bridge over the Cuyahoga River and CSX Railroad tracks.
- To improve the sight distance on Crain Avenue.

The studies indicate that to reduce congestion and improve safety, the following work will be required:

- Eliminate the offset intersection of Fairchild Avenue, S.R. 43 and Crain Avenue
- Widen S.R. 43 to provide left turn lanes on to Fairchild Avenue and Crain Avenue
- Realign the intersection of Crain Avenue, Lake Street and Water Street



# Crain Avenue Bridge Relocation Project



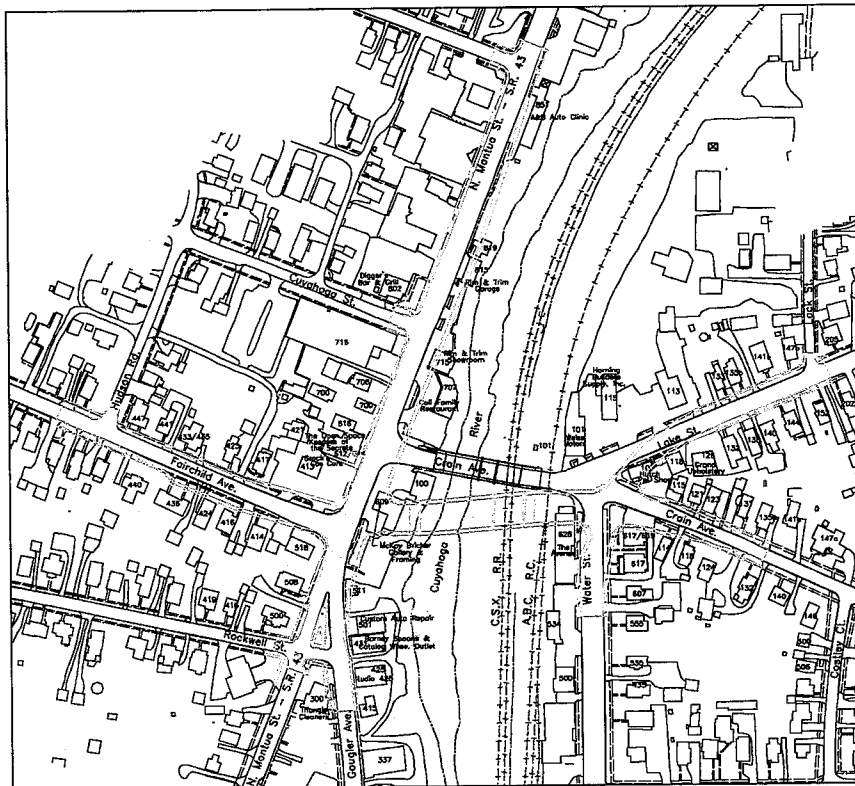
## INFORMATION HANDOUT

### Proposed Alternates

Initially, nine Alternates were considered. After completing engineering and environmental studies, three Alternates were considered feasible. The remaining three feasible Alternates (Alternates 2, 4 and 9) are being proposed for the relocation of the Crain Avenue Bridge:

**Alternate 2** – Alternate 2 is the southernmost alternate. The new Fairchild/Crain/SR 43 intersection would be located approximately 30 feet north of the existing Fairchild Ave./SR 43 intersection. The proposed bridge would be located south of the existing bridge and cross the Cuyahoga River with a skew of approximately 15 degrees. The new Lake/Water/Crain intersection would be located approximately 60 feet south of the existing Lake/Water/Crain intersection. The Lake St. and Water St. alignment will be improved by decreasing the intersection angle of Lake St. The proposed Fairchild/Crain profile will require SR 43 to be raised approximately 0.7 feet and the Akron Barberton Cluster Rail Company (A.B.C. R.C.) track to be raised approximately 3.8 feet.

This alternate also includes adding northbound and southbound left turn lanes on SR 43. Approximately 1500 feet of work is required on SR 43 to add the required left turn lanes. Additional lanes (turn and through) on Fairchild and Crain Ave. are also required to mitigate congestion at the intersections. The Opinion of Probable Project Cost for this Alternate is \$15,133,500.



**ALTERNATE 2**



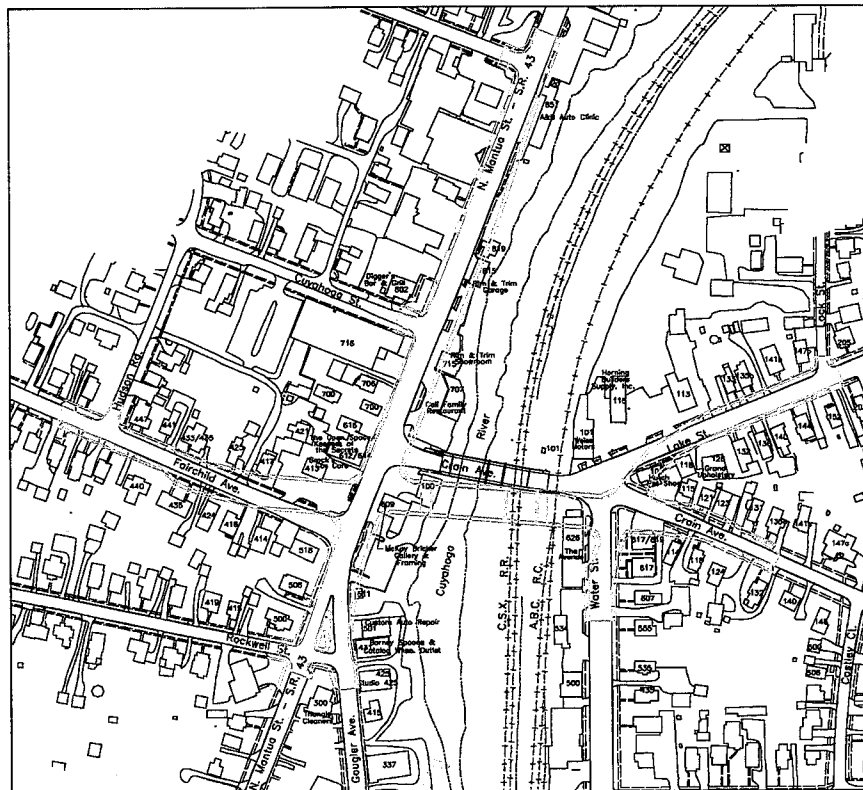
# Crain Avenue Bridge Relocation Project



## INFORMATION HANDOUT

**Alternate 4** – Alternate 4 locates the Crain Ave. and Fairchild Ave. intersection north. The new Fairchild/Crain/SR 43 intersection would be located approximately 90 feet north of the existing Fairchild Ave/SR 43 Intersection. The proposed bridge would be located on the south side of the existing bridge and cross the Cuyahoga River with a skew of approximately 10 degrees. The new Lake/Water/Crain intersection would be located approximately 60 feet south of the existing Lake/Water/Crain intersection. The Lake St. and Water St. alignment will be improved by decreasing the intersection angle of Lake St. The proposed Fairchild/Crain profile will require SR 43 to be raised approximately 0.3 feet and the A.B.C. R.C. track to be raised approximately 4.1 feet.

This alternate also includes adding northbound and southbound left turn lanes on SR 43. Approximately 1500 feet of work is required on SR 43 to add the required left turn lanes. Additional lanes (turn and through) on Fairchild and Crain Ave. are also required to mitigate congestion at the intersections. The Opinion of Probable Project Cost for this Alternate is \$15,793,500.



**ALTERNATE 4**



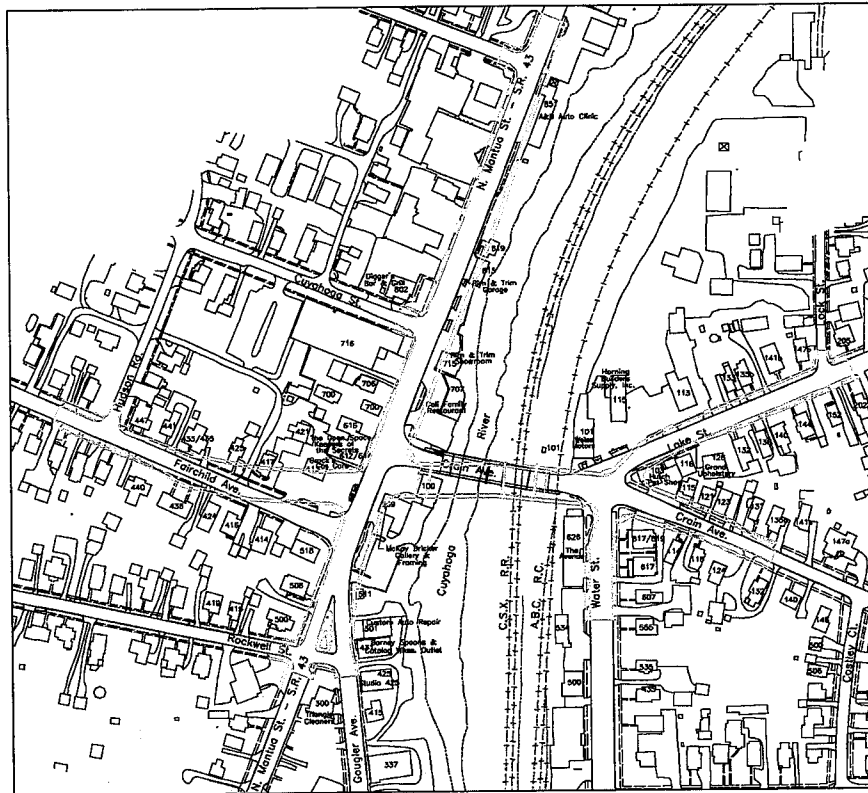
# Crain Avenue Bridge Relocation Project

## INFORMATION HANDOUT



**Alternate 9** – Alternate 9 is the northernmost alternate. The new Fairchild/Crain/SR 43 intersection would be located approximately 130 feet north of the existing Fairchild Ave./SR 43 intersection. The proposed bridge would be located in the same location as the existing bridge and cross the Cuyahoga River with a skew of approximately 15 degrees. The new Lake/Water/Crain intersection would be located in approximately the same location as the existing Lake/Water/Crain intersection. The Lake St. and Water St. alignment will be improved by decreasing the intersection angle of Lake St. The proposed Fairchild/Crain profile will require SR 43 to be raised approximately 0.7 feet and the A.B.C. R.C. track to be raised approximately 3.9 feet.

This alternate also includes adding northbound and southbound left turn lanes on SR 43. Approximately 1500 feet of work is required on SR 43 to add the required left turn lanes. Additional lanes (turn and through) on Fairchild and Crain Ave. are also required to mitigate congestion at the intersections. The Opinion of Probable Project Cost for this Alternate is \$15,653,500.



**ALTERNATE 9**



# Crain Avenue Bridge Relocation Project

## INFORMATION HANDOUT



### **Right-of-Way Impacts**

The three Alternates each have impacts to residences and businesses in the project area. The following is a summary of the impacts:

| <b>Summary of Right-of-Way Impacts</b> |                |                |               |
|--|----------------|----------------|---------------|
| R/W Impacts/Alternate                  | Alternate 2    | Alternate 4    | Alternate 9   |
| R/W Required                           | 12,033 sq. ft. | 12,001 sq. ft. | 8,239 sq. ft. |
| Buildings Impacted                     | 15             | 17             | 15            |

### **Environmental Considerations**

As part of the preliminary development phase process, the following environmental studies were undertaken in the study area:

- *Ecological Survey performed by Davey Resource Group, November, 1999 and amended in December, 2001* – Federal and State endangered species, critical habitats, wetlands; water quality, wildlife and vegetation were studied using literature research, field work and laboratory methods.

Results of the surveys and studies performed by Davey Resource Group concluded that no ecological impacts would result from the Crain Avenue Bridge Relocation project. Additionally no endangered or threatened species were noted to be within the study area and impacts to such species are unlikely. Habitat for the federally endangered Indiana bat is present (trees with exfoliating bark and diameter of 23 cm or more at breast height) and impacts to this habitat will be minimized by restricting tree removal from April 15 to September 15.

- *Phase 1 Archaeological and Architectural Reconnaissance Survey performed by the Mannik & Smith Group, January 2002 and amended in January 2002* – The study area was surveyed for prehistoric and historic archeological resources using literature research and field reconnaissance. Field reconnaissance included a soil probe survey of the study area for verification of previous disturbance.

Results of the surveys and studies performed by The Mannik & Smith Group, Inc. concluded that no archeological sites listed in or eligible for the National Register of Historic Places would be impacted from the Crain Avenue Realignment and Bridge Replacement project.



# Crain Avenue Bridge Relocation Project



## INFORMATION HANDOUT

- Environmental Site Assessment Screening performed by HzW Environmental Consultants, Inc., August 1999 and amended in March 2002 – The study area was surveyed for properties that may contain the presence of hazardous materials using research and field inspections. Research included review of mapping resources and aerial photographs as well as a database search of regulatory agency records. Field reconnaissance included a visual survey of properties as viewed from the current right-of-way along with site photographs and a Site Assessment Screening Checklist.

Results of the research and inspection performed by HzW Environmental Consultants, Inc. concluded that of the sixty-five (65) properties (or property groups) surveyed within the study area, twenty-one (21) are recommended for further study under a Phase I Environmental Site Assessment based on their potential for having an environmental concern.

### **Maintenance of Traffic**

A conceptual maintenance of traffic plan was developed for each Alternate. Below is a brief description of each conceptual maintenance of traffic plan:

- Alternate 2 – This alternate would require three phases of construction. Phase 1 would involve the construction of the proposed bridge. Current traffic patterns will be maintained during Phase 1. Phase 2 includes construction of the Lake/Water/Crain Intersection, Fairchild Ave. and part-width construction of SR 43 and Lake St. A detour would be required for Crain/Fairchild Ave traffic for portions of Phase 2. Phase 3 includes the demolition of the existing bridge and completing the final segments of SR 43 and Lake St. where part-width construction was used. Emergency response vehicles will have access across the existing bridge or proposed bridge at all times during construction.
- Alternate 4 – This alternate would require three phases of construction. Phase 1 includes partial demolition of the existing bridge and construction of the proposed bridge. Current traffic patterns will be maintained except that the existing bridge will be reduced to two lanes during Phase 1. Phase 2 includes construction of the Lake/Water/Crain Intersection, Fairchild Ave. and part-width construction of SR 43. A detour would be required for Crain/Fairchild Ave traffic for portions of Phase 2. Phase 3 includes the demolition of the existing bridge and completing the final segments of SR 43 and Lake St. where part width construction was used. Emergency response vehicles will have access across the existing bridge or proposed bridge at all times during construction.





# Crain Avenue Bridge Relocation Project



## INFORMATION HANDOUT

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- Alternate 9 – This alternate would require three phases of construction. Phase 1 would include removal of the existing bridge and construction of the proposed bridge. Traffic, including emergency vehicles will be detoured during Phase 1. Phase 2 includes construction of the Lake/Water/Crain Intersection, Fairchild Ave. and part-width construction of SR 43. A detour would be required for Crain/Fairchild Ave. traffic for portions of Phase 2. Phase 3 includes completing the final segments of SR 43 and Lake St. where part-width construction was used. Emergency response vehicles will be detoured during Phase 1 and portions of Phase 2 construction.

### **Summary of Impacts**

The three feasible Alternates have similar project cost and environmental concerns. The prominent differences in the Alternates are in the location of the new Crain Avenue bridge and its impact to the maintenance of traffic during construction and right-of-way requirements. Alternates 2 and 4 have the least impact for traffic flow through the area during construction, which will minimize the inconvenience to the motorists and avoid impacting adjacent streets with detoured traffic. Alternate 9 requires the removal of the existing bridge before the new bridge can be built, which will require a detour of all traffic for a significant period of time. Finally, the location of Alternate 4 impacts slightly more residences and businesses than Alternate 2 and 9

### **Project Schedule**

Based on the current project schedule, construction is anticipated to begin in the spring of 2006 and be completed in the fall of 2007.

### **Public Input**

Public comments are an important part of the planning process for this project. Public input on the proposed Alternates and the project can be provided by completing the attached Comment Sheet and placing it in the Comment Box provided or by mailing it by June 24, 2002 to the address shown on the form.

Public comments will be available for review at the City of Kent Engineering Department beginning August 10, 2002.



**CITY OF KENT, OHIO  
 CRAIN AVENUE BRIDGE RELOCATION  
 OPEN HOUSE PUBLIC MEETING  
 JUNE 10, 2002**



**COMMENT SHEET**

- Please Print -

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

1.) Which Alternate do you prefer? \_\_\_\_ Alternate 2 \_\_\_\_ Alternate 4 \_\_\_\_ Alternate 9

Why? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

2.) Do you have any specific comments or concerns about this project or any Alternate?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

3.) Do you represent a business or organization? \_\_\_\_\_ Yes \_\_\_\_\_ No

If so, which one(s)? \_\_\_\_\_

Include any additional comments on reverse side.

Please place your completed form in the Comment Box provided or mail by June 24, 2002 to:

Mr. Robert A. Hochevar, P.E.  
 Finkbeiner, Pettis & Strout, Inc.  
 520 South Main Street  
 Suite 2400  
 Akron, Ohio 44311-1010

Additional Comments:

Lined area for writing additional comments.

# Residents unhappy with plans for Crain

## Kent, county eye bridge relocation

By Diane Smith  
Record Courier staff writer

Officials presented three options for realigning the Crain Avenue bridge in Kent Monday, but none were acceptable to many of the residents who attended a public forum on the subject.

The city of Kent and Portage County plan to reconstruct the bridge, which is owned by the county and re-locate the intersection to line up with Crain Avenue. The project will include widening parts of North Mantua Street, Fairchild Avenue and Gouger Avenue and improving the intersection of Crain, Water and Lake streets. Another lane would be added to the bridge, as would bike lanes. The city and county are sharing the \$1.5 million cost, most of which will be paid for through federal funds.

The city and county narrowed three original alternatives to the bridge presented Monday.

• **Alternate 2** would locate the bridge about 30 feet north of Fairchild Avenue. It would impact seven homes and eight businesses, including A.B. Auto Clinic, Kim and Tom showroom and garage, the former Vineyard church, the McKay Bricker Gallery and Framing, The Average Triangle, Cleaners and Hutch's Pet Shop.

• **Alternate 4** would locate the Crain and Fairchild intersection about 90 feet north of Fairchild Avenue. It would impact nine homes and eight businesses, including Crook's Car Care and all those listed above except Triangle Cleaners.

• **Alternate 5** would put the bridge in the same location as the existing one, but still impact about 15 businesses because of the roadway improvements. Seven homes and eight businesses would be impacted, including Crook's Car Care, Open Space, and all the businesses listed in the second option except Triangle Cleaners and The Avenue.

Maps on display during the presentation showed some buildings in the way of the bridge or the widened roads, while others are off the road but closer to the curb.

See Crain, page A8

# Crain

From page A1

Acting Service Director Al Brubaker said most of the impacted buildings would be purchased, but some properties that are not in the way of the project might elect to be compensated for damages and stay.

Cass Mayfield, who owns the McKay Bricker building, which is located on North Mantua Street next to the bridge, and lives above her business, said she would like to move the building to a new site if possible.

"If we could do without a lot of structural damage, it would be the best case scenario," she said. "It would still be disruptive to our business because our workshop is in the basement and we would have to move it to a new foundation. But we've looked around and thought what else is like our building? It's nice to be on the river and live above your business."

Don Schipsdahl of North Mantua Street said while he realizes something needs to be done with the intersection, he disliked all the options because they all would take out the McKay Bricker building. "You build around the assets you have," he said.

Many residents who attended the meeting live east of the bridge and feared that the new project would bring more traffic down Crain Avenue and adjacent side streets.

Josette Alkinson distributed a flyer calling for the city to close the bridge to vehicles, convert it for bicycle and pedestrian use and direct traffic to the Haystack Parkway Bypass and Summit Street.

Jan Varnard of North Willow Street said she also believed

more traffic should be steered toward the bypass instead of Crain Avenue.

"They need to think of those of us who live here and pay taxes instead of those who are passing through," she said. "They need to consider the small businesses that are going to be eliminated."

Crestor Palen-Mitchel said he believed the bridge should not be aligned with Crain Avenue.

"If you align Fairchild and Crain, more people are going to use Crain on their way out of Kent," the boy said. "It's mostly residential with kids and cats and dogs and no stop lights and stuff."

Brubaker said the traffic studies show that traffic will not increase on Crain Avenue if the project is completed.

"The only way traffic would increase is if it isn't built," he said, pointing to a computer model showing traffic counts in 25 years with and without the newly aligned bridge.

Brubaker said he favored the first two options from a safety standpoint because "option nine would close the bridge to both through traffic and emergency vehicles for a year. That would mean fire trucks at the nearby fire station at Mantua and Rockwell could not get through and residents in that area would be dependent on the Main station for fire protection.

However, he said, the city, county and its consulting firm would have to review the written comments submitted by residents and recommend an alternative to city council and Portage County commissioners.

The project is expected to be started in spring 2006 and completed by fall 2007.

E-mail: dsmith@recordpub.net  
Phone: (330) 673-3491

# More than a bridge

## Decision on Crain Avenue design merits careful study

Relocation of the Crain Avenue Bridge, including realignment of Crain and Fairchild avenues, is shaping up to be the most significant transportation project in Kent since the S.R. 59 bypass a generation ago.

Plans for the \$15 million project are in the preliminary stages, with an eye toward construction starting in 2006. Portage County, which owns the bridge, and the city of Kent will share the cost of the improvements, using federal funding for the bulk of the project.

While construction is several years away, the scope of the project requires a considerable amount of lead time to narrow design options, allow for right-of-way acquisition and finalize construction plans. The city and county are now seeking input on three design alternatives which have been deemed feasible after completing engineering and environmental studies of nine possible designs.

Regardless of the design adopted, the look of the Crain-Mantua-Fairchild area will be dramatically different from what it is today. The project will bring significant changes to the area, far more than simply revamping traffic patterns.

Some of the apparent pluses include the replacement of the Crain Avenue Bridge, which was oddly configured when it was built in the early 1960s and is frequently congested during peak use hours. Hopefully, the overall congestion which makes the bridge and the highways that feed into it a motorists' nightmare will be alleviated, although Crain Avenue residents have legitimate concerns that

their neighborhood might be affected negatively if their street becomes a de facto bypass for those seeking to avoid downtown traffic.

Other potential concerns include the fact that relocation of the bridge and the addition of turn lanes on North Mantua, Fairchild and Crain will mean that a number of businesses and residences will be razed, and some existing residences will be considerably closer to the street. The West River Neighborhood, which may be poised for new development after years of talking about it, also could be affected.

At this point, while the project is still in the planning stages, we urge residents with questions and concerns to voice them and trust that city and county officials will take community input into consideration before settling on a final design.

In addition to the concerns raised regarding vehicular traffic, we hope that the relocation project also will be sensitive to the needs of pedestrians, including the many school children who use this area.

The aesthetic impact of the design also merits careful consideration. Kent's north-central area includes some of its oldest and charming neighborhoods, and no one will be well served if the relocated bridge proves to be nothing more than another ugly concrete monolith clogged with cars.

The decision which must be made in the months ahead is an important one for the future of Kent. We hope it is made with the deliberation necessary for such a major undertaking.

\*\*\*\*\*  
120457 03/07/03  
PINKSHINE PETTING AL  
520 S MAIN ST  
AKRON OH 44311

## DEATH OF A DON

Underworld crime boss John Gotti, who died in prison June 10, drew crowds even in death. Hundreds lined his funeral route.

Turn to page A3

COOL

68/52

Monday

Accu-weather A10

## TIGER MAINTAINS CONTROL

Leads U.S. Open by 4 after three rounds.

Turn to page C1



# RECORD-COURIER

## Crain bridge plans trouble neighbors

### \$15 million project raising questions

By Diane Smith  
Record-Courier Staff Writer

When Pat Hamman established Hutch's Pet Shop 30 years ago, Kent planners told him the bridge would eventually be aligned with Fairchild Avenue, but his pet shop would be spared.

Hamman spent thousands of dollars and hours of labor improving the century-old building, and later bought two nearby houses, taking in one and renting the other to a group of tenants that

include one of his sons.

This week, he was shocked to walk into a public meeting on the Crain Avenue bridge relocation and discover that every one of the proposed plans would take out his business and his home.

"There's only one corner like that in the whole town, and they're going to put a bridge in the middle of it," he said. "That's my life raft. That's my security."

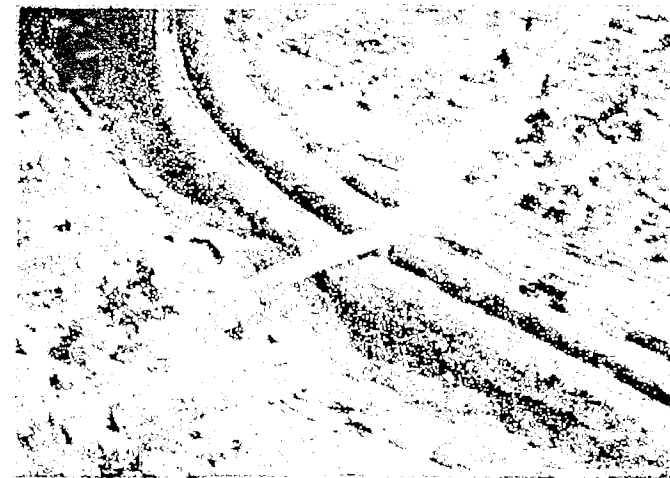
Construction of the project is set to begin in 2004. City and county officials

unveiled three alternatives for the relocation of the Crain Avenue Viaduct. Each would cost about \$17.1 million and take out several homes and businesses.

Three alternatives are now under consideration. (Details and maps of each alternative are on page A10.)

Most of the properties would be displaced not because of the bridge itself, but because of the associated road improvements. North Mantua Street would be widened by adding a turning

See Bridge, page A10



Aerial photo shows the Crain Avenue Bridge in Kent which is slated to be replaced as part of a \$15 million project scheduled for 2006. Mantua Street, Fairchild Avenue, Water Street and Lake Street also will be affected by the project.

# Bridge

From page A1

lane, Larchfield Avenue would be widened, and minor changes would take place in the streets leading to the "triangle." The intersection of Crain, Lake and Water streets would be altered. The Crain Avenue Bridge also would have to be higher than the old one because the lane requires more clearance for trains on the CSSX railroad tracks.

Because the bridge would be higher, the adjacent tracks of the Akron Barberton Cluster railroad also would be elevated about four feet. The bridge would also be one lane wider and include bike lanes.

There were originally nine alternatives for the city, county and consultants narrowed them to three.

Residents have until the end of June to submit comments. The consultants will then make a recommendation to the engineering offices in the city and county level, and those offices will in turn make recommendations to city council and Portage County Commission.

Aviation Service Project Manager Brinkner said the project would relieve congestion from one of the city's worst bottlenecks and improve safety of the intersection and the surrounding area.

But some residents, particularly those who live off Crain Avenue, say the project will merely shift the congestion, sending cars down the two-lane road that are now detoured because of the traffic backups.

"They're going to pour them straight up Crain Avenue," Flannagan said. "It doesn't make any sense. All the people in the Wadsworth area will have to deal with more cars pouring down the street."

Brinkner said traffic studies show that traffic will not increase on Crain Avenue if the project is completed.

"The only way traffic would increase is if it isn't built," he said, pointing to a computer model showing traffic counts in 25 years with and without the newly aligned bridge.

Residents, including Red Mitchell and Thompson, said the street should be aligned with Lake Street instead of Crain Avenue.

Brinkner said the city studied the possibility of aligning the bridge with Lake, but found that traffic counts were higher on Crain Avenue.

"The main flow of traffic is Crain Avenue," he said. "Lake Street is the minor street. We even looked at it, and found that if we did that, the traffic would come down Lake to Water and then come up Crain."

## Project Funding

McKay Bricker Gallery is raising her building instead of finding another one. The building has the current bridge on one side, and a city-owned parking lot on the other.

Community Development Director Charles Bowman said if the business wanted to move to the parking lot area, the city would consider that possibility.

"We would absolutely love for her to remain in the West Kiewit neighborhood," he said. "I think it's a well-respected business and it means a lot to people."

Flannagan said he established his pet business 37 years ago because he was an injured who found it difficult to get a job. Eventually, he purchased two neighboring houses. He and his wife live behind the pet store, one of his sons lives above it, and another son lives in the rental house next door. Other tenants in the house include an elderly man and a woman who works at the pet store.

Each alternative would take every structure in "the corridor" except the rental house, and another building that the guesthouse has ability to be required.

Brinkner said because federal funds are being used, the city would be responsible for helping the business find another location and finding moving expenses as well as compensating for the lost building.

"Our goal would be to return our businesses in town," he said.

Cass Mayfield, owner of E-mail@smith@recordpub.net Phone: (330) 673-3491

**Great American Picnic**

Community Picnic

Saturday, June 22, 2002

11:00 am - 6:00 pm

Ravenna Stadium

1000 11th St. N.W.

TICKETS: \$10.00

The Great American Picnic is a Community Family Fun Day Featuring:

- Adult & Children's
- State & National
- Food & Beverage
- Live Music
- Kids' Activities
- Fun Games
- Free Admission
- Great American
- Family Fun
- Food Trucks
- Kids' Zone
- Live Music
- Food Trucks
- Kids' Zone

Show Show Time



# Crain Ave. Bridge has placement options

Kern and Pomona County officials are looking at several alternative placements for the new Crain Avenue Bridge in Kern.

## Alternate 2

The southernmost alternative bridge would be located 30 feet north of Fairhill Avenue.

The entrance to the bridge would be in the spot where McKay Bricker Framing and Gallery stand now.

Impacts seven homes and eight businesses, including A B Auto Clinic, Kim and Tim Frimme, The Avenue and McKay Bricker Gallery and Framing, the Avenue and Hunt's Pet Shop.

The bridge would be closed to the public for four months.

Emergency vehicles would have access to either the new bridge or the old one in all times during construction.

## Alternate 4

Locates the Crain and Fairhill intersections to the north.

The new bridge would be located just south of the existing one, with the former Vineyard Church building directly in the center of the site.

Fairhill Avenue also would shift to the north, cutting across the land now occupied by Crain's Car Care.

It would impact nine homes and eight businesses, including Crain's Car Care, A B Auto Clinic, Kim and Tim Frimme, The Avenue and McKay Bricker Gallery and Framing, the Avenue and Hunt's Pet Shop.

The bridge would be closed to the public for four months.

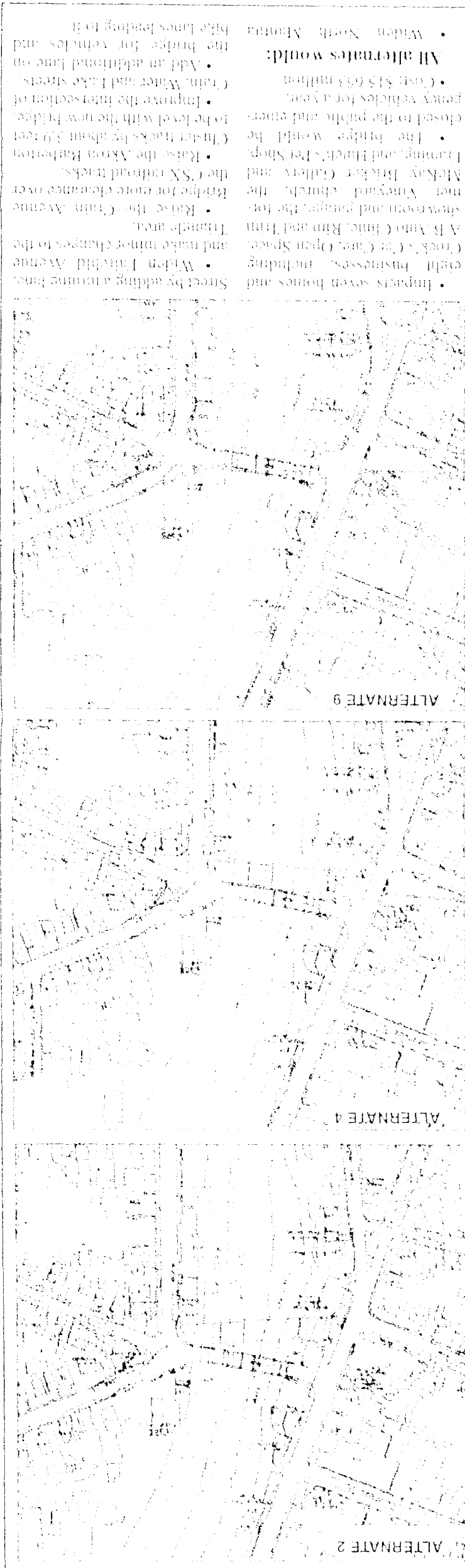
Emergency vehicles would have access to either the new bridge or the old one in all times during construction.

## Alternate 9

Cost: \$15.793 million.

The new bridge would be located in the same location as the old one, with the entrance to the bridge just south of the old one, crossing the site of the former Vineyard Church.

Fairhill Avenue would shift to the north, crossing the site of Crain's Car Care and coming close to the Open Space community center.



Impacts seven homes and eight businesses, including Crain's Car Care, Open Space, and make minor changes to the Triange area.

- Raise the Crain Avenue Bridge for more clearance over the CSX railroad tracks.
- Raise the Akron Rehabilitation Center tracks by about 3.9 feet to be level with the new bridge.
- Improve the intersection of Crain, Water and Lake streets.
- Add an additional lane on the bridge for vehicles and bike lanes leading to it.

**All alternates would:**

- Cost: \$15.693 million.
- Impacts seven homes and eight businesses, including Crain's Car Care, Kim and Tim Frimme, the Avenue and McKay Bricker Gallery and Framing, and Hunt's Pet Shop.
- The bridge would be closed to the public and emergency vehicles for a year.



## Move Kent bridge

I grew up in Kent and I have been following the bridge/dam controversy for years. I hope that whatever is decided, whoever gets their plan adopted, whether there is no more waterfall, or there is a raging river down there, whether or not some politician is getting their way, whether some municipal department is attaining points with their agenda, I sincerely hope that in the end the river will ultimately win.

Here's an idea: pick up the bridge, and put it down by Lake and Crain, where there are plans for a new bridge down there. Wouldn't it be nice for our town to be known for a really cool recycling effort like that?

One can pick up a bridge and recycle it somewhere else. Think about it: We picked up the famous London Bridge, shipped it across the Atlantic Ocean, and recycled it in the desert of Arizona.

Chip VonGuten  
Phoenix, Ariz.  
via R-C Online

## Cemetery questions

Since I have four family members at Standing Rock Cemetery in Kent, I go there often.

I've had to "hug" close to the side of the paths to avoid 1.) a woman walk-

# Crain impact eyed

## Relocation of bridge worries businesses

By Diane Smith  
Record-Courier staff writer

Every option for the relocation of the Crain Avenue bridge leaves La Cucina Cali Family Restaurant standing just north of the bridge.

But that's little consolation to the family that owns the eatery, which worries that the project will cause them to lose parking and business.

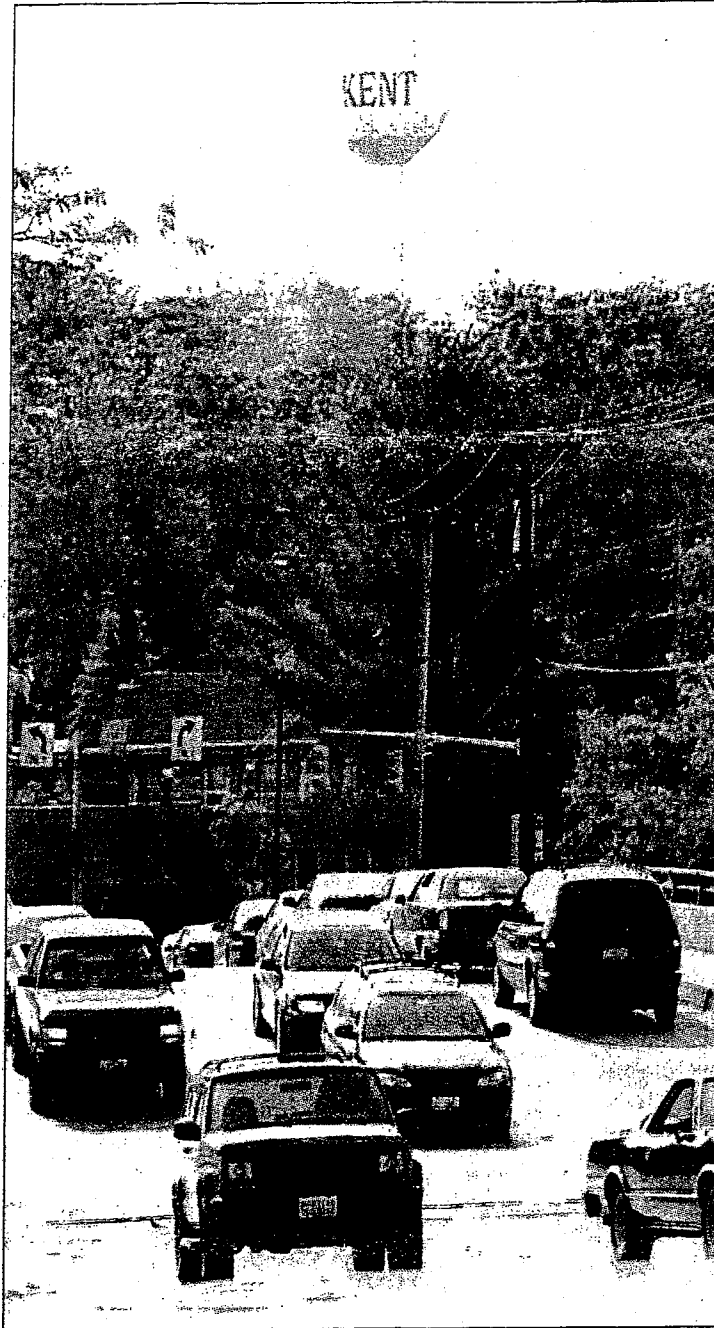
"While this is going on, we're going to have no parking," said Joseph Cali, an owner of the former Akropolis restaurant along with his parents, Salvatore and Fran. The family estimates the business would lose about 12 parking spaces to the widened Mantua Street.

"It's going to be mass confusion," he said.

The city of Kent and Portage County are planning to replace the bridge and align it with Fairchild Avenue. Recently, they released three possible options for the relocated span, and Kent City Council and Portage County commissioners are expected to be presented with a recommendation in about a month.

"Alternate 2" would locate the bridge 30 feet north of Fairchild Avenue, putting the bridge entrance where McKay Bricker Framing and Gallery stands now. Seven homes and eight businesses would have to be razed to make way for the improvements.

"Alternate 4" would locate the Crain and Fairchild Avenue north, with the former Vineyard church building directly



Chris Smanto/Record-Courier

**Some business owners near the Crain Avenue bridge in Kent area worried about how plans to relocate the bridge to align it with Fairchild Avenue will affect their business.**

in the center of the new bridge site. Fairchild Avenue would also shift north. Nine homes and eight businesses would have to be eliminated.

"Alternate 9" would put the new bridge in the same location as the old one, shifting the entrance south. Fairchild Avenue also would shift to the

north. Seven homes and eight businesses would be eliminated.

However, several properties, although they would remain standing, would lose parts of their yards to the new right of way.

See Crain, page A9

# Crain

From page A1

Bob Hutchover of the city's consulting firm, Finkbeiner, Pettis and Strout, said Alternate 2 would take right of way from 12 parcels, meaning 27 properties would be affected. Alternate 4 would take right of way from 11 property owners for a total of 28 affected properties, and Alternate 9 would take right of way from 13 properties for a total number of 28 affected properties.

Some other properties also would gain land, because the new road would be farther from the property line. That's the case for businesses such as Wells Motors, which would have a bigger front yard due to the reconfiguration of the intersection of Lake, Water and Crain Avenue.

City Engineer Al Brubaker said such property owners would get the land for free because, while federal law makes provisions for cities to buy land for road projects, it doesn't allow them to sell land freed up by the same projects.

"It's the lucky and the unlucky in this project," he said.

Which side the Cali family is on depends on your perspective.

Salvatore Cali said he has witnessed two road construction projects during the 16 years he and his family have owned the restaurant. When Fairchild Avenue was being rebuilt, no traffic came from that direction for 90 days. During the Triangle project, nobody came from that direction for more than a year.

Now, the family believes it may have only seven parking spaces during the construction process. Already, the lot is short on parking, they point out.

"What good is a building if you don't have sufficient parking?" Salvatore Cali said. "Who's going to come through all that just to come down here and eat?"

Brubaker, however, said the project would have "very little effect, if any" on the restaurant.

If an alternate is chosen that would relocate the bridge, the old bridge site would be vacant. If the city decides to vacate the road, the property would be split, with half of it going to the property owner on each side.

However, the city does not have to vacate the bridge if it has a public purpose for the

site, such as a public parking lot.

"Hopefully, it would be available for parking," he said.

During the construction project all streets will remain open, Brubaker said. If an alternative other than Alternate 9 is selected, the bridge also will remain open. Business driveways would never close, and contractors would build a temporary ramp to them if they have to.

"We do the best we can to make sure the disruption is minimal," he said. "There are going to be inconveniences, but we do a very good job of minimizing those inconveniences."

Brubaker said inconveniences during construction are part of the reality of having a business on a busy street.

"If you have a business on a busy street, occasionally it needs to be rebuilt because of all the traffic," he said. "That's the reason you're there. It's just a fact of life."

Regardless of which alternate the city chooses, it will negotiate with 26 different property owners to acquire the right of way or buildings needed to make way for the improvements.

If negotiations fail, the dispute would head to court,

which would negotiate eminent domain proceedings, a process that could take years. However, Brubaker said, the proceedings will not hinder the project, as the court cannot state the city cannot have the land. The court merely determines the fair market value of the property.

The project is coming just as the city is working to redevelop property in the nearby West River neighborhood.

However, city officials believe the project won't interfere with those plans, particularly alternatives that leave the Triangle Cleaners building standing. The structure is one of the parcels in the neighborhood acquired by the city, and it would be razed if the city goes with Alternate 2.

"I think it seems complementary to the plan," said Community Development Director Charley Bowman.

Bowman said the project would improve traffic access and add amenities, such as bike lanes and possible improved access to Riveredge Park. He said he appreciated not losing more right of way than the alternates call for.

E-mail: [dsmith@recordpub.net](mailto:dsmith@recordpub.net)  
Phone: (330) 678-3491

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## LETTERS

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Record  
1/2/02  
C. W. H. S. B. R. A. N. D. L. G.

### Poor choices in Kent

Three alternates, no choice!

Here's a radical idea. Get rid of the Crain Avenue Bridge. Keep the state highway traffic on the state highway, instead of purposely routing it through our residential neighborhoods.

What's that you say? That's not one of my choices? How very strange. I don't recall hearing any other possible choices that made any sense at all.

Now we have three "alternates," which make distinctions without any differences. All dump increasing volumes of traffic through the middle of quiet residential areas. The professional consultants and our city administration have once again given us a choice between unacceptable options.

The professional traffic-engineering consultants don't have a clue as to how to make communities more livable. They have only one skill: moving traffic. They don't live here and they don't care where the cars go, just so they eliminate the "congestion" in the problem area. These people shouldn't be called in until it's time to figure out things like how thick to make the concrete, what the curb height should be, and how to time the lights.

I travel the Crain-Fairchild intersections several times daily. Much of the summertime volume is out-of-town Six Flags traffic, and year round there is a huge volume of traffic coming from Cuyahoga, Geauga and Summit counties, heading toward the University as students or employees.

This traffic should be routed along S.R. 43 and Haymaker Parkway, not

lead footing it down otherwise quiet two-lane residential streets, all but ignoring stop signs. Any design proposal should start with this basic premise, or it shouldn't be on the table.

No, I'm not really serious about getting rid of the Crain Avenue Bridge. Indeed, the two sides of the river need to be even more connected, for local low-speed vehicular traffic, pedestrians, wheelchairs and bicycles. This can be achieved without turning our neighborhoods into high-speed offramps for S.R. 43. But at this point, the choices we have are no choice at all. Oh yeah, and the "public comment" period is closed. Of course it was only open after the important decisions were already made — most of them fundamentally wrong. It's a travesty.

Here's another radical idea: Start a website, maybe BetterBridge.com. Use it to collect, coordinate and develop some approaches that make sense for us — local residents and local merchants. Then take these concepts to Kent City Council with an ultimatum: Stop this project until we get it right! The viability of the downtown merchants and the livability of Kent's in-town neighborhoods depend on it.

**Jim Tucker**  
Kent

### A matter of freedom

In response to the general pummeling of appellate Judge Andrew Goodwin's decision that making school children recite the Pledge of Allegiance (not the Pledge itself, but the version containing the phrase, "under God.") violates their constitutional

**ATTACHMENT H-5**

**PUBLIC MEETING NO. 1  
JUNE 10, 2002**

**SUMMARY OF PUBLIC COMMENTS**

City of Kent, Ohio  
Crain Avenue Bridge Relocation  
Public Information Meeting - June 10, 2002

Summary of Public Comments

Total Individual Responses = 53

| Name                   | Address                        | Comments (for description see page 2) |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     | Additional |     |    |    |    |
|------------------------|--------------------------------|---------------------------------------|---|-----|-----|-----|-----|-----|-----|--|--|-----|--|--|--|--|-----|------------|-----|----|----|----|
| Adams, Nancy           | 336 High Street                |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  | 11a |            |     |    |    |    |
| Anderson, Oleta Ashton | 426 Spaulding Drive            |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            | 15  |    |    |    |
| Anderson, William      | 426 Spaulding Drive            | 2                                     |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        | 11b | 15 |    |    |
| Arnold, Caroline       | 1322 Chelton Drive             |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     |    |    |    |
| Atkinson, Lloyd        | 501 Allen Drive                |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     | X  |    |    |
| Bandrosky, Dan         | 3473 Lynn Road                 |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     | X  |    |    |
| Bargerstock, Edward    | 404 S. Willow Street           |                                       | 9 |     |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     | 19 | X  |    |
| Bosshart, Donald       | 315 Elmwood Drive              |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     | 19 | X  |    |
| Bowman, Charley        | Community Development Director |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     | 19 |    |    |
| Butler, Deb            | 6949 S.R. 43                   |                                       |   | 10  |     |     |     |     | 10g |  |  |     |  |  |  |  |     | 11a        |     |    |    |    |
| Call, Salvatore        | 707 N. Mantua Street           |                                       |   | 10  | 10b |     |     |     |     |  |  |     |  |  |  |  |     | 11a        | 11b |    | 16 |    |
| Chase, Edith           | 5731 Caranor Drive             |                                       |   | 10  | 10a | 10b |     | 10e |     |  |  |     |  |  |  |  |     | 11a        | 11b |    | 14 |    |
| Clapper, Tom           | 5699 Couder Mill               |                                       |   | 10  |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     |    |    |    |
| Cotton, Naomi          | 227 Lake Street                |                                       |   | 10  |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     |    |    |    |
| Cotton, Stephen        | 227 Lake Street                |                                       |   | 10  |     |     |     | 10e |     |  |  |     |  |  |  |  |     | 11a        | 11b | 12 |    |    |
| Culleton, Claire       | 439 Crain Avenue               |                                       |   | 10  |     |     |     |     | 10i |  |  |     |  |  |  |  |     | 11a        |     | 12 |    |    |
| Flanigan, Patrick      | 103 Lake Street                |                                       |   | 10  |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        | 11b | 12 |    |    |
| Hawksley, Rick         | Kent City Council @ Large      | 4                                     |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     | 13 | 17 |    |
| Hopkins, Anne          | 424 Fairchild Avenue           |                                       |   | 10  | 10a |     |     |     | 10i |  |  |     |  |  |  |  |     | 11a        |     |    |    |    |
| Inderhees, Joan        | 120 Portage Street             |                                       | 9 |     |     |     | 10c |     |     |  |  |     |  |  |  |  |     |            |     |    | X  |    |
| Johnson, Doug          | 231 Starr Avenue               |                                       | 9 |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     |    | X  |    |
| Kluth, Frederick John  | 612 N. Mantua St.              |                                       | 9 | 10a |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     |    | X  |    |
| Kuhan, J.M.            | 5751 Giad                      |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     | 13 | 17 | X  |
| Longenberger, Margaret | 416 Fairchild Avenue           |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        | 11b |    |    |    |
| Maydak, Richard        | 953 Kevin Drive                |                                       |   |     | 10b |     |     |     |     |  |  |     |  |  |  |  |     |            | 11b |    | 15 | 19 |
| McGriffin, Donaldone   | 503 Rockwell                   |                                       | 9 |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     |    | X  |    |
| McMinn, Michael        | 414 Fairchild Avenue           |                                       |   | 10  | 10a |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     |    |    |    |
| Michel, Steve          | 803 Crain Avenue               |                                       |   | 10  |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     |    |    |    |
| Myers, Nancy           | 445 Wolcott Avenue             |                                       | 9 |     |     |     | 10d |     |     |  |  |     |  |  |  |  |     |            |     |    |    |    |
| Oswitch, Beth          | 617 N. Willow Street           |                                       |   |     | 10b |     |     | 10h |     |  |  |     |  |  |  |  |     |            |     |    |    |    |
| Palen-Michel, Chester  | 803 Crain Avenue               | 2                                     |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     |    |    |    |
| Park, Camille          | 536 N. Willow Street           |                                       |   | 10  |     |     |     |     |     |  |  | 10k |  |  |  |  |     |            | 11b |    |    | X  |
| Penter, C.             | 140 Crain Avenue               |                                       |   | 10  | 10a |     |     |     |     |  |  |     |  |  |  |  |     |            |     |    | X  |    |
| Rein, Tamar            | 508 N. Willow Street           | 4                                     |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     |    |    |    |
| Seeman, Gerald         | 221 Pleasant Avenue            |                                       |   | 10  |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     |    |    |    |
| Szweda, Greg           | 912 Crain Avenue               |                                       |   | 10  |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     |    | 19 |    |
| Szweda, Tisha          | 912 Crain Avenue               |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            | 11b |    |    |    |
| Teodosio, Alex         | 404 E. Crain Avenue            | 2                                     |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     |    |    |    |
| Vanard, Jean           | 602 N. Willow Street           | 2                                     |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     |    |    |    |
| Vanard, Lisa           | 445 Crain Avenue               |                                       |   |     | 10a |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     | 13 |    |    |
| VanMetre, Gordon       | 140 Crain Avenue               |                                       |   | 10  |     |     |     | 10f |     |  |  |     |  |  |  |  |     | 11a        |     | 13 | 19 |    |
| Vamer, Janet           | 511 Crain Avenue               |                                       |   | 10  |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        | 11b |    |    |    |
| Vars, Gordon           | 551 Fairchild Avenue           | 4                                     |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        | 11b |    | 13 |    |
| Waird, David           | P.O. Box 1865                  |                                       |   | 10  | 10b |     |     |     |     |  |  |     |  |  |  |  |     | 11a        | 11b |    | 14 |    |
| Wallach, Tracy         | 231 Starr Avenue               |                                       |   | 10  | 10a |     |     |     |     |  |  |     |  |  |  |  |     | 11a        | 11b |    |    | X  |
| Waller, Jeannie        | 215 E. Elm Street              |                                       |   | 10  | 10a |     |     |     |     |  |  |     |  |  |  |  |     |            | 11b |    | 16 |    |
| Ward, Ann              | 474 Longmere Drive             |                                       |   | 10  |     | 10c |     |     |     |  |  |     |  |  |  |  |     | 11a        | 11b |    |    | 19 |
| Weiss, Bob             | 101 Crain Avenue               | 2                                     |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     | 13 | 14 | X  |
| Weiss, R.R.            | 101 Crain Avenue               |                                       |   |     |     |     |     |     | 10j |  |  |     |  |  |  |  |     |            |     |    |    |    |
| Whaley, Marie          | 324 Miller Avenue              |                                       |   | 10  | 10a |     |     |     |     |  |  |     |  |  |  |  |     |            |     | 14 |    |    |
| Woodward, Linda        | 421 Crain Avenue               |                                       | 4 | 9   |     |     |     |     |     |  |  |     |  |  |  |  |     |            |     |    |    |    |
|                        |                                |                                       | 4 | 9   |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     | 15 | 17 |    |
|                        |                                |                                       |   |     |     |     |     |     |     |  |  |     |  |  |  |  |     | 11a        |     | 15 | 18 | 19 |

**City of Kent, Ohio**  
**Crain Avenue Bridge Relocation**  
**Public Information Meeting - June 10, 2002**

**Summary of Public Comments**

| #   | Comment Description   | Tally |
|-----|---|-------|
| 2   | Prefer alternate two.   | 5     |
| 4   | Prefer alternate four.  | 5     |
| 9   | Prefer alternate nine.  | 8     |
| 10  | Do not prefer any of the alternates.  | 22    |
| 10a | Replace existing bridge.  | 9     |
| 10b | Bridge should be bike and foot traffic only.  | 6     |
| 10c | Close the bridge  | 3     |
| 10d | Add bridge from Fairchild to Crain Ave. over S.R. 43 with exits and ramps   | 1     |
| 10e | Add bridge from Fairchild to Lake Street.   | 2     |
| 10f | Build bridge directly across the river to Brady St.   | 1     |
| 10g | Do not allow left turns from Fairchild Avenue onto S.R. 43 and from Crain Avenue onto S.R. 43.  | 1     |
| 10h | Re-engineer the 59/Main/Willow intersection to accommodate greater traffic flow to E. Main St.  | 1     |
| 10i | Build bridge directly from Fairchild across the river, intersecting with N. Water St. From there, four lanes can be routed to S. Water St., E. Columbus St. and S. Depyster St. | 2     |
| 10j | Build two bridges and route traffic as a one-way square   | 1     |
| 10k | New alignment from Randall to Woodside Dr. over 43, north of Crain Ave.   | 1     |
| 11a | Traffic concerns in the study area.   | 30    |
| 11b | Divert traffic away from Crain Ave.   | 15    |
| 12  | Cul-de-sac on Crain Ave. at water.  | 3     |
| 13  | In favor of improvements to intersections.  | 6     |
| 14  | Finish S.R. 261 bypass around the city.   | 4     |
| 15  | Add sidewalks and bike trail on both sides of bridge.   | 5     |
| 16  | Concerns about accidents in the study area.   | 2     |
| 17  | Allow for walkway along the river.  | 3     |
| 18  | Show other ideas previously discussed   | 1     |
| 19  | Concerns about the safety of bicycle/pedestrian traffic in study area   | 8     |

**City of Kent, Ohio**  
**Crain Avenue Bridge Relocation**  
**Public Information Meeting - June 10, 2002**

**Summary of Public Comments**

| Name                  | Additional Comments   |
|-----------------------|---|
| Bosshart, Donald      | All the current plans for the new bridge will damage the residential areas to the north of Main St. and have a negative impact on the quality of life in the city.  |
| Cali, Salvatore       | What happens to parking space and land? Who will compensate for loss of business while job is being done? What happens to land from the old bridge?   |
| Hopkins, Anne Moser   | We don't want to lose the McKay-Bricker Building, the Crock's Car Care, or any of the other 8-15 businesses. The Crain Ave. Bridge is a feature in the Kent city-scape that is unique.  |
| Kluth, Frederick John | McKay Bricker Gallery must remain for me to stay. Hudson Dr. needs attention. Railroad grade crossing must be eliminated. Park around river must be involved.   |
| Maydak, Richard       | In Alternate 2 & 4, 617-619 N. Water St. is one of the buildings impacted. This will also cause 607-609 N. Water St. to lose parking. I propose that parking be supplied for the remaining property on the street such as the existing one. If this proposal is not feasible, this property will also have to be removed.   |
| McMinn, Michael       | Alternate 2 puts the sidewalk up against my porch and brings noise that much closer to my house.  |
| Myers, Nancy          | I don't think it is necessary to eliminate so many businesses and resident's homes for a "bigger & better" bridge.  |
| Park, Camille         | This will destroy a historic neighborhood. People's homes and businesses shouldn't be so lightly considered.  |
| Penter, C.            | Concerned the next step will be to widen Crain Ave. Concerned that the new bridge will not be aesthetic/environmentally harmonized. Especially concerned that the project will affect the beauty of my end of Crain Ave. What remedies have been taken into consideration to move the funeral traffic intact across the bridge as it moves from the funeral home to the cemetery? What about the historic background of one of the houses slated to be affected (123 Crain Ave.)? |
| VanMetre, Gordon      | Historical properties: 140 Crain (1875), 141 Crain (1840's), 123 Crain (oldest building on E. bank). Attempts must be made to beautify lots left empty because of construction. Alternate chosen should impact smallest number of residences. The loss of McKay Bricker Gallery building would also have a negative impact on the area.   |
| Vars, Gordon          | Make sure the impact on the river is minimized.   |
| Weiss, Bob            | How do we exit/enter property being on a point? Do we have a light?   |
| Weiss, R.R.           | What happens to 101 Crain Ave. & 107 Lake St.?  |



**ATTACHMENT H-6**

**PUBLIC MEETINGS NO. 2, 3 & 4**

**SEPTEMBER 19, 2002**

**SEPTEMBER 24, 2002**

**SEPTEMBER 26, 2002**

**LEGAL NOTICE, REDUCED SIGNAGE &  
NEWS ARTICLES LEADING UP TO MEETINGS**

# Crain

From page A1

Pettis and Strout, discussed the history of the project and outlined the various alternatives. He said the intersection is the fourth most congested in the area, ranking behind three intersections in Summit County, and has a level of service rating of F because of the amount of time motorists are stuck in traffic.

He said the Ohio Department of Transportation has projected that traffic on Crain Avenue would increase by less than one percent a year.

But Kaplan, presenting data from traffic counts taken the first week of September, said the newly aligned intersection will be appealing to motorists who now avoid the intersection because the two streets are not aligned.

Kaplan said of the 626 cars that cross the bridge each morning, all but 200 continue east on Crain Avenue, and in the late afternoon, 333 of 600 cars continue on Crain. Some turn on various side streets, but the majority — about 62 percent in the morning and 67 per-

cent in the afternoon, continue on Crain until they come to Luther — the last street that has a traffic light at its intersection with East Main Street.

He said right now, many Fairchild Avenue motorists, including himself, turn right on Mantua Street and detour onto Haymaker Parkway to avoid the bottleneck. If half of those people decided to continue on Crain, traffic would increase by 17 percent in the morning and 24 percent at night.

Kaplan's study also showed a higher level of service for the intersection as it stands now than the study prepared by the Akron Metropolitan Transportation Study. However, Kaplan and AMATS use different versions of similar computer software that simulates traffic patterns.

The city will sponsor two neighborhood meetings on the project next week, which will be facilitated and moderated by the League of Women Voters. The first will be held at 7 p.m. Tuesday at the West Side Fire Station at Mantua and Rockwell streets, and the second will be held at the Kent Stage in downtown Kent at 7 p.m. Thursday.

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Phone: (330) 673-3491

# Plan for Crain bridge debated

## KSU prof: Will increase traffic

By Diane Smith  
Record-Courier staff writer

A Kent State University professor said the Crain Avenue bridge realignment probably will cause a significant increase in traffic on Crain Avenue, despite a city consultant's claim to the contrary.

David Kaplan, a geography professor at KSU, presented data from recent traffic counts along Fairchild Avenue, Mantua Street and the Crain Avenue bridge Thursday at a special meeting of City Council's streets, sidewalks and utilities committee.

The city of Kent and Portage County, which owns the bridge, are planning to relocate the bridge to line it up with Fairchild Avenue. The project aims to eliminate one of the city's biggest traffic jams, and to replace the bridge, which is about 40 years old and deteriorating. Residents have expressed concern about the project, and many said it would send more traffic down Crain Avenue.

Jim Bowling of the city's consulting firm, Finkbeiner,

See Crain, page A10

### Legals

**LEGAL NOTICE**  
City of Kent, Ohio  
Division of Engineering

The City of Kent will conduct three Public Meetings to review the preliminary design of the Crain Avenue Bridge Relocation project and accept comments on the proposed improvements. Representatives from the City of Kent and their consultant will be present to discuss the proposed improvements. Interested parties are encouraged to attend.

**Streets, Sidewalks and Utilities Committee Meeting.**  
The first Meeting will be held on Thursday, September 19, 2002 at 7:00 p.m. in the City Council Chambers of Kent City Hall located at 325 South Depeyster Street, Kent, Ohio. At this meeting, the consultant will give a presentation updating the Committee on the status of the project.

**Neighborhood Meetings.**  
The second Meeting will be held on Tuesday, September 24, 2002 at 7:00 p.m. at the West Side Fire Station located at the corner of North Mantua Street and Rockwell Street, Kent, Ohio. At this meeting, a short overview of the project will be given with a questions/comment period following.

The third Meeting will be held on Thursday, September 26, 2002 at 7:00 p.m. at the Kent Stage located at 175 East Main Street, Kent, Ohio. This meeting will be held for those who cannot attend the September 24, 2002 meeting.

Questions regarding the meetings should be directed to the City of Kent, Division of Engineering, 330-673-8106; Mr. Alan Brubaker, P.E., P.S., Acting Service Director/City Engineer, September 10, 17 - 09517828

### KENT

# Crain meeting sites changed

The locations of two neighborhood meetings on the fate of the Crain Avenue Bridge have been changed.

The city will host a special council meeting at 7 p.m. Tuesday at the West Side Fire Station at Mantua and Rockwell streets. A second special council meeting will be held at 7 p.m. Sept. 26 at the Kent Stage in downtown Kent.

Both meetings will be facilitated and moderated by the Kent League of Women Voters.

Council also will discuss the bridge at a streets, sidewalks and utilities committee meeting at 7 p.m. Thursday in city council chambers.

The city of Kent and Portage County, which owns the Crain

relocate it to line up with Fairchild Avenue. The project aims to eliminate one of the city's biggest traffic jams, and to replace the bridge, which is about 40 years old and deteriorating.

Residents have expressed concern about the project and its impact on traffic on Crain Avenue and surrounding

#021624

#1522592

I, Abby Stoerkel being first duly sworn  
depose and say that I am Assistant Bookkeeper of  
**Record Publishing Company**

*Record Carrier*

~~Record Carrier~~ a newspaper printed  
and published in the city of Ravenna, and of  
General circulation in the County of Portage, State  
of Ohio, and personal knowledge of the facts herein  
stated and that the notice hereto annexed was  
Published in said newspaper ~~2 weeks/days~~  
on the same day of the week from and after the  
10th day of September, 2002 and that the fees  
charged are legal

*Abby Stoerkel*  
Abby Stoerkel

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Ad Number: 09517828  
No of Lines: 42  
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Printers Fee: \$31.92

Sworn to and subscribed before this 18th  
day of September, 2002.

*Elizabeth Kay McDaniel*

Elizabeth Kay McDaniel  
Notary Public  
Commission Expires May 31, 2006

**LEGAL NOTICE**  
City of Kent, Ohio  
Division of Engineering  
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Questions regarding the meetings should  
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Engineering, 330-678-8106, Mr. Alan Bru-  
baker, P.E., P.S., Acting Service  
Director/City Engineer.  
September 10, 17 - 09517828

*engry*

*707 1115 21*

**CRAIN AVE. BRIDGE  
RELOCATION  
PUBLIC MEETINGS**

**SEP. 19th 7:00 P.M CITY HALL**

**SEP. 24th 7:00 P.M. WEST SIDE FIRE STA.**

**SEP. 26th 7:00 P.M. THE KENT STAGE**

**CRAIN AVE.  
BRIDGE  
RELOCATION  
PUBLIC MEETINGS**

**SEP. 19th 7:00 PM  
CITY HALL**

**SEP. 24th 7:00 PM  
W. SIDE FIRE STATION**

**SEP. 26th 7:00 PM  
KENT STAGE**

JSS, DLG RAA

**BRUCE IS BACK**

Bruce Springsteen and the E Street Band will perform Wednesday at the Gund following the release of the band's new album, "The Rising."

Turn to page B1

**COOL**

74°/56°

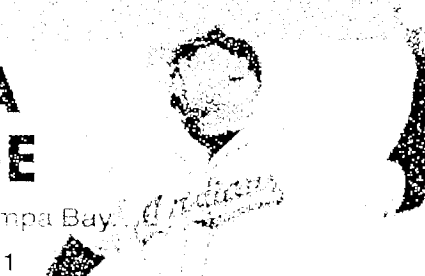
Friday  
high 82, low 58

Accu-weather A10

**SABATHIA ENDS SLIDE**

Lefty leads Cleveland past Tampa Bay.

Turn to page C1



# RECORD-COURIER

## Crain plans under fire

### Neighbors to get say on relocation of bridge

By Diane Smith  
Record-Courier staff writer

The city of Kent will hold several informational meetings on the Crain Avenue Bridge after hours of public discussion on the issue Wednesday.

Neighborhood meetings will be scheduled in the Crain to Main, West River and Fairchild Avenue areas, and council also will hold its own meeting with the city's

consulting firm.

The decision to hold the public hearing came after a discussion on a grant application evolved into hours of discussion on the relocation of the bridge and the alignment of the new bridge with Fairchild Avenue.

The city of Kent and Portage County, which owns the bridge, are planning to relocate the Crain Avenue bridge to line it up with Fairchild Avenue. The project, which

is scheduled for 2006, aims to eliminate one of the city's biggest traffic jams, and to replace the bridge, which is nearly 40 years old and deteriorating.

The bridge relocation was the subject of a public meeting in June, but residents who wanted to give input on the project had to do it in written form, as there was no means for them to voice their concerns publicly.

See Crain, page A10



Diane Smith/Record-Courier  
This artist's rendering shows what the relocated Crain Avenue Bridge in Kent would look like. The city and Portage County plan to rebuild the bridge and align it with Fairchild Avenue.

# Crain

From page A1

On Wednesday, Acting Service Director Al Brubaker asked council's streets, sidewalks and utilities committee to approve applications for two separate funding sources through the Akron Metropolitan Area Transportation Study for up to \$5 million toward the \$15 million project. AMATS can only fund up to \$5 million toward the project, but applying for both grants helps improve the city's chances of getting all \$5 million, he said.

But residents taking advantage of the first opportunity to discuss the project publicly raised concern about the project and the impact of it on traffic in the Crain Avenue area.

Crain Avenue resident Kim Thomas said the city should route traffic to downtown Kent or Haymaker Parkway instead of building the new relocated bridge.

"If you connect Stow to Ravenna, it will become a major throughway and that's not going to be a neighborhood anymore."

Brubaker said studies have

shown people want to drive down Crain Avenue so badly that they will go out of their way to get there.

"Traffic studies we have done show that this project is not a traffic generator," he said. "This project is a congestion reliever."

Don Bosshart encouraged the city to "think outside the box" and come up with more creative solutions.

"I think we're thinking small," he said. "This project will ruin the Crain to Main area because nobody's going to want to live there."

Mary Blatnik, a resident of the West River neighborhood, asked why Riverbend doesn't provide access to Lake Street instead of this project.

"It just seems like we're giving some neighborhoods priority over other neighborhoods, more expensive neighborhoods," she said.

The city and county are considering three alternatives for the relocated bridge.

Alternate 2 would locate the bridge 30 feet north of Fairchild Avenue, putting the bridge entrance where McKay Bucker Framing and Gallery now stands. Seven homes and eight businesses would have to be razed.

**"This project will ruin the Crain to Main area because nobody's going to want to live there."**

**Don Bosshart**  
Kent resident

Alternate 4 would locate the Crain and Fairchild Avenue intersection north with the former Vineyard Church directly in the center of the new bridge. Fairchild Avenue also would shift north, and nine homes and eight businesses would be impacted.

Alternate 9 would put the new bridge in the same location as the old one, shifting the entrance south and shifting Fairchild Avenue to the north. Seven homes and eight businesses would be affected. It would also involve closing the bridge to all traffic during construction.

For the first time, residents got a description of the six alternatives considered, which were rejected because they were not feasible.

Alternate 1 would connect Fairchild to Crain in an "S" bridge. It was rejected because it would locate the bridge on a high skew, increase the bridge in length and complexity, and cost too much.

Alternate 3 would connect Fairchild Avenue to Lake Street, separating Water, Lake and Crain into two intersections. It would impact more properties, make Lake Street the through route, and locate the two intersections only 250 feet apart.

Alternate 5 was a south alternate which would be similar to Alternate 2, but impact more properties. It also included a short cul-de-sac on Crain so some properties would have access.

Alternate 7 would retain the existing alignment, which would maintain the traffic congestion problems and the substandard intersection angle at Crain and Lake streets.

Alternate 8 would connect Fairchild to Lake Street with a cul-de-sac on Crain Avenue. But Brubaker said traffic would cut through from Lake Street to Crain, impacting more residential streets.

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Phone: (330) 673-3491



RC Sunday  
8/11/02

al:

What impact will this have on the project. Will still another alternate need to be considered

Eel

We must wait and see, but I don't think so, proceed as if Option 2 will be constructed.  
al

Copy: DLG, JSB

# Time to listen in Kent Concerns about Crain bridge project must be addressed

Kent residents have plenty to say about plans to relocate the Crain Avenue bridge and they ought to have an opportunity to say it.

That's why it's a good idea to hold neighborhood meetings and public hearings, as Kent City Council has decided to do before the city proceeds with plans for the Tree City's largest public works project in a generation.

The Crain Avenue Bridge, which was erected in the mid-1960s, needs to be replaced. A remedy also is needed for the traffic congestion that snarls the Crain-Lake-Mantua Street area several times a day.

The bridge is owned by Portage County, and city and county officials are examining a number of options for rebuilding and relocating it. Construction in 2006 is eyed.

Three alternatives, out of an original nine, are being considered. All would have considerable impact on the Crain-Lake-Mantua area as well as on Fairchild Avenue, which also would be realigned.

While the bridge project has been in the talking stages for several years, it wasn't until June that the public got a look at plans for it. Following the meeting, residents who wanted to respond to the design proposals were asked to do so in written form. They were not offered the opportunity to voice their concerns publicly, which was unfortunate because of the scope of

the project and its impact not only on the neighborhoods that stand to be transformed by it, but on the city as a whole.

Last week, concerns about the plan surfaced during a discussion of a grant application to finance it. After listening to several residents air their views on the project, council decided to seek more input in a proper public forum.

We applaud the residents for taking their concerns to council and appreciate that council appears willing to listen to them. Now is the time to address such questions while it is possible for city officials to respond to them.

We share many of the concerns raised by the residents. While relocating the bridge may well ease congestion, we question the potential impact on residential areas such as Crain Avenue and Fairchild Avenue, which could see a considerable increase in traffic as a result. Concerns about the needs of pedestrians, including school children who use the bridge daily, also must be addressed. Aesthetic issues also have been noted.

We wonder, too, if the situation might not be resolved by simply rebuilding the Crain Avenue Bridge and opting for a less drastic realignment of the streets in the area. There are times when a simple solution may be the best one.

We hope that these issues will be explored during future public discussion of this important issue.



## LETTERS

55B/DLG @/nke

### No input in Kent

It certainly is reassuring to hear from Acting Kent Service Director Alan Brubaker that the proposed Crain Avenue Bridge repair will not attract new traffic. He states that people using the bridge now do so in spite of the difficulty presented by the existing traffic flow.

As one who uses that intersection both to and from work every day, I am quite familiar with the difficulty it can present. Nevertheless, I have to wonder why heading south on S.R. 43 in the afternoon, traffic always backs up only to about the Citgo gas station. When it starts to get farther, cars begin changing into the better moving right lane. The back up on 43 south persists for all of about 30 minutes every day during the school year.

Heading west on Crain in the morning and afternoon traffic backs up rather badly for about 30 minutes. In my experience the back-up happens mostly because cars heading west on Lake Street cheat into the intersection after their light turns red. This blocks Crain Avenue traffic from the intersection when their light turns green. If the red light on Lake were enforced, I think the traffic on Crain would move much better.

Service Director Brubaker makes the mistake of looking at existing traffic only. The real concern here is the traffic that is currently not using Crain. He should look at the very heavy traffic

heading south on Fishcreek to S.R. 59 in the afternoons. If Crain were a quicker option, you can bet that traffic would start using Crain until S.R. 59 again became easier.

Service Director Brubaker is asking the residents of the Crain to take a big risk on his rather cavalier assertion. Perhaps he would be willing to take a similar risk himself. If he is prepared to offer in writing that he will resign his position if traffic increases, say 20 percent, through that intersection after the proposed changes are made, then I am prepared to take his statements on the subject seriously. However, if he would prefer someone else to take all the risk, his opinions have little value.

Kent is just a small town. I think we residents need to ask why is it so difficult to have our local government show even the slightest regard for the actual concerns of the residents. This Crain Avenue issue is a perfect example. No one even thought to ask the residents before making this major change.

Platt R Safford  
Kent

*The Record-Courier welcomes letters from readers.*

*We will not publish unsigned letters, poetry or letters from, about or endorsing political candidates.*

*Letters may be sent to 126 N. Chestnut St., Ravenna 44266 or 206 E. Erie St., Kent 44240, or e-mailed to editor@recordpub.com.*

# Crain

From page A1

County, which owns the bridge, are planning to relocate the Crain Avenue bridge to line it up with Fairchild Avenue. The project aims to eliminate one of the city's biggest traffic jams, and to replace the bridge. Residents have expressed concern about the project, and many said it would send more traffic down Crain Avenue.

Jim Bowling of the city's consulting firm, Finkbeiner, Pettis and Strout, presented information on the project and all nine alternatives, and David Kaplan, a geography professor at Kent State University, presented data from recent traffic counts along Fairchild Avenue, Mantua Street and the Crain Avenue bridge.

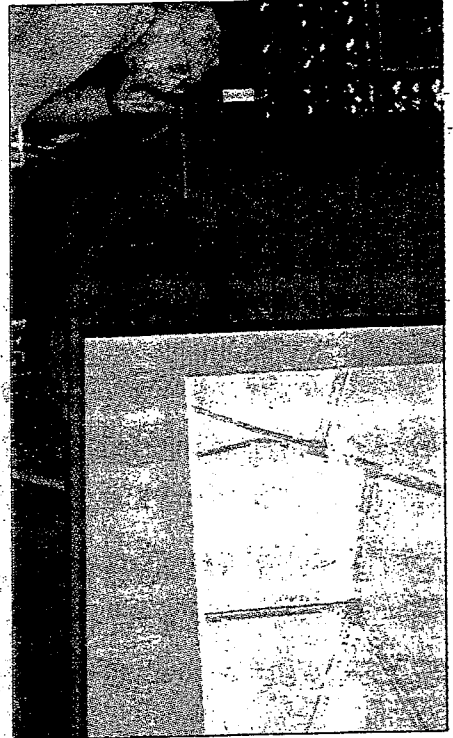
Bowling said without the project, congestion and pollution would increase, and showed a model that demonstrated that traffic would go "off the page" in 2027 if nothing was done.

Beth Oswitch asked if routing traffic away from Crain Avenue and toward downtown would benefit local business. She questioned the validity of the traffic counts the consultants had presented.

"I'm wondering if ODOT's ever been on Crain Avenue," she said, referring to the Ohio Department of Transportation, which estimated traffic increasing by only 1 percent each year. "If not, I'd be happy to set up a tent for them and let them look for a couple of hours."

"I don't want to see that bridge closed," Portage County Engineer Michael Marozzi said. "We have been working diligently for three years now, and any reasonable person knows it's going to be five to six years before we have a bridge. My concern is what's going to happen to that bridge."

E-mail: dsmith@recordpub.net  
Phone: (330) 673-3491



Diane Smith/Record-Courier  
Kent Mayor John Fender watches a simulated presentation depicting traffic during a meeting on the Crain Avenue bridge relocation plan.

## Residents unmoved by Crain proposal

Second meeting Thursday in Kent

By Diane Smith  
Record-Courier staff writer

The fire trucks were rolled outdoors and Kent residents sat in folding chairs in the fire station's empty garage to discuss the fate of the bridge just outside the overhead doors.

A public meeting on the fate of the Crain Avenue Bridge

was held Tuesday at the West Main Fire Station, a meeting moderated by the Kent League of Women Voters. The league also will moderate another public meeting set for 7 p.m. Thursday at the Kent Stage in downtown Kent.

The city of Kent and Portage  
See Crain, page A12

9/25/02

**ATTACHMENT H-7  
PUBLIC MEETING NO. 2, 3 & 4  
SEPTEMBER 19, 2002  
SEPTEMBER 24, 2002  
SEPTEMBER 26, 2002  
INFORMATION SHEET AND PRESENTATION SLIDES  
FROM AMATS, ARCADIS (FPS) & DR. DAVE KAPLAN**

**City of Kent, Ohio**  
217 East Summit Street  
Kent, Ohio 44240  
330.678.8007  
www.kentohio.org

# Crain Avenue Bridge Relocation Project

**Portage County, Ohio**  
5000 Newton Falls Road  
Ravenna, Ohio 44266  
330.296.6411

## History of the Project

In 1981 a direct connection from Fairchild Avenue to Crain Avenue across the Cuyahoga River and C.S.X. Railroad tracks was adopted into the Akron Metropolitan Area Transportation Study's Regional Transportation Plan (AMATS). The Regional Transportation Plan is comprised of major improvements in the Summit and Portage County Area. These improvements are determined by the local communities and ratified by the ruling board of AMATS. Improvements on the Regional Transportation Plan are eligible for Federal Funding received primarily from gas taxes.

In 1994 Portage County undertook to rehabilitate the Crain Avenue Bridge due to its poor condition. The planned rehabilitation would extend the life of the bridge 25 years. It was determined in 1995, during the initial stages of the project that replacing the bridge would be a more cost effective solution than rehabilitating the bridge. The Rehabilitation Project was then dropped and in 1997 both the City of Kent and Portage County agreed to work jointly to replace the bridge in a new location that conformed to AMATS' Regional Transportation Plan.

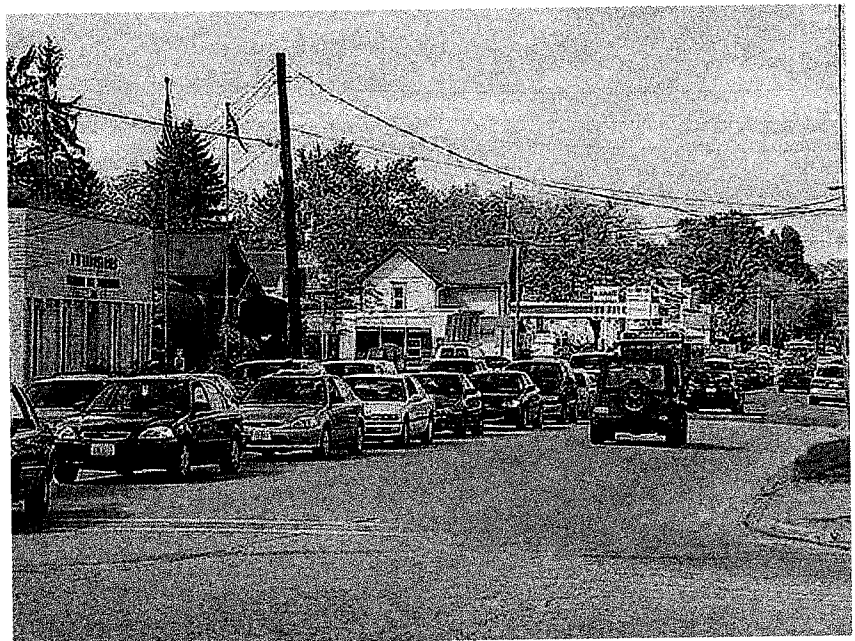
The Crain Avenue Bridge Relocation Project began by determining the needs that the project should address. The needs identified included replacement of the deficient bridge, realignment of Fairchild Avenue to Crain Avenue according to the Regional Transportation Plan and reduction of traffic congestion in the area around the Crain Avenue Bridge.

Data collection for the environmental study phase of the project began in 1999. During this phase information pertaining to existing traffic, topography, cultural resources, ecological resources and hazardous materials were researched. The data was then evaluated to determine conceptual alternates that may satisfy the purpose and need of the project. In total, nine conceptual alternates were considered. Of these nine alternates, six would not meet the purpose and need of the project or were determined to be non-feasible. The three feasible alternates were then evaluated further for their potential impacts to the surrounding area, environmental concerns, maintenance of traffic during construction and project costs.

On June 10, 2002 the project, along with the three feasible alternates and their impacts, were presented to the public for comments. The answers to the most frequently received questions are presented.

# F.A.Q.

## Frequently Asked Questions



*Existing Traffic Congestion on S.R. 43 during afternoon rush hour*

### Why is this project needed?

The purpose of the project is to replace the structurally deficient bridge, realign Fairchild Avenue to Crain Avenue and reduce traffic congestion in the area around the bridge. The existing Crain Avenue Bridge has a sufficiency rating of 41.8. A sufficiency rating less than 50 qualifies for replacement. The existing bridge underwent minor repairs in 1998 to prevent a load limit being placed on the bridge. The connection of Fairchild Avenue to Crain Avenue will reduce traffic congestion caused by the offset intersection of Fairchild Avenue & Crain Avenue. Currently, the intersections function below acceptable levels of service. In addition, the project will reduce the number of accidents at the intersections. Currently the Crain/Fairchild/S.R. 43 Intersection has the 4<sup>th</sup> highest number of accidents in the City.

### Why not just replace the bridge in the current location?

The location of the existing bridge is causing traffic congestion in the area due to the offset intersection of Fairchild Avenue and Crain Avenue. If the bridge were replaced in the same location, the problem with the traffic congestion will not be addressed over the 50-year life of the new bridge.

# Frequently Asked Questions Continued

## Can the existing bridge be replaced with a pedestrian/bicycle only bridge?

The Crain Avenue Bridge provides the main access across the Cuyahoga River and C.S.X. Railroad tracks north of Main Street. The bridge connects Crain Avenue, Lake Street and Water Street traffic to S.R. 43. Crain Avenue and Lake Street are minor arterials, distributors of traffic to principal arterials (S.R. 43 and S.R. 59). Removing this access would force all vehicular traffic to utilize other roadways such as Main Street, S.R. 59, Water Street, Depeyster and other residential streets. Traffic would significantly increase on these streets causing additional traffic congestion, delay and increased air pollution. Also, there would be a delay in emergency vehicle response times to the residents and businesses east of the river served by the West Side Fire Station.

## Why is Fairchild Avenue being connected to Crain Avenue?

Crain Avenue currently carries 38% more vehicles than Lake Street and over 100% more vehicles than Water Street. If either Lake Street or Water Street were designed as the through route, the large number of turn movements from Crain Avenue onto the bridge would cause additional congestion and delays.

## Will this project increase traffic on Crain Avenue?

The replacement of the existing bridge will not significantly increase traffic on Crain Avenue. Traffic generators, such as new businesses or industry cause significant increases in traffic growth. A reduction in traffic delay will not generate additional traffic. The Ohio Department of Transportation (ODOT) performs traffic projections for all major improvement projects within the state of Ohio. ODOT projected the traffic to increase on Crain Avenue less than 1% per year.

*ODOT projected the traffic to increase on Crain Avenue LESS THAN 1% per year.*

## Are there future plans to widen Crain Avenue?

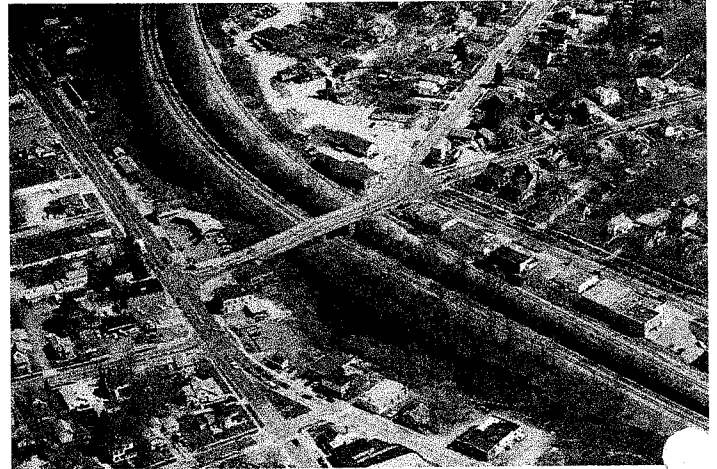
There are no future plans to widen Crain Avenue.

## What impact will this project have on the environment?

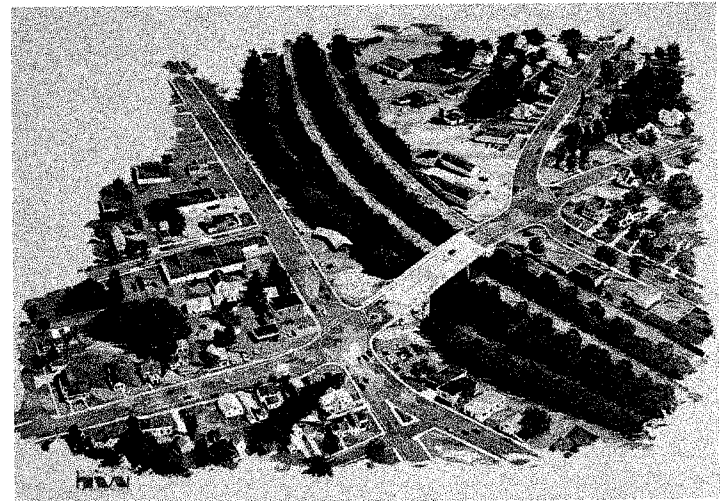
This project will reduce automobile emissions harmful to the environment by reducing traffic delay by over 300%. In addition, there will be no impact to the Cuyahoga River, as the proposed bridge will span the river.

## What other alternates were investigated and why weren't they presented at the public meeting?

In total, nine conceptual alternates were developed. Of the nine conceptual alternates only three met the needs of the project and were determined feasible. Since the six remaining alternates do not meet all the needs of the project, they were not a major focus of the meeting. "The Needs Assessment Report and Project Description" included all nine conceptual alternates and was available for viewing at the public meeting and can be viewed currently at the City of Kent Engineering Department.



Existing Crain Avenue Bridge



Alternate No. 2

## What provisions are being made for safe pedestrian/bicycle traffic?

The project increases the safety of pedestrians and bicyclists with the construction of sidewalks, pedestrian signals and designated bike lanes. Sidewalks will be constructed along both sides of all streets with pedestrian signals and push buttons at all signalized intersections. Bike lanes on both sides of Fairchild Avenue and Crain Avenue will be constructed along with provisions for future access to a potential walkway/bike path along the Cuyahoga River.

SEP 16 2002  
Re: CRAIN AVE

✓ RAH  
✓ JSB

|                   |              |         |         |              |   |
|-------------------|--------------|---------|---------|--------------|---|
| Post-it® Fax Note | 7671         | Date    | 9/16-02 | # of pages   | 3 |
| To                | Bob Hochevar |         | From    | Jason Segedy |   |
| Co./Dept.         |              | Co.     |         |              |   |
| Phone #           |              | Phone # |         |              |   |
| Fax #             |              | Fax #   |         |              |   |

## Akron Metropolitan Area Transportation Study



**AMATS**

### 2025 Regional Transportation Plan and Crain Avenue Bridge Relocation Project

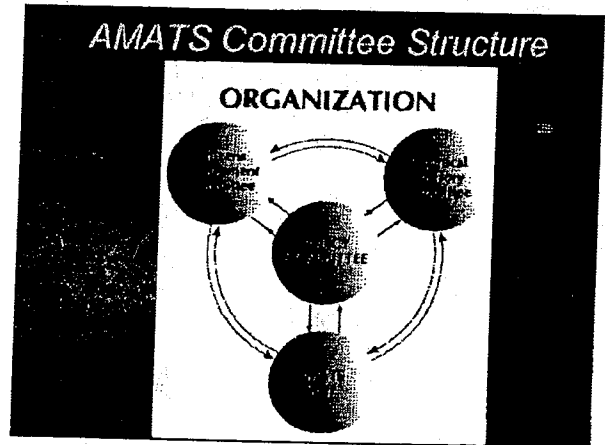
Kent City Hall  
Thursday, September 19, 2002

## Introduction

- AMATS Overview
- 2025 Regional Transportation Plan
- Crain Avenue Bridge Relocation Project

## What is AMATS?

- Metropolitan Planning Organization (MPO)  
 Located in all U.S. urbanized areas over 50,000 population  
 AMATS is one of 16 MPOs in Ohio
- Responsible for cooperative, comprehensive and continuing transportation planning
- Established under the 1962 Federal Aid Highway Act
- Serves Summit County, Portage County, and a small portion of Wayne County





### *Planning Responsibilities*

- Coordinating planning between federal, state, and local governments
- Data Collection
- Technical Studies
- Regional Transportation Plan
  - 20+ year time frame
  - Updated every 3 years
  - Guides the expenditure of federal funds

### *Funding Responsibilities*

- Transportation Improvement Program (TIP)
  - 4 year program of transportation projects
  - Updated every 2 years
  - Projects in the TIP must appear in the regional transportation plan
- AMATS is a planning and funding agency; it does not directly implement projects
- The AMATS Policy Committee allocates approximately \$18 million in federal transportation funds on an annual basis

### *2025 Regional Transportation Plan Overview*

- Data Collection and Analysis
- Identification of Transportation Alternatives
  - Public Involvement Meetings
- Evaluation of Transportation Alternatives
- Identification of Transportation Needs
- Financial Forecast
- Development of Recommendations
  - Public Involvement Meetings
- Air Quality Conformity Analysis
- Policy Committee Approval

### *Crain Avenue Realignment Project History*

- 1981
  - Direct connection of Fairchild Ave and Crain Ave recommended in AMATS 2000 Regional Transportation Plan
- 1999
  - Fairchild/Crain realignment recommended in AMATS 2020 Regional Transportation Plan
- 2002
  - Fairchild/Crain realignment reconfirmed in AMATS 2025 Regional Transportation Plan

### Crain Avenue Realignment Data Collection and Analysis

- Intersection Capacity Analysis
  - Included in AMATS Congestion Management System Report
  - Traffic Counts taken in 1999
  - Intersection capacity assessed
- Fairchild/Crain/SR 43 intersection
  - Operates at "over capacity" or LOS "F"
  - 4th most congested in AMATS area

### Crain Avenue Realignment Identification of Needs

- Identification of Alternatives
  - Realignment of Fairchild/Crain/SR 43 intersection
    - Public Involvement Meetings held in August 2001
- Evaluation of Alternatives
  - Project expected to improve intersection LOS from "F" to "C"
- Identified by AMATS Policy Committee as a congestion management need in December 2001

← ?  
AL to  
check  
w/ Ken  
Hansen

### Crain Avenue Realignment 2025 Plan Recommendation

- Fairchild/Crain/SR 43 Intersection Realignment
  - Estimated cost fits within financial forecast
  - Public Involvement Meeting held April 1, 2002 at Kent City Hall
  - Analyzed for air quality conformity
  - Included in AMATS 2025 Plan (approved by AMATS Policy Committee May 8, 2002)

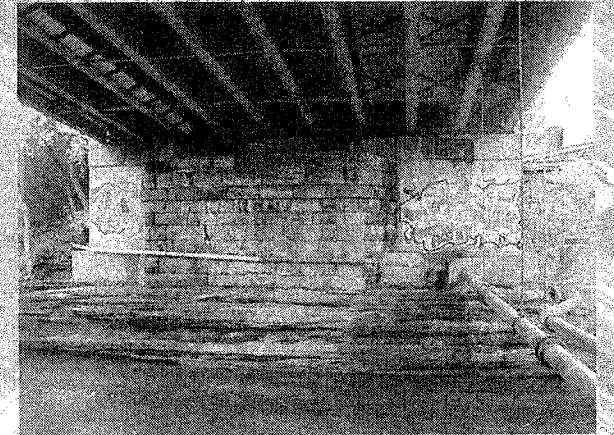
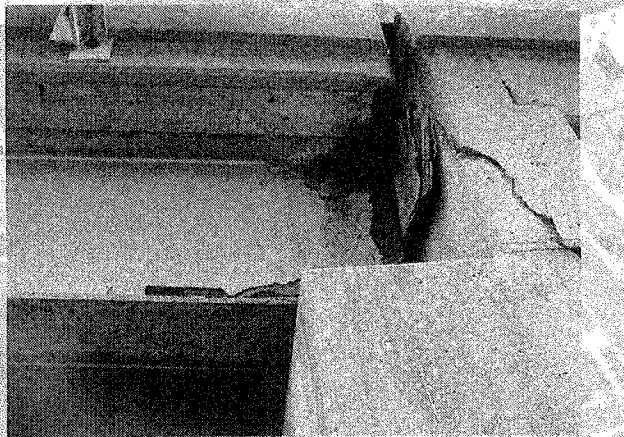
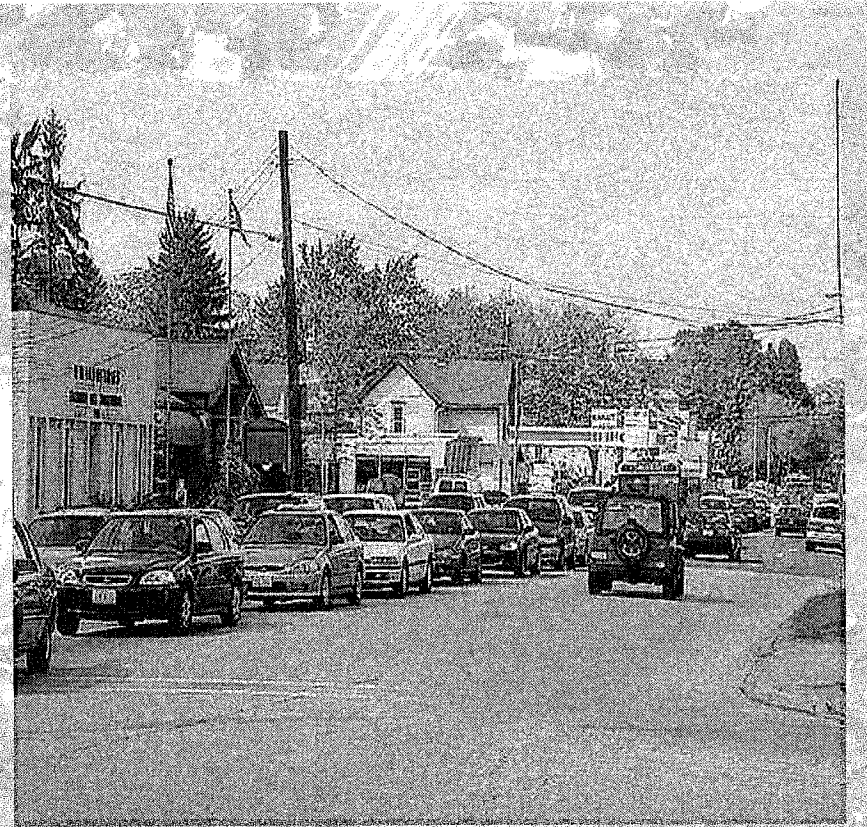
### Summary

- AMATS is a regional transportation planning agency
- AMATS Regional Transportation Plan guides the local expenditure of federal funds
- Projects are included based on identified needs and the amount of funds available
- Decision to include a project in the Plan is made by a Policy Committee primarily composed of local elected officials
- Crain Avenue Realignment has been included in the 2025 Regional Transportation Plan



# Crain Avenue Bridge Relocation

Sponsored by the City of  
Kent & Portage County



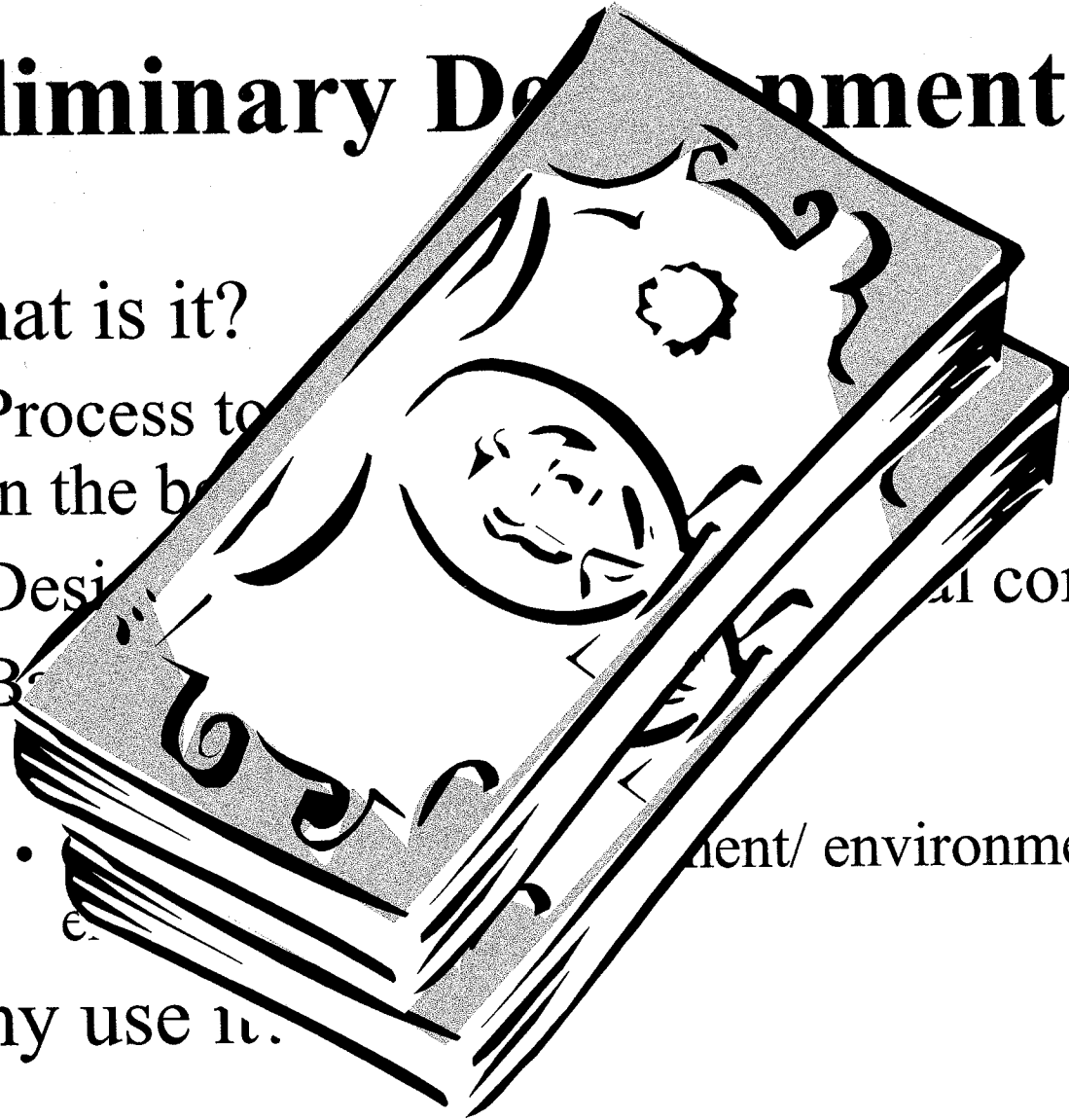
Finkbeiner, Pettis & Strout, Inc.

# Project History

- **1981** AMATS - Regional Transportation Plan
- **1994** Portage County - Bridge Rehabilitation
- **1995** Portage County - Rehabilitation vs. Replacement
- **1997** – Portage County & City of Kent Agreement
- **1997 to 1999** – Programming Phase
- **1999 to Current** – Preliminary Development Phase

# Preliminary Development Phase

- What is it?
  - Process to be processed in the b
  - Design compliance
  - B
- ent/ environmental/
- Why use it.



# **Preliminary Development Phase**

- **1999** – Purpose & Need Developed
- **1999 – 2000** Data Collection
- **1999 – 2001** Data & Alternate Evaluation
- **July, 2001** – ODOT Participation
- **May, 2002** – Needs Assessment Report & Project Description
- **June 10, 2002 to Current** – Public involvement

# Purpose & Need

- Replace Crain Avenue Bridge (SR – 41.8)
- Realign Fairchild Avenue to Crain Avenue
- Reduce Traffic Congestion
- Others
  - Vertical Clearance over C.S.X. R.R.
  - Inadequate Vertical Sight Distance
  - Poor Intersection Angle (Crain/Lake)

# Data Collection

- Existing Plans & Utility Information
- Certified Traffic Data
- Field & Aerial Surveys
- Environmental Studies
  - Ecological
  - Cultural Resources
  - Hazardous Materials

# Data & Alternate Evaluation

- Environmental Studies
  - Ecological – Indian Bats
  - Cultural Resources – 0 properties eligible for National Register of Historic Places
  - Hazardous Materials – 21 sites recommended for further studies

# **Data & Alternate Evaluation**

## **- Conceptual Alternates -**

- **No-build & Low-Build**
- **1<sup>st</sup> Alternates Meeting December 8, 1999**
  - 7 Alternates
- **May 8, 2000 Alternates Submittal**
  - Added Alternate 8
- **2<sup>nd</sup> Alternates Meeting May 10, 2000**
  - Added Alternate 9



# CONCEPTUAL ALTERNATE 1



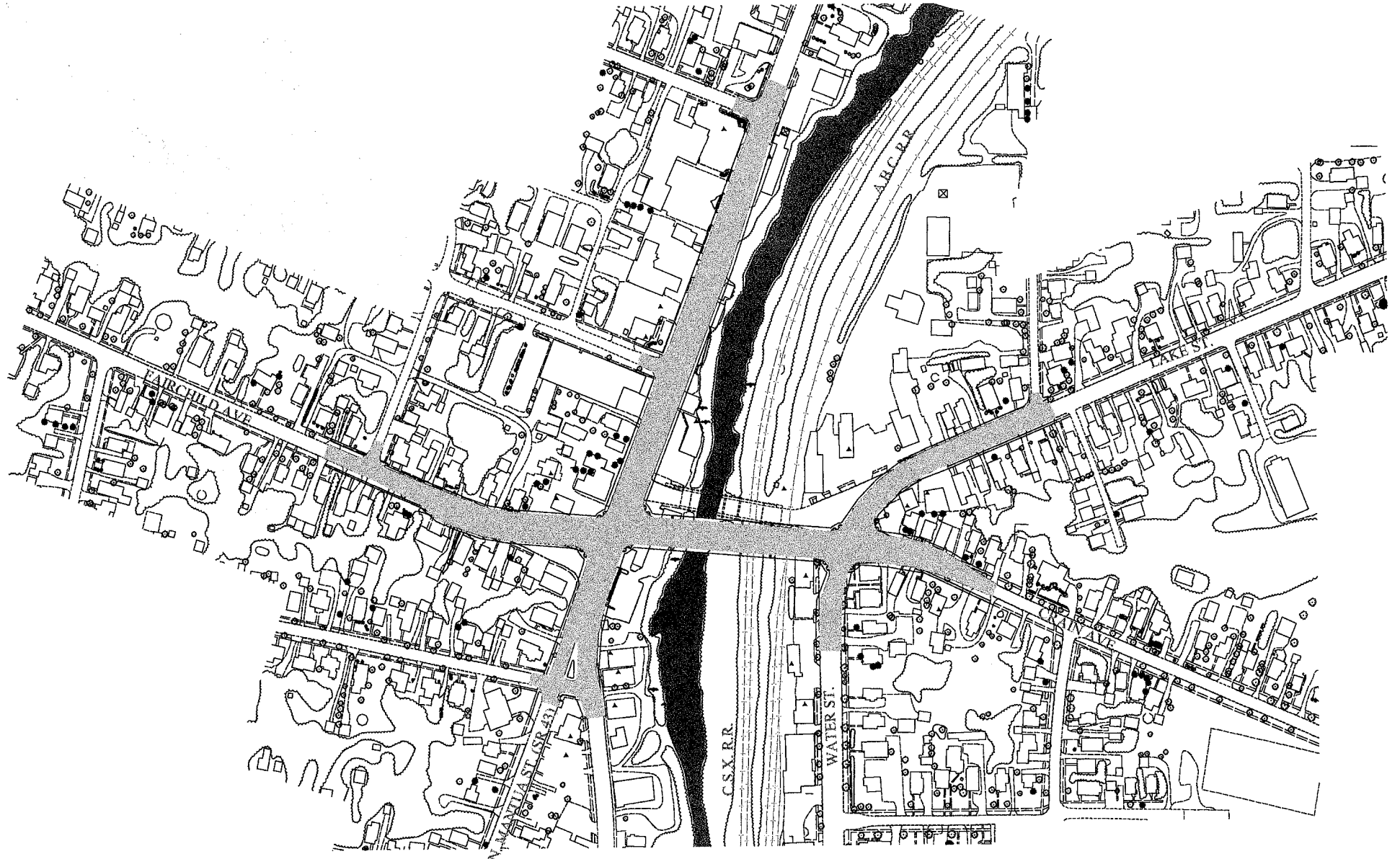
# CONCEPTUAL ALTERNATE 2



# CONCEPTUAL ALTERNATE 3



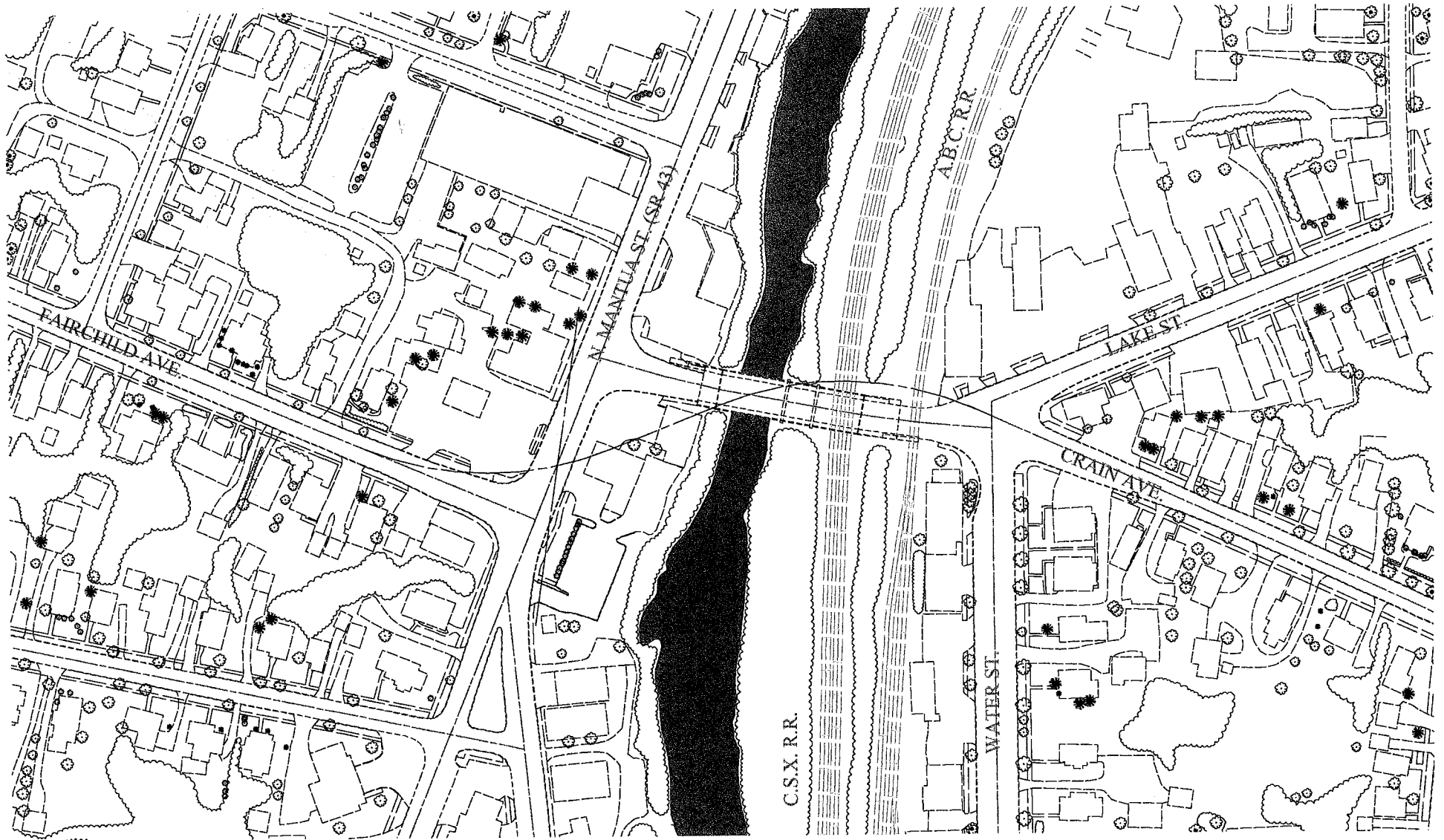
# CONCEPTUAL ALTERNATE 4



# CONCEPTUAL ALTERNATE 5

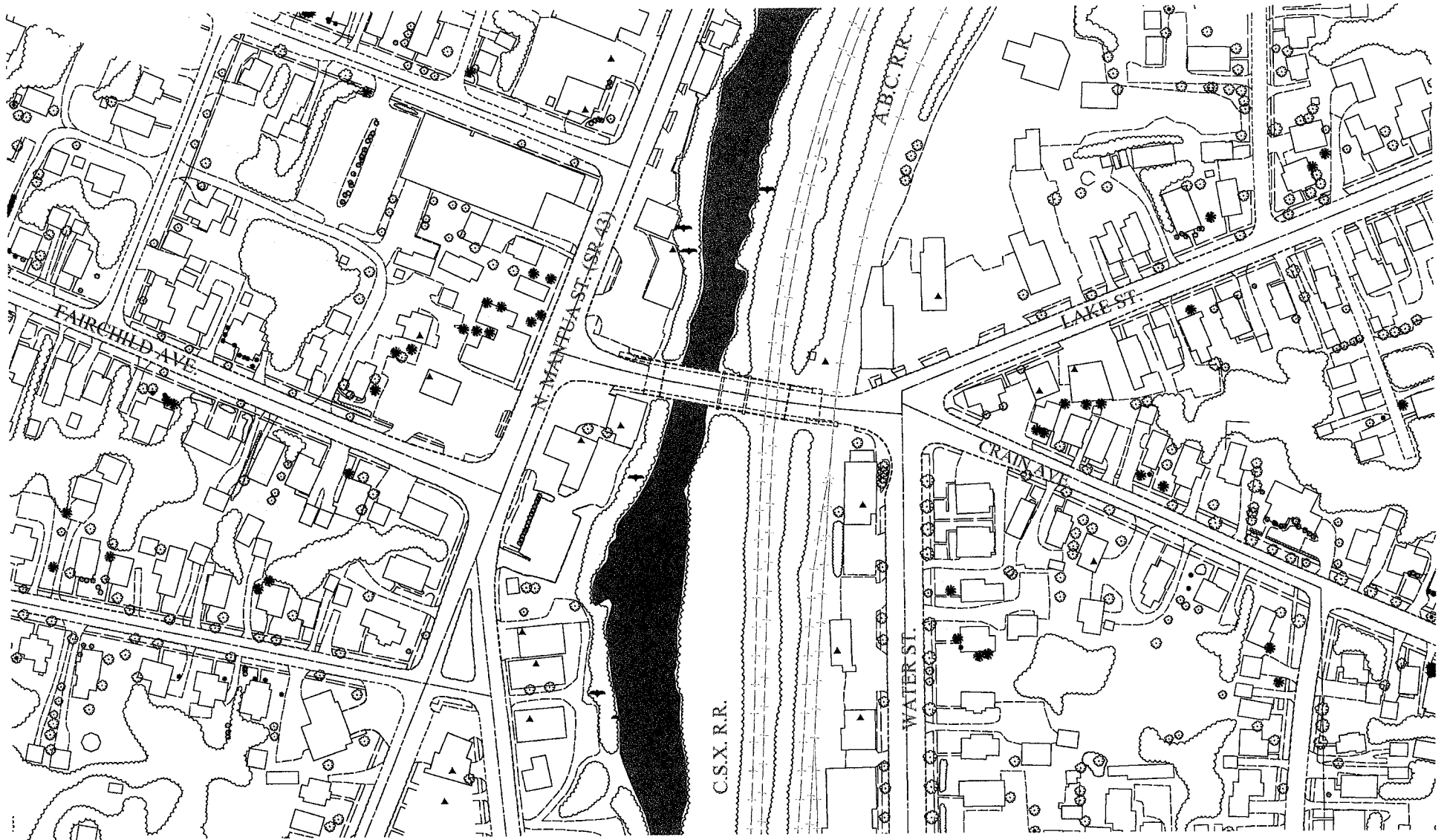


# CONCEPTUAL ALTERNATE 6

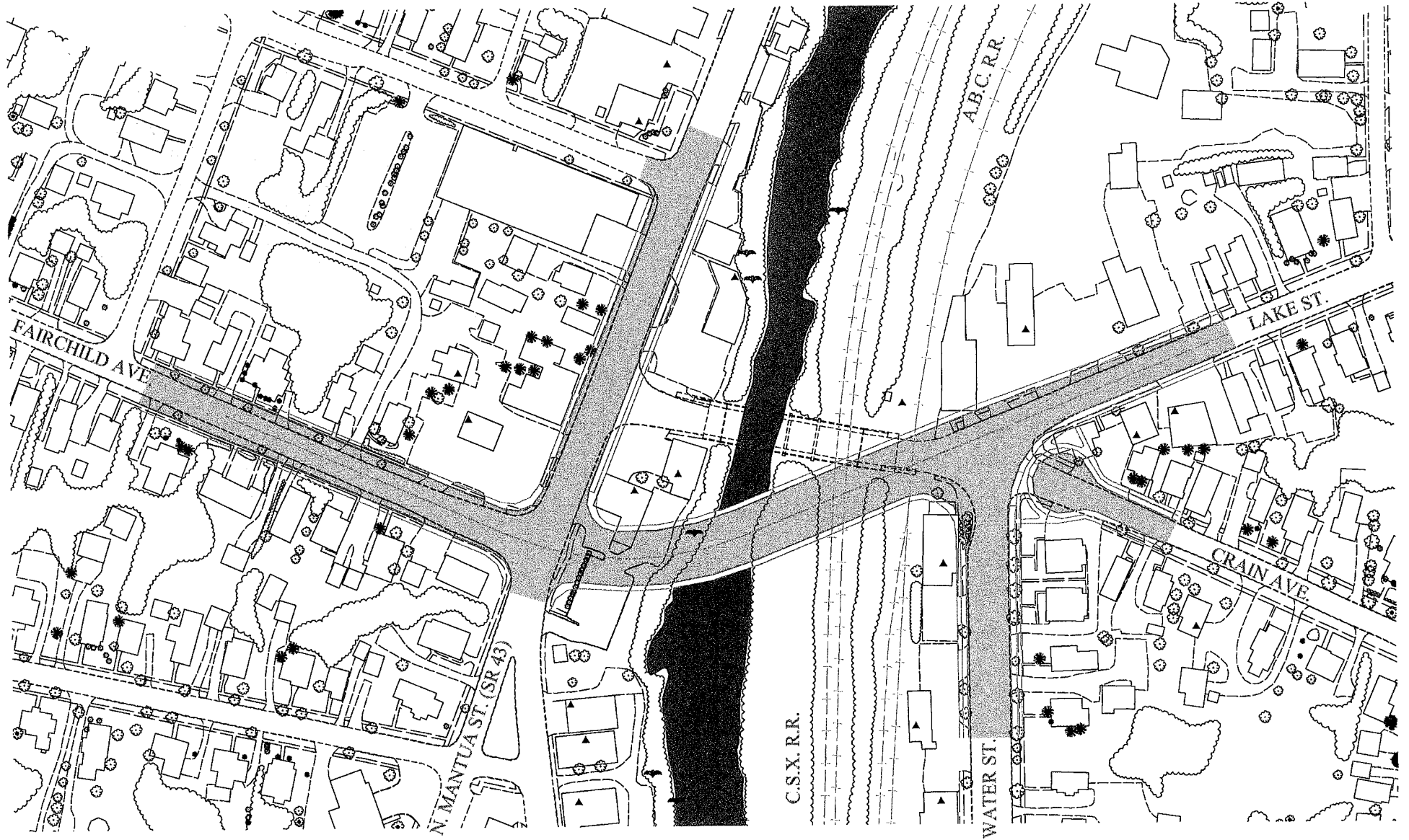




# CONCEPTUAL ALTERNATE 7

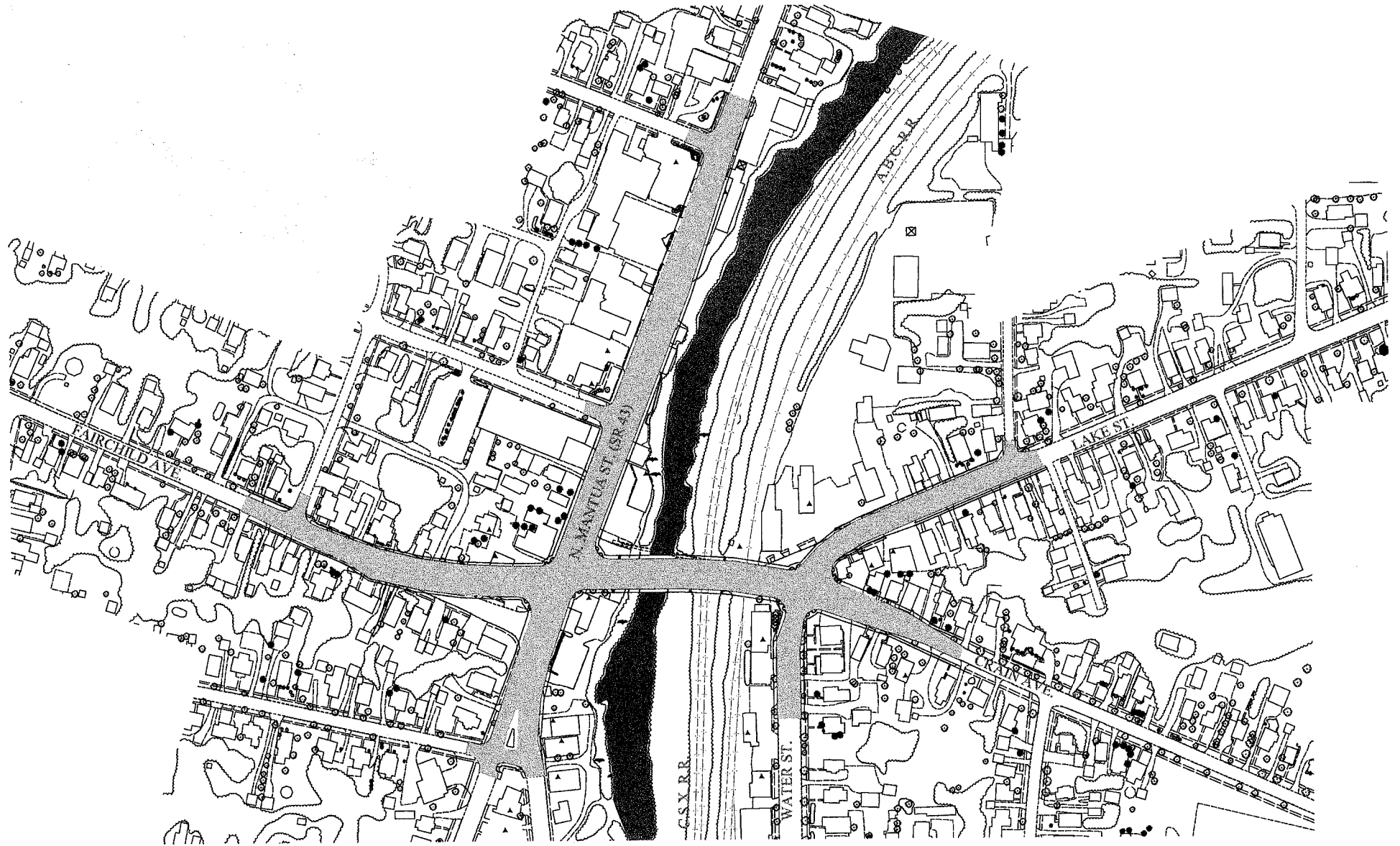


# CONCEPTUAL ALTERNATE 8





# CONCEPTUAL ALTERNATE 9



# Data & Alternate Evaluation

## Determination of Feasible Alternates

- Purpose & Need Applicability
  - Alts. 1, 2, 4, 5, 6 & 9
- Cost/Property Impact Prohibitive Alternates
  - Alts. 1, 5 & 6
- Remaining Alternates
  - Alts. 2, 4 & 9

# Data & Alternate Evaluation

- Traffic Evaluation
  - Highway Capacity Manual vs. Synchro/SimTraffic
  - Existing Conditions
    - *Link*
  - 2027 “Low-Build”
    - *Link*
  - 2027 Proposed
    - *Link*

# Data & Alternate Evaluation

- Preliminary Layout of Feasible Alternates
  - S.R. 43 Layout
- Determine Impacts
  - Property Impacts
  - Environmental Impacts
  - Maintenance of Traffic Impacts
  - Cost Impacts

# Feasible Alternate Impacts

|                                   | <b>Alternate 2</b>                          | <b>Alternate 4</b>                          | <b>Alternate 9</b>                          |
|-----------------------------------|---|---|---|
| <b>Property</b>                   | 7 Residential<br>8 Commercial               | 9 Residential<br>8 Commercial               | 7 Residential<br>8 Commercial               |
| <b>Environmental</b>              | 21 Potential<br>Hazardous Material<br>Sites | 21 Potential<br>Hazardous Material<br>Sites | 21 Potential<br>Hazardous Material<br>Sites |
| <b>Maintenance<br/>of Traffic</b> | 4 Month Detour                              | 4 Month Detour                              | 12 Month Detour<br>(Emergency<br>Vehicles)  |
| <b>Project Costs</b>              | \$15,133,500                                | \$15,793,500                                | \$15,653,500                                |

# Public Involvement

- June 10, 2002 Meeting Comments
  - 53 Comments received
  - Bridge Location
    - Replace existing (9)
    - Replace with Bicycle/Pedestrian Bridge (6)
    - Close Bridge (3)
  - Traffic Concerns
    - Divert Traffic from Crain Avenue (15)
    - Cul-de-sac Crain Avenue (3)
  - Bicycle/Pedestrian Safety (8)

# What's Next?

- Complete public involvement
- Select a feasible alternate
- Complete additional environmental studies
- Complete environmental document
- Final design
- Right-of-way acquisition
- Construction

## Crain Traffic Study

KSU and City of Kent Joint Traffic  
Study

### Purpose of Study

- Request from City Manager
- Examine the Traffic Situation as it exists on Crain and along Crain bridge
- Discuss Possible Effects of Proposal on Crain Traffic
- Suggestions on How to Continue the Study



## Study Mechanics

- Six members of study team
- Intersection Counts for AM and PM around Study Site
- 24 hour tube counts on Crain and on Fairchild
- Use of Synchro to Examine Traffic Conditions

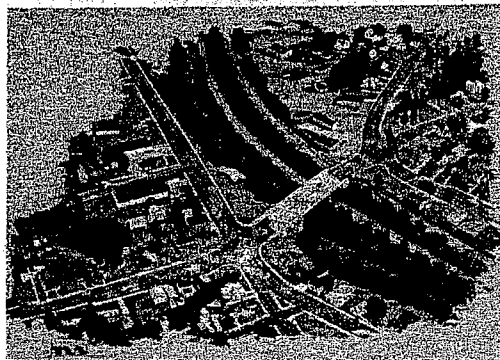
## Proposed Alignment

Existing



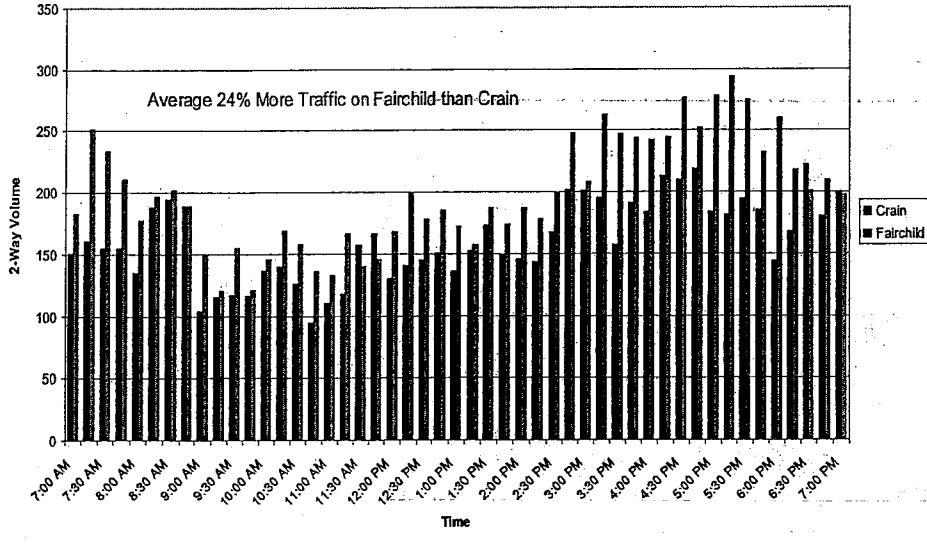
*Existing Crain Avenue Bridge*

Proposed



## Crain and Fairchild Tube Counts

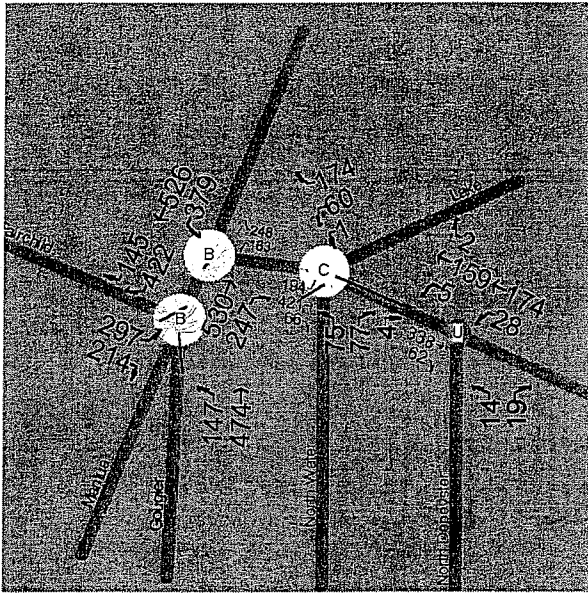
Crain and Fairchild:  
Thursday, September 5



## Fairchild and Crain Counts

| Crain            | 24 hr | Fairchild        | 24 hr |
|------------------|-------|------------------|-------|
| Thursday 9/5     | 10492 | Thursday 9/5     | 12776 |
| Friday 9/6       | 10510 | Friday 9/6       | 12972 |
| Saturday 9/7     | 7528  | Saturday 9/7     | 9874  |
| Sunday 9/8       | 7001  | Sunday 9/8       | 8825  |
| Monday 9/9       | 9974  | Monday 9/9       | 12035 |
| Tuesday 9/10     | 10388 | Tuesday 9/10     | 12401 |
| Wednesday 9/11   | 10226 | Wednesday 9/11   | 12190 |
| AMATS Count 1997 | 9350  | AMATS Count 1997 | 8950  |

### Congestion Levels: 7:30-8:30 AM

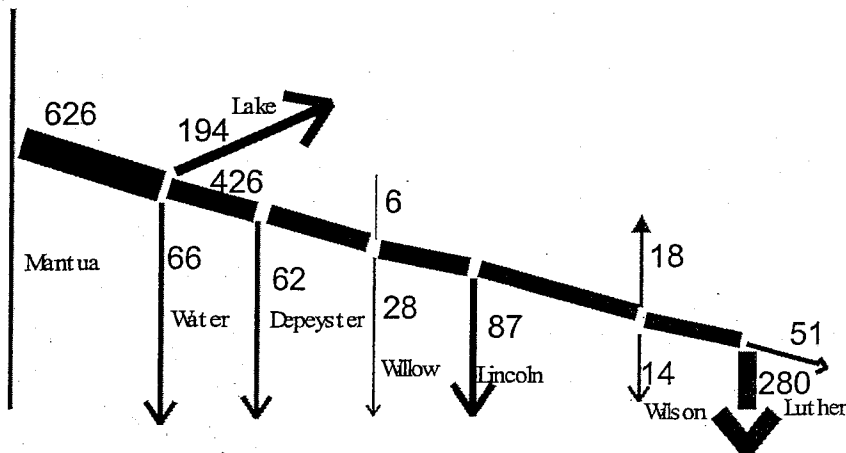


#### Levels of Service

A = Free flowing

F = Completely Congested

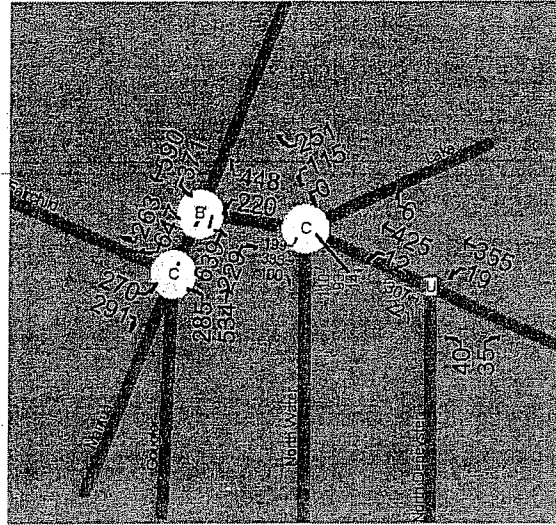
### Crain in the Morning: Eastbound



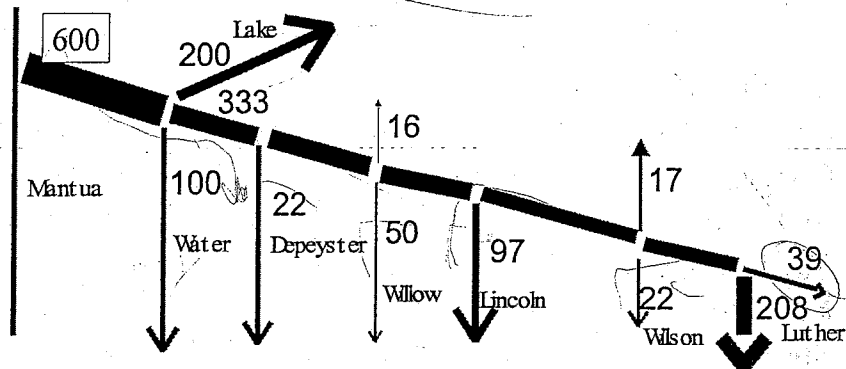
From Mantua, about 66% of eastbound traffic continues on to Crain

From Water, about 67% of eastbound traffic exits on Luther

### Congestion Levels: 4:30-5:30 PM



### Crain in Late Afternoon: Eastbound

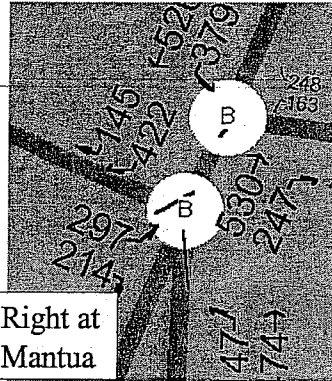


From Mantua, about 56% of eastbound traffic continues on to Crain  
 From Water, about 62% of eastbound traffic exits on Luther  
 Before Water, Westbound traffic greater than Eastbound (443 vs. 347)  
 At Mantua. Westbound traffic greater than Eastbound (668 vs. 600).  
 Westbound traffic feeder sources: Main, Luther, Lincoln

## Possible Impacts of Alignment

- Right now, significant Fairchild traffic takes right at Mantua (214 AM, 291 PM)
- If half that traffic continues on Crain, we can expect significant impact on Crain east of bridge.
- Given current traffic patterns, this means 72 (17%) more cars in AM and 80 (24%) more cars in PM.

AM Counts



## Conclusions

- Existing Traffic indicates higher traffic on Fairchild than Crain – about 50% at peak
- Congestion in area mixed; most levels of service look good
- Strong eastbound flow on Crain Ave. in AM and PM – continues from Mantua to Luther
- Strong westbound flow on Crain Ave. in PM – comes from many sources: especially Main, Luther, and Lincoln
- Alignment will likely result in initially substantial increase in Crain Avenue traffic east of Water.

FALL AM

| Crain at Mantua<br>AM |               |               |                |                |       |
|-----------------------|---------------|---------------|----------------|----------------|-------|
|                       | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                       | 0             | 411           | 905            | 777            | 2093  |
|                       | 0.0%          | 19.6%         | 43.2%          | 37.1%          |       |
| Right turn            | 0             | 248           | 0              | 247            | 495   |
| Percentage            | 0.0%          | 60.3%         | 0.0%           | 31.8%          | 23.7% |
| Thru                  | 0             | 0             | 526            | 530            | 1056  |
| Percentage            | 0.0%          | 0.0%          | 58.1%          | 68.2%          | 50.5% |
| Left turn             | 0             | 163           | 379            | 0              | 542   |
| Percentage            | 0.0%          | 39.7%         | 41.9%          | 0.0%           | 25.9% |

| Crain at Lake/Water<br>AM |               |               |                |                |       |
|---------------------------|---------------|---------------|----------------|----------------|-------|
|                           | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                           | 681           | 166           | 235            | 156            | 1238  |
|                           | 55.0%         | 13.4%         | 19.0%          | 12.6%          |       |
| Right turn                | 66            | 2             | 174            | 4              | 246   |
| Percentage                | 9.7%          | 1.2%          | 74.0%          | 2.6%           | 19.9% |
| Thru                      | 421           | 159           | 60             | 77             | 717   |
| Percentage                | 61.8%         | 95.8%         | 25.5%          | 49.4%          | 57.9% |
| Left turn                 | 194           | 5             | 1              | 75             | 275   |
| Percentage                | 28.5%         | 3.0%          | 0.4%           | 48.1%          | 22.2% |

| Fairchild/Mantua/Gougler<br>AM |               |               |                |                |       |
|--------------------------------|---------------|---------------|----------------|----------------|-------|
|                                | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                                | 511           | 0             | 567            | 621            | 1699  |
|                                | 30.1%         | 0.0%          | 33.4%          | 36.6%          |       |
| Right turn                     | 214           | 0             | 145            | 0              | 359   |
| Percentage                     | 41.9%         | 0.0%          | 25.6%          | 0.0%           | 21.1% |
| Thru                           | 0             | 0             | 422            | 147            | 569   |
| Percentage                     | 0.0%          | 0.0%          | 74.4%          | 23.7%          | 33.5% |
| Left turn                      | 297           | 0             | 0              | 474            | 771   |
| Percentage                     | 58.1%         | 0.0%          | 0.0%           | 76.3%          | 45.4% |

| Crain at Luther<br>AM |               |               |                |                |       |
|-----------------------|---------------|---------------|----------------|----------------|-------|
|                       | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                       | 331           | 89            | 0              | 40             | 460   |
|                       | 72.0%         | 19.3%         | 0.0%           | 8.7%           |       |
| Right turn            | 280           | 0             | 0              | 2              | 282   |
| Percentage            | 84.6%         | 0.0%          | 0.0%           | 5.0%           | 61.3% |
| Thru                  | 51            | 83            | 0              | 0              | 134   |
| Percentage            | 15.4%         | 93.3%         | 0.0%           | 0.0%           | 29.1% |
| Left turn             | 0             | 6             | 0              | 38             | 44    |
| Percentage            | 0.0%          | 6.7%          | 0.0%           | 95.0%          | 9.6%  |

| Crain at Lincoln<br>AM |               |               |                |                |       |
|------------------------|---------------|---------------|----------------|----------------|-------|
|                        | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                        | 387           | 140           | 0              | 41             | 568   |
|                        | 68.1%         | 24.6%         | 0.0%           | 7.2%           |       |
| Right turn             | 87            | 0             | 0              | 14             | 101   |
| Percentage             | 22.5%         | 0.0%          | 0.0%           | 34.1%          | 17.8% |
| Thru                   | 300           | 130           | 0              | 0              | 430   |
| Percentage             | 77.5%         | 92.9%         | 0.0%           | 0.0%           | 75.7% |
| Left turn              | 0             | 10            | 0              | 27             | 37    |
| Percentage             | 0.0%          | 7.1%          | 0.0%           | 65.9%          | 6.5%  |

| Crain at Wilson<br>AM |               |               |                |                |       |
|-----------------------|---------------|---------------|----------------|----------------|-------|
|                       | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                       | 255           | 103           | 81             | 51             | 490   |
|                       | 52.0%         | 21.0%         | 16.5%          | 10.4%          |       |
| Right turn            | 14            | 15            | 8              | 5              | 42    |
| Percentage            | 5.5%          | 14.6%         | 9.9%           | 9.8%           | 8.6%  |
| Thru                  | 223           | 86            | 38             | 36             | 383   |
| Percentage            | 87.5%         | 83.5%         | 46.9%          | 70.6%          | 78.2% |
| Left turn             | 18            | 2             | 35             | 10             | 65    |
| Percentage            | 7.1%          | 1.9%          | 43.2%          | 19.6%          | 13.3% |

| Crain at Willow<br>AM |               |               |                |                |       |
|-----------------------|---------------|---------------|----------------|----------------|-------|
|                       | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                       | 390           | 157           | 52             | 45             | 644   |
|                       | 60.6%         | 24.4%         | 8.1%           | 7.0%           |       |
| Right turn            | 28            | 7             | 19             | 12             | 66    |
| Percentage            | 7.2%          | 4.5%          | 36.5%          | 26.7%          | 10.2% |
| Thru                  | 356           | 143           | 23             | 9              | 531   |
| Percentage            | 91.3%         | 91.1%         | 44.2%          | 20.0%          | 82.5% |
| Left turn             | 6             | 7             | 10             | 24             | 47    |
| Percentage            | 1.5%          | 4.5%          | 19.2%          | 53.3%          | 7.3%  |

| Crain at Depeyster<br>AM |               |               |                |                |       |
|--------------------------|---------------|---------------|----------------|----------------|-------|
|                          | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                          | 400           | 202           | 0              | 33             | 635   |
|                          | 63.0%         | 31.8%         | 0.0%           | 5.2%           |       |
| Right turn               | 62            | 0             | 0              | 19             | 81    |
| Percentage               | 15.5%         | 0.0%          | 0.0%           | 57.6%          | 12.8% |
| Thru                     | 338           | 174           | 0              | 0              | 512   |
| Percentage               | 84.5%         | 86.1%         | 0.0%           | 0.0%           | 80.6% |
| Left turn                | 0             | 28            | 0              | 14             | 42    |
| Percentage               | 0.0%          | 13.9%         | 0.0%           | 42.4%          | 6.6%  |

| Crain at Mantua<br>PM |               |               |                |                |       |
|-----------------------|---------------|---------------|----------------|----------------|-------|
|                       | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                       | 0             | 436           | 879            | 880            | 2195  |
|                       | 0.0%          | 19.9%         | 40.0%          | 40.1%          |       |
| Right turn            | 0             | 278           | 0              | 245            | 523   |
| Percentage            | 0.0%          | 63.8%         | 0.0%           | 27.8%          | 23.8% |
| Thru                  | 0             | 0             | 542            | 635            | 1177  |
| Percentage            | 0.0%          | 0.0%          | 61.7%          | 72.2%          | 53.6% |
| Left turn             | 0             | 158           | 337            | 0              | 495   |
| Percentage            | 0.0%          | 36.2%         | 38.3%          | 0.0%           | 22.6% |

| Crain at Lake/Water<br>PM |               |               |                |                |       |
|---------------------------|---------------|---------------|----------------|----------------|-------|
|                           | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                           | 632           | 443           | 366            | 217            | 1658  |
|                           | 38.1%         | 26.7%         | 22.1%          | 13.1%          |       |
| Right turn                | 100           | 6             | 251            | 14             | 371   |
| Percentage                | 15.8%         | 1.4%          | 68.6%          | 6.5%           | 22.4% |
| Thru                      | 333           | 425           | 115            | 93             | 966   |
| Percentage                | 52.7%         | 95.9%         | 31.4%          | 42.9%          | 58.3% |
| Left turn                 | 199           | 12            | 0              | 110            | 321   |
| Percentage                | 31.5%         | 2.7%          | 0.0%           | 50.7%          | 19.4% |

| Fairchild/Mantua/Gougler<br>PM |               |               |                |                |       |
|--------------------------------|---------------|---------------|----------------|----------------|-------|
|                                | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                                | 561           | 0             | 910            | 819            | 2290  |
|                                | 24.5%         | 0.0%          | 39.7%          | 35.8%          |       |
| Right turn                     | 291           | 0             | 263            | 0              | 554   |
| Percentage                     | 51.9%         | 0.0%          | 28.9%          | 0.0%           | 24.2% |
| Thru                           | 0             | 0             | 647            | 285            | 932   |
| Percentage                     | 0.0%          | 0.0%          | 71.1%          | 34.8%          | 40.7% |
| Left turn                      | 270           | 0             | 0              | 534            | 804   |
| Percentage                     | 48.1%         | 0.0%          | 0.0%           | 65.2%          | 35.1% |

| Crain at Luther<br>PM |               |               |                |                |       |
|-----------------------|---------------|---------------|----------------|----------------|-------|
|                       | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                       | 247           | 135           | 0              | 118            | 500   |
|                       | 49.4%         | 27.0%         | 0.0%           | 23.6%          |       |
| Right turn            | 208           | 0             | 0              | 4              | 212   |
| Percentage            | 84.2%         | 0.0%          | 0.0%           | 3.4%           | 42.4% |
| Thru                  | 39            | 130           | 0              | 0              | 169   |
| Percentage            | 15.8%         | 96.3%         | 0.0%           | 0.0%           | 33.8% |
| Left turn             | 0             | 5             | 0              | 114            | 119   |
| Percentage            | 0.0%          | 3.7%          | 0.0%           | 96.6%          | 23.8% |

| Crain at Lincoln<br>PM |               |               |                |                |       |
|------------------------|---------------|---------------|----------------|----------------|-------|
|                        | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                        | 370           | 244           | 0              | 155            | 769   |
|                        | 48.1%         | 31.7%         | 0.0%           | 20.2%          |       |
| Right turn             | 97            | 0             | 0              | 43             | 140   |
| Percentage             | 26.2%         | 0.0%          | 0.0%           | 27.7%          | 18.2% |
| Thru                   | 273           | 219           | 0              | 0              | 492   |
| Percentage             | 73.8%         | 89.8%         | 0.0%           | 0.0%           | 64.0% |
| Left turn              | 0             | 25            | 0              | 112            | 137   |
| Percentage             | 0.0%          | 10.2%         | 0.0%           | 72.3%          | 17.8% |

| Crain at Wilson<br>PM |               |               |                |                |       |
|-----------------------|---------------|---------------|----------------|----------------|-------|
|                       | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                       | 224           | 223           | 67             | 60             | 574   |
|                       | 39.0%         | 38.9%         | 11.7%          | 10.5%          |       |
| Right turn            | 17            | 21            | 6              | 2              | 46    |
| Percentage            | 7.6%          | 9.4%          | 9.0%           | 3.3%           | 8.0%  |
| Thru                  | 185           | 198           | 33             | 31             | 447   |
| Percentage            | 82.6%         | 88.8%         | 49.3%          | 51.7%          | 77.9% |
| Left turn             | 22            | 4             | 28             | 27             | 81    |
| Percentage            | 9.8%          | 1.8%          | 41.8%          | 45.0%          | 14.1% |

| Crain at Willow<br>PM |               |               |                |                |       |
|-----------------------|---------------|---------------|----------------|----------------|-------|
|                       | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                       | 385           | 397           | 64             | 113            | 959   |
|                       | 40.1%         | 41.4%         | 6.7%           | 11.8%          |       |
| Right turn            | 50            | 17            | 10             | 36             | 113   |
| Percentage            | 13.0%         | 4.3%          | 15.6%          | 31.9%          | 11.8% |
| Thru                  | 319           | 366           | 34             | 18             | 737   |
| Percentage            | 82.9%         | 92.2%         | 53.1%          | 15.9%          | 76.9% |
| Left turn             | 16            | 14            | 20             | 59             | 109   |
| Percentage            | 4.2%          | 3.5%          | 31.3%          | 52.2%          | 11.4% |

| Crain at Depeyster<br>PM |               |               |                |                |       |
|--------------------------|---------------|---------------|----------------|----------------|-------|
|                          | East<br>Bound | West<br>Bound | South<br>Bound | North<br>Bound | Total |
|                          | 329           | 374           | 0              | 75             | 778   |
|                          | 42.3%         | 48.1%         | 0.0%           | 9.6%           |       |
| Right turn               | 22            | 0             | 0              | 35             | 57    |
| Percentage               | 6.7%          | 0.0%          | 0.0%           | 46.7%          | 7.3%  |
| Thru                     | 307           | 355           | 0              | 0              | 662   |
| Percentage               | 93.3%         | 94.9%         | 0.0%           | 0.0%           | 85.1% |
| Left turn                | 0             | 19            | 0              | 40             | 59    |
| Percentage               | 0.0%          | 5.1%          | 0.0%           | 53.3%          | 7.6%  |

**FALL - AM**

| <b>Crain at Lake/Water<br/>AM</b> |                       |                       |                        |                        |              |
|-----------------------------------|-----------------------|-----------------------|------------------------|------------------------|--------------|
|                                   | <b>East<br/>Bound</b> | <b>West<br/>Bound</b> | <b>South<br/>Bound</b> | <b>North<br/>Bound</b> | <b>Total</b> |
|                                   | <b>681</b>            | <b>166</b>            | <b>235</b>             | <b>156</b>             | <b>1238</b>  |
|                                   | 55.0%                 | 13.4%                 | 19.0%                  | 12.6%                  |              |
| Right turn                        | 66                    | 2                     | 174                    | 4                      | 246          |
| Percentage                        | 9.7%                  | 1.2%                  | 74.0%                  | 2.6%                   | 19.9%        |
| Thru                              | 421                   | 159                   | 60                     | 77                     | 717          |
| Percentage                        | 61.8%                 | 95.8%                 | 25.5%                  | 49.4%                  | 57.9%        |
| Left turn                         | 194                   | 5                     | 1                      | 75                     | 275          |
| Percentage                        | 28.5%                 | 3.0%                  | 0.4%                   | 48.1%                  | 22.2%        |

| <b>Crain at Luther<br/>AM</b> |                       |                       |                        |                        |              |
|-------------------------------|-----------------------|-----------------------|------------------------|------------------------|--------------|
|                               | <b>East<br/>Bound</b> | <b>West<br/>Bound</b> | <b>South<br/>Bound</b> | <b>North<br/>Bound</b> | <b>Total</b> |
|                               | <b>331</b>            | <b>89</b>             | <b>0</b>               | <b>40</b>              | <b>460</b>   |
|                               | 72.0%                 | 19.3%                 | 0.0%                   | 8.7%                   |              |
| Right turn                    | 280                   | 0                     | 0                      | 2                      | 282          |
| Percentage                    | 84.6%                 | 0.0%                  | 0.0%                   | 5.0%                   | 61.3%        |
| Thru                          | 51                    | 83                    | 0                      | 0                      | 134          |
| Percentage                    | 15.4%                 | 93.3%                 | 0.0%                   | 0.0%                   | 29.1%        |
| Left turn                     | 0                     | 6                     | 0                      | 38                     | 44           |
| Percentage                    | 0.0%                  | 6.7%                  | 0.0%                   | 95.0%                  | 9.6%         |

**FALL - PM**

| <b>Crain at Lake/Water<br/>PM</b> |                       |                       |                        |                        |              |
|-----------------------------------|-----------------------|-----------------------|------------------------|------------------------|--------------|
|                                   | <b>East<br/>Bound</b> | <b>West<br/>Bound</b> | <b>South<br/>Bound</b> | <b>North<br/>Bound</b> | <b>Total</b> |
|                                   | <b>632</b>            | <b>443</b>            | <b>366</b>             | <b>217</b>             | <b>1658</b>  |
|                                   | 38.1%                 | 26.7%                 | 22.1%                  | 13.1%                  |              |
| Right turn                        | 100                   | 6                     | 251                    | 14                     | 371          |
| Percentage                        | 15.8%                 | 1.4%                  | 68.6%                  | 6.5%                   | 22.4%        |
| Thru                              | 333                   | 425                   | 115                    | 93                     | 966          |
| Percentage                        | 52.7%                 | 95.9%                 | 31.4%                  | 42.9%                  | 58.3%        |
| Left turn                         | 199                   | 12                    | 0                      | 110                    | 321          |
| Percentage                        | 31.5%                 | 2.7%                  | 0.0%                   | 50.7%                  | 19.4%        |

| <b>Crain at Luther<br/>PM</b> |                       |                       |                        |                        |              |
|-------------------------------|-----------------------|-----------------------|------------------------|------------------------|--------------|
|                               | <b>East<br/>Bound</b> | <b>West<br/>Bound</b> | <b>South<br/>Bound</b> | <b>North<br/>Bound</b> | <b>Total</b> |
|                               | <b>247</b>            | <b>135</b>            | <b>0</b>               | <b>118</b>             | <b>500</b>   |
|                               | 49.4%                 | 27.0%                 | 0.0%                   | 23.6%                  |              |
| Right turn                    | 208                   | 0                     | 0                      | 4                      | 212          |
| Percentage                    | 84.2%                 | 0.0%                  | 0.0%                   | 3.4%                   | 42.4%        |
| Thru                          | 39                    | 130                   | 0                      | 0                      | 169          |
| Percentage                    | 15.8%                 | 96.3%                 | 0.0%                   | 0.0%                   | 33.8%        |
| Left turn                     | 0                     | 5                     | 0                      | 114                    | 119          |
| Percentage                    | 0.0%                  | 3.7%                  | 0.0%                   | 96.6%                  | 23.8%        |



**FALL - AM**

| <b>Crain at Lake/Water<br/>AM</b> |                       |                       |                        |                        |              |
|-----------------------------------|-----------------------|-----------------------|------------------------|------------------------|--------------|
|                                   | <b>East<br/>Bound</b> | <b>West<br/>Bound</b> | <b>South<br/>Bound</b> | <b>North<br/>Bound</b> | <b>Total</b> |
|                                   | <b>681</b>            | <b>166</b>            | <b>235</b>             | <b>156</b>             | <b>1238</b>  |
|                                   | 55.0%                 | 13.4%                 | 19.0%                  | 12.6%                  |              |
| Right turn                        | 66                    | 2                     | 174                    | 4                      | 246          |
| Percentage                        | 9.7%                  | 1.2%                  | 74.0%                  | 2.6%                   | 19.9%        |
| Thru                              | 421                   | 159                   | 60                     | 77                     | 717          |
| Percentage                        | 61.8%                 | 95.8%                 | 25.5%                  | 49.4%                  | 57.9%        |
| Left turn                         | 194                   | 5                     | 1                      | 75                     | 275          |
| Percentage                        | 28.5%                 | 3.0%                  | 0.4%                   | 48.1%                  | 22.2%        |

| <b>Crain at Lincoln<br/>AM</b> |                       |                       |                        |                        |              |
|--------------------------------|-----------------------|-----------------------|------------------------|------------------------|--------------|
|                                | <b>East<br/>Bound</b> | <b>West<br/>Bound</b> | <b>South<br/>Bound</b> | <b>North<br/>Bound</b> | <b>Total</b> |
|                                | <b>387</b>            | <b>140</b>            | <b>0</b>               | <b>41</b>              | <b>568</b>   |
|                                | 68.1%                 | 24.6%                 | 0.0%                   | 7.2%                   |              |
| Right turn                     | 87                    | 0                     | 0                      | 14                     | 101          |
| Percentage                     | 22.5%                 | 0.0%                  | 0.0%                   | 34.1%                  | 17.8%        |
| Thru                           | 300                   | 130                   | 0                      | 0                      | 430          |
| Percentage                     | 77.5%                 | 92.9%                 | 0.0%                   | 0.0%                   | 75.7%        |
| Left turn                      | 0                     | 10                    | 0                      | 27                     | 37           |
| Percentage                     | 0.0%                  | 7.1%                  | 0.0%                   | 65.9%                  | 6.5%         |

**FALL - PM**

| <b>Crain at Lake/Water<br/>PM</b> |                       |                       |                        |                        |              |
|-----------------------------------|-----------------------|-----------------------|------------------------|------------------------|--------------|
|                                   | <b>East<br/>Bound</b> | <b>West<br/>Bound</b> | <b>South<br/>Bound</b> | <b>North<br/>Bound</b> | <b>Total</b> |
|                                   | <b>632</b>            | <b>443</b>            | <b>366</b>             | <b>217</b>             | <b>1658</b>  |
|                                   | 38.1%                 | 26.7%                 | 22.1%                  | 13.1%                  |              |
| Right turn                        | 100                   | 6                     | 251                    | 14                     | 371          |
| Percentage                        | 15.8%                 | 1.4%                  | 68.6%                  | 6.5%                   | 22.4%        |
| Thru                              | 333                   | 425                   | 115                    | 93                     | 966          |
| Percentage                        | 52.7%                 | 95.9%                 | 31.4%                  | 42.9%                  | 58.3%        |
| Left turn                         | 199                   | 12                    | 0                      | 110                    | 321          |
| Percentage                        | 31.5%                 | 2.7%                  | 0.0%                   | 50.7%                  | 19.4%        |

| <b>Crain at Lincoln<br/>PM</b> |                       |                       |                        |                        |              |
|--------------------------------|-----------------------|-----------------------|------------------------|------------------------|--------------|
|                                | <b>East<br/>Bound</b> | <b>West<br/>Bound</b> | <b>South<br/>Bound</b> | <b>North<br/>Bound</b> | <b>Total</b> |
|                                | <b>370</b>            | <b>244</b>            | <b>0</b>               | <b>155</b>             | <b>769</b>   |
|                                | 48.1%                 | 31.7%                 | 0.0%                   | 20.2%                  |              |
| Right turn                     | 97                    | 0                     | 0                      | 43                     | 140          |
| Percentage                     | 26.2%                 | 0.0%                  | 0.0%                   | 27.7%                  | 18.2%        |
| Thru                           | 273                   | 219                   | 0                      | 0                      | 492          |
| Percentage                     | 73.8%                 | 89.8%                 | 0.0%                   | 0.0%                   | 64.0%        |
| Left turn                      | 0                     | 25                    | 0                      | 112                    | 137          |
| Percentage                     | 0.0%                  | 10.2%                 | 0.0%                   | 72.3%                  | 17.8%        |

## Volume Count Crain Avenue

|  |       |
|--|-------|
| <b>AM - Turns from Mantua onto Crain</b>                       | 626   |
| Percent of Total Intersection Count                            | 29.9% |
| <b>PM - Turns from Crain onto Mantua</b>                       | 682   |
| Percent of Total Intersection Count                            | 31.1% |
| <b>AM - Straight thru on Crain at Lake/Water (Eastbound)</b>   | 421   |
| Percent of Total Intersection Count                            | 33.5% |
| <b>PM - Straight thru from Crain at Lake/Water (Westbound)</b> | 425   |
| Percent of Total Intersection Count                            | 25.6% |

## Volume Counts

|  | 24 Hour Count |               |
|--|---------------|---------------|
| <b>Thursday, September 5 - Fairchild</b> | <b>Total</b>  | <b>12,776</b> |
|  | Westbound     | 6,161         |
|  | Eastbound     | 6,615         |
| <b>Thursday, September 5 - Crain</b>     | <b>Total</b>  | <b>10,492</b> |
|  | Westbound     | 4,749         |
|  | Eastbound     | 5,743         |

**ATTACHMENT H-8**

**PUBLIC MEETINGS NO. 2, 3 & 4  
SEPTEMBER 19, 2002  
SEPTEMBER 24, 2002  
SEPTEMBER 26, 2002  
MEETING MINUTES**

THE CITY OF KENT, OHIO  
STREETS, SIDEWALKS & UTILITIES COMMITTEE  
THURSDAY, SEPT. 19, 2002

This meeting of the Streets, Sidewalks and Utilities Committee of Kent City Council was called to order by Chair Carol Neff at 7:00 p.m. on Wed., Sept. 19, 2002.

**PRESENT:** MR. DELEONE, MR. FELTON, MR. FERRARA, MS. GUCKELBERGER, MR. HAWKSLEY, MR. HEINEKING, MS. NEFF, AND MR. WILSON

**ALSO PRESENT:** J. FENDER, MAYOR; L. STEINBRECHER, CITY MANAGER; A. BRUBAKER, ACTING SERVICE DIRECTOR; AND L. COPLEY, CLERK OF COUNCIL

**ABSENT:** MR. SCHULTZ

Chair Neff thanked those in attendance. She said they would be talking about the Crain Avenue Bridge Project. She introduced **Low Steinbrecher, City Manager**, at this time.

Mr. Steinbrecher said this meeting is informational only and Council will not be asked to make any decisions relative to the project. He said there would be three presentations. He asked that they hold their questions until the conclusion of each presentation.

Mr. Steinbrecher said that after the three presentations are given, there would be an opportunity for questions or comments from the public. He said those comments and questions will be collected, along with comments and questions from the meetings scheduled for the following week. He said the staff would work with the consulting firm to compile a written report responding to the various comments and questions. He said when that report is available, they will have another meeting of the Streets, Sidewalks and Utilities Committee to present the responses. He said they would ask, at that time, for Council's direction on how to proceed with the project.

Mr. Steinbrecher introduced **Alan Brubaker, Acting Service Director**, at this time. Mr. Brubaker said the presentation would be given in three different sections. He said the first would be provided by AMATS, who will discuss the regional transportation process that leads to these types of projects. He said the engineering consultant, Finkbeiner, Pettis and Strout, would present information specific to the project and how it was developed to this point. Mr. Brubaker said Kent State University would make a presentation on traffic study work they are doing citywide.

Mr. Brubaker introduced those present, and noted they will all be present after the meeting if there are any questions. At this time, Mr. Brubaker introduced Mickey Marozzi, Portage County Engineer. He noted the Crain Avenue Bridge Project is a joint city/county project, adding that Mr. Marozzi has been helpful in helping fund the project.

Mr. Brubaker introduced Ken Hanson and Jason Segedy, who were present from AMATS. He introduced Bob Hochevar and Jim Bowling from Finkbeiner, Pettis, and Strout. Mr. Brubaker also introduced Dr. Dave Kaplan from Kent State University.

Mr. Brubaker said they would begin with Jason Segedy from AMATS. Mr. Segedy explained that he is the Transportation Planning Coordinator for the Akron Metropolitan Area Transportation Study (AMATS). He said Ken Hanson is the Study Director of AMATS.

Mr. Segedy said he would present a brief overview of AMATS at this time, adding he did not think many of those present understood their function. He said he would discuss the 2025 Regional Transportation Plan, adding that the Crain Avenue Bridge Project is included in this plan. He said he would discuss the project as it appears in their plan and how it went through their planning process.

Mr. Segedy said AMATS is a Metropolitan Planning Organization (MPO), adding they are located in all US urbanized areas with more than 50,000 in population. He said there are over three hundred similar agencies in the United States.

Mr. Segedy said this is one of sixteen MPOs in Ohio, adding there are MPOs in Cleveland, Canton and Youngstown.

Mr. Segedy said AMATS is responsible for cooperative, comprehensive, and coordinated regional transportation planning. He said they are the agency that facilitates planning between the federal, state, and local level. He said AMATS was established in 1962 under the Federal Aid Highway Act. He said they serve Summit County, Portage County, and a small portion of Wayne County, around Doylestown.

Mr. Segedy said the Policy Committee of AMATS is the decision making body, and is composed of Mayors and other elected officials throughout the areas he noted. He said the Policy Committee is responsible for voting on approval of the regional transportation plan and projects included in the plan as well as other reports that staff compiles.

Mr. Segedy said the Technical Advisory Committee is made up of engineers and other planners throughout the communities in the area. He said it is an advisory body to the Policy Committee.

Mr. Segedy said the Citizens Involvement Committee meets regularly and those meetings are open to anyone from the public wishing to give input on the plan.

Mr. Segedy said he and Mr. Hanson are part of the technical staff. He said they work on reports and plans that are given to other committees for decisions.

Mr. Segedy said some of AMATS responsibilities include coordinating transportation planning in the area. He said they do data collection, such as traffic counts. Mr. Segedy said they do studies of traffic congestion and accidents. He said the biggest product they do is a Regional Transportation Plan, adding it is a long-range document with a twenty-year or more time frame. He said the most recent plan is for 2025. Mr. Segedy said the plans are updated every three years, adding it is intended to guide the expenditure of federal funds. He said if a project is not on the plan, it cannot receive federal funds.

Mr. Segedy said they have a Transportation Improvement Program (TIP), which is like a short-range plan. He said it is a program of projects that have received money for implementation. He said the plan looks out four years, and currently the TIP they have is for Fiscal Year 2002 through 2005. He said it is updated every two years. Mr. Segedy said to get on the TIP for federal funding; a project must be on their plan.

Mr. Segedy said they are a planning and funding agency, and do not directly sponsor or implement projects. He said the AMATS Policy Committee allocates approximately \$18 million annually in federal transportation funding.

Mr. Segedy said there are many steps to develop a plan. He said they begin with data collection and analysis, and try to identify transportation alternatives. He said when they begin to identify alternatives to be included in the next plan, a series of public involvement meetings are held for input. He said after that process, they evaluate the different alternatives and how effective they will be. He said they are studied for impact on the community or the environment. He said they next identify needs for projects. He said they must do a financial forecast of how much federal money will be available over the period of the plan. He said they cannot recommend more projects than the amount of money to be available.

Mr. Segedy said after they complete the financial forecast, they develop recommendations, and have another set of public involvement meetings. He said the plan is then analyzed for air quality conformity. Mr. Segedy said after all of those steps, the Policy Committee votes to approve the plan.

Mr. Segedy said the whole process takes approximately three years, adding there are many steps a project must go through to be recommended in the plan.

Mr. Segedy said the Crain Avenue Realignment Project was first included in the AMATS 2000 Regional Transportation Plan when it was developed in 1981. He said it was also included in the 2020 Regional Transportation Plan in 1999. He said it was included in the 2025 Regional Transportation Plan in 2002.

Mr. Segedy said some of the first data collected is a congestion management analysis of the entire area. He said they study intersections, arterial roadways, and freeways, as to which are the most congested, based on existing traffic counts. He said in 1999, the most recent traffic counts were taken in the Kent area, and the capacity of the intersection was analyzed based on those traffic counts. He said they determined it operated at a Level of Service of "F", which is over capacity. He said this is the most severe traffic congestion for an intersection. He said they rank intersections in the area, adding this is the fourth most congested intersection in the AMATS area.

Mr. Segedy said when they go through the needs process, they look at different alternatives. He said the realignment of the Fairchild/Crain/State Route 43 intersection was the subject of public involvement meetings in August 2001. He said this project was one of approximately one hundred in the area for inclusion in the plan.

Mr. Segedy said they also evaluate the alternatives that were identified. He said they did not look at specific alternatives, but looked at a generic realignment of the intersection. He said based on their analysis, it would improve from LOS "F" to LOS "C". He noted that is quite an improvement.

Mr. Segedy said the Congestion Management Report was approved by the Policy Committee in December 2001.

Mr. Segedy said the final action done to allow the project to be included in the plan is the financial forecast. He said this project fits within the financial forecast. He said there was another set of public involvement meetings, with one held in Council Chambers on April 1, 2002. He said this project was included with other projects in the plan that was analyzed for air quality conformity. He said the plan was approved on May 8, 2002 by the Policy Committee.

Mr. Segedy said he hoped this gave them information on what AMATS is and how a project is identified for inclusion in the plan. He reiterated that they are a regional planning agency. He said if something is in the plan that does not mean it is going to happen. He said it means the project is eligible for federal transportation funding. He said projects are based on identified need and the amount of funds available. He said the decision to include projects in the Plan is made by a Policy Committee primarily composed of local elected officials.

Mr. DeLeone noted that Mr. Segedy said the intersection was rated low, and asked which intersection he was referencing. Mr. Segedy said it would be the SR 43/Crain/Fairchild intersection. Mr. DeLeone asked if the Regional Transit Plan is geared more toward state highways or more toward residential streets. Mr. Segedy said they plan, using the federal functional classification system. He said the roads are divided into different categories. He said it would include most roads, except for residential streets. He said they could include streets like Summit Street, Crain Avenue, Fairchild, and SR 43. He said it is not just state routes, but not all the way down to the local level. Mr. DeLeone asked if Crain Avenue was not a residential street, and Mr. Segedy said it would be included in the functional classification system, and would be eligible for federal money.

At this time, Mr. Brubaker introduced **Bob Hochevar, of Finkbeiner, Pettis, and Strout**. He noted Mr. Hochevar is the Project Manager for the project. Mr. Hochevar said he would give a brief history of the project, starting from 1994 to the current time. He said when he was done, Mr. Bowling, who is the Project Engineer, would present the alternatives.

Mr. Hochevar said this project has been with AMATS regional plan since 1981. He said the Portage County Engineer is the owner of the bridge, and responsible for its repair, maintenance and inspection. He said in 1994, the County Engineer decided that the bridge should be rehabilitated. He said Finkbeiner, Pettis, and Strout was hired to do a rehabilitation design for the structure. He said as they went through the beginning phases of the design, which included cost and structural analysis, they determined that it would be more cost effective to replace the structure rather than to rehabilitate it. He said that decision was confirmed by the Ohio Department of Transportation and the Portage County Engineer in 1995.

Mr. Hochevar said the rehabilitation funding was to utilize federal funds, adding there was process to be followed. He said ODOT is the watchdog of federal funding, and are responsible for reviewing the plans and analysis of the report in the design phase. He said they concurred that the structure should be replaced.

Mr. Hochevar said once that decision was made, the City got involved and asked that instead of replacing it on the existing alignment that they look at a new alignment to be in conformance with AMATS long-range plan.

Mr. Hochevar said the City and Portage County entered into an agreement in 1997, with the City being the lead agency in the design phase and preliminary environmental study phase. He said Portage County agreed to share in the cost of the replacement of the structure and realignment.

Mr. Hochevar said that letter of intent specifically states that the structure shall be replaced. He said it states that the congestion will be mitigated, and that the intersection of Fairchild/Crain/SR 43 would be realigned.

Mr. Hochevar said the Portage County Engineer was concerned about the long design process, because he felt the bridge might need additional repairs prior to replacement. He said that was also stipulated in the letter of intent.

Mr. Hochevar said his firm entered into a contract with the City of Kent in 1997 to begin the programming phase and the securing of federal funding for the project. He said over the next eighteen months, the project was programmed with the Ohio Department of Transportation for the environmental, preliminary development phase of the project. He said environmental studies were to be taken, with alternatives developed. He said they also tried to secure federal funds. He said there were funding constraints, since the construction date was eight years later. He said the County Engineers Association committed \$2.5 million for the project. He said the City was also the recipient of STP funds in the amount of \$500,000 for right-of-way acquisition.

Mr. Hochevar said they began the preliminary development phase of the project in 1999. He said this included data

collection, field surveying, and environmental studies, such as cultural, resource studies, hazardous materials studies, archaeological and architectural investigations.

Mr. Hochevar said the preliminary development phase of a project guarantees that the best interest of the public is allowed. He said it is a rigorous process of all environmental studies and data collection to develop and determine the best solution for the public overall.

Mr. Hochevar said that since they are utilizing federal funds, strict guidelines have to be met. He said one reason for the use of the preliminary development phase is to be sure the process flows through for money and in the public's interest. He said the County and the City could not fund this project without federal funds, adding it was important for them to secure the funds and follow the process.

At this time, Mr. Hochevar introduced **Jim Bowling** of Finkbeiner, Pettis, and Strout, at this time. Mr. Bowling said he is the Project Engineer, adding he has been involved with the project since 1999. He said he would review the preliminary development phase as it applies specifically to the Crain Avenue Project.

Mr. Bowling said the first step is to develop the purpose and needs statement. He said this sets goals for the project, and has a specific focus on what the project will accomplish. He said for Crain Avenue, the purpose and needs was developed, based on AMATS Regional Transportation Plan and the Portage County Engineer's bridge inspections, along with concern with the structural condition of the bridge.

Mr. Bowling said data collection was done in 1999 and 2000. He said from 1999 to 2001, there was an evaluation of the data and alternates. He said in July 2001, ODOT was brought to the project to review what was done in the preliminary development phase and to secure ODOT's approval. He said in May 2002, they submitted the needs assessment report and a project description. He said this report and description covers everything done from 1999 to 2002, including data collection and evaluation of the alternates.

Mr. Bowling said an open house was held on June 10 to show the results of the study, adding this marked the beginning of the public involvement phase.

Mr. Bowling said the purpose and needs of Crain Avenue was based on prior work done. He said the most important fact was the bridge replacement. He said the bridge has a sufficiency rating of 41.8 at the time of the bridge inspection. He said a rate of less than 50 entitles a bridge to be available for federal funds for its replacement.

Mr. Bowling said the realignment of Fairchild to Crain and reduction of traffic congestion was based on AMATS Regional Transportation Plan. He said their analysis showed that the intersection of SR 43/Crain/Fairchild was the fourth worst in the area.

Mr. Bowling said that Crain Avenue and Lake Street are minor arterial streets. He said that State Route 43 is a primary arterial. Mr. Bowling said the classification includes local streets, collector roads, minor arterials, principal arterials, and freeways. He said local streets are only used to get to personal residents. He said collector streets pick up local streets and move them to the arterial system. He said minor arterial streets transfer vehicles to the principal arterial streets.

Mr. Bowling said there were other issues for the purpose and need that were not major issues. He said as the project develops, they would need to be addressed. He said the clearance over the CSX Railroad track is 19.8 feet, adding the required clearance is 23 feet. He said this would be addressed with whatever alternate is selected.

Mr. Bowling said there is inadequate vertical site distance. He noted that as one goes over the bridge, they cannot see what is on the other side too well. He said the vertical site distance is only 65 feet. He said the required vertical site distance is 150 feet for areas with a speed limit of 25 mph. He said the intersection angle at Lake Street and Crain Avenue is too acute.

Mr. Bowling said that a study area is delineated so that all work done is contained within the area. He said that from that area, they developed a list of property owners and sent a letter to them. Mr. Bowling said the letter informed them that people would be in the area surveying and gathering information. He said the data collection includes existing plans, utility information, and certified traffic data. Mr. Bowling said that to use federal funds, traffic data needs to be projected by the State Department of Transportation. He said they do not allow consulting firms or AMATS to project traffic. He said this usually takes two to three months.

Mr. Bowling said that once they get certified traffic data, they do field and aerial surveys. He said environmental studies are done, adding they include ecological studies for endangered species; cultural resources, including historical architecture, older conditions that have not been altered much, and archaeological sites; and hazardous materials for any

bad soil.

Mr. Bowling said that once the data is collected, they evaluate the data and create alternates. He said the only item found in the ecological study was the potential for Indiana bat roosts. He said any tree with bark that spreads out has the potential for Indiana bats to roost. He said they are not that common in Ohio, but if there is a roost, it cannot be destroyed. Mr. Bowling said this means that the trees cannot be cut down during roosting times. He said if they are cut down, they have to be sure there is no roost at this time.

Mr. Bowling said from the surveys done for cultural resources, there are no sites eligible for the National Register of Historic Places. He said for the hazardous materials survey, twenty-one sites were screened that is the potential for hazardous materials. He said further studies would be done on those to make further determinations.

Mr. Bowling said with this information, they developed conceptual alternates. He said there was a total of nine conceptual alternates. He said they also had a 'no build' and a 'low build' alternate. He said the no-build is not acceptable, because if nothing is done, the bridge will fall down. He said the "low build" alternate would allow them to rehab the bridge for better flow and retime the signals, without any major changes.

Mr. Bowling said Finkbeiner, Pettis and Strout developed seven alternates. He said they met with the City Engineer on Dec. 8, 1999. He said the City asked them to look at another alternate, #8, which was submitted on May 8, 2000. He said after its submittal, and following another meeting on May 10, 2000, a ninth alternative was added.

Mr. Bowling began reviewing the conceptual alternates at this time. He noted that some are not as developed as others, because if it was determined to not meet the purpose and need or was not feasible, a lot of time was not spend to further develop it.

Mr. Bowling said Alternate #1 holds the intersection of Fairchild/SR 43 at its current location. He said the Crain/Lake/Water intersection would remain at the same location. He said this would cause an "S" curve over the river and the railroad tracks. He said this alternate met all aspects of the purpose and need, but it was felt that the ability to construct a bridge like the one in the alternate was costly. He said no work is permitted around the Cuyahoga River, as it is a floodway, so the City would be restricted. He said Alternate #1 was determined to be not feasible.

Mr. Bowling said Alternate #2 was determined to be feasible. He said it was presented on June 10, 2002 to the public. He said it connects Fairchild to Crain, holding the intersection of SR 43/Fairchild at the same location, crossing the river at a slight angle, and moving the intersection of Crain Avenue to the south. He said it was determined feasible and carried through the entire process.

Mr. Bowling said Alternate #3 connected Fairchild to Lake Street. He said the purpose and need stated specifically that Fairchild Avenue needed to be connected to Crain Avenue, but at the City Engineer's request, they laid out a few alternates to see the impacts. He said it did not follow the AMATS Regional Transportation Plan. He said the Fairchild/SR43 intersection would be at the same location, connected to Lake Street. He said Crain Avenue would have been "T"ed into Lake Street, very close to Water Street. He said this creates a bad situation, because of two intersections together at such a close proximity. He said it would also have a large impact on property. He said this alternate was not studied further.

Mr. Bowling said Alternate #4 met all requirements of the purpose and need and was presented on June 10, 2002. He said it moved the intersection of Fairchild Avenue/SR 43 to the north, and moved the intersection of Crain/Water/Lake to the south. He said this was viewed as a feasible alternate.

Mr. Bowling said Alternate #5 took Fairchild Avenue directly across the river to Crain Avenue. He said that it met all aspects of the purpose and need, but was determined as not being feasible because of the impact of the area south of Crain Avenue. He said it was similar to Alternate #2, which provided the same thing and affected fewer properties.

Mr. Bowling said Alternate #6 was not developed far at all. He said it held the Crain Avenue alignment, turned it to connect with Fairchild Avenue. He said this required a bad angle for SR 43, which would have to be realigned. Mr. Bowling said that due to the amount of work needed on SR 43 and the impact of the buildings east and west of SR 43, it was determined to be unfeasible.

Mr. Bowling said Alternate #7 was the low build alternate. He said all streets would remain in the same location. He said it would allow for interconnect of the signals and optimizing the timing of the signals. He said he has a traffic simulation that he will display later for them.

Mr. Bowling said the City Engineer requested Alternate #8. He said it is Alternate #3 with a cul-de-sac on Crain Avenue in



place of tying into Lake Street. He said this was determined to be unfeasible. He said the traffic using Crain Avenue would find a different route, adding it would shift onto the local streets. He said that AMATS reinstated the fact that the project was to connect Fairchild Avenue to Crain Avenue not Lake Street. He said this option was not studied farther.

Mr. Bowling said Alternate #9 is similar to Alternate #6 in that it holds the alignment of Crain Avenue over the river, but reduces the angle of the intersection at State Route 43. He said there would be no reconstruction of SR 43, and it follows the existing bridge route. He said this was determined to be a feasible alternate, as it met the purpose and the need.

Mr. Bowling said they looked at all of the alternates to determine which ones were feasible. He said to be feasible, the alternate had to meet the purpose and need, not be cost prohibitive, and not have obvious property impacts. Mr. Bowling said Alternates 1,2,4,5,6, and 9 met the purpose and need. He said from that Alternates 1,5,6 were cost prohibitive or had too many impacts. He said the remaining alternates, 2,4, and 9, were determined feasible and were presented on June 10.

Mr. Bowling said they were also doing traffic evaluations while doing the conceptual alternates. He said these conceptual alternates were based on alignment and assumed width of the road. He said the traffic evaluation determines how many lanes the road will need. Mr. Bowling said they did a highway capacity analysis, adding it is a standard analysis done for any ODOT or federal project. He said when the analysis was done; it showed they would need six lanes on SR 43 to handle the traffic, a five-lane bridge, and another lane on Crain Avenue. He said this was felt to be unreasonable and unnecessary. He said the City approached them and told them they need to know more and this was not enough information.

Mr. Bowling said they did a Synchro/Sim Traffic Analysis. He said this simulates the traffic flow. He said the program is required to look at the situation because it looks at the cars on individual basis. He said it takes each car through the intersections for the timing and phasing of the signals to cease the backup. He said the intersections are very close between SR 43, Lake St., and Crain Avenue. He said there is a lot of congestion and potential for traffic weaving.

Mr. Bowling said they did three simulations. He said they are simulations of the existing conditions, the "low-build" options, and a proposed alternate for the design years. He said the design year is set twenty years in the future, adding it is set for 2027. He said the reason for this is because that is the lifespan of the improvement.

Mr. Bowling displayed the simulation of the existing conditions in the area. He noted the model is moving four times the normal time, and was done for the peak fifteen minutes of traffic that occurs on an average day. He explained the simulation at this time. He noted the traffic backs up on Crain Avenue, almost to Depeyster St. He noted traffic backups on SR 43, and on the Crain Avenue Bridge. Mr. Bowling said there are times when the green lights cannot be used because of backups.

Mr. Bowling displayed the simulation of the "low build" alternate. He said this would be coordination of the signals, optimizing of the timing, doing the best they can without widening, realignment or any other major improvements. He said with the additional traffic projected, Crain Avenue backs up, as does Fairchild and SR 43. He noted Lake Street backs up also, adding they do not have as much of a backup at this time. He said it does not meet the traffic congestion problems in the area.

Mr. Bowling displayed the simulation of any of the three alternates, if they were chosen. He said they have added a left turn lane on SR 43. He said there is presently only a left turn and right turn lane on Fairchild, adding the simulation shows a through lane. Mr. Bowling said the bridge is expanded to four lanes to add an extra through lane. He said at Crain Avenue, within 250' of the intersection, a second through lane is added to provide for twice of the amount of cars during the "green time". He said with only one lane, there would continue to be a backup. He said the only backup on SR 43 is the left turn lane, adding that their initial analysis showed two lanes were needed. He said they did not solve all of the problems, but noted it is only a minor inconvenience compared to what would have been necessary had they added a second left turn lane.

Mr. Bowling said once they determined the feasible alternates, the exact number of lanes, and the length of the turn base, they lay out each alternate, adding they were displayed in the room. He said from those layouts, they determined impacts if constructed, including impacts on property, environment, maintenance of traffic and costs.

Mr. Bowling said he would present the feasible alternates and their impacts. He said the remaining alternates that did not meet the purpose and need were not studied further, adding they did not have data. He said for property impacts, Alternate #2 and #9 had the least amount impacted. He said all three proposals had the same environmental impacts, with twenty-one potential hazardous material sites, with work in front of or on the property.

Mr. Bowling said the maintenance of traffic impacts were similar for Alternate #2 and Alternate #4, with the least maintenance of traffic impacts. He said the alternates are both south of the existing bridge, adding they can maintain

traffic while building the proposed bridge to the south for the majority of the project. He said there would be a four-month detour required to raise the railroad tracks to meet the new alignment of the road.

Mr. Bowling said Alternate #9, which is located where the existing bridge is located would require closure of the bridge for twelve months, due to the fact the existing bridge would have to be demolished. He said the West Side Fire Station services areas on the other side of the Crain Avenue Bridge, out to Brady Lake. He said Alternates #2 and #4 could provide emergency vehicles over the bridge, even during the detour phase. He said with Alternate #9, during the entire detour phase, emergency vehicles would not be able to use the bridge, adding time to reaching properties on the other side of the bridge.

Mr. Bowling said the cost estimates for all three alternates were within 10% of each other, adding that Alternate #2 is about \$500,000 cheaper than the other two. He said that Alternate #2 has the least impact, but that does not mean it is a final decision. He noted that Mr. Hochevar mentioned that the good of the overall public is reviewed. He said once the data is collected, the public involvement phase begins. He said they present the information to the public to get comments on what has been determined. He noted that is where they are currently.

Mr. Bowling said public involvement started on June 10, 2002, adding approximately 122 people attended the meeting. He said most of the information they are viewing was presented; adding everything in the needs assessment report was available at the meeting. Mr. Bowling said that not all traffic models were available. He said they received fifty-three comments, adding there was a two-week comment period. He said they received comments beyond the two-week deadline, adding those comments were incorporated also into the project. He said there were three common themes from those fifty-three comments.

Mr. Bowling said one theme is the location of the proposed bridge. He said of the 53 comments, nine people mentioned they should replace the bridge at the existing location. He said six people suggested closing the bridge, only allowing pedestrians and bicycles. Mr. Bowling said three people suggested total closure of the bridge.

Mr. Bowling said there are 18,000 vehicles that use the Crain Avenue Bridge. He said if the bridge was closed, with traffic using other streets, they would be increasing the congestion elsewhere. He said the largest street for traffic is the 'Haymaker Parkway, adding they would practically double the amount of traffic.

Mr. Bowling said the next theme dealt with traffic concerns. He said fifteen comments said they wanted traffic diverted from Crain Avenue. Mr. Bowling said Crain Avenue is a minor arterial street, adding its function is to move traffic to principal arterials. He said it holds 10,000 to 12,000 cars daily, adding those cars would use other streets, adding to congestion. Mr. Bowling said that there were comments on bike and pedestrian safety. He said the project includes sidewalks on both sides of all roads. He said that currently there is sidewalk on the Crain Avenue Bridge that is four feet wide. He noted that it is not wide enough, and they are proposing eight feet sidewalks. He said the sidewalk would be six-feet wide on Fairchild, Lake, Water, and Crain Avenue. Mr. Bowling said bike lanes would be added to both sides of the road, similar to Fairchild Avenue, between Newcomer and Majors Lane. He said these would be added on Fairchild Avenue and Crain Avenue.

Mr. Bowling said the next part of the process is to complete the public involvement phase. He said there would be two more meetings, adding they will have a series of meetings the following weeks for comments. He said there would be another meeting to present the comments. Mr. Bowling said there would be a meeting with the Portage County Commissioners for an alternate to be selected. He said once an alternate has been selected, they would complete additional environmental studies of areas around the hazardous materials site. He said they need more research and soil samples to determine if there are any hazardous materials.

Mr. Bowling said from the public comments was mention of a potential historic site in the area. He said they had already screened the area, but told their sub contractor to take a special look at the property to determine if it is eligible for the National Register of Historic Places. He said once that is done, they would complete the environmental document, which summarizes everything he has discussed. He said it would discuss the reasoning behind the selected alternate, why it was selected, and why the project is needed. He said the final design phase includes right-of-way acquisition after the majority of the design is completed. He said it is expected that the acquisition will take 1.5 years to 2 years. He said construction should take about two years, being completed in 2007.

Ms. Neff asked for questions from the Committee at this time.

Mr. Ferrara asked which building had historical significance, and Mr. Bowling said it is 123 Crain Avenue, adding it is a residential building.

Mr. Ferrara asked, when they determined the purpose and need, if it a combination of issues such as repair and alleviation of traffic, or one or the other. Mr. Bowling said when the purpose and need was established in 1999, it was

both issues. He said when this was discussed in 1981; congestion was the concern of the Plan. He said in 1994, the Engineer determined the bridge had to be replaced. He said both of those were known issues that had to be addressed.

Mr. Hawksley said he was not familiar with the model used. He asked how it projects a traffic count for those who tend to avoid an intersection, and asked if it was factored in. Mr. Bowling said for federally funded projects, the central office projects traffic. He said AMATS provided traffic counts, as did his company, and the central office did traffic projection.

Mr. Hochevar said it is AMATS model that is used. He said they could do a future traffic format. He said it accounts for people diverting their route if there is traffic congestion.

Mr. Fender asked how many comparable projects have been done with similar congestion and road configuration, and Mr. Bowling said they just worked on SR 91 in Twinsburg. He said they have done numerous projects of this size, numerous bridge projects, and the Graham/SR 91 intersection. He said they also did the bridge on SR 59, in Blackhorse. Mr. Bowling said they have done similar projects, adding they are looking at simulating traffic for Graham Road @ State Route 8 off ramps to determine the number of lanes.

Mr. DeLeone said there were large boxes coming down Fairchild Avenue, and Mr. Bowling said those are trucks. Mr. DeLeone said that was not possible, as no trucks are allowed on Fairchild Avenue. Mr. DeLeone said that is one of his concerns about connecting Fairchild to Crain Avenue, as the cars barrel down Fairchild now. He asked what would stop them from continuing up Crain Avenue. He said he wants that addressed. Mr. DeLeone said he lives on Fairchild Avenue, and wants to know if that was addressed in the connection with Crain Avenue.

Mr. Bowling said trucks are currently not permitted on Crain Avenue. He said they count trucks or busses as separate vehicles, adding that is how they are in the model. Mr. DeLeone said the twenty-five year projection displayed a lot of trucks, adding he and some of his neighbors did not want that to happen.

Mr. Brubaker said the enforcement of "no trucks" is not an easy task for many police departments. He said when roads are built with road money; trucks pay a lot of the road money. He said they can assign truck routes, but have zoned parts of Fairchild for industrial uses. He said the trucks have to be permitted to use Fairchild to get to the industries. He said the city ordinance says that trucks must use the shortest route to the State Route. He said if Fairchild Avenue is the shortest route, they could be there legally. He said they also have an industrial zone on Lake Street. He said those trucks leaving Lake Street and going to Stow, will go out Fairchild Avenue. He said the police can pull them over, but they are legally allowed to use the road. Mr. Brubaker said there would probably be trucks on Fairchild Avenue. Mr. DeLeone said it was never explained to him in that fashion before.

Ms. Neff introduced **Dr. Dave Kaplan** from Kent State University at this time.

Dr. Kaplan said he has been involved in a joint traffic study, initiated between the City of Kent and Kent State University. He said they have been examine traffic surrounding Kent State University, adding they have been looking at the congestion levels and way to mitigate the congestion.

Dr. Kaplan said in August, the City Manager asked him to do counting and preliminary traffic analysis for the Crain Avenue area and bridge. He said part of this request was to discuss the alignment proposal and its effect on traffic on Crain Avenue. He said he would like to inform them of the results of their traffic count. He said he was open to suggestions of how they can continue to study so they are of usefulness to the City of Kent as they begin deliberations on these proposals.

Dr. Kaplan said the people who assisted him are from Kent State University. He said the most important thing they do is count traffic. He said it is a tedious job, adding they counted a variety of intersections in the Crain Avenue area in both the morning and afternoon periods. He said they counted traffic from 7:30 a.m. to 8:30 p.m. as well as 4:30 p.m. to 5:30 p.m., as they were determined to be the peak times.

Dr. Kaplan said they had twenty-four hour tube counts on Crain Avenue, east of Water Street, and Fairchild Avenue, west of Mantua Street. He said this gives them the sense of volume for the traffic as well as the pattern. He said they also used Synchro to examine traffic conditions also. He said they are trying to understand the traffic in the area.

Dr. Kaplan displayed a bar chart that showed the traffic tube counts on Crain Avenue and Fairchild Avenue for Thursday, Sept. 5, from 7:00 a.m. to 7:00 p.m. He said without an alignment, there is 24% more traffic on Fairchild Avenue than on Crain Avenue. He said when they view the peak periods, there is 50% more traffic volume on Fairchild Avenue than is on Crain Avenue.

Dr. Kaplan displayed an example of the overall counts produced which are twenty-four hour counts. He said there are some days when the counts are higher on Crain Avenue and Fairchild Avenue, adding that the weekends are lower. He

showed the difference in the counts that he had taken two weeks earlier against those done by AMATS in 1997.

Dr. Kaplan displayed a Synchro map, and noted the difference between his and the one displayed by Mr. Hochevar. He said they had it reviewed by Synchro experts. He said for the peak traffic between 7:30 a.m. and 8:30 p.m., they show the LOS of "B" for both Fairchild/Mantua and Crain/Mantua intersections. He said they show "C" for the intersection of Crain/Lake/Water Street. He said the levels they reported were significantly better, adding the overall LOS was better. He said he was open to 'tweaking' the model to see what the situation is.

A citizen asked what "B" and "C" mean, and Dr. Kaplan said if they look at the levels of service as defined by the Highway Capacity Manual, an "A" level of service means it is free flowing traffic, while an "F" level of service means it is total congestion. He said it was suggested earlier that they have an "F" level of service, but his data showed a "B" level of service. He noted it is a big discrepancy, adding he is unsure which is right. Dr. Kaplan noted he is only reporting what his results found.

At this time, he displayed a diagram of traffic on Crain Avenue, eastbound, in the morning. He said the question is where that traffic is going and where do it drop off. He said there are 626 cars entering onto Crain Avenue at Mantua Street. He said when they cross the bridge, there are 426 cars left. He said 66% of the eastbound traffic from the bridge continues on Crain Avenue. He said some vehicles exit to Depeyster, Lincoln, and Wilson Streets. He said a large part of that traffic empties out on Luther St. to get to E. Main street or Terrace St. He said that 67% of the traffic that begins at Crain and Water Street ends up exiting Luther on the morning. Dr. Kaplan said this tells them the traffic on Crain Avenue is not residential traffic, adding it is through traffic, with most of the cars using the road to access E. Main. He said that in essence, Crain Avenue is a bypass.

Dr. Kaplan displayed a Synchro map of congestion levels between 4:30 and 5:30 p.m. He said given the data collected on week earlier, they are shoring up as "B" and "C" LOS. He said the congestion is bad at certain legs.

Dr. Kaplan displayed a diagram of traffic on Crain Avenue, eastbound in late afternoon. He said this is traffic beginning at Mantua St. and Crain Avenue, continuing eastward. He said there are 600 cars entering Crain at Mantua Street, with 333 continuing on Crain Avenue past the Lake/Crain/Water intersection. He said that is about 56% of the eastbound traffic continues on Crain. He said some of the cars goes to Lincoln, adding that 62% of the traffic that begins at Water/Crain, goes out Luther. He said that this, again, shows Crain as a throughway.

Dr. Kaplan said the westbound traffic is not as great as eastbound traffic in the morning. He said the afternoon westbound traffic is greater than morning eastbound traffic. He said there is more traffic on Crain Avenue at the Water Street intersection. He said Mantua St. is greater with cars also. He said the feeders from Main Street feed into Crain Avenue.

Dr. Kaplan said he was asked to think about the possible impacts of the alignment, adding he did not think anyone studied it. He said he is unsure how ODOT comes up with their counts. He said he is a resident of Kent, live off Morris Road, and uses Fairchild often. He said he is like the 214 people going east on Fairchild, who end up making a right on Mantua Street. He said his traffic pattern is to take a right currently. He said if there were an alignment, he would probably stay straight on Crain Avenue because it is a lot easier and people take the path of least resistance.

Dr. Kaplan questioned what would happen if one-half of the traffic continued on Crain Avenue with its newly aligned traffic. He said it would be 72 more cars or 17% greater traffic on Crain Avenue in the morning, with 80 more cars or 24% greater traffic in the afternoon. Dr. Kaplan said he is not sure how many people will make that choice, but he is making a reasonable conjecture on how traffic and citizens behave in Kent.

Dr. Kaplan said his conclusion has little to do with the feasibility of the bridge and whether or not it is a good idea. He said he was asked to look at the traffic on Crain Avenue and Fairchild Avenue. He said what he saw was existing traffic showed higher traffic on Fairchild than Crain, adding it is 50% higher at the peak levels.

Dr. Kaplan said the congestion in the area is mixed, adding that the intersection LOS do look fairly good. He said there is a strong eastbound flow on Crain Avenue in the morning and afternoon hours. He said cars continue from Mantua Street to Luther St., adding it is used as a throughway by many cars to get to East Main Street. Dr. Kaplan said he concluded there is a strong westbound flow on Crain Avenue in the afternoon, adding it comes from many sources, including Main, Luther, and Lincoln. Dr. Kaplan said that his data shows the alignment will likely result in a substantial increase of Crain Avenue traffic east of Water Street. He said he is unsure whether it is a good or bad idea, but noted there would be an increase in traffic.

Mr. Ferrara asked Dr. Kaplan why his model shows the LOS to be "B" and "C", while the other one showed "F". Dr. Kaplan said he did not know and would like to compare his Synchro model with that produced by AMATS. He said he found the congestion better than he thought. He said the LOS is an average of traffic, adding it is made up of an average

of all LOS. He said State Route 43 going south could be a bad approach, while another approach may be good, giving an average that would be between the two. He said they did do peak hours and peak factors.

Mr. Ferrara asked if the model factors in a margin of error, and Dr. Kaplan said the model does factor in a margin of error. He said they counted all traffic along Crain Avenue, adding a lot of models only count main intersections. He said they counted every intersection, except University Street. He said he wanted to be sure they have complete counts through various periods during the day.

Mr. Hawksley noted that AMATS figures were a twenty-year projection, and asked Dr. Kaplan if he could build that into his model. Dr. Kaplan said they could add a percentage increase annually. He said that could be done, with a projected increase of 17% to 20%. He said he was most interested in the likely impact of traffic from the alignment of Fairchild and Crain Avenues. He said he is showing them all of his calculations so they can see what assumptions he used.

Ms. Neff called for audience comment at this time. She asked those wishing to speak give their name and address for the record and to limit their comments to three minutes.

**HAROLD WALKER, 557 BEECH DRIVE:** Mr. Walker said his question relates to the classification of the streets. He said he understands there are arterial classifications and collector classifications. He asked if Crain Avenue would continue to be a collector street or if it would be an arterial street after the alignment.

Mr. Brubaker said Crain Avenue is currently classified as a minor arterial street, adding it would have the same classification after the project.

**EDWARD BARGERSTOCK, 138 S. WATER ST:** Mr. Bargerstock said he saw two things missing. He said one study that was missing was a study on what happened if they did nothing. He suggested they close the bridge down for a period of time, and see the reality. He said they could close it for sixty to ninety days, adding that would prove a lot of the theories presented. He said they did not want to jeopardize safety vehicles, adding they could allow it open for safety vehicles, pedestrians, and bicycles. He said they could see how the traffic would impact the neighborhood. He said the neighborhood is suffering from traffic flows. He said there will be increases of traffic, and thanked Professor Kaplan for being honest.

Mr. Bargerstock said the flier on the meeting indicates that ODOT is projecting a traffic increase of less than 1%. He said there is an urban legend in Kent that the University would like to build a large multi-modal facility near the campus. He said he has seen a map, indicated they wish to house over 800 cars, adding that would have great impact on the traffic on the bridge. He asked if that fact has been factored in, adding he is sure it would increase the traffic more than 1%.

Mr. Bargerstock said he would not like to see the multi-modal facility happen, but if it does, they have a serious problem. He told them closing the bridge would be a simple thing to do, with low cost and low technology associated with it. He said it might inconvenience people to close the bridge for a trial basis. He said it is simple and inexpensive.

Mr. Bargerstock said the bridge needs to be repaired and replaced, adding that is not a question. He said it is a responsibility of the County, adding it should be done by the County at no cost. He said the only way they have cost associated with this project is because the City has chosen to get involved. He said it might make sense, adding he is not saying either idea is a bad one.

**JEAN VANARD, 602 N. WILLOW:** Ms. Vanard said she walks on Crain Avenue a lot. ~~She asked them to name the other three intersections that have a worst accident problem than Crain/Fairchild and SR 43.~~ Several people noted that the comment made earlier was not about accidents, but was about congestion.

Mr. Segedy said the other three were Merriman Road/Portage Path in Akron, State Route 18/Cleveland Massillon Road in Montrose, and Boston Mills Road/State Route 8.

Ms. Vanard asked where they planned to take the land to make bike paths, and asked if they were taking the tree lawns. Mr. Brubaker said bike lanes are provided for two reasons. He said Council previously passed legislation requiring bike lanes for new or remodeled highways. He said where the bikes go after getting downtown is another plan. He said they would be able to get down Fairchild, adding they a short section currently with no bike lanes. He said bikes are permitted in the streets, without bike lanes, adding it is safer and more convenient to have the bike lanes. He said once they get to the bridge, it is more difficult for bicyclists. He said it is important to have the bike lanes to get across the bridge and downtown.

Mr. Brubaker said they are not putting lanes on Crain Avenue, adding the lanes will end after they cross the bridge and go through the intersection. He said Crain Avenue would have no designate bike lane.

Mr. Brubaker said there is a plan for the City and the County to build a bike path around the railroad track to get to Towner's Woods. He said the Crain Avenue bridge area is a highly likely area to allow people to continue to Towner's Woods. He said there is no plan to improve or widen Crain Avenue at this time. He said that would be up to future planners, adding it is not in AMATS plan and not in the City's Capital Improvement Plan. He said all of their plans show that Crain Avenue is adequate for traffic currently and in the future. He said if citizens on Crain Avenue want improvements to Crain Avenue, they could inform their elected officials. He said once the bridge is built and the alignment is completed, their studies show that the existing Crain Avenue is shown to be adequate for the traffic.

~~Ms. Vanard said she had another question about the accidents and near-accidents where Crain and Lincoln Streets. She~~ She noted they told her they are working on it, and asked the status. Mr. Brubaker said they are still reviewing that issue in the Traffic, Engineering and Safety Committee. He said it is a subject different than the bridge.

Ms. Vanard noted that the brochure indicates that this intersection sees the fourth highest number of accident in Kent.

**BETH OSWITCH, 617 N. WILLOW ST:** Ms. Oswitch said she has given this a lot of thought. She said they do need a new bridge, adding the current one is in poor shape. She noted that Ms. Vanard was correct, adding that the literature shows the intersection to see the 4<sup>th</sup> highest number of accidents.

Mr. Brubaker said that is different than AMATS report. He said AMATS was reporting the statistics on traffic condition. He said the flier shows the accident statistics for Kent, adding he did not have the data for the three higher ones. Mr. Brubaker said he would have that data for them at the next meeting.

Ms. Oswitch said she was appreciative that Mr. Kaplan admitted he would take Crain Avenue if there were a straight lane. She noted they already have the congestion on Crain Avenue. She asked if anyone looked at the fact that the Luther Street traffic on Crain Avenue is backed up past Wilson Avenue. She said if they are going to increase traffic on Crain Avenue with cars going to Main Street, she had to question how much further this would be going down the street. She said it almost appears to her they are flipping the congestion. She said that instead of having the congestion at the bridge, they are backing up other intersection.

Ms. Oswitch said as a mother, she is concerned. She noted that she would be having school age children walking in that block. She said she was curious as to what they will do to curb the traffic in that area.

Mr. Brubaker said he is going to be giving an incomplete answer. He said Mr. Kaplan's opinion of traffic and the analysis of the traffic engineers are not the same. He said the AMATS group does traffic modeling projection, which is not Synchro software. He said it is a complicated high-tech program that tells them where the traffic will go. He said they have no way and no plan of improving the intersection of Luther St/Main St., so that more people can use it. He said that is the most predominate reason why the traffic will not increase insignificantly. He said there is limited access leaving Crain Avenue, adding only a limited number of people are willing to wait to get through.

Mr. Brubaker said this is a traffic congestion problem at the intersection of Mantua/Crain/Fairchild. He said the major delay is stacked up on the bridge, trying to cross the bridge to State Route 43. He said the other congestion is that traffic going south. He said this is the traffic congestion they are currently looking at.

Mr. Kaplan said he wished to clarify that the information he gave them were not opinions, adding they were based on actual counts taken. He said he did wonder how ODOT came up with a figure of less than 1% increase per year, and suggested ODOT could share their calculations.

Mr. Segedy said the less than 1% figure was from ODOT. He said the model was run for 2025. He said they forecast all trips that will occur in the entire area. He said ODOT was looking at traffic in the vicinity of the Crain Avenue intersection. He said the data is based on land use and population growth. He said their forecasting does not show a big increase in population or development in Kent for the next twenty-five years.

Mr. Kaplan said he was trying to extrapolate from the information presented. He said he believed it was reasonable connection of what will take place. He said with respect to the Main St/Luther St. intersection, he noted they also modeled that traffic. He said the Main/Terrace/Luther intersection is bad all the way through and is one area they are viewing in an attempt to mitigate the traffic.

**BRUCE WOODWARD, 421 CRAIN AVENUE:** Mr. Woodward said he has many concerns like the rest of the audience. He said his main concern is that Crain Avenue has been classified as a minor arterial street. He said for practical purposes, it is a residential street. He said it has a few four-way stops, adding that not many other arterials have four-way stops. He said there seems to be a philosophy of the Service Department that they are more concerned with not

increasing the traffic flow on major arterials, such as Fairchild Avenue, which is a four-lane road. He said there is little concern on increasing traffic on a minor residential street known as Crain Avenue.

**MITCHELL (UNCLEAR), 935 N. MANTUA ST:** He said he appreciated the work done by City officials and others who have worked on this project. He said if their goal is to control the congestion of N. Mantua Street, they do not need a bridge. He said all they need is constructive signage and enforcement. He said on Mondays through Fridays, between the hours of 7:00 a.m. and 9:00 a.m. and 4:00 p.m. to 6:00 p.m., restrict southbound traffic on North Mantua Street from turning left on the Crain Avenue Bridge. He said they could also restrict northbound traffic from turning left on Cuyahoga Street, Carthage, and Stinaff Streets. He said this would go a long way for the reduction of congestion on N. Mantua Street for the cost of signage and some enforcement. He said after they take those simple steps, they could revisit the subject of working on the bridge.

**PAULA (UNCLEAR), 941 N. MANTUA STREET:** She also agreed with the previous speaker. She said he noted that on the animated models of traffic flow they did not include what happens to the traffic with the left turns on Stinaff St., Carthage Street, and Cuyahoga Street. She said her driveway is directly across the street from Carthage Street. She said traffic is backed up beyond Carthage in the mornings, adding that is a point that needs to be reviewed. She said she noted in the animated models, there was no left turns made after people crossed the bridge. She said there was neither backup nor switching of lanes because no one was making a left hand turn in terms of the streets or businesses.

She said another point, with respect to bike safety, was made about the width of the proposed sidewalks. She said they can make a sidewalk wide, but if they put a pole in the middle of the sidewalk, the width makes no difference. She said bike traffic and through the intersections is substantial; adding the placement of poles needs to be reviewed. She said whatever they do, they need to look at those issues.

**LEE HIGGINS, 1232 WOODHILL:** Mr. Higgins said he thought the presentations have been very informative. He said he appreciated the time put into them, especially the University with the traffic counts. He asked if it was possible that AMATS, by directing a connection from Fairchild Avenue to Crain Avenue, has not missed the point a little. He said they discussed the need for separation of the intersections. He suggested it might be possible to keep Fairchild at its current location, separating the west end of the Crain Avenue Bridge by moving it further north. He said there would be more space for backups.

Mr. Higgins said if one is traveling westbound on Crain Avenue to go north on State Route 43, all of the options created a traffic flow that takes them south. He suggested that the bridge alignment from Crain/Lake should be angled more to the north, giving them the separation. He said he is unsure if someone dictated that the two streets must be connected.

**TIME CROCK, OWNER OF PROPERTY @ FAIRCHILD/MANTUA:** Mr. Crock asked if the rebuilding of the bridge at its current site is an option. Mr. Brubaker said no ideas are thrown out at this point. Mr. Crock asked if he was saying the bridge would be rebuilt, and Mr. Brubaker said that some people want no bridge while others want a bike bridge. Mr. Crock asked if nothing has been decided, and Mr. Brubaker said that was correct. Mr. Crock asked Mr. Marozzi how long the bridge is good for, and **Mickey Marozzi, County Engineer**, said he couldn't determine when it will be shut down. He said many people are aware of the Stow Street Bridge's quick deterioration. He said the Crain Avenue Bridge is not deteriorating that quickly. He said they did a major plating job to the steel beams in 1995. He said it has a sufficiency rating of 41, meaning that it is going. He said he told the leadership in Kent that he felt they would have serious problems in about five years, adding he hoped they have a bridge there before he has to close the existing bridge.

Mr. Marozzi said when he proposed to do the rehab on the existing bridge with the existing alignment; their primary purpose was to get a bridge for about 20-25 years. He said during that time, they had discussed realignment in the future without jeopardy to the present bridge. He said they decided to spend the federal money once, adding that is where they are at currently.

Mr. Crock asked if the concrete trucks are still allowed to use it, and Mr. Marozzi said there is no weight limit on the bridge. He said when they did the plating job to the bridge, it had a reduced weight limit because the beams were badly rusted and corroded. He said his maintenance crews plated and shored up the bridge, eliminating the load limit. He said it can carry full legal loads, and currently he sees no reason to change it. Mr. Crock asked if they need to do something in the next few years, and Mr. Marozzi said if they do not do something, they would see the end of the bridge's life.

**BOB DINEHART, 911 CRAIN AVENUE:** Mr. Dinehart said he is the one mentioned in the newspaper that said he lives on the Crain Avenue expressway, as it is a connector for people from Stow and Streetsboro. He said he still believes that now. Mr. Dinehart said it seems like a bandage to correct something. He said they need to bring people from Kent State into Kent in a better fashion. Mr. Dinehart noted that Crain Avenue is a residential street. He suggested they might need to widen the bridge to allow for turn lanes to figure out how to move the 24,000 that live and work at the university.



Mr. Dinehart said he is unsure whether better planning of SR 261 could have solved this problem. He said Kent State University is the second largest state university. He said the Kent State traffic study showed four hundred people turning on Luther St. He suggested they build a new bridge with a few more lanes. He said a lot of the traffic goes to the high school and the middle school. He said a lot of the traffic comes from Stow and Akron, adding they need to get them on SR 59. He suggested they ease traffic congestion. Mr. Dinehart suggested they come up with something to get them in and out of the university area.

Mr. Dinehart said if it takes \$15 million to take the levels of service from "F" to "C", it is not money well spent. He suggested turning lanes. Mr. Dinehart noted the bridge was closed in 1964 for one year. He concluded that ten years from now, they would still have a problem.

**PAULA (UNCLEAR):** She noted that she utilizes the park 'n ride system with Campus Bus Service, adding there is no parking nor riding on the north side of the City. She suggested another option to look at would be allowing more traffic to park and ride, utilizing the City's bus system.

**HAROLD WALKER:** He said it seems to him the last few comments have raised a question in his mind all along. He asked how big the impact area was studied. He said he saw no indication this was integrated with any comprehensive traffic planning: He said the question is not what happens in that little area, but how it affects the neighborhood. He said there are no indications in environmental studies how it affects neighborhoods and integrates with the long-range plan for comprehensive traffic management.

**FRANK SMITH, OWNER OF PROPERTY ON CRAIN AVENUE AND UNIVERSITY DRIVE:** Mr. Smith said he drives to the university every day. He said the bridge is inadequate, adding there are various ways to take care of it. He said a lot of the plans would meet the needs. Mr. Smith said one thing he heard is that the traffic on Crain Avenue would not increase because congestion at Luther St/Main Street is bad. He said creating another problem elsewhere is not a good way to solve things. He said part might be solved if they ever do something with Summit Street. He noted a lot of people avoid using Haymaker Parkway to Summit Street because the congestion is terrible. He said they are not a small island. He said traffic from the north is not heading for Kent, but is going to Ravenna. He said they would not take Ravenna Road for obvious reasons.

**RICHARD THOMAS, 6563 CHERRY LANE, FRANKLIN TOWNSHIP:** Mr. Thomas said he noticed when he watches the situation how nice and neat the traffic flow was, but did not take into account of class schedule of KSU. He said there are eighteen-year olds trying to cross the intersections. He said any time of day; people are sitting in the intersection. He said they also did not take into account the sixteen year olds trying to get to the high school. Mr. Thomas said he was not admitting anything illegal, adding he remembers doing "stuff" he should not have done.

Mr. Thomas said these two communities, that travel the area twice daily, affect the traffic flow. He said industry is growing on Lake Street in the industrial area. He said they also have truck traffic. Mr. Thomas suggested a study on not just traffic flow, but also involving class schedules. He suggested they should take that into account for the next study. Mr. Thomas noted that a lot of local residents avoid going that way, adding he avoids it at every change he can. He said he would take Ravenna Road to go to Streetsboro. Mr. Thomas said all of the alternates are inadequate to deal with these issues, and suggested they look beyond the little island and at the community as a whole. He said this appears to be a logical solution.

There were no further comments from the audience at this time.

Ms. Neff said this meeting was for information purposes only. She thanked those members of the public for attending, as well as representatives from AMATS, Finkbeiner, Pettis, and Strout, Portage County Engineer Mickey Marozzi, Professor Kaplan, and students of Kent State University.

Ms. Neff reminded those present that they would be meeting at the West Side Fire Station on Tuesday, Sept. 24, 2002 at 7:00 p.m. She said on Thursday, Sept. 26, 2002, they would have another meeting at the Kent Stage. She said they hoped to have all questions answered at that time.

Ms. Neff closed this meeting at 9:30 p.m.

Linda M. Copley, Clerk of Council



**THE CITY OF KENT  
SPECIAL COUNCIL MEETING  
Tuesday, September 24, 2002  
West Side Fire Station**

**Located at the Corner of Mantua Street and Rockwell Avenue**

**MEMBERS PRESENT:** Mr. Hawksley, Mr. DeLeone, Ms. Neff, Ms. Guckelberger, Mr. Ferrara, Mr. Wilson, and Mr. Heineking

**MEMBERS ABSENT:** Mr. Schultz and Mr. Felton

**CALL TO ORDER BY MAYOR FENDER**

The meeting was called to order by Mayor Fender at 7:00 p.m.

**ROLL CALL**

Mr. Hawksley, Mr. DeLeone, Ms. Neff, Ms. Guckelberger, Mr. Ferrara, Mr. Wilson, and Mr. Heineking were present. Mr. Schultz and Mr. Felton were absent.

**EXPLANATION OF FORMAT BY CAROL DANKS FROM THE LEAGUE OF WOMEN VOTERS**

Ms. Danks stated that all those wishing to speak at tonight's meeting must sign in at any point during the meeting and will be given an opportunity to speak. Ms. Danks added that she will be calling upon individuals in the order they appear on the sign-in sheet. Ms. Danks explained that each person will be given three minutes to speak and the option of an additional one minute for rebuttal if they wish.

Ms. Danks stated that the public comment and question portion of tonight's meeting will follow the presentations by Jim Bowling of Finkbeiner, Pettis & Strout and Dr. Dave Kaplan of Kent State University.

**PRESENTATION BY FINKBEINER, PETTIS & STROUT**

Mr. Bowling stated that the Crain Bridge Relocation Project which is sponsored by the City of Kent and Portage County began in with the Akron Metropolitan Area Transportation Study's Regional Transportation Plan (AMATS). Mr. Bowling stated that in 1994, the Portage County Engineers rehabilitated the Crain Avenue Bridge with the help of Finkbeiner, Pettis & Strout due to its poor condition and in 1995 it was determined that it would be more economical to replace the bridge than to rehabilitate it as well as realign the bridge with Fairchild Avenue which was congruent with the AMATS's plan. Mr. Bowling stated that in 1997 the City of Kent and Portage County agreed to work jointly to replace the bridge. Mr. Bowling explained that in 1999 the preliminary development phase began to establish the purpose and need of the project. Mr. Bowling stated that the data was then collected, evaluated, and presented in the form of 9 alternates for the project. Mr. Bowling stated that in 2001 the City and the County acquired federal funds, in May 2002 the results of the study that they performed were submitted, and then the public involvement phase began in June 2002. Mr. Bowling briefly stated the purpose and need of the project was to replace the Crain Avenue Bridge as the bridge has a sufficiency rating 41.8, realign Fairchild Avenue with Crain Avenue, and reduce traffic congestion. Mr. Bowling explained that sufficiency ratings below 50 are eligible for federal funding. Mr. Bowling added that other minor items that are included in the purpose and need are to improve vertical height distance, improve the vertical clearance of the railroad tracks, and improve the intersection angle of Lake Street and Water Street. Mr. Bowling explained that the sight distance is approximately 65' but 150' sight distance is required for 25 m.p.h. driving speed. Mr. Bowling stated that they collected data through field surveys, aerial surveys, obtained certified traffic patterns and other means. Mr. Bowling added that when federal funding is involved in the State of Ohio, it is required that the State Department of Transportation projects the data that is used to design the project. Mr. Bowling stated that environmental studies were also done to assure no adverse effects to the environment are performed as part of the project. Mr. Bowling stated that as a result of the data that was collected, 9 alternates were looked at and developed to different degrees as follows: Alternate #1: the bridge connects Fairchild to Crain leaving the intersection in relatively the same place which creates an "S" curve in the bridge - this alternate is not feasible due to constructing this bridge without putting piers in the river, which is prohibited because it has a floodway designated to it, would be too difficult to do. Alternate #2: holds Fairchild and SR 43 in the same location and moves the intersection of Crain, Lake, and Water Streets south and connects with a bridge - this alternate meets all parts of the Purpose and Need and would be feasible. Alternate #3: establishes a connection from Fairchild to Lake Street basically holding SR 43 and Fairchild in the same location - this alternate would cause traffic congestion in the area due to the close proximity (250') of the two intersections. Alternate #4: is similar to Alternate #2 with the difference of the intersection of SR 43 and Fairchild moving slightly north and connects Fairchild to Crain Avenue. Alternate #5 - holds Fairchild's alignment across the river and cuts through an area of buildings south of Crain Avenue - this alternate was rejected due to impacts of the buildings to the south and due to a similarity to Alternate #2. Alternate #6 - connected Fairchild to Crain while holding Crain's alignment - this would have required the realignment of S.R.43 which is not feasible. Alternate #7: basically everything stays the same and the bridge would be rehabilitated and the traffic lights would be interconnected and timed - this alternate does not meet the purpose

and need of reducing the traffic congestion in the area. Alternate #8 - connects Fairchild through to Lake street with a cul-de-sac at the end of Crain Avenue instead of connecting with the intersection - this alternate was not pursued due to the fact that traffic would bypass Lake Street down to Depeyster to Crain Avenue thereby increasing traffic on local streets and increasing congestion in the area by people making right and left turning movements. Alternate #9 - the intersection of SR 43 and Fairchild is the northern most location trying to hold existing location. Mr. Bowling stated that Alternates 3, 7, and 8 did not meet the purpose and need, while Alternates 1, 5, and 6 were eliminated due to cost/property impact. Mr. Bowling stated that the remaining Alternates 2, 4, and 9 were presented on June 10, 2002. Mr. Bowling stated that while they were reviewing the alternates for the project they were also working on establishing the number of lanes that are required based on the level of service. Mr. Bowling explained that Level of Service is a range of stop delay that people would have driving through an intersection: level A is an average delay of less than 10 seconds, level B is an average delay of 10-20 seconds, level C is an average delay of 20-35 seconds, level D is an average delay of 35-55, etc. Mr. Bowling stated that the level of service they designed to is C for the traffic demands 20 years in the future. Mr. Bowling stated that based on the standard practice analysis of this information, which assumes each intersection by itself, it was determined that 2 turning lanes for southbound SR 43 were needed but the City felt this was unreasonable and requested another look at other traffic models to better analyze the situation. Mr. Bowling stated that they then switched to a different model which basically analyzes the data and simulates the traffic movement which they felt was important due to the close proximity of the 3 intersections and congestion. Mr. Bowling ran the simulation of Alternate 7 with optimized timing of the signals to better the flow of traffic - the simulation showed traffic backed-up on Crain, Lake Street, Fairchild and SR 43. Mr. Bowling ran another simulation in which there was very little backup on all roads which was the result of adding a through lane on Fairchild, a west turn lane on Crain, and a 250' through lane on SR 43 just east of the intersection with Crain Avenue. Mr. Bowling stated that if nothing was done to the intersection of SR 43 and Fairchild Avenue, in the year 2027 the Level of Service would have a delay of about 78 seconds, and the service level delay for the intersection Crain and SR 43 would be over 2 minutes, and the intersection of Lake, Crain, and water the delay would be close to 5 minutes to get through the intersection. Mr. Bowling added that if Fairchild and Crain were aligned as they are suggesting, the delay would be 31 seconds which is Level of Service C and the intersection of Crain, Lake and Water would have a delay of 20 seconds. Mr. Bowling stated that the next consideration of the project is the impact of each alternate. Mr. Bowling stated that Alternate 2 and 9 had the least impact on property, Alternates 2, 4, and 9 had the same environmental impact, Alternates 2 and 4 required less detour time, and the project cost was within 10% for Alternates 2, 4, and 9 with Alternate 2 being slightly less. Mr. Bowling added that although Alternate 2 had the least of all impacts, this doesn't mean it will be the alternate performed. Mr. Bowling added that the public involvement phase will be taken into consideration. Mr. Bowling added that they received 53 comments from the Open House at Roosevelt High School with the major items of concern being the location of the bridge, replacing the bridge in its current location, replacing the bridge with a pedestrian/bicycle only structure, or removing the bridge all together. Mr. Bowling explained that leaving the bridge where it is or removing it all together would not relieve the congestion and could complicate it for other streets. Mr. Bowling stated that the Crain Avenue bridge doesn't have its own designation but rather follows the designation of Crain Avenue itself which is minor arterial street. Mr. Bowling stated that it has been proposed that the new bridge, SR 43 and Crain Avenue will have 8' sidewalks for improved pedestrian/bicycle traffic as well as sidewalks on both sides of all streets. Mr. Bowling responded to the question of 'which intersections have a higher number of accidents in the City than Crain/Fairchild/SR 43 intersection' by reporting that the intersection with the highest number of accidents in 3 years is S. Lincoln/E. Summit with 74 accidents, the second highest is SR 59/Haymaker Parkway/Longmere Drive with 45 accidents, and the third is S. Water/Summit Street with 44 accidents. Mr. Bowling also stated that the number of accidents at Crain and Lincoln Streets during that same 3 year period was not provided on AMATS's list due to a low number of accidents. From here, Mr. Bowling stated that they will be continuing the Community Involvement phase and provide those comments to the City of Kent and Portage County. Mr. Bowling stated that a feasible alternate will then be selected and additional environmental studies will be completed in the Environmental Document which summarizes the entire project presented and submitted to ODOT. Mr. Bowling stated that this will be followed by the final design, right of way acquisition, and construction starting in 2006.

#### **PRESENTATION BY DR. DAVE KAPLAN, KENT STATE UNIVERSITY**

Dr. Kaplan presented a brief presentation of the Crain Traffic Study which was initiated by the City of Kent and Kent State University and is part of a larger joint traffic study that has been conducted for about a year and a half regarding the traffic around the University itself. Dr. Kaplan stated this study is an attempt to assess the current traffic situation in the Crain Avenue and bridge area. Dr. Kaplan stated there were 6 members of Kent State University that were involved in studying the traffic that included intersection counts for the morning and afternoon, 24 hour tube counts on Crain and Fairchild, and the use of Synchro to examine the traffic conditions while school was in session. Dr. Kaplan stated that he felt it was important to consider the current extent of traffic at Crain and Fairchild. Dr. Kaplan stated the 24 hour tube counts were helpful in providing the various volumes of traffic at different times of the day. Dr. Kaplan presented a bar graph showing an average of 24% more traffic on Fairchild than Crain at 15 minute intervals on September 5<sup>th</sup>. Dr. Kaplan added that at certain peak times in the morning and afternoon there is more than 50% more traffic on Fairchild than on Crain. Dr. Kaplan presented 24 hour counts for one week which also supported a higher volume of traffic on Fairchild and Crain. Dr. Kaplan presented a diagram showing the current levels of service and the congestion levels for the morning and afternoon traffic for

the intersections of Crain/Mantua, Mantua/Fairchild, and Fairchild/Lake/Water. Dr. Kaplan's diagram also showed the distribution of the eastbound traffic on Crain onto other streets with 67% of this traffic exiting onto Luther in the morning and 62% in the afternoon. Dr. Kaplan explained that westbound traffic is significantly less in the morning than eastbound but in the afternoon it is significantly more than the eastbound afternoon traffic. Dr. Kaplan stated that right now, a significant amount of Fairchild traffic makes a right turn onto Mantua and if after the alignment half of that traffic continued through on Crain, there would be about 17% more traffic on Crain in the morning and 24% in the afternoon. Dr. Dr. Kaplan added that this scenario is likely because the alignment would make an easier route by eliminating turns thereby creating an initial substantial increase.

## PUBLIC COMMENT AND QUESTIONS

**BETH** asked how the Crain bridge will hold up until 2006 with the truck traffic. Beth stated that she felt they were starting to get conflicting information regarding Level of Service. Beth asked if there were actions that could be taken to enforce the present stop signs and reduce the speed of the traffic. Beth also inquired when an alternate would be chosen. Beth asked if ODOT has physically been to Crain Avenue to study the situation. Beth asked why 2 westbound lanes are needed. Beth stated that she felt directing traffic through downtown would be beneficial to downtown. Beth expressed her concern for the comment that the back-up at Luther will discourage people from using Crain and wondered what would stop traffic from simply using other side streets.

Mr. Marozzi, Portage County Engineer, stated that the current sufficiency rating of the bridge is 41.8% and thereby with a rating of less than 50%, eligible for federal funding for replacement. Mr. Marozzi added that this statement in and of itself speaks volumes. Mr. Marozzi stated that 6-7 years ago the bridge was significantly rehabilitated by Portage County by plating the steel beams to allow more time for this project to be developed and constructed before the bridge would have to be closed. Mr. Marozzi added that it isn't possible to give a specific answer as to how long the bridge would last.

Mr. Bowling responded that the differences in Level of Service presented by him, Dr. Kaplan, and reported by AMATS is partially due to some of the information being based on average data versus raw data as well as the dates of the data; past, present and future. Mr. Bowling added that the timing of the lights is also significant in establishing delay and because the cycle length of Fairchild/SR 43 is always changing because of an actuator and therefore the data collected is different. Mr. Bowling responded that the model ODOT used to project traffic in Summit, Portage and some of Wayne county is put together by AMATS. Mr. Bowling explained that members of this community are part of the Policy Committee of AMATS and created the model based on land use, projected growth, population, and travel routes. Mr. Bowling stated that the reason for 2 westbound lanes on Lake and Water with 1 eastbound lane is due to the timing of the signals that have been presented and the ability to create more green time east and west. Mr. Bowling responded that a decision will be made after the public involvement comments and a presentation are given to City Council and Portage County.

Bill Lillich, Safety Department, stated that the City is currently studying and ultimately incorporating Traffic Calming Methods into the Development Plan.

**TAMAR** stated her opposition to the realignment project. Tamar stated that public transportation and other alternate modes of transportation are needed. Tamar stated she would like to see the bridge left in its current position with the addition of wider sidewalks and bike lanes. Tamar stated she feels the traffic will increase on Crain if the alignment is completed. Tamar stated that the City needs to protect the property values and quality of life in the neighborhoods. Tamar stated she would like to see the southbound left turning lane on Mantua Street be removed as she feels this would alleviate the congestion at this intersection. Tamar stated that she felt the alignment would have a terrible impact on the neighborhood.

**JEAN** stated that the alignment wouldn't be necessary if people would use Main Street for travel to and from Stow. Jean stated she doesn't want to see the homes in the area destroyed and feels that cars are given more consideration than the homes. Jean asked what the rating was on the Main Street bridge. Jean stated her concern for the advertisement of these neighborhood meetings. Jean asked about the sidewalks on Fairchild and Crain. Jean asked if the realignment must be done or are there other options. Jean also stated her concern that more time needs to be given before a decision is made.

Ms. Neff stated that advertising for the meeting was posted in the library, and city hall and that letters were mailed to more than 100 residents.

Mr. Bowling stated that letters were sent to those living in the study area and not to those east of Depeyster. Mr. Bowling added that legal advertisements were run twice in the Record Courier and six signs were posted in the area of the Crain Avenue bridge. Mr. Bowling stated that the Portage County Engineer does not currently have the rating of the Main Street bridge. Mr. Bowling stated that there will be bike path paths on the Fairchild and on the bridge but not to the east. Mr. Bowling stated that this project can still change and that the studies that were done are necessary to help in the decision making process.

**LISA** stated that she would rather keep the bridge the way it is to keep people from using Crain as a through street

and asked about its designation. Lisa asked if the residents of Kent will be allowed to vote on this issue. Lisa also stated that when the several buses make left turns onto Crain from SR 43, it causes a back-up and blocks the intersection due to the buses all having to stop at the railroad tracks.

Mr. Bowling stated that Crain and Lake are designated as minor arterial streets, SR 43 is a principle arterial street and Water Street is a collector street. Mr. Bowling explained that the designations are determined by the use of the street by the traffic. Mr. Bowling added that Fairchild is also a minor arterial street. Mr. Bowling responded that it is a state law that buses have to stop at railroad tracks and that issue will need to be looked at.

Mayor Fender stated that it would be up to Council as to whether or not the issue would be voted on.

**BOB** asked if there has been an economic impact study done. Bob asked if alternate 7 which kept the bridge in the same place included widening the bridge and adding any lanes.

Mr. Bowling stated that the economical impact is addressed in the Environmental Document. Mr. Bowling stated that alternate 7 did not include widening.

Dr. Kaplan stated that it is possible to conceive of doing certain things that are a lot less costly such as new signal phasing, and add turning lanes in a low-build or no-build alternate. Dr. Kaplan added that it is possible to examine and model these changes in the program that they both use if Council so desires.

**FREDERICK** stated that he is a business owner at this address and has the opportunity to observe the traffic first hand. Frederick stated that directing the traffic downtown would serve no purpose as the traffic does not stop at the businesses. Frederick asked why Crain and Fairchild are being connected and will this project create increased traffic. Frederick stated that Graham Road, which is part of Fairchild, is in many places a 4 lane road. Frederick stated that there has been talk that Fairchild will become a 4 lane road. Frederick expressed his concern for this volume of traffic continuing onto Crain Avenue. Frederick stated that it would seem to him that a connection of Fairchild to Lake Street would be a natural extension of Graham Road. Frederick stated that he didn't see any trains in the models and wondered why since trains delay traffic. Frederick expressed his concern for a train crossing Crain Avenue when emergency vehicles need to pass and asked if it was possible to put the bridge over all the railroad tracks. Frederick stated that the intersections are difficult for pedestrians and doesn't feel that signals and push-buttons are going to help. Frederick suggested pedestrian bridges or tunnels.

Mr. Bowling responded that the project shows a Fairchild connection to Crain instead of Lake due to 38% more traffic of Crain and the large turning movement that would be needed would impeded the flow of traffic. Mr. Bowling responded that Fairchild was just constructed in the late '90's and the pavement width and the number of lanes was designed for 20 years. Mr. Bowling stated that they did not want to size the number of lanes based on the limited number of trains that use the upper track as it would increase the cost and impact of the properties and project. Mr. Bowling explained that putting the bridge over all the railroad tracks would cause major impact to the area as the roadway would need to be 28' higher than it is now and it would take a very long distance to grade the roadway into the hill. Mr. Bowling responded that the signals will be designed to allow the pedestrians ample time to cross the roads and a pedestrian bridge/tunnel would be costly and infeasible. Mr. Bowling stated that if the potential bike path along the Cuyahoga River was ever completed, their project allows for a connection with the Crain Avenue bridge.

Ms. Guckelberger stated that it is her understanding that if an alternate was selected that didn't meet all the criteria, then it wouldn't qualify for some federal funding to finish the project.

Mr. Bowling stated that Ms. Guckelberger is correct and that if an alternate doesn't meet the purpose and need established by the studies done by AMATS and the engineers, then the project will not be eligible for any federal funding. Mr. Bowling added that the current funding allocation is up to an 80/20 split and some of the money was given 100% to the County to replace the bridge.

**JERRY** stated that the bridge needs repaired and the traffic will increase. Jerry suggested experimenting with a right-turn only from Fairchild, and installing extra lanes on the vacant lots that would drop out onto Gougler to Main or Haymaker Parkway and eliminate the light at Fairchild/SR 43. Jerry asked why Gougler hasn't been examined as he feels it is under utilized. Jerry stated that 6'-8' sidewalks was too much when his grandchildren walk to school on 20" sidewalks.

**NANCY** stated that she is concerned about pedestrian/bicycle safety. Nancy added she is also concerned about the narrowness of this project and feels the Community Planning system should first be completed before a decision is made; plan the community and then build the project.

**MARK** wondered why the zoning in the Crain Avenue area wasn't preceded by public meetings. Mark also asked what the vacant lot on Mantua was to be used for. Mark asked if the change in zoning would change the property values.

Mr. Heineking stated that the rezoning was not done on an emergency basis but rather after at least 3 neighborhood meetings and planning meetings. Mr. Heineking stated he didn't think the rezoning made a difference in the property value. Mr. Heineking stated that the property on Mantua was purchased 7 years ago specifically for the possibility of the alignment.

Mr. Marozzi stated that he has been pushing this project because he doesn't want to see the bridge close. Mr. Marozzi stated that the consultant has been working diligently for the last 3 years going through the programing and preliminary development phases. Mr. Marozzi stated that it will be at least 5 years before a new bridge is in place and he is

concerned about the condition of the bridge but not to the extent that the public involvement process should be circumvented.

**CONCLUSION BY CAROL DANKS FROM THE LEAGUE OF WOMEN VOTERS**

Mr. Ferrara made a motion to adjourn. Mr. Wilson seconded the motion. The motion carried 8-0. The meeting was adjourned at 9:00.

THE CITY OF KENT  
SPECIAL COUNCIL MEETING  
~~Thursday~~ Tuesday, September 26, 2002  
Located at Kent Stage

**MEMBERS PRESENT:** Mr. Hawksley, Mr. DeLeone, Ms.,Neff, Ms. Guckelberger, Mr. Wilson, Mr. Heineking

**MEMBERS ABSENT:** Mr. Schultz, Mr. Felton, and Mr. Ferrara

**CALL TO ORDER BY MAYOR FENDER**

The meeting was called to order by Mayor Fender at 7:05 p.m.

**ROLL CALL**

Mr. Hawksley, Mr. DeLeone, Ms. Neff, Ms. Guckelberger, Mr. Wilson, and Mr. Heineking were present. Mr. Schultz, Mr. Ferrara, and Mr. Felton were absent.

Mayor Fender stated that he was contacted by Mr. Ferrara who is out of town and Mr. Schultz who is ill.

Mr. Wilson moved to excuse Mr. Schultz and Mr. Ferrara for being absent. Mr. DeLeone seconded the motion. The motion carried 6-0.

**EXPLANATION OF FORMAT BY BARBARA HIPSMAN FROM THE LEAGUE OF WOMEN VOTERS**

Ms. Hipsman stated that all those wishing to speak at tonight's meeting must sign in at any point during the meeting and will be given an opportunity to speak. Ms. Hipsman added that she will be calling upon individuals in the order they appear on the sign-in sheet. Ms. Hipsman explained that each person will be given three minutes to speak and the option of an additional one minute for rebuttal if they wish. Ms. Hipsman stated that any question that cannot be answered tonight will be researched and presented to the questioner and at a City Council meeting

Ms. Hipsman stated that the public comment and question portion of tonight's meeting will follow a presentation by Jim Bowling of Finkbeiner, Pettis & Strout.

**PRESENTATION BY FINKBEINER, PETTIS & STROUT**

Mr. Bowling stated that the Crain Bridge Relocation Project which is sponsored by the City of Kent and Portage County began in 1981 with the Akron Metropolitan Area Transportation Study's Regional Transportation Plan (AMATS). Mr. Bowling stated that in 1994, the Portage County Engineers rehabilitated the Crain Avenue Bridge with the help of Finkbeiner, Pettis & Strout due to its poor condition and in 1995 it was determined that it would be more economical to replace the bridge than to rehabilitate it as well as realign the bridge with Fairchild Avenue which was congruent with the AMATS's plan. Mr. Bowling stated that in 1997 the City of Kent and Portage County agreed to work jointly to replace the bridge. Mr. Bowling explained that in 1999 the preliminary development phase began to establish the purpose and need of the project. Mr. Bowling stated that the data was then collected, evaluated, and presented in the form of 9 alternates for the project. Mr. Bowling stated that in 2001 the City and the County acquired federal funds, in May 2002 the results of the study that they performed were submitted, and then the public involvement phase began in June 2002. Mr. Bowling briefly stated the purpose and need of the project was to replace the Crain Avenue Bridge as the bridge has a sufficiency rating 41.8, realign Fairchild Avenue with Crain Avenue, and reduce traffic congestion. Mr. Bowling explained that sufficiency ratings below 50 are eligible for federal funding. Mr. Bowling added that other minor items that are included in the purpose and need are to improve vertical height distance, improve the vertical clearance of the railroad tracks, and improve the intersection angle of Lake Street and Water Street. Mr. Bowling explained that the sight distance is approximately 65' but 150' sight distance is required for 25 m.p.h. driving speed. Mr. Bowling stated that they collected data through field surveys, aerial surveys, obtained certified traffic patterns and other means. Mr. Bowling added that when federal funding is involved in the State of Ohio, it is required that the State Department of Transportation projects the data that is used to design the project. Mr. Bowling stated that environmental studies were also done to assure no adverse effects to the environment are performed as part of the project. Mr. Bowling stated that as a result of the data that was collected, 9 alternates were looked at and developed to different degrees as follows: Alternate #1: the bridge connects Fairchild to Crain leaving the intersection in relatively the same place which creates an "S" curve in the bridge - this alternate is not feasible due to constructing this bridge without putting piers in the river, which is prohibited because it has a floodway designated to it, would be too difficult to do. Alternate #2: holds Fairchild and S.R. 43 in the same location and moves the intersection of Crain, Lake, and Water streets south and connects with a bridge - this alternate meets all parts of the Purpose and Need and would be feasible. Alternate #3: establishes a connection from Fairchild to Lake Street basically holding S.R. 43 and Fairchild in the same location - this alternate would cause traffic congestion in the area due to the close proximity (250') of the two intersections. Alternate #4: is similar to Alternate #2 with the difference of the intersection of S.R. 43 and Fairchild moving slightly north and connects Fairchild to Crain Avenue. Alternate #5 - holds Fairchild's alignment across the river and cuts through an area

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Mr. Bowling stated that based on the standard practice analysis of this information, which assumes each intersection by itself, it was determined that 2 turning lanes for southbound S.R. 43 were needed but the City felt this was unreasonable and requested another look at other traffic models to better analyze the situation. Mr. Bowling stated that they then switched to a different model which basically analyzes the data and simulates the traffic movement which they felt was important due to the close proximity of the 3 intersections and congestion. Mr. Bowling ran the simulation of Alternate 7 with optimized timing of the signals to better the flow of traffic - the simulation showed traffic backed-up on Crain, Lake Street, Fairchild and S.R. 43. Mr. Bowling ran a simulation in which there was very little backup on all roads of the proposed bridge consisting of a 4 lane bridge (1 eastbound, 2 turning lanes westbound, and 1 thru lane westbound), and 2 thru lanes westbound on Crain Ave. east of the bridge. Mr. Bowling stated that the question of what would happen if the bridge was replaced in its existing location but with more lanes was raised at the previous meeting. Mr. Bowling responded that due to the additional light phase, there would be a conflict of traffic flow. Mr. Bowling explained that the realignment would eliminate this phase and thereby the conflict as well as allow a larger volume of traffic to move through the intersection at one time. Mr. Bowling stated that if nothing was done to the intersection of S.R. 43 and Fairchild Avenue, in the year 2027 the Level of Service would have a delay of about 78 seconds, and the service level delay for the intersection Crain and S.R. 43 would be over 2 minutes, and the intersection of Lake, Crain, and water the delay would be close to 5 minutes to get through the intersection. Mr. Bowling added that if Fairchild and Crain were aligned as they are suggesting, the delay would be 31 seconds which is Level of Service C and the intersection of Crain, Lake and Water would have a delay of 20 seconds. Mr. Bowling stated that the next consideration of the project is the impact of each alternate. Mr. Bowling stated that Alternate 2 and 9 had the least impact on property, Alternates 2, 4, and 9 had the same environmental impact, Alternates 2 and 4 required less detour time, and the project cost was within 10% for Alternates 2, 4, and 9 with Alternate 2 being slightly less. 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From here, Mr. Bowling stated that they will be continuing the Community Involvement phase and provide those comments to the City of Kent and Portage County. Mr. Bowling stated that a feasible alternate will then be selected and additional environmental studies will be completed in the Environmental Document which summarizes the entire project presented and submitted to ODOT. Mr. Bowling stated that this will be followed by the final design, right of way acquisition, and construction starting in 2006.

#### **PUBLIC COMMENT AND QUESTIONS**

**JIM** stated that there are many interrelated aspects of the projects that need to be addressed and feels that more time is needed to create some better alternatives.

**TRACY** stated that the project which will destroy their neighborhood is being done to correct 8-10 hours of traffic congestion a week. Tracy stated that she doesn't think the trucks coming from Lake St. will be able to make the turn onto the new bridge. Tracy stated that two businesses will be out of businesses and Kent needs all the business it can get. Tracy



asked if putting the bridge straight across the river with adaptive traffic lighting has been considered such as in Ann Arbor and Toronto. Tracy suggested installing 2 bridges.

Mr. Bowling responded that the roadway will be designed to accommodate truck traffic. Mr. Bowling responded that the economic business impact is part of the Environmental Document. Mr. Bowling responded that putting the bridge straight across doesn't remove the off-set intersection but rather moves it. Mr. Bowling responded that building a second bridge straight across the river would put four intersections in one area. Mr. Bowling stated that he thinks Adaptive Lighting is what they call a closed loop system and is what they have shown in their model.

Tracy stated that having the intersection on Water Street would be completely different than its current location on Mantua Street because the traffic pattern off of Lake and Water is less than Mantua and Crain. Tracy stated that Adaptive Lighting has to do with how many cars are in the intersection and nothing to do with interconnecting the signals.

**CLAIRE** stated that she feels that it is a done deal because of the managed structure of the meetings. Claire stated that a narrow portion of the big picture is being presented and was appalled that all information was not available at these meetings. Claire asked who was being impacted by the realignment. Claire stated that it doesn't make sense to her to alleviate traffic at one end of Crain and not at the other end.

Mr. Bowling responded that ODOT projected traffic with AMATS's regional model which is based on growth, delay, and economic growth. Mr. Bowling explained that growth in the area is projected to increase less than 1% per year which is less than the average in Summit County. Mr. Bowling stated that the purpose and need of this project is to solve the congestion at Fairchild/Crain/Lake/Water streets.

Claire asked who was being impacted by the project. Ms. Guckelberger stated that the impact will be determined by the course of action taken which has not been determined.

**FRED** suggested an alternate similar to Alternate 5 which would bring the bridge straight across the river from Fairchild through the vacant lots, use the sidewalk in front of Crock's to widen S.R. 43 for an extra south to east turn lane, put an extra east to south turn lane after the bridge onto Water St. to direct traffic away from Crain and onto S.R. 59 and continue on Water St. Fred suggested making the area where the old intersection was into a parking lot for the area businesses. Fred stated his concern for maintaining historic structures.

Mr. Bowling responded that they did a Phase I Cultural Resource Survey which evaluates the buildings in the area and determines if any of the buildings are eligible for the National Historic Register. Mr. Bowling explained that none were eligible but due to some comments at previous meetings, some other structures were currently being evaluated. Mr. Bowling stated that the State Historic Preservation Office will review and approve the screening. Mr. Bowling stated that the new alternate that Fred has presented has not been evaluated as presented. Mr. Bowling explained that not connecting the bridge through to Crain would force the 10,000 - 12,000 daily cars that use Crain to other roads which would be unacceptable.

Fred stated that not connecting the bridge through to Crain would limit traffic on Crain and cars would still have the choice of turning onto Crain if they lived in that neighborhood.

**ELIZABETH** agreed that the Public Involvement Phase is pro forma and that it's been inserted into the middle of the project to make it look good as she feels the impact of their opinions appears to be minimal and the decision is in someone else's hands. Elizabeth stated that she feels a bigger picture needs to be considered rather than one intersection. Elizabeth stated she doesn't understand how the destruction of businesses will further growth. Elizabeth stated that she doesn't want to live in a bedroom community but rather an area with businesses and things going on.

Mr. Bowling stated that this is not a done deal as the Council and Portage County have to decide what Alternate to use and if they still wish to do this. Mr. Bowling clarified that they are not a developer or a developer's engineer; they work for the City of Kent and Portage County and don't serve any other interests. Mr. Bowling stated that Elizabeth is correct in that the whole traffic situation needs to be looked at and that is what AMATS does. Mr. Bowling stated that the intersection of Fairchild/Crain/S.R. 43 is the 4<sup>th</sup> worst congested intersection in a 3 county area and 1<sup>st</sup> in Portage County.

Low Steinbrecher, City Manager, stated that the format at the June meeting was set-up such that the audience could have one-on-one conversations with the consulting engineers and City staff. Mr. Steinbrecher explained that this is the third meeting before City Council and City Council meetings are typically more formal for which there are standing rules. Mr. Steinbrecher stated that they are willing to consider any other thoughts or ideas on how public meeting should be formatted.

Mr. Steinbrecher explained that this project process is one that the engineering firm has used to narrow the alternatives using the general purpose of what the project was originally intended to do which is address the traffic congestion issue. Mr. Steinbrecher stated that in addition to the 3 Alternates presented by the project engineers, City Council can also consider other alternatives which could have consequences such as loss of federal funding, and the bridge itself not lasting long enough to complete the process. Mr. Steinbrecher stated that putting the project on hold is also an alternative but they are not sure how much time they would have to incorporate some of the suggestions being made and how long that planning period would take before a decision would ultimately have to be made.

Mayor Fender stated that Council is available after the meeting if anyone would like to speak one-on-one. Mayor Fender stated he would be interested in hearing suggestions for alternate meeting formats within the structure of their guidelines.

**SALLY** asked if the vacant lots across from Fairchild are still being considered for this project. Sally suggested car pools and public transit as a solution to the congestion problem. Ms. Hipsman stated that PARTA has money to support car pools.



Mr. Steinbrecher stated that the property was purchased by the City in 1995 for multiple purposes but certainly one of the underlying purposes was to potentially make the area available for the bridge project if it were realigned. Mr. Steinbrecher stated that a parking lot was built in the interim and is being used for public parking. Mr. Steinbrecher stated that the 2 properties were purchased for \$121,277.

Mr. Bowling stated that one of the federal programs that they are pursuing money from is CMAQ (Congestion Mitigation and Air Quality). Mr. Bowling explained that CMAQ monies are used to eliminate hot spots (created from cars sitting and generating emissions) which is part of the purpose of this project by reducing the delay in that area by over 300% thereby reducing the emissions as well.

**ROSE** stated that she believes that if Fairchild is connected to Crain, another problem will be created. Rose expressed her sympathy for the Crain residents and the increased traffic that will result from the realignment. Rose stated that they don't have many businesses in that area anymore. Rose stated that if the City wants people to spend their money in Kent rather than going to Stow they are going to have to treat the residents of Kent like they are important.

Mr. Bowling stated that the study that was available in the back was not done by his firm and they do not agree with the projections reported in that study but they are not here to contest that information.

**DOUG** stated that he feels what has been presented is very good traffic planning but not good community planning. Doug stated that he feels that the completed Comprehensive Plan should follow the structure of the presented plans. Doug stated that although the structures are not considered National Historic Register quality, they are the fabric of the community. Doug suggested that we should ask the engineers for a solution to the traffic problems within the context of who they are as a community. Doug explained that this plan will probably compromise some of the traffic flows and counts and City Council, as the neighborhood's representatives, need to decide whether that compromise in traffic counts is worth it in saving the fabric of the City. Doug stated that whatever they decide to go with traffic or not, he feels they will do so based on good and full information available to them. Doug stated that avoiding traffic jams means avoiding peak traffic times by leaving home at different times. Doug stated that the City is looking at a multi-million dollar solution to a 20 minute traffic jam in the morning and a little longer jam in the afternoon that will result in the loss of the north end of town. Doug asked Council to ask the engineers to do the study based on the criteria of conserving the resources of the town to see what kind of balance is found.

**CHRIS** stated that she agrees with Doug in that it is about community and the people in it and not whether the buildings are worth while saving. Chris stated that they want their business to stay. Chris stated that the plan is logical although it is very narrow and doesn't consider pedestrians and bicyclists. Chris stated that she feels that Council needs to wait and think of the larger picture and not just how the traffic moves.

**JANET** asked how far north will S.R. 43 widen and why wasn't the data on this proposal posted at the library for the public to review.

Mr. Bowling stated that the turning lane would be 600' and the taper would be another 200'-300' after that. Mr. Bowling explained that Alternate 2 would go back to Stinaff, Alternate 4 goes a little farther than Alternate 2 and Alternate 9 slightly farther than that. Mr. Bowling stated that the information on this project has been at the City of Kent since the June 10<sup>th</sup> meeting for open review. Mr. Bowling stated that maps that show which businesses are impacted for each alternate by address, and the Needs Assessment Report and Project Description lists the structures by name were available for review at the June 10<sup>th</sup> meeting as well as tonight.

**KASHA** stated that the project is logical but it doesn't tell the consequences. Kasha stated that it is already difficult to back out onto Crain given the current traffic volume and speed. Kasha stated that she agrees with Doug that this may not be the answer for a 20 minute traffic jam. Kasha asked if they have to have this project, what goes into deciding where stop signs can be placed and can they have more stop signs without the project. Kasha suggested that more stop signs might help the problem by slowing traffic and discouraging travel on Crain. Kasha asked if Crain, as a minor arterial street, is already exceeding the volume of traffic of a street with that classification. Kasha expressed her dismay that the study did not include the other end of Crain.

Bill Lillich, Safety Director, stated that the Traffic, Safety and Engineering Committee within the City Administration Studies meets regularly to review safety issues around town. Mr. Lillich stated that they discussed Crain Avenue specifically a few months ago and more generally began to look at and examine traffic calming techniques that might apply. Mr. Lillich stated that this information was passed on to Community Development as is being given a lot of consideration and development for inclusion in the new Development Code. Mr. Lillich stated that he is not convinced that whatever the outcome of the potential realignment project that through traffic will stop using Crain Avenue. Mr. Lillich explained that Crain Avenue has an important alternative function for traffic flow in the city as an alternate route in an emergency or construction situation. Mr. Lillich stated that they also discussed the intersection of Luther and Main and decided they have no great desire to change it as some people would like. Mr. Lillich explained that if they improve the traffic flow from Luther onto or across Main, it may add to the level of traffic. Mr. Lillich stated that they did consider stop signs in some locations but had some discomfort because they created a greater safety hazard than they did regulate traffic flow.

Mr. Bowling explained the functional classification of minor arterial as a street that moves traffic from collector streets to principle arterials such as S.R. 43. Mr. Bowling added that a warrant must be met in order to install a stop sign. Mr. Bowling explained that a warrant is based on the amount of vehicles or accidents to determine if it is allowable to install a stop sign.

**ROBERT** stated that the engineers are hired to look at the problem in a somewhat detached way. Robert stated that he values the businesses and residents in this area and expressed his concern for the economic and cultural impact of

the removal of the area businesses.

**HAROLD** stated he likes Doug's statement. Harold said he feels that the City should be thinking about traffic planning in the context of community planning in a broader area. Harold stated that AMATS is a regional plan not a community plan. Harold feels that they need to be further along in the Comprehensive Planning process before a decision is made. Harold asked if an arterial street has to have a 100' right of way per the code.

**DOUG** stated that modeling tends to be inaccurate and suggested going back and looking at the 20 year plan projection for Haymaker Parkway to see if it has met it's projection. Doug stated that he doesn't agree with not fixing the intersection of Main and Luther.

**PAM** asked what the initial motivation for this change was. Pam expressed her concern that there was money was floating around someplace and somebody decided that it would be a good idea to improve the streets. Pam asked if staggered times have been discussed with Kent State University.

Mr. Bowling stated that the City still doesn't have the money to build the project right now and was therefore not a motivating factor. Mr. Bowling stated that the decision was based solely on the congestion and accident history in that area.

Mr. Marozzi, Portage County Engineer, stated that it was determined to be more economical and cost effective to replace the bridge rather than rehabilitate it. Mr. Marozzi explained that in determining which bridge should be built, they looked at the AMATS long range plan which suggested that the bridge would be the long-term solution. Mr. Marozzi stated that those planning efforts are what governs the use of federal funding and if federal funding was to be used, then the bridge that is in accordance with the long-range plan that was approved by AMATS through the regional planning process would need to be built. Mr. Marozzi stated that the current condition of the bridge is a major driver of the project. Mr. Marozzi went on to say that in 1995, his department spent \$32,000 to plate the beams of the bridge which results in no estimate of how long the bridge will last. Mr. Marozzi stated that the bridge is in poor condition with a structural rating of 41.8 on a scale of 100. Mr. Marozzi stated that if they don't build a bridge that complies with the long range plan, they are not eligible for federal funds. Mr. Marozzi stated that the original idea for the connection of Fairchild and Crain was put on paper in AMATS's long range plan in 1981. Mr. Marozzi explained that if the community of Kent as a whole through their leadership decides that they don't want to reconnect that road, then the process would be to go back to AMATS and change the long range plan.

Mr. Bowling stated that the long range plan is revisited every so often and approved by the AMATS Policy Committee and what goes into the plan comes from recommendations from each community. Mr. Bowling added that regularly before the plans are implemented, there are public meetings on those regional transportation plans. Mr. Bowling stated that in the 2025 plan which Fairchild and Crain are a part of, they had two public meetings that were advertised.

**RALPH** suggested that tax incentives be given to businesses such as the University for adjusting business hours and thereby relieving traffic congestion. Ralph stated that Council should have a vision of what they want the future of Kent to be and base their decision of this project on that plan. Ralph stated that the traffic congestion at Rt. 91 and 303 doesn't hurt Hudson. Ralph asked that Council allows the people to vote on the issue.

Ms. Hipsman stated that she was surprised to find that Mr. Kaplan's numbers stated that 12,000 cars on Crain and Fairchild Monday through Friday and about 9,500 on the weekend which to her indicates that it is local traffic and questions whether or not this traffic is mainly due to Kent State.

**TRACY** stated that the community is telling Council that they don't like the long term plan and asked that it be changed.

**POLLY** stated that she agrees with the Crain Avenue residents and wouldn't want other traffic dumping on her street either. Polly expressed her concern that they will not be able to get out of their dead-end street after the project is completed.

**JOAN** expressed her support for car pooling. Joan stated that increasing the school bus service area for the high school and middle school to include areas within 1 mile would also help relieve the traffic congestion.

**CLAIRE** stated that she went to the City to review the plans and was disturbed that comments were made to the effect of why would you want more people downtown. Claire stated that she feels that City Council should have a vision that is also the vision of City Employees and reflect the community itself. Claire stated that she wants Kent people solving Kent problems with Kent resources.

**SALLY** stated that she believes that most people who travel Crain, Fairchild and S.R. 43 are leaving town and the alignment will result in a lot more people leaving town which will effect Kent businesses.

Ed Seigerst, Service Department Engineer, stated that he spoke with Claire when she came to review the plan and explained that he might have implied something that she might have taken out of context as he doubts very much that he would have downgraded the downtown district versus the outside districts. Mr. Seigerst stated that the purpose of explaining the plan is to tell what the plan represents not what the plan will cure. Mr. Seigerst stated that as an engineer, opinions are left up to the decision-makers and not to the engineers.

Mr. Wilson, suggested footbridges across the river to help students get to school.

**CONCLUSION BY BARBARA HIPSMAN FROM THE LEAGUE OF WOMEN VOTERS**

**ADJOURNMENT**

Mr. Wilson made a motion to adjourn. Mr. DeLeone seconded the motion. The motion carried 6-0. The meeting

was adjourned at 9:05.

**ATTACHMENT H-9**

**PUBLIC MEETING NO. 5  
OCTOBER 30, 2002  
MEETING AGENDA, ARCADIS (FPS)  
PRESENTATION SLIDES, RESPONSE TO  
DR. KAPLAN'S SEPT. 19, 2002 PRESENTATION &  
NEWS ARTICLES LEADING UP TO MEETING**

**THE CITY OF KENT, OHIO**  
**STREET, SIDEWALKS AND UTILITIES COMMITTEE**  
**Work Session**  
**Wednesday, October 30, 2002**  
**7:00 p.m.**  
**2<sup>nd</sup> Floor, Safety Administration Building**

1. Call to order by Chair
2. Finkberner, Pettis & Strout
  - a. Review responses to citizen comments
  - b. Review realignment and non-realignment options
3. City Engineering staff comments
4. County Engineer comments
5. Dr. Dave Kaplan comments/presentation
6. Traffic Calming on Crain Avenue (Safety and Community Development Directors)
7. Open discussion among Committee Members
  - a. Includes all options, funding, timetable, community goals, additional information needed, and non-motorized considerations.
8. Formulate policy position on realignment vs. non-realignment
9. Adjournment

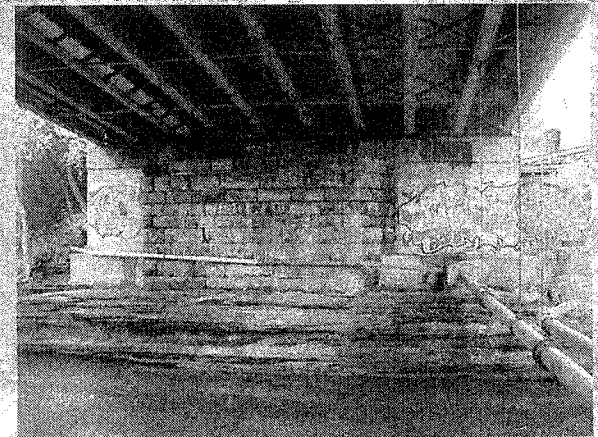
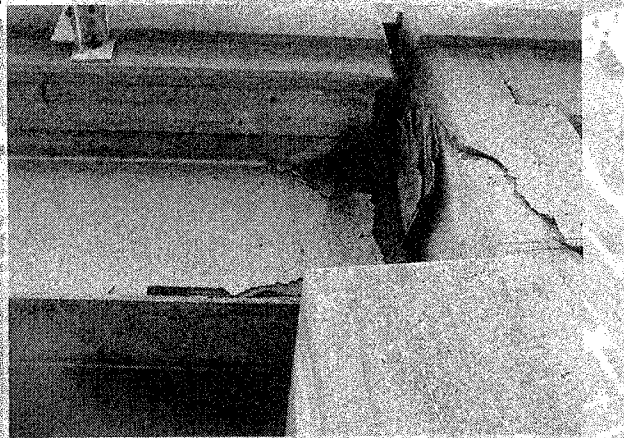
**Linda M. Copley, CMC/AAE**  
**Clerk, Kent City Council**  
**October 25, 2002**

Linda M. Copley, CMC/AAE  
Clerk, Kent City Council  
October 25, 2002



# Crain Avenue Bridge Relocation

Sponsored by the City of  
Kent & Portage County



Finkbeiner, Pettis & Strout, Inc.

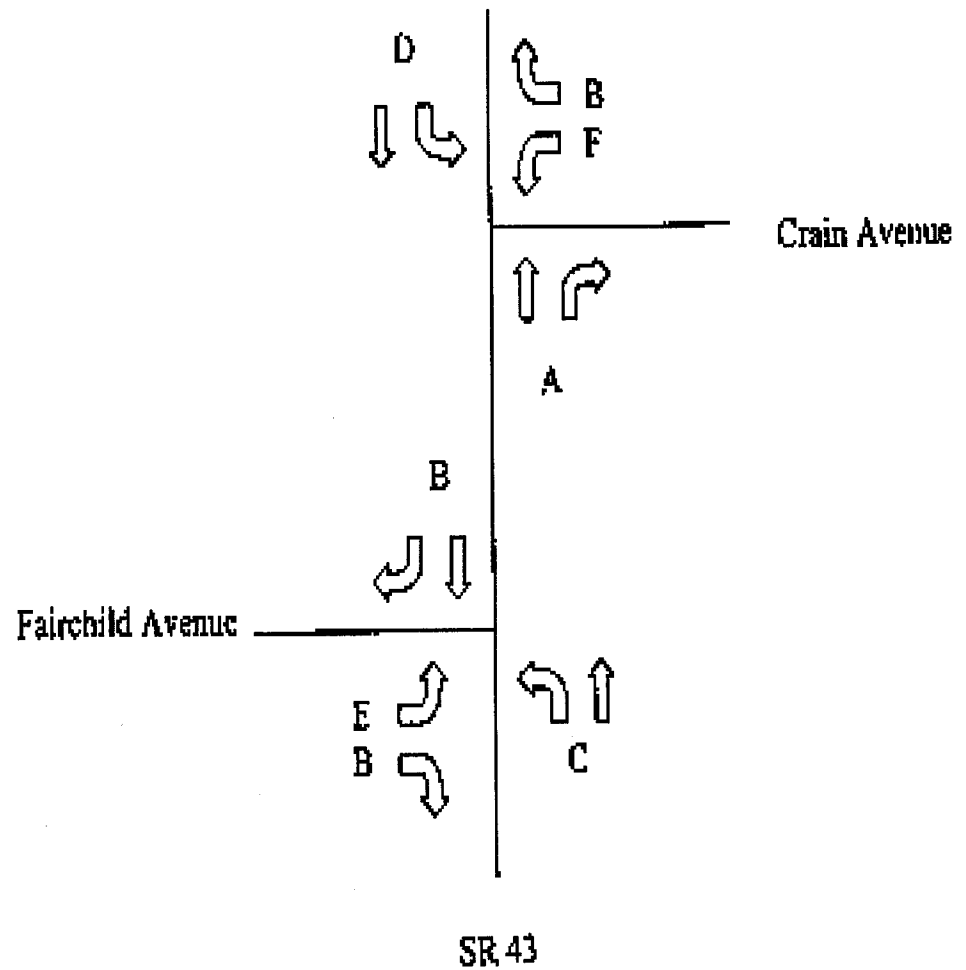
# Crain Traffic Study

- Design Year (2027) Traffic
- Observations of Existing Congestion
- HCM vs. Synchro/Sim Traffic
- Crain Ave./Fairchild Ave./N. Mantua St.
- Crain Ave. Traffic Distribution

# Crain/Fairchild/SR 43

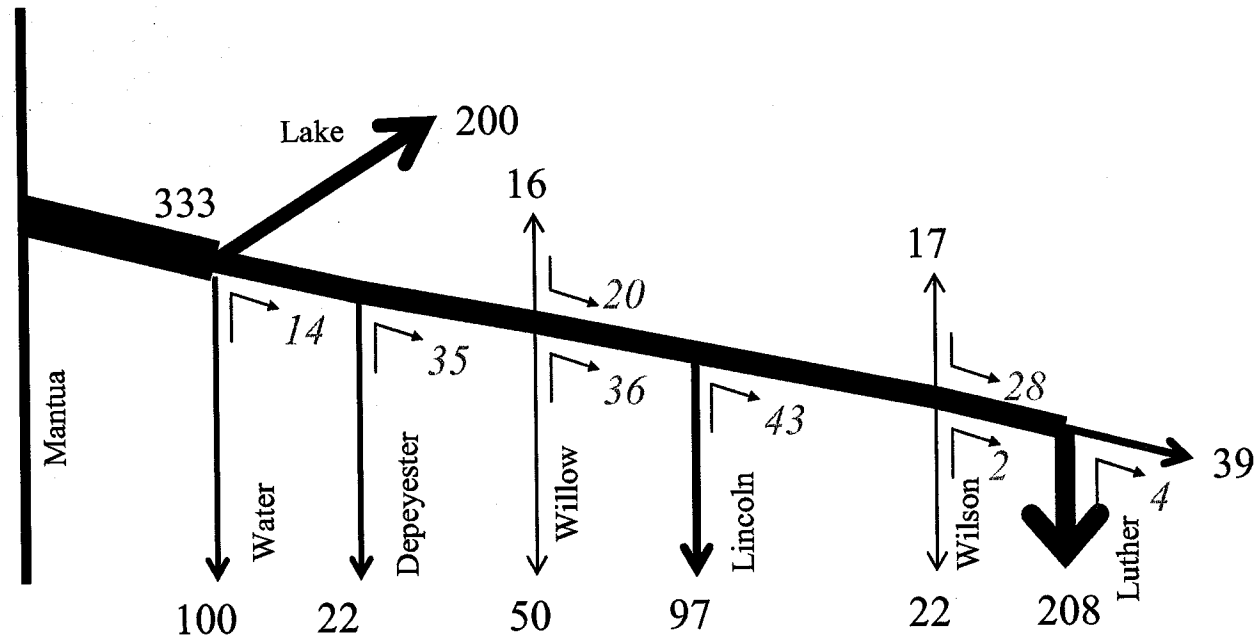
AMATS – 10-15-02

- HCM Planning
  - v/c Ratio – 1.16
- HCM Operational
  - Fairchild: ***D***
  - SR 43 (NB): ***F***
  - Crain: ***E***
  - SR 43 (SB): ***F***
  - Overall: ***E***
- Synchro





# Crain Avenue Traffic Distribution

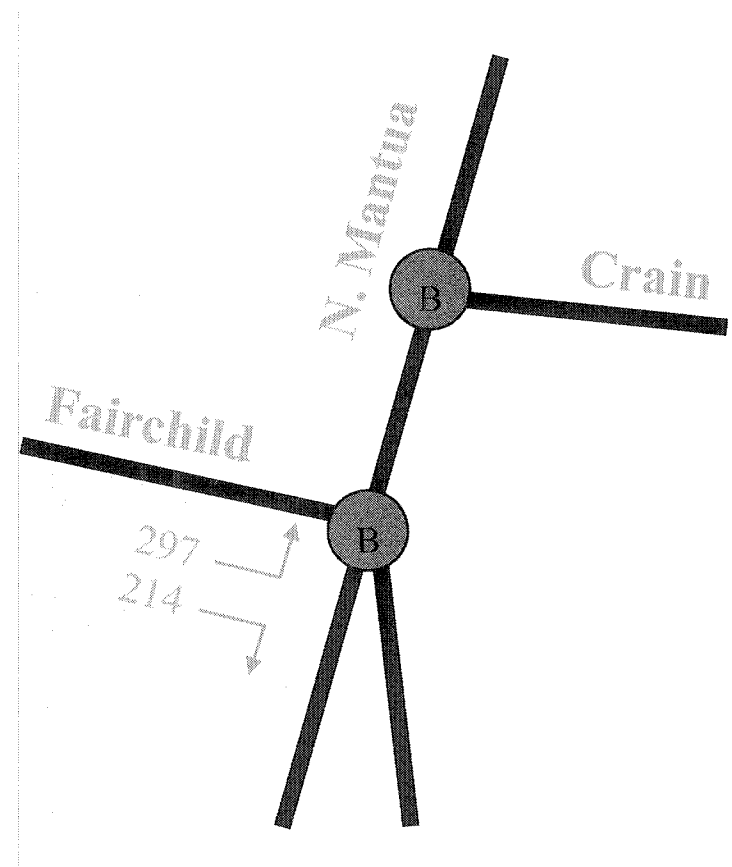


From Mantua, about 53% of the eastbound traffic continues on to Crain.

From Water, 20-36% of the eastbound traffic exits on Luther.

# Crain Traffic Study

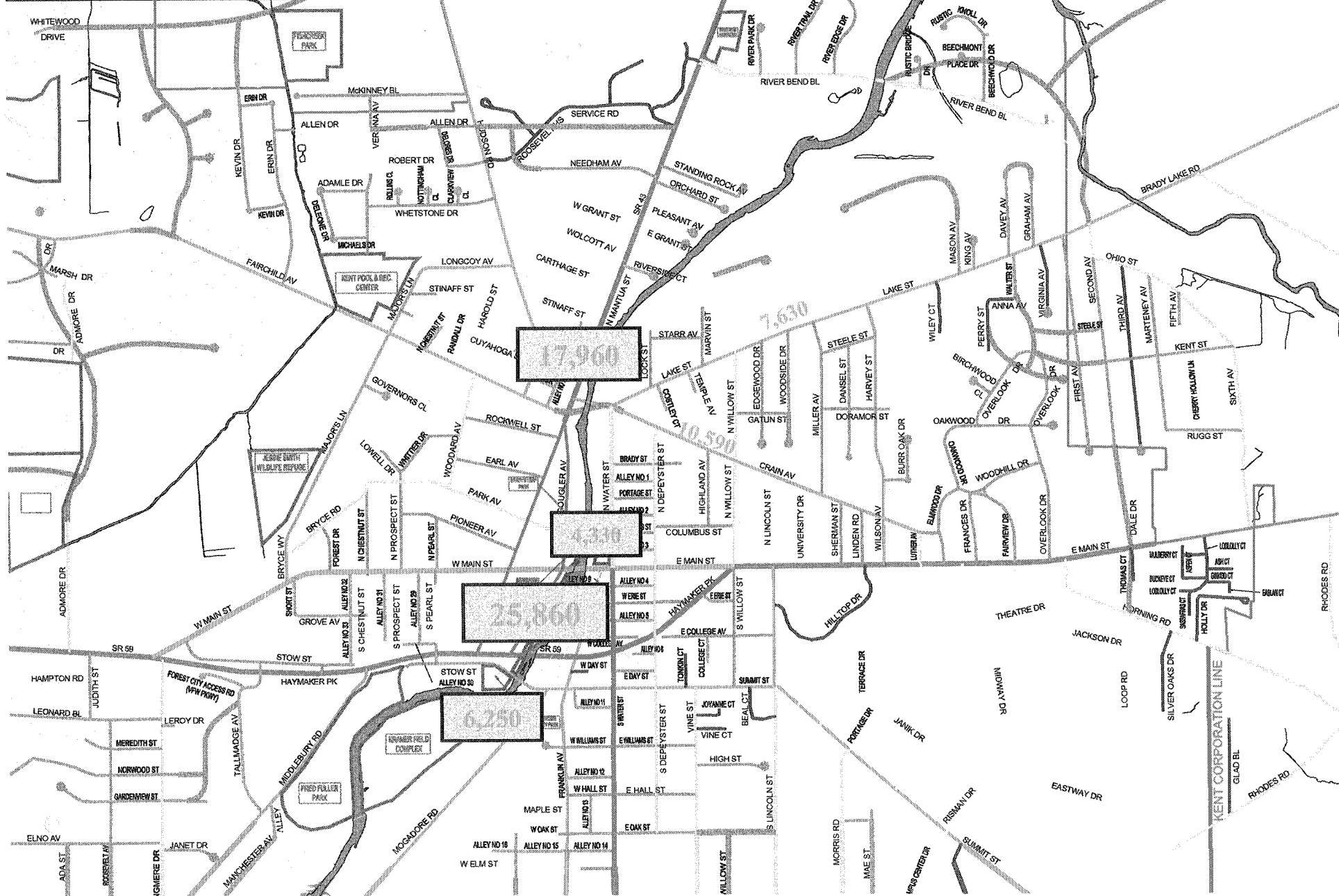
- Fairchild Ave – Right Turn Movement
  - Change Pattern to Eastbound vs. Southbound
  - AMATS/ODOT
    - Land Use
    - Future Roadway Improvements
    - Population Growth
- Certified Traffic Data
  - Federal Funds = ODOT TIS



# Public Comments

- Citywide Traffic Study & Reduce Traffic on Crain Avenue

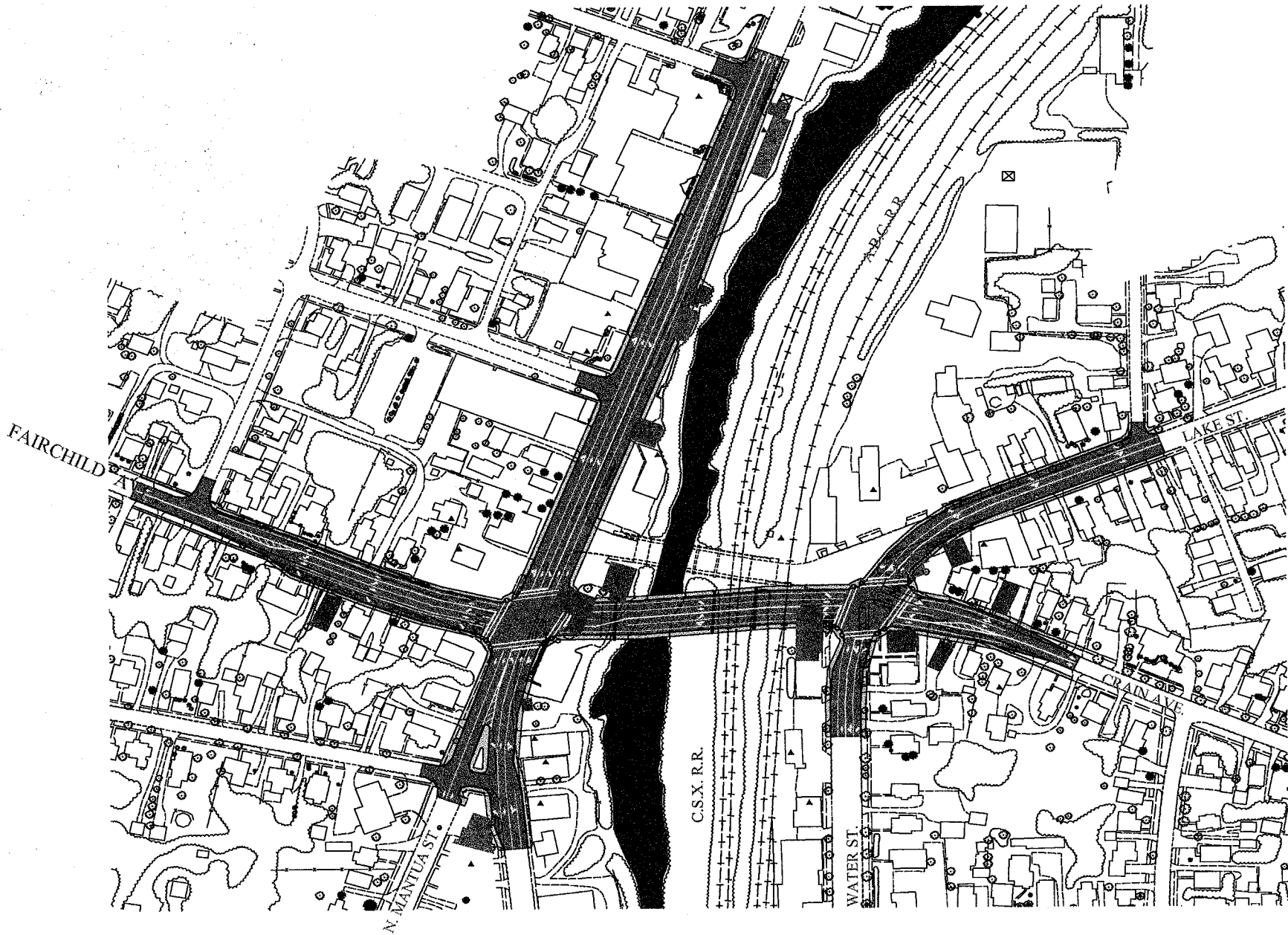
# Kent Thoroughfare Plan



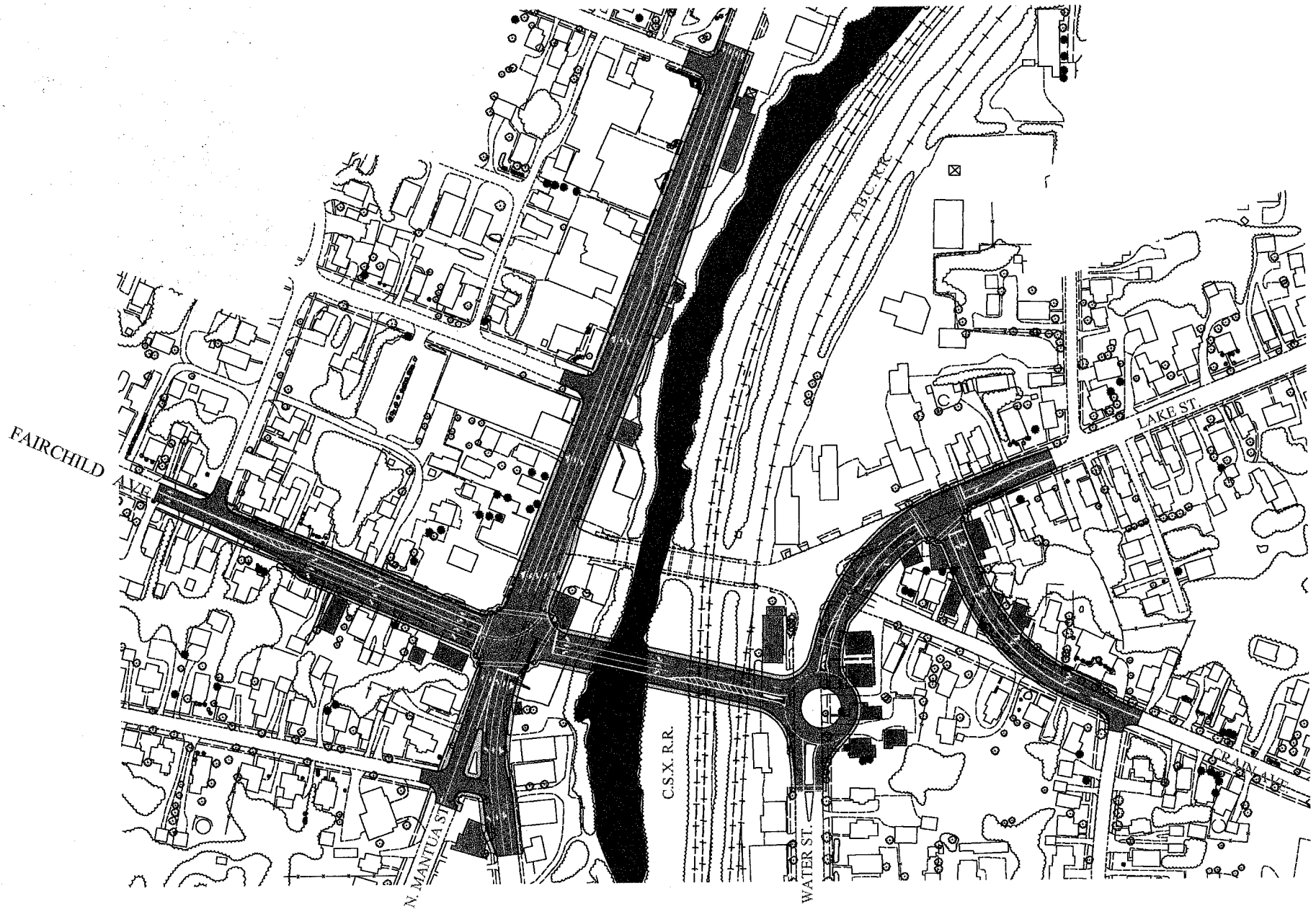
# Public Comments

- Citywide Traffic Study & Reduce Traffic on Crain Avenue
- Build a new bridge in the same location (Alt #11)
- Use an Adaptive Traffic Control System or other ITS traffic systems (v/c – 1.16)
- Transportation Demand Management

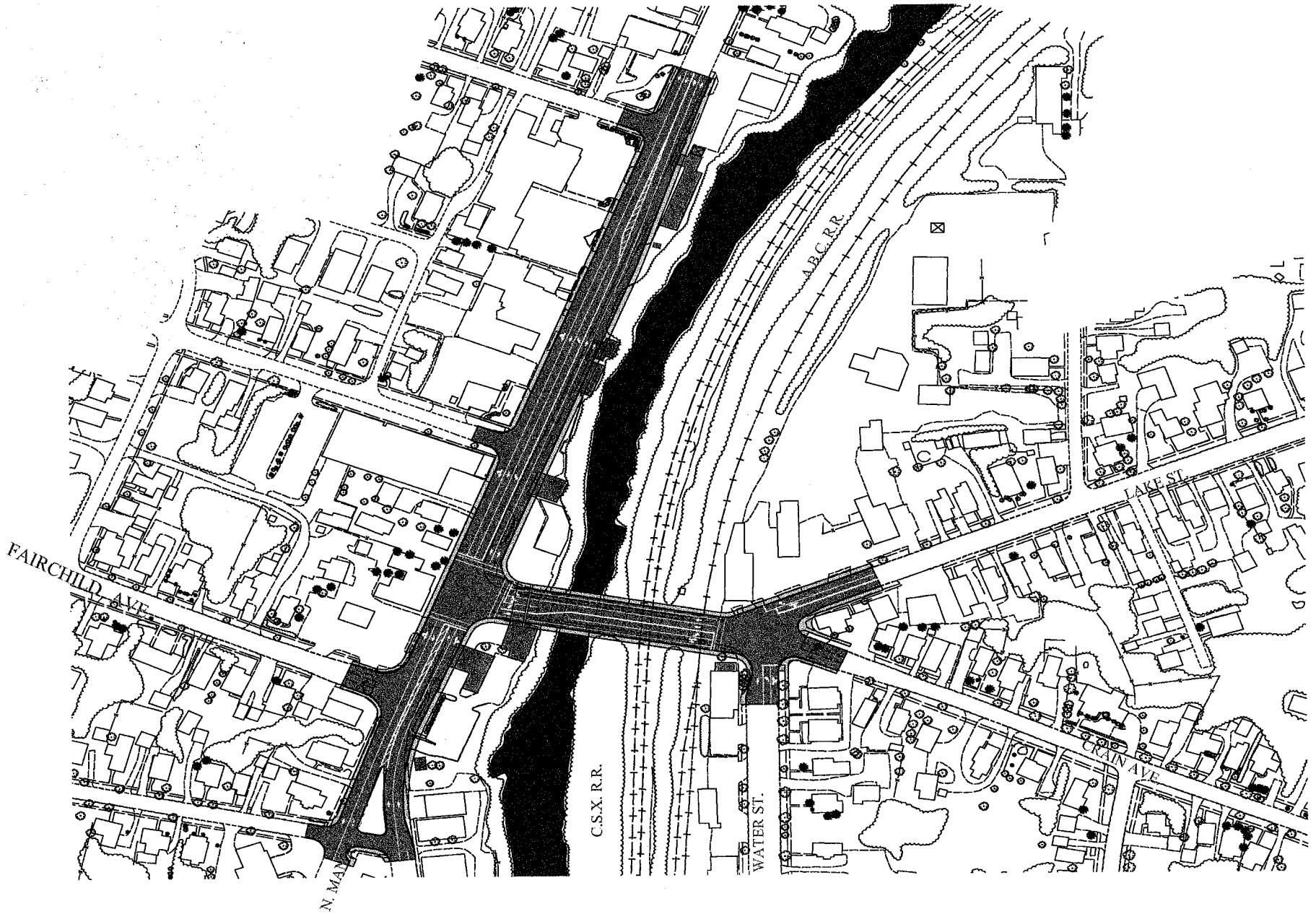
# ALTERNATE 2



# ALTERNATE 10



# ALTERNATES 11 & 12





# Alternate Impacts

| <b>Alternate</b> | <b>Purpose &amp; Need</b> | <b>Properties</b> | <b>Project Costs</b> | <b>2027 Traffic</b>  |
|------------------|---------------------------|-------------------|----------------------|----------------------|
| #2               | Yes                       | 15                | \$15.1 (\$1.9)       | C (30.9)             |
| #10              | No                        | 22                | \$17.9 (\$11.6)      | v/c<br>(1.23 – 1.49) |
| #11              | No                        | 7                 | \$11.6 (\$7.5)       | F (125.0)            |
| #12              | No                        | Not available     | Not available        | F (143.80)           |
| No-Build         | No                        | 0                 | \$0                  | F (294.9)            |
| Vote             | No                        | ?                 | ?                    | ?                    |

## Crain Traffic Study – Presented by Dr. Dave Kaplan

Dr. Dave Kaplan presented the results of a traffic study performed by Kent State University and the City of Kent. The conclusions Dr. Kaplan derived from the study were:

1. *“Existing traffic indicates higher traffic on Fairchild Ave. than Crain Ave. – about 50% at peak”*
2. *“Congestion in the area mixed; most levels of service (LOS) look good”*
3. *“Strong eastbound flow on Crain Ave. in AM and PM – continues from Mantua to Luther”*
4. *“Strong westbound flow from Crain Ave. in PM – comes from many sources: especially Main, Luther, and Lincoln”*
5. *“Alignment will likely result in initially substantial increase in Crain Ave. traffic east of Water”*

Based on our understanding of the Dr. Kaplan’s study we offer the following responses:

1. We concur that there is higher traffic volumes on Fairchild Ave. than Crain Ave. Ohio Department of Transportation (ODOT) Technical Information Services’ (TIS) projections also indicate greater traffic volumes on Fairchild Ave. than Crain Ave. The relationship between the traffic volumes will vary significantly based on the time of day, day of week, month of the year and year taken.
2. We **do not** concur with the representative LOS indicated by Dr. Kaplan for the following reasons:
  - Observations of existing traffic congestion indicate a greater delay than presented by the LOS values
  - Traffic data used in the analysis was based on counts taken on Thursday September 5, 2002. Design year traffic certified by ODOT is required to determine the proposed number of lanes and configuration of intersections.
  - Intersection Capacity represented by LOS should be analyzed using the Highway Capacity Manual (HCM). FHWA and ODOT only accept HCM calculations. Private industry programs like Synchro & SimTraffic can only be used to supplement an HCM analysis.In addition to the above, the LOS values calculated for the intersections of Fairchild Ave./N. Mantua St. and Crain Ave./N. Mantua St. will understate the actual delay. This is caused by analyzing the intersections separately versus analyzing them as one intersection controlled by one signal controller. This will cause the results to indicate smaller delays than is observed.
3. We concur that there is a significant amount of vehicles traveling Crain Ave. from N. Mantua St. to Main Street. The classification of Crain Ave. as a minor arterial indicates that there is a significant through movement.
4. We concur that there is a significant amount of vehicles traveling Crain Ave. from Main Street to N. Mantua St. The classification of Crain Ave. as a minor arterial indicates that there is a significant through movement.
5. We **do not** concur that the realignment will likely result in initially substantial increase in Crain Ave. traffic east of Water for the following reasons:
  - Dr. Kaplan’s projection is based on limited data. The projection does not include the origination and destination of vehicles, which use Crain Ave. AMATS and ODOT’s model that was used to project traffic for the Crain Ave. Bridge Relocation Project is a regional model that includes a forecast of all trips that will occur in the area. The forecasting is based on land use, future roadway improvements and population growth. AMATS and ODOT’s model base the routes traveled by selecting the quickest route. Dr. Kaplan’s projection is based only on one time counts and his personal habits of travel in the Fairchild Ave./Crain Ave./N. Mantua St. area.
  - Dr. Kaplan did not follow standard procedures for traffic analysis. The procedures which Dr. Kaplan did not follow are:
    - The use of certified traffic
    - Analysis performed in accordance with the Highway Capacity Manual
    - Reviewed by the local authority for Federally Funded Projects (ODOT)
  - Federally funded projects require traffic projections to be certified from ODOT Technical Services (TIS). Typically, ODOT TIS supplies certified traffic projections for federally funded projects. In addition, it is our understanding that traffic analysis and projections constitute the practice of engineering under O.R.C. 4733.01, in accordance with Ohio Revised Code (O.R.C.) 4733.22 “No person shall practice, or offer to practice, the profession of engineering without being registered.”



# Portage County Engineer

Michael A. Marozzi, P.E., P.S.

5000 Newton Falls Road  
Ravenna, OH 44266  
(330) 296-6411 • Fax (330) 296-2303

October 11, 2002

Mr. Mohamed Darwish, P.E.  
Deputy Director  
Ohio Department of Transportation  
District 4  
705 Oakwood St.  
Ravenna, OH 44266

ATT: Mr. William E. Murphy, AICP  
Planning and Programs Administrator

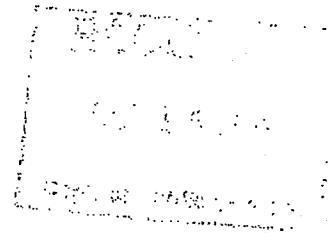
RE: Kent, Ohio  
Crain Ave. Bridge Relocation  
POR-Crain Ave.  
PID 18466

Gentlemen:

As you are probably aware from reading the local papers, there is some controversy with the traffic count data and intersection levels of service that were presented at the recent public meetings in Kent on the above referenced project. Finkbeiner, Pettis, & Strout (FPS), the City/County consultant, has obtained certified traffic data from ODOT and has used that data as the basis of their preliminary design and in all their level of service calculations. The City of Kent also asked Professor Kaplan, with Kent State University, to conduct a traffic study in the project area.

At the public meetings, FPS presented traffic data from the Needs Assessment Report and Project Description dated May 2002, and then Professor Kaplan presented his data. Unfortunately, Professor Kaplan's data was quite different from what FPS presented. As you can imagine, this was not well received by the public and Professor Kaplan did not give an adequate explanation of the differences between the two. Furthermore, Professor Kaplan made a statement that he thought as much as 50% of the traffic heading east on Fairchild Ave., that previously went south on Mantua St., would continue straight through on Crain with the proposed realignment. This created quite a stir in the audience as a significant increase in traffic on Crain is not a desirable result to the local residents nor was it projected to be so by FPS' data. Professor Kaplan gave no rational basis for this conclusion nor did he cite any studies or documented cases where similar traffic pattern changes have occurred after similar realignments.

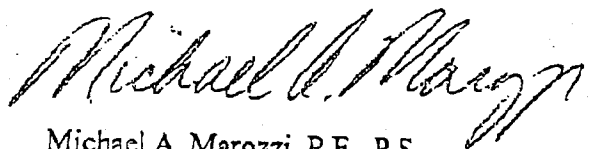
CA  
Give original  
to Max



At this time, I am requesting ODOT conduct a technical analysis and evaluation of the traffic data from both FPS and Professor Kaplan. The public has a right to know the basis of the differences between the two and the City and County must carefully evaluate this data if we are to make an informed decision on an alternate. If it is at all possible, I would like to be able to present your results at the upcoming Council Work Session on October 30<sup>th</sup>. I understand that you already have the data from FPS and that you also have a copy of the presentation made by Professor Kaplan.

If any additional information or clarification is required, please contact the writer.

Sincerely,



Michael A. Marozzi, P.E., P.S.  
PORTAGE COUNTY ENGINEER

cc: Lew Steinbrecher, City Manager  
Kent City Council Members  
Kent Engineering Dept.

# Crain

From page A1

ilitating the bridge as currently stands, among others. The city's administration will review different options and make recommendations at that meeting.

Mayor John Fender said the meeting will not rehash the nine options first presented, which were later reduced to the three currently under consideration.

City Manager Lew Steinbrecher said if council agrees on a direction, the project should take it can schedule another special meeting for public comment on the new proposals.

"It isn't just an opportunity for you to discuss it among yourselves," Steinbrecher said of the Oct. 30 meeting.

Hawksley suggested the special meeting after the amount of public comment given at a community forum held in the West Side Fire Station. At the

Sept. 24 meeting, residents expressed concern that the project — which would relocate the Crain Avenue Bridge to line it up with Fairchild Avenue — would increase traffic on Crain Avenue.

City consultants presented the public with data from recent traffic counts along Fairchild Avenue, Mantua Street and Crain Avenue, saying if nothing is done, pollution and congestion would increase. The project is an effort to eliminate one of Kent's biggest traffic jams.

Hawksley felt different options should be discussed before the city settles on one of the current three alternatives.

In other business, the city plans to start broadcasting council meetings over the Web. A link from Kent's site, [www.kentohio.org](http://www.kentohio.org), will take users to Live365, where a live audio feed from council meetings will be played.

Wednesday was a test run for the software. Clerk Linda Conly said. She hopes to start the live Webcasts at the next meeting in two weeks.

## New ideas for Crain project?

### Kent council to discuss options

By Chad Murphy  
Record Courier staff writer

More alternatives for Kent's Crain Avenue Bridge project could be on the way.

Kent City Council Wednesday set a special work session meeting for Oct. 30, where members will discuss the three options engineers suggested for the project as well as other possibilities.

Councilman Rick Hawksley said these possibilities could include redefining the project's goal, purpose and needs or rela-

See Crain, page A7

**Crain plan bad idea**

I am a resident of the Crain Avenue neighborhood and believe the Crain Avenue Bridge realignment project is a bad idea.

As demonstrated by the detailed plan by Dr. Kaplan of Kent State University, Crain Avenue is used as a town bypass primarily by commuters to KSU. Why tailor this neighborhood for the convenience of commuters? As someone commented at the public meetings, why demolish homes and businesses for a few minutes' driving time saved during the morning and evening rush hours? The residents have resisted this pressure to retain the character of their business buildings and homes.

The city has already spent a great deal of money and destroyed a neighborhood to build the Haymaker Parkway, where all that commuter traffic would be directed. Building this bridge will only encourage more people to use Crain Avenue; this added traffic will adversely affect the quality of life and property values in the neighborhood.

Nothing was said about Crain Avenue east of the project's limit; certainly an increase of 17 to 24 percent in traffic volume, as predicted by Dr. Kaplan, will require Crain to be rebuilt, consequently with widened lanes to qualify for outside funding. Kent City Council must not let this happen.

This project is designed with the projected traffic of 2027 in mind. I wonder how closely the designers worked with KSU, and if anyone knows what KSU's projected enrollment is for 2027. The university continues to grow and encourages students to bring vehicles to Kent by converting more and more of its beautiful campus into parking lots. By 2027, we had better have in place and be utilizing public transportation, or we'll have to widen all roads. What is the limit?

The cost of this project to the city of Kent is \$10 million to \$15 million. There are ways to combat the traffic congestion on North Mantua Street without spending millions.

Several years ago, the Kent Planning Commission discussed doing away with the southbound left-hand turn on North Mantua over the bridge and hav-

ing both lanes continue south. This solution immediately removes the two-lane-into-one bottleneck at the Mantua-Crain intersection. Traffic calming devices along Crain Avenue would also discourage through-traffic congestion.

The funds earmarked for this project could be used for more important services to residents, such as hiring more firefighters, police officers, teachers, etc. If the city wants to put big money into road work, let's push for completion of the S.R. 261 bypass to the north.

Ideally, the Crain Avenue Bridge would be a bike/pedestrian use only, closed to vehicular traffic. This would increase quality of life and property values in the Crain Avenue neighborhood, encourage other modes of transportation in the area, make walking and cycling safer, and reduce traffic congestion. If City Council believes the bridge must remain open to vehicles, then widen it with bike lanes and wider, safer sidewalks, not more lanes for more cars and trucks.

**Tamar Rein  
Kent**

# Crain span plan moving ahead in Kent

By Diane Smith  
Record-Courier staff writer

The Crain Avenue Bridge project is moving forward as proposed, and an alternative suggested by one resident has been

determined not to be feasible. The city's consultants, Finkbeiner, Pettus and Strout, evaluated an alternative suggested by Tracy Wallach, who is also a candidate for city council. Wallach, who objected to widen-

ing North Mantua Street, suggested adding a turn lane without widening the road, using one of the northbound lanes of the street for that purpose.

The consultants determined that Wallach's alternative

would have resulted in an average delay of 77.1 seconds, a 33 percent increase over the alternative approved by the citizens advisory committee.

See Crain, page A10

## R-C: Complete coverage of area high school football

10/17/03

*[Handwritten signature]*

### Crain

From page A1

Service Director David Merleno said that level of service is too high to obtain federal funding.

Wallach said she was disappointed, but said she has already talked to the city engineer to see if another solution can be found.

"I haven't given up hope yet," she said. "Maybe there still is another way."

Meanwhile, the city is moving forward with the alternative suggested by the advisory

committee. Recently, a letter of intent was submitted to the Akron Metropolitan Area Transportation Study in hopes of approving the project for funding next year.

"At one point, it was ranked number one," Merleno said. "We would like to think it will be ranked number one again."

The consultants are waiting for traffic data to be approved by the Ohio Department of Transportation, which must approve of the plans for funding to be received, he said. The Federal Highway Administration also must give its approval.

The project is eligible for up to \$4.9 million in federal funding.

The city also is seeking transportation enhancement funds for a traffic light at Mantua and Stinaff streets. The light would provide a safer crossing for pedestrians who want to avoid the intersection of Mantua and Fairchild avenue to get to and from the existing bridge, which would become a pedestrian walkway.

"There has been a concern for some time about pedestrians crossing the street," he said. "With the road widening, it's going to be a pretty good distance to cross."

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# ALONG THE WAY

Would more stop signs help Crain Avenue in Kent retain the quiet residential character its residents want to preserve?

It would go a long way in doing so, an expert close to the situation said during a recent visit to the Record-Courier to talk about Crain Avenue and the proposal to replace the current bridge.

In the planning since 1994, the bridge replacement project was initiated to improve what the Akron Metropolitan Area Transportation study rates as the worst intersection in Portage County and the fourth worst in the Summit-Portage area.

In addition to improving the intersection by relocating the bridge to connect Fairchild Avenue directly with the intersections of Crain and Lake and North Water streets, another benefit of the project was to replace the aging and poorly designed bridge that currently spans the Cuyahoga at that location.



DAVID DIX

That bridge was hastily built in 1964 to supercede its better than 65-year-old predecessor that simply fell in, unfortunately taking two lives with it when it collapsed. Jerry-rigged at the base of the then active Erie Railroad line, the bridge was designed as an arc to provide clearance for the then busy B&O railroad tracks below it.

Now nearly 40 years old and deteriorating, the Crain Avenue Bridge sooner or later must be replaced if for no other reason than safety.

Engineers who started on this project eight years ago hoped to correct two problems. They wanted to build a better bridge and do it in a manner that would improve an intersection dating from horse and buggy days, but inadequate for today's traffic patterns, which Kent State University and Kent's downtown now generate.

Meanwhile, parallel to the planning for a new bridge, Crain Avenue residents were becoming discontented over traffic near their homes.

Crain is a secondary feeder avenue for those entering Kent from the north to get to the university. It has 10 intersections between Water and Lake Street intersection and Luther Street where it empties into the university. Only two of these intersections have stop signs. One is at Willow, the other at Wilson. None have stop lights.

Thus, it is easier most days to travel Crain with its fewer stops than it is to drive on East Main where, from Water Street to Luther, five traffic lights confront you.

If you're proceeding to or from the university, which way is more convenient? If you're a student, hurrying to or from class, which route would you follow?

Many Crain residents, fearing a new bridge connecting Fairchild directly with Crain might channel even more traffic on their street, oppose its construction. Better the congestion we have now at the juncture of Water,

Crain, Lake, North Mantua and Fairchild than more cars on Crain, they say.

The expert I talked with, who is close to the project, sees a different scenario, if the status quo is maintained. The current congestion will remain where it is and continue to increase. But, he said, traffic on Crain will grow too, simply because it will everywhere. The issue for Crain residents, he said, should be how to calm the traffic its street must bear.

Designated as a parallel feeder for KSU, slowing Crain Avenue's traffic down at intersections will calm it and persuade some to re-route themselves over to Main Street, he said.

Meanwhile, doing the bridge project will reduce congestion, cut tailpipe emissions, and replace a poorly designed and aged structure that dips at the Erie tracks and arcs awkwardly over the Chessic tracks, he said. The proposed bridge would have four lanes, two of which would be for left turns, wider sidewalks and a bike path. Where three intersections must now be negotiated, only two would remain.

A suggestion has been made to close the Crain Avenue bridge entirely. That would reduce traffic on North Water, Lake, and Crain forcing it to go down North Mantua and into the downtown via Main or Haymaker.

In my opinion, eliminating a bridge would be a step backward for Kent, which, as a river town, lives by its bridges.

The expert I talked with, I think, makes more sense advocating that the Crain Avenue traffic problem be addressed with more stop signs and, if need be, a traffic light or two. The proposed bridge, he said, "is in the best interest of the community and can be done without destroying the Crain Avenue neighborhood."

Those stop signs are worth a try, especially before turning one's back on a bridge proposal that could benefit Kent.

On another topic entirely, Dean Paul, oldest son of Marty and Marilyn Paul of Paul's Do-It Centers, continues his winning ways as head football coach at Thomas More College in Crestview Hills, Ky., just south of Cincinnati.

The 1990 graduate of Mount Union, who played tailback for Larry Kehres' Purple Raiders, opened his fourth season at Thomas More with a 27-5 record. He is 3-2 this season, having lost to Wittenberg and Hanover, two top Division III programs, but the season is young and Thomas More is probably headed once more for the playoffs.

After coaching a semester at Mount Union, Dean Paul held assistant slots at Allegheny, Wooster, Tulane, and Fordham. His head coach at Tulane was Buddy Teevens, now head coach at Stanford.

Dean met his wife, Tonya, while coaching at Wooster, and they have two children, Kendra, and Bryce. Marty said following last week's contest with Franklin, father and son met on the field and he was thrilled to be told by his son that Dean and Tonya are expecting their third child.

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Edmund Morris, Pulitzer Prize winner and author of "Theodore Rex," a biography of Theodore Roosevelt, and his wife, Sylvia Jukes Morris, author of a biography on Roosevelt's wife, Edith Kermit Roosevelt, will speak at 8 tonight in the auditorium of Theodore Roosevelt High School in Kent. Admission is free.

Morris and Jukes Morris spent the morning at the school.

### 3-way race for commissioner

Two candidates are looking to unseat incumbent Chuck Keiper for a seat on the Portage County Board of Commissioners.

Keiper, a Democrat who has held the seat since being appointed in 1993, is seeking his third term.

He faces competition from independent Bill McDowell, a seven-year Freedom Township trustee, and Republican Paul Miller, a business owner and former Shalersville trustee.

See story, page A10

|            |         |              |       |
|------------|---------|--------------|-------|
| Classified | B8-B12  | Lottery      | A12   |
| Comics     | B10,11  | Opinion      | A6    |
| Crossword  | B10     | People       | A3    |
| Dear Abby  | B10     | Sports       | B1-B4 |
| Deaths     | A5      | State/Local  | A5    |
| Horoscope  | B10     | Stocks       | A12   |
| LifeTimes  | A8,9    | TV           | B11   |
| Local      | A3,4,B7 | World/Nation | A11   |



**Night drawing**  
**Buckeye 5**  
 3-7-16-27-30  
 Pick 3 - 2-8-9  
 Pick 4 - 7-5-9-2  
**Day drawing**  
 Pick 3 - 6-1-2  
 Pick 4 - 8-1-6-4



A father embraces his daughter, a survivor in the Russian Theater hos Moscow Monday. Stunned Russians mourned the victims of the country nouncement that many of the hostages who died were killed from the gas fore storming the building. See story, page A4.

# Professors killed at 1

## Student who shot himself is su

By Beth DeFalco  
 Associated Press

TUCSON, Ariz. — Robert Stewart Flores Jr. struggled as a nursing student at the University of Arizona. Classmates said he tangled with instructors and annoyed fellow students.

"He came across as very aggressive and mean and seemed

to have a lot of issues with being angry," said Lori Schenkel, a fellow nursing student.

Authorities said Flores' anger boiled over Monday when he allegedly shot three of his professors to death during a rampage at the College of Nursing that sent dozens of terrified students diving for cover.

Officials said the 41-year-old

Gulf War v rying five l 200 round

After shoo members, l the guns on

"Mr. Flo create a ho munity," T

Richard Mi imagine v

## Kent sets session on Crain Ave.

### Public won't have input Wednesday

By Diane Smith  
 Record-Courier staff writer

Another meeting is being held to discuss the proposed Crain Avenue bridge project, but this time, residents shouldn't expect to speak on the issue.

Kent City Council's streets, sidewalks and utilities committee is holding a work session at 7 p.m. Wednesday to discuss the issue. The meeting will be held on the second floor of the Safety Administration Building, in the old council chambers.

Councilwoman Carol Neff, who chairs the committee, said the public will not be able to speak during the meeting.

"People can come, but it is a work session for council," she said.

See Crain, page A12



Chris Sm  
 Dr. Rogelio Marcial will retire on Dec. 13, doctor, 42 of which were spent in Portage

## Election could

By Brooke Donald  
 Associated Press

WASHINGTON — On the morning after Election Day, Hawaiians may well wake up to find they've re-elected a congresswoman who died in September. And Alaskans a governor who would then quit as their

senator — a replacement.

In Ohio's District, voters choose between a Democrat and former Rep who was exp serving an ei

Copy: DLG/SSB

# Crain

From page A1

The committee will hold open discussion on the issue after hearing from its consultants at Finkbeiner, Pettis & Strout, comments from the county and city engineering staff, a presentation by KSU professor David Kaplan, and information on traffic calming on Crain Avenue.

The city of Kent and Portage County, which owns the bridge, are planning to relocate the Crain Avenue bridge to line it up with Fairchild Avenue. The project aims to eliminate one of the city's biggest traffic jams while replacing the aging bridge.

Last month, council sponsored three public meetings to let residents ask questions and express concern about the project. Many residents, particularly those who live in neighborhoods off Crain Avenue, expressed concern about the project, saying it would send more traffic down Crain Avenue.

The Akron Metropolitan Area Transportation Study has told the city that if council

doesn't commit to the project by Nov. 20, the project will lose its place on its four-year transportation plan, meaning funding for the project would be uncertain until the plan is updated two years from now.

Councilman Rick Hawksley, vice chairman of the committee, said he hopes council will hold an open discussion on the project. He said the project affects too many people to be approached strictly as a traffic issue.

"Personally, I'd like to see us take a step or two backwards," he said.

Neff said council has been asked to make a decision within two or three weeks. In the meantime, she will be reviewing meeting minutes and documents on the project, and she said other council members are being asked to do the same.

"I know residents in my ward are very concerned about traffic on Crain Avenue," she said. "I understand it because we own a house on Crain. I am going to listen to everything and read everything. This is a very difficult decision."

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# Shooting

From page A1

lice said. The college and nearby buildings were evacuated, but no explosives were found.

Police said Flores first killed

fired two shots into McGaffic's chest and stood directly over her as he shot her in the head.

Barbara Monroe, 45, was allegedly Flores' last target. The instructor was cowering behind a desk as Flores approached, witnesses said. He asked her if she was ready to meet her maker. She said "Yes," and then he shot

# Marcial

From page A1

Marcial earned his degree in the Philippines in 1952 and served a year there before coming to the United States where he interned at Lutheran Hospital in Cleveland for a year. He also worked at Saint Alexis Hospital in Cleveland, Robinson Memorial Hospital in Ravenna and Dade County Hospital in Miami, Fla. He became a U.S. citizen in 1960 and started his practice at the Windham Clinic, where he sometimes received produce from farmers in exchange for his service.

"I used to refer to myself as a country farm doctor," he said.

He gave up delivering babies because of the cost of malpractice insurance, but the obstetrics memories live on.

"I delivered 1,200 babies in 23 years. There were 12 sets of twins," he said. He once delivered two sets of twins in two hours and he also delivered the first twins born at the new Robinson Memorial Hospital facility on North Chestnut Street.

Marcial said one time he had a pregnant woman who was al-

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# Races

From page A1

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**ATTACHMENT H-10**

**NEWS ARTICLES LEADING UP TO  
COUNCIL MEETING  
NOVEMBER 20, 2002**

Folk/rock legend Bob Dylan and his band will ramble into the Kent State University MAC Center for performance Sunday.

Turn to page B1

43/33  
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high 37, low 5  
Accu-weather A10

**FIRST VICTORY**  
Earn thrilling 98-96 triumph over Clippers.

Turn to page C1



# RECORD-COURIER

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THURSDAY, OCTOBER 31, 2002

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## Decision looms on Crain bridge

### Kent has 20 days before losing project's federal funding

By Diane Smith  
Record-Courier staff writer

The city of Kent has 20 days to decide the fate of the Crain Avenue Bridge before federal funding is pulled from the project.

Portage County Engineer Michael Marozzi said the Akron Metropolitan Area Transportation Study has ranked the intersection the worst in its area, and

is prepared to commit \$4.9 million in federal funding to the project, as long as the city commits to it by Nov. 20. If not, he said, the AMATS policy board has already approved a "back up" list of projects allocating the money elsewhere.

Kent Mayor John Fender Wednesday urged council to come to a decision.

"We're not going to come up with a perfect plan," Fender said. "We could wait a year or two and we'd still be argu-

ing. I do believe decision time is near. We don't get this kind of opportunity very often."

After a marathon 3 1/2 hour work session, council's streets, sidewalks and utilities committee debated options for the project and how they relate to issues such as traffic calming and pedestrian safety.

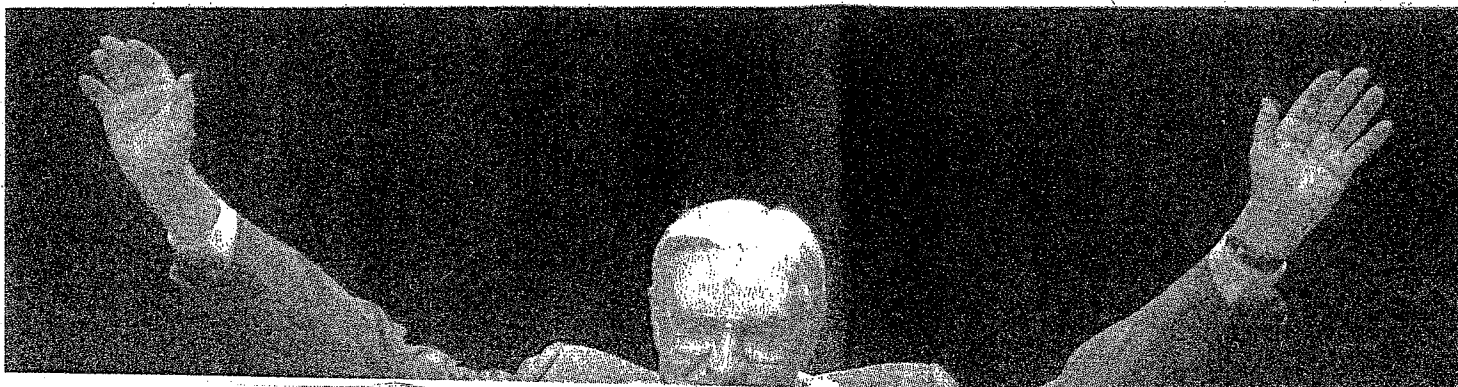
The city of Kent and Portage County, which owns the bridge, are planning to relocate the Crain Avenue bridge to line it

up with Fairchild Avenue. The project aims to eliminate one of the city's biggest traffic jams while replacing the aging bridge. The project is slated for 2006.

At a series of public meetings last month, residents, particularly those who live in neighborhoods off Crain Avenue, complained that the project would increase traffic. Their complaints were backed by a traffic study by David Ka-

See Crain, page A9

## MONDALE BACK IN THE SPOTLIGHT



## Undies suspect found guilty

Jury convicts after one hour

# Crain

From page A1

plan, a professor of geography at Kent State University, who presented studies suggesting traffic on Crain would increase dramatically, and that levels of service for the intersection were already good.

Jim Bowling of the city's consulting firm, Finkbeiner, Pettis and Strout, spent much of his presentation discounting Kaplan's study.

"This does not make any sense when you go out and actually observe the traffic," he said.

Bowling said AMATS had traffic counts taken on Oct. 15, and they were processed two different ways, using Synchro software, which Kaplan used, and the Highway Capacity Manual, which is considered the only acceptable method of determining levels of service.

He said the Highway Capacity Manual determined the

Fairchild, Mantua and Crain intersections to have an overall rating of E, the second worst ranking in the system. Synchro rated them C because the program takes all traffic delays and averages them, he said.

He also disagreed with Kaplan's study, stating that more than 60 percent of the traffic crossing the Crain Avenue Bridge stayed on Crain until it got to Luther, saying the study did not take into account traffic from side streets.

The assumption that Crain Avenue would see an increase in traffic also was questioned.

Kaplan had based his projection on an assumption that half of the motorists now turning right on Mantua Street might head straight on an aligned bridge instead. Bowling said that assumption doesn't account for those who are headed to downtown or south. He said the Ohio Department of Transportation is the only entity permitted to make traffic projections because it can be subjective.

Kaplan, who came to make a different presentation addressing

various alternatives and their impact on traffic, said he was not prepared to defend his work. But, he said he had contacted the Ohio Department of Transportation and learned that the organization never made projections of the project's impact on Crain Avenue. Instead, he said, ODOT assumed the traffic on Crain would remain the same once the intersection was aligned, then made its 20 year projections based on those figures.

"The projections I made may have had flaws, but they're better than no projections at all," he said.

Ed Seigerst of the city's engineering division said the "silent majority" would be happy if the project is built.

"You've heard so much negative on the project, but very little positive," he said. "You're going to have 19,000 people very happy if the project is done. It would provide a vital link in this town."

Later, the discussion turned to "traffic calming" techniques, which range from speed bumps to intersection changes, and are

designed to encourage traffic to slow down.

Community Development Director Charley Bowman presented a tentative policy outlining how neighborhoods would be considered for traffic calming, how they would be ranked and the process of studying what kinds of improvements to make.

If council approves the policy by Nov. 20, he said construction could begin as soon as next June on traffic calming measures on Crain Avenue.

Several council members expressed interest in incorporating those measures into the project in order to better "sell" it to residents.

But Councilman William Schultz pushed his fellow members to wait a year or two to make a decision and take more time to study it.

"I wish we'd heard this information years ago," Schultz said. "Now we've got 15 days to make a decision."

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# Race

From page A1

the law in general, she said. In his campaign O'Neill says he "throughout the state willingness to speak he believes the right equals are at stake."

Christley says that p is at odds with the purr appeals court, which whether mistakes of la cedure were made in criminal trials. The co follow legislative law interpretation of that by the Ohio Supreme C

"We are the enf that," she said. The co re-write or ignore the l "right" side wins, she

She said she sees C "wearing a white hat, r to right all wrongs. The court is the worst pla world to hold that philo

O'Neill tried to get removed from the Lak

# Trial

From page A1

2001 in Kent near the victim's East College Street apartment. Police charged him with burglary after two witnesses reported seeing him climb through the window of the apartment. During Entze's arrest, police found

## Better Business Bureau Warns of Fraud Targets

Daily, the Better Business Bureau receives calls questioning the legitimacy of a telemarketing investment. There are many schemes that target the elderly. Con artists often take advan

# Kent will ban left turns onto Crain Avenue

R.C. 11/7/02

## Temporary plan for Mantua to study impact on traffic

By Diane Smith  
Record-Courier staff writer

What would happen if motorists headed south on Mantua Street in Kent couldn't turn left on Crain Avenue anymore?

Kent City Council voted Wednesday to find out.

Council voted 7-2 to have the administration put up temporary signs barring left turns for southbound traffic to see what impact the move would have on traffic patterns in the area. Councilmen Garret Ferrara and Wayne Wilson voted "no," and

Councilman Ronald Heineking abstained. Councilman Robert Felton was absent.

The administration will report back to council about the date and duration of the test. It is not expected to be complete before council's streets, sidewalks and utilities committee meets next Wednesday to discuss Crain Avenue.

The city of Kent and Portage County, which owns the bridge, are planning to relocate the Crain Avenue bridge to line it up

See Crain, page A10

## Crain

From page A1

with Fairchild Avenue. The project aims to eliminate one of the city's biggest traffic jams while replacing the aging bridge

Residents, including many who live in neighborhoods off Crain Avenue, have objected to the project, saying it would increase traffic in their neighborhood.

Ferrara said he was opposed to the experiment because the city's consultants, Finkbeiner, Pettis and Strout, told council in a work session last week

that banning left turns would overload other intersections, including Mantua and Gougier.

Schultz, however, said he was skeptical of believing those comments without study to back them up. He said the same consultants told council that the project would increase traffic on Crain Avenue by less than one percent a year, but it turned out there were no studies to back up that claim.

The Akron Metropolitan Area Transportation Study has ranked the intersection the worst in its area, and is prepared to commit \$4.9 million in federal funding to the project, as long as the city commits to it by Nov. 20. If not, the AMATS

policy board has already approved a "back up" list of projects allocating the money elsewhere.

The committee is expected to make a decision on the Crain Avenue project next Wednesday. Council is expected to make its recommendation official at its Nov. 20 meeting.

In other business, council agreed to place the question of a motor vehicle license tax on the ballot next May. Ferrara and Heineking voted "no."

The measure would increase the cost of license plates by \$5 a year. The fee would generate \$100,000 a year, which would be earmarked for traffic signalization needs in the city.

## LETTERS

R.C 11/7/02

### Steamrolled in Kent

In its haste to rationalize a decision to reconfigure the Crain /Fairchild Bridge and intersection before the Nov. 20 funding deadline, I fear that Kent City Council is failing to objectively consider the actual problem or the full range of solutions available.

These are some of the problems that I see:

There has not been a serious and credible study of the actual magnitude of the problem. I have heard some alarmist statements about how bad the intersection is and how bad it will get in the future. Yet, when a local resident on his own initiative made a serious study using recognized methodology, his work was dismissed out of hand. I suspect that had he reached a conclusion supportive of the proposed realignment, his study would have been more favorably received. In my daily commutes through that intersection I do not see a \$4 million problem. A little hands-on traffic management by the Police Department would go a long way.

There is not yet a clear plan for this change. However, there is a big chunk of money out there so, by golly, we're going to come up with a plan to spend it. Any plan will do.

There has not been any consideration of substantially different alternatives. For example, adding an additional lane on the west or east side of S.R. 43 with a turn lane in the middle would greatly facilitate north and south traffic flow on S.R. 43; or, using traffic signals to re-assign traffic lanes during periods of heavy congestion in the mornings and afternoons might help. These are illustrative options only. One would think that professional consultants could come up with something better than the unimaginative non-choices presented to council.

In consideration of these points I propose that council take the following action:

1. Direct the consultants to go back and do the job right. This means problem definition and solution analysis using rigorous and widely accepted methodology. A slapdash analysis with no consideration of meaningful alter-

natives is simply not acceptable.

2. Let the Nov. 20 deadline go by. We have heard that this is the last money available for this purpose for the next four years. Frankly I don't believe it. It sounds to me like the car dealer that tells you he can only give you this special price if you buy today. If a legitimate need exists, it is the responsibility of council and the administration to get it done. If they are unable to do so, then they should be replaced.

This hurried rush to judgment puts the quality of life of many Kent residents at serious risk. The cavalier treatment of the issue by city government is shameful and it ought to upset even residents not directly affected by this particular issue.

We have a wonderful quality of life in Kent. We need to be in charge of our destiny and not be steamrolled by those who profit from all change, good or bad. If it does not improve our city, we should not do it.

Platt R Safford  
Kent



# County weighs in on Crain bridge

## Commissioners, Kent must agree on plan by Nov. 20

By Mike Sever  
Record-Courier staff writer

With the clock running down on its federal funding, Kent's Crain Avenue bridge project was before the Portage County commissioners Tuesday.

Portage County Engineer Michael Marozzi asked commissioners to accept Alternate 2 as the preferred path for the bridge relocation project.

Marozzi said the county and city have to

make a decision by Nov. 20 or the Akron Metropolitan Area Transportation Study will drop the project and use the \$4.9 million it has earmarked for a backup project.

Alternate 2 is the southernmost alignment of a new bridge with Fairchild Avenue on the west and Crain Avenue on the east. It would take out a maximum of seven residential and eight commercial buildings within a project area that also extends both ways along S.R. 43. That

number could possibly be reduced by fine tuning the final detailed design phase, according to Robert Hochevar, project manager for Finkbeiner, Pettis & Strout Inc., consulting engineers for the county and city.

Both the city and county need to select a preferred alternate in order to go forward with preliminary design, Marozzi said.

Commissioners made no decision on the issue, but put it on their discussion

agenda for upcoming meetings.

Commissioner Chris Smeiles noted that some critics of the project in Kent have said it should be postponed in hopes that more money would be available in future.

Marozzi disputed that reasoning. He said there is \$5 million on the table and AMATS has the project listed as No. 1 on its project list.

"To say there may be more money

See Crain, page A8

## Crain

From page A1

available (in the future) is a fallacy," Marozzi said.

Marozzi also said the existing Crain Avenue span is nearing the end of its life. Stopgap repairs already have been made to keep it in service until the re-

placement span is completed, he said. The next step would be to lower the load limits on the existing bridge, impacting truck traffic to and from Lake Street industrial firms.

"We will reach a point of no return fairly quickly. This bridge will not last forever," Marozzi said.

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11/13/02  
Record Courier



## LETTERS

11/13/02

### Kent: A real joke

I would like to know what idiot came up with the idea of no left turn onto the Crain Avenue Bridge in Kent. Does anyone realize the traffic jam that would cause on S.R. 43 south, especially in the morning and rush hour? People who live on Lake, Crain and Water will need to go over two miles just to get to their destination.

Have you tried making a left-hand turn from Main to Water Street when the turn signal only works when the city of Kent wants it to work, and when it does, work two or three cars get through? The city has done some stupid things, but this one is at the top of the list.

What is so hard to figure out a way to line Fairchild with Crain? All anyone has to do is just go straight and line up to North Mantua Street. Very few homes or businesses would need to go. Close off the bridge altogether and replace a new one at Water and Fairchild. But that idea may be too easy, and some precious trees may need to go down, and God help us if the city would cut a tree down. Then keep the light at Crain, Water and Lake and just be allowed to make a left turn. The city could purchase the bar at the corner and make it a parking lot and make the old bridge a parking lot for the businesses.

It doesn't take a rocket scientist to

figure this out, but Kent makes it more complicated than what it is. But if this was for the university, they would have no problem coming up with a solution.

What the people of Kent need to do is eliminate the mayor, his sidekick as city manager and elect new council members, because Kent is becoming a real joke.

Rosemary Shardy  
Kent

### Animals benefit

More than 300 people recently visited and participated in a fall festival held at Happy Trails Farm Animal Sanctuary. Hayrides and displays, interaction with farm animals and food made for a day of fun and support for this organization and the gentle creatures in the care of directors and volunteers.

I want to thank the generous folks who stopped by my craft table and purchased holiday gift items. The profits combined with donations at other sites at the sanctuary, benefited the animals in the sum of slightly under \$3,000. Medical bills and other support expenses will be covered with these funds. My profits purchased stall building materials.

Come winter, the animals will be safe and warmer because of your generosity.

Rachel Salzer  
Ravenna

\*\*\*\*\*3 DIGIT 443  
 \*\*\*\*\*03/07/03  
 120457  
 FINKBEINE PETTIS ET AL  
 520 S MAIN ST APT STE 24  
 AKRON OH 44311

**FANFARE**

**HARRY POTTER**

The boy wizard returns to Hogwarts School of Witchcraft and Wizardry for another round with Voldemort.

Turn to page B1


**WEATHER**

**CLOUDY**

**50°/40°**

Friday  
high 48, low 31

Accu-weather A10




**SPORTS**

**KENT STATE IMPRESSIVE**

Overwhelms Czech Select team, 82-52.

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# RECORD-COURIER

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172nd Year, No. 315 THURSDAY, NOVEMBER 14, 2002 50 CENTS

## Council deadlocked on Crain plan

Mayor or Felton may break tie Left turn ban won't take effect

By Diane Smith  
Record-Courier staff writer

Residents who urged Kent City Council not to proceed with a project that would align Fairchild and Crain avenues will have to wait a week to see if council will listen to them.

Council's Streets, Sidewalks and Utilities committee Wednesday was split evenly on a motion to proceed with Alternate 2, which would eliminate the offset intersection, as well as seven homes and

eight businesses in the area.

That means the action will be reported to council next Wednesday as a tie, which will be broken by either. Councilman Robert Felton, who has been absent from council meetings in recent weeks while recovering from surgery, or by Mayor John Fender, who has expressed his support for the project.

Council members William Schultz, Rick

See Crain, page A10

By Diane Smith  
Record-Courier staff writer

Motorists will be able to turn left onto the Crain Avenue Bridge next week after all.

At Wednesday's meeting, Kent City Council's Streets, Sidewalks and Utilities committee rescinded its decision to ban left turns on the bridge during rush hour to see where traffic would go. Both proponents and opponents of last week's action said they agreed it was best not to go ahead

with the experiment right now.

Signs had been posted along North Mantua Street indicating that the no-left turn plan would go into effect Monday.

"I received 15 phone calls thanking me for not voting for this, and 25 others who said it's the stupidest idea council has ever come up with," said Councilman Garret Ferrara.

One of the callers was Marc Crail, superintendent.

See Turn, page A10

From page A1

Hawksley, Michael DeLeone and Carol Neff voted against proceeding with Alternate 2, while "yes" votes were cast by Kathleen Guckelberger, Garret Ferrara, Wayne Wilson and Ronald Heineking.

The bridge project would cost about \$15 million. Neff said the Akron Metropolitan Transportation Study has committed \$4.9 million in federal funding, and the county engineer has located \$5 million in funding. There are efforts underway to secure another \$2 million in grants, and the county would pay about \$1 million. That would leave the city responsible for about \$1.9 million.

If the city doesn't commit to the bridge project by Nov. 27, AMATS will allocate the money to other projects, and it could be two years before funding is available again.

"I am certain this plan would significantly increase traffic on Crain Avenue, even though ODOT says it would not," said Neff, who owns a house on Crain Avenue. "We are inviting traffic to use Crain as a Main Street bypass."

DeLeone, who said he has lived in the area his entire life, heard 25 people speak on the subject at Wednesday's meeting, including many people with children, and noted that nobody was in favor of it.

"A lot of kids walk to the middle school and the high school from my neighborhood," he said. "On Crain, they can't even get across the street now. I don't understand how we can accommo-

modating pedestrian safety."

Other council members, however, said council cannot afford to wait and risk losing federal funding for the project.

"If we turn this down and try to do it two years later, we're still going to make people unhappy," Heineking said. "Something has to be done. We have budget hearings next week, and money is tight. We're getting close to the point where we may have to start laying off city employees. We have to take money when it's available."

Councilwoman Kathleen Guckelberger said the alternate could always be modified later.

"I really think we have to take the money and attempt to mediate the differences," she said.

The tie vote came after hours of discussion from residents who packed council chambers Wednesday to speak against the proposal. About 55 of them filled the seats in council's chambers and another dozen stood to watch the meeting and spilled into the hallway.

Residents, many of whom live on or near Crain Avenue, said the project would increase traffic in their neighborhood.

Jill Kapusta, who lives on Crain Avenue, said the project would destroy her neighborhood.

"To line up Fairchild with Crain is nothing more than a gold star for the city and the county to say finally you've got a straight street, only it goes nowhere except through a neighborhood," she said.

Because the Nov. 27 meeting will be a special council meeting, no public comments will be allowed.

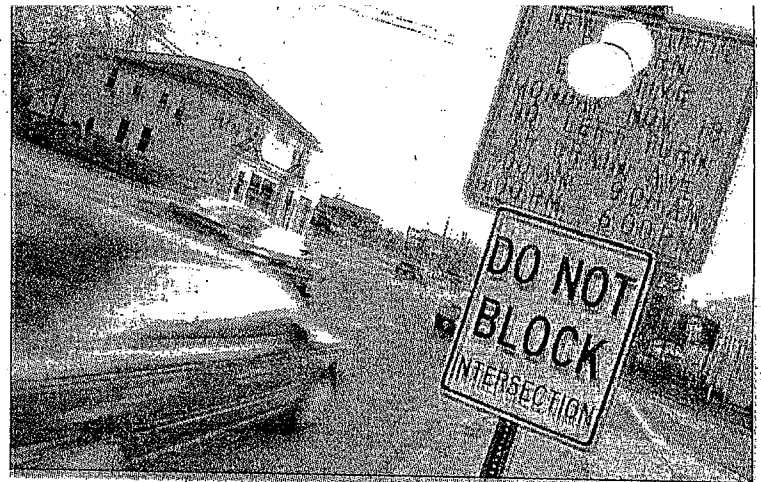
From page A1

dent of Kent schools, who said he couldn't believe council would do this without consulting the district, he said.

City officials said while council still will need to vote to rescind the action at its meeting Nov. 27, they would delay implementation of the experiment until after the meeting.

At Wednesday's meeting, council was presented with a detailed memo outlining the plan for barring left turns between 7 and 9 a.m. and again between 4 and 6 p.m. for up to three weeks. The experiment would have to begin next week to gain accurate traffic counts because of upcoming breaks in the class schedule at Kent State University.

Some council members said while they still believed data from the test might be valuable, that time frame would not allow enough time to implement the test properly, including finding the best way to accommodate school and public bus routes.



Kent City Council has resinded a decision to temporarily ban left turns from North Mantua Street to Crain Avenue.

Councilman Rick Hawksley said some of his constituents expressed concern about the study, including one in his home.

"I got beat up by my wife over it," he said, adding that his wife pointed out that motorists would just turn around at the Triangle to cross the bridge.

Councilman William Schultz, who made the motion originally authorizing the study, also made the motion to rescind the action. He said at the time, he believed the findings of the study would spark

possible changes in the plan, including the elimination of a lane of the widened road. But he said he has since learned that once council selects an alternative, the lanes can be reduced in width, but not eliminated.

"It might give us information, but we won't be able to use that information," he said. "We'd still be stuck with five lanes. I don't see any value in it."

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11/17/02

# Kent eyes solution to traffic concerns

## City to consider calming methods

By Diane Smith  
Record-Courier staff writer

In the fury over the replacement of Kent's Crain Avenue bridge, proponents and opponents of the project have found a bit of common ground in a traffic philosophy that calls for cobblestone intersections, speed bumps, boulevards and shrubbery along the road.

No matter how Kent City Council votes on Wednesday, officials on both sides of the table want to implement traffic calming on Crain Avenue and in other parts of the city. And some want to go even further.

"My basic philosophy is if we spent the money we're spending on this bridge we don't need, and put it into traffic calming, people would flock to our community to live in it," said Councilman Rick Hawksley. "We should have a sign at the city gates that says, 'Streets are pedestrian friendly. Speeders will be prosecuted. Slow down.'"

Traffic calming is a method of encouraging traffic to slow down or select another route by changing the direction traffic flows, changing the driver's depth of vision, or other methods of getting the driver's attention and encouraging him to slow down.

Council's streets, sidewalks and utilities committee deadlocked 4-4 last week on a vote to proceed with a project that would rebuild the Crain Avenue Bridge and line it up with Fairchild Avenue. The tie will be broken at a special council meeting Wednesday, but no public comment will be taken

See Kent, page A10



Curb extensions extend into the street and narrow the lane for traffic at East Main and DePeyster streets in Kent. The curb extensions are known as a "neckdown," a method of traffic calming that encourages traffic to slow down at the intersection. Richard Sweet/Record-Courier

## Kent

From page A1

on the project.

Residents, including many who live on and near Crain Avenue, have spoken against the project, saying it would increase traffic in their neighborhood. However, many council members who voted for the project said they thought those issues could be addressed by implementing traffic calming on Crain Avenue.

At a recent city work session, council was presented with a variety of examples of traffic calming measures. Some of them already exist in the city, such as the islands in the center of East Main Street, the islands dividing the lanes of River Bend Boulevard, and the curb extensions at DePeyster and Main Street, which is known as a "neckdown," and encourages traffic to slow at intersections.

Other devices include speed humps, raised crosswalks and diverters forcing traffic to go elsewhere.

Kent City Council is expected to discuss a traffic calming policy at a meeting in early December.

Community Development Director Charley Bowman said the initial draft of the policy would call for the city to address traffic issues based on citizen complaints. The city would then do a traffic study, give it a point value based on findings of the study, and use that scale to prioritize projects.

A series of meetings would then be held with residents, who would help the city decide what traffic calming methods should be installed in their neighborhood and where.

"What we found is that in communities where traffic calming measures were installed without citizen input, it tends to be put at the wrong in-

tersections and in two years, the traffic calming devices are ripped up and either re-installed elsewhere or taken out completely," he said. "It's easy to say, 'We'll do it here, here and here,' but these are the folks who are dealing with this on a regular basis."

He said many factors need to be considered when installing such devices, including determining how snow plows would navigate streets with speed humps or raised crosswalks, and determining how frequently the road is used by ambulances and emergency crews.

"If the road is considered a main route for police and fire, and you've got someone in an ambulance who has been through some kind of trauma, some of these can jostle the patient in the back of the truck," he said.

City Manager Lew Steinbrecher said he is interested in implementing traffic calming in neighborhoods, particularly on Crain Avenue, regardless of the bridge project.

"I think it has great potential in addressing the concerns on Crain Avenue," he said. "I'm truly concerned about the traffic problem there, irrespective of the bridge. If you make it so that so much time is lost on Crain Avenue, they'll either go to Main Street or over to (S.R.) 59. I really believe that."

Councilman Garret Ferrara, a supporter of the Crain Avenue bridge project, said he believes traffic calming measures on Crain Avenue should be incorporated into the project.

"I think we'd be doing the people down there a disservice if we didn't," he said.

He said he thinks traffic calming also should be considered in other parts of the city, particularly on "minor arterials" that connect to main roads and often carry bus traffic.

"The city probably bears more of a responsibility on minor arterials," he said. "The

city ultimately benefits from having good roads and a good image for the city."

Hawksley said he has long been an advocate of traffic calming, and has proposed that the city implement such measures for years. However, he said he hopes it is implemented properly, possibly with outside expertise.

"This is being used to placate people and convince people that this bridge project isn't so bad after all," he said. "If we're serious about it, we need to put our money where our mouths are."

Steinbrecher said the budget he will present at Wednesday's budget hearings does not include money for traffic calming. However, he said, council can choose to generate that money in two ways.

One is through special assessments, which would have residents sharing the cost of the improvements based on the frontage of the property on the road. The city already uses this method to offset the cost of road reconstruction, to the chagrin of residents who argue that the method is unfair.

Another fund-raising option is to implement another \$5 increase in the city's license plate fees. He said there are four \$5 increases allowed by Ohio Law. Kent has already used two of them. An advisory ballot issue for a third one will appear on the ballot next May, and would generate \$100,000 a year for street light and intersection improvements.

He said the fourth increase could be used for traffic calming.

"I think that would be an excellent opportunity," he said. "I would hope council could come up with a way to address not only the problems on Crain, but in other parts of the community."

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## Explore Kent options

I hope we'll see Kent City Council hold off on all plans to restructure the Crain Avenue Bridge.

What if we realign the bridge with Fairchild? The Crain-to-Main neighborhood will soon look like the Summit Street neighborhood just east of Ohio State University's Columbus campus. There, the large, single family homes are now boarding houses. The first step in the change in that area occurred when city officials encouraged more downtown- and university-bound traffic onto Summit Street to alleviate traffic on High Street.

We still have a great opportunity in Kent. An opportunity to fix rather than move our traffic problems. To keep rather than to lose a very strong, family-friendly neighborhood. To work with the university rather than to try to work around it.

This is a challenge, and a great opportunity. I hope council will continue to listen to residents when we say, "Don't move that bridge just yet." We need to explore other options.

Diane Stresing  
Kent

11/19/02

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FINKBEINE PETTIS EY AL  
520 S MAIN ST APT STE 24  
AKRON OH 44311


**HEALTH & FITNESS**

## FINDING A HOME

November is National Adoption Awareness Month. There are more than 6,000 children in Ohio seeking permanent homes.

Turn to page B10

**WEATHER**




**CLOUDY**  
**51°/40°**  
Thursday  
high 48, low 36  
Accu-weather A10

**SPORTS**

## BUCKEYES' FEARLESS LEADER

Tressel an instant hero at Ohio State.

Turn to page B1



# RECORD-COURIER

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172nd Year, No. 321

WEDNESDAY, NOVEMBER 20, 2002

50 CENTS

## Crain Avenue decision looms tonight Felton unavailable to break tie County signs off on Alternate 2

By Diane Smith  
Record-Courier staff writer

Councilman Robert Felton said he won't be there tonight to break Kent City Council's deadlock over the Crain Avenue Bridge, but said residents shouldn't assume the controversial project will be approved.

"Somebody may be on the fence," he said. "The people who are calling me should call those four council people and see what comes up."

Last Wednesday, council's streets, sidewalks and utilities committee was split evenly on a motion to proceed with Alternate 2, which would eliminate the offset intersection of Crain and Fairchild avenues, as well as seven homes and eight businesses in the area.

That means the action will be reported to council at 7 tonight as a tie. At the time, residents were told the tie would be broken by either Felton, who

See Crain, page A10

By Mike Sever  
Record-Courier staff writer

Alternate 2 for Kent's Crain Avenue Bridge realignment has received the support of Portage County commissioners:

Commissioners Chuck Keiper and Chris Smeiles adopted a resolution Tuesday urging Kent City Council to move forward immediately with the project. Kent council is expected to vote on the issue tonight. Commissioner Kathleen

Chandler was not at the meeting.

The commissioner's resolution also urges Kent council to accept an alternate plan and direct the consultant to complete the preliminary development phase of the project.

Commissioners took the vote Tuesday afternoon. In the morning, Kent Environmental Council member Vincent Komenda addressed commissioners, asking them to postpone action until the

See County, page A10



# Crain

From page A1

was absent, or by Mayor John Fender, who has expressed his support for the project.

Felton, however, said he is recovering from bypass surgery to improve circulation in his leg, and is recovering at the home of relatives in Akron because of the seriousness of his condition. He said his doctor has not authorized him to go out.

# County

From page A1

effects of the project may be thoroughly studied with citizen input.

Commissioners noted that the deadline is nearly up to get almost \$10 million in federal funding for the bridge and associated traffic lane changes.

"There's just no good answer here," Keiper said.

Commissioners attached a cover letter to the resolution,

In addition to Fender, supporters of the project Wednesday included council members Kathleen Guckelberger, Garret Ferrara, Wayne Wilson and Ronald Heineking. Council members William Schultz, Rick Hawksley, Michael DeLeone and Carol Neff voted against the project. Fender has the power to vote only in the case of a tie, and only at full council meetings.

Felton said if he were to attend the meeting, he probably would have voted for the project, knowing that changes

encouraging city officials to work with city residents and other groups to consider and implement appropriate traffic calming measures.

Residents of the area, particularly along Crain Avenue, have expressed concern that realigning the bridge with Fairchild Avenue will encourage more traffic on their street.

Commissioners asked Portage County Engineer Michael Marozzi to seek an extension from the Akron Metropolitan Area Traffic Study, which is handling the federal grant, county officials said.

could always be made later.

"The way I see it, any traffic design is temporary. If it's incorrect, it can be adjusted later. We can correct traffic lights, even mandate different traffic flow. But if we lose that money, we lose it."

However, he acknowledged that residents, particularly those who live in neighborhoods off Crain Avenue, don't see the issue the way he does. "When it's your neighborhood, you panic," he said.

Because tonight's meeting is a special council meeting, resi-

But Marozzi said that might not be possible.

"If there's enough to muster a 'no' vote for the project (by Kent council) there's no reason for me to go to the AMATS meeting Thursday morning," Marozzi said.

If Kent City Council doesn't vote to go ahead with the project, AMATS most likely will allocate the federal funds to the next projects in line.

Proposed funding for the project includes a \$4.9 million grant by the Federal highway Administration Fund through AMATS, and a \$5

dents will not be allowed to speak. At last week's meeting, many residents spoke up, and all said they were opposed to moving ahead with the project now.

Citizens for Responsible Development, which opposes the project, plans to stage a protest at the meeting. Supporters of Stop Crain Bridge are being encouraged to wear tape over their mouths during the meeting, and one group is expected to have a steamroller to protest the way council handled the project.

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million pledge from the Local Bridge Fund through the County Engineers' Association of Ohio.

If the project doesn't go forward this week, the future of the existing Crain Avenue bridge becomes a concern. The bridge handles some 15,000 vehicles daily, he said.

"I believe the future of the bridge is short term in nature," Marozzi said Tuesday. There isn't a posted load limit on it now "but that is a distinct possibility," he said.

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# LETTERS

11/20/02

## Respect input in Kent

Almost a hundred people turned out at Kent City Council chambers last Wednesday for the deliberations over accepting an engineering solution for the Crain/Fairchild/North Mantua traffic problem. About 25 people spoke, unanimously urging postponement of a decision until citizens had a chance to participate in planning for it.

I was personally extremely disappointed to hear some members of council respond in ways suggesting that they knew what was really best for the city. And that those asking for a delay were just selfish people who only cared about their own neighborhoods, families and children — as if such concerns were trivial.

These elected officials also gave the impression that they expected the residents of Kent to trust them, apparently confident that their past responsiveness to citizen concerns had earned them the trust of the community. This, despite the lack of citizen input into planning this project until after the engineering design was completed.

I am most disturbed that in denying the conspicuous concerns of their constituents, these officials ignore — nay, undermine — the orderly processes of governance by consent that are funda-

mental to democracy and civil harmony. One way or another people can live with what they cannot change — like traffic bottlenecks. But democracy and civil harmony cannot thrive if people are continually thwarted by processes that exclude them from participation in decisions that affect their lives.

It has been charged that citizens don't really want to participate because they don't turn out for meetings like Destination 2006 and the present Bicentennial planning sessions. Perhaps that's because they recognize that such meetings don't have gears connected to real-time substantive changes in their community.

In this case, citizens can see that the bridge-replacement project is already in gear to make real-time substantive changes in their community, yet they find themselves ignored or brushed off, and disinclined to participate. And as a final irony, at the special council meeting tonight — when the tie vote will be resolved — citizens will not be allowed to speak.

Surely we can do better.

Caroline Arnold  
Kent

Letters to the Record-Courier may be e-mailed to [editor@recordpub.com](mailto:editor@recordpub.com).

# The Crain project

## Realignment plan originated by Kent, not by outsiders

If Kent City Council votes tonight on whether to proceed or back away from the realignment of the Crain Avenue Bridge, it will be voting on a project that the city of Kent requested be built in early 1995.

If undertaken with a good traffic calming program on Crain Avenue, we think the proposed bridge has merit. We do recognize the concerns of those on Crain, which has been a good residential neighborhood; one its residents do not want turned into a major thoroughfare. We think stop signs and at least one traffic light could answer those concerns. Regardless of what is decided about the bridge, traffic calming on Crain will continue to be an important issue the city should address.

The realignment has been misinterpreted by at least one council member as a project imposed by outsiders.

The evidence indicates otherwise.

The city of Kent in 1995 requested Portage County Engineer Mickey Marozzi to come up with a plan to realign the bridge. The city manager at the time, Priscilla Blanchard, stated in a letter to the county engineer that a "very strong desire" was expressed by council to undertake the realignment. Her letter was a response to a communication from the Portage County engineer in late 1994 that he was securing federal funding to shore up the existing Crain Avenue

Bridge to give it another 20 years of life.

Although the makeup of council has changed in seven years, some of its members now in opposition were reportedly on board in a agreement as elected members of council when Blanchard made her request that the bridge be realigned to connect Fairchild with Crain.

The realignment was part of Kent's "Thoroughfare Plan" published for all to see in 1985. The project's inception began in 1981 when City Manager Roy Stype discussed realignment with the Akron Metropolitan Area Transportation Study for the possibility of funding someday.

Labeling the realignment as a project imposed from the outside does a disservice to the Portage County engineer, who has simply responded to the wishes voiced by the city of Kent.

Make no mistake. The bridge realignment is a Kent originated project, conceived as a way of smoothing out traffic flow by reducing the number of intersections from three to two.

Pointing the finger at "outsiders" as some on council are urging is a misconstruing of facts to make it easier to denigrate the project.

This project was born and nurtured in and by the Free City. It's been a publicly stated aim of Kent at least since 1985, there for any citizen, let alone any elected representative, to see and voice his or her opinion, pro or con.



FANFARE

STRANGE TRIP

Former members of the Grateful Dead, known as The Other Ones, will perform Wednesday at the Gund Arena in Cleveland.

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WEATHER
RAIN
46°/37°
Friday
high 38, low 26
Accu-weather A10

SPORTS
LINDSAY PREPARES FOR SEASON
Injuries plague defending MAC champs.
Turn to page C1



RECORD-COURIER

172nd Year, No. 321

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THURSDAY, NOVEMBER 21, 2002

50 CENT

Crain Avenue project defeated

Rejected 4-3 by council; Kent poised to lose \$4.9 million for bridge

By Diane Smith
Record-Courier staff writer

The reconstruction of the Crain Avenue Bridge may be on hold for two years or more after Kent City Council voted down a proposal to endorse the project.

Council, which was down two members due to illness and surgery, voted 4-

3 Wednesday against endorsing "Alternate 2," a move likely to cost the city \$4.9 million in federal funding.

The Akron Metropolitan Area Traffic Study has put the Crain Avenue Bridge at the top of its list, and committed \$4.9 million toward the project. However, it stated that if Kent did not endorse the project by Wednesday, the money would be allocated to other projects on its list.

Residents sat quietly during the brief session, as public comment is not taken during special council meetings, and filtered out after the vote. A handful arrived more than 30 minutes late, and walked in as council was discussing the city budget. None wore tape over their mouths, as had been threatened in a press release by Citizens for Responsible Development.

Before Wednesday's meeting, many residents had assumed council would endorse the project. At last week's meeting of council's streets, sidewalks and utilities committee, council deadlocked on the issue by a vote of 4-4. Council members Wayne Wilson, Garrett Ferrara, Ronald Heineking and Kathleen Guckelberger voted for the project, and council members William

Schultz, Michael DeLeonie, Richard Hawksley and Carol Neff voted "no. The tie was to be broken by either Mayor John Fender, who can only vote in the event of a tie, or by Councilman Robert Felton.

However, Heineking, who is hospitalized with heart problems, was absent.

See Crain, page A

IN BRIEF

2 U.S. soldiers shot in Kuwait

Associated Press

KUWAIT CITY — Two U.S. Army soldiers were shot and seriously wounded today on a highway south of here, the latest in a string of attacks on American troops as the United States prepares for a possible war in Iraq.

A Kuwaiti Interior Ministry official, speaking on condition of anonymity, said the attacker was a police sergeant who used his

Seven nations new to NATO

Former Soviet Bloc welcomed

By Paul Ames
Associated Press

DEADLY MORNING IN ISRAEL



Budget concerns looming in Kent

Taxes, cuts may be in city's future

By Diane Smith
Record-Courier staff writer

# Crain

From page A1

Wednesday, meaning there was no tie for Fender to break.

Wilson said Heineking is scheduled to undergo triple bypass surgery, and the procedure was expected to be done this morning.

Felton is recovering from surgery and also was unable to attend. He said Tuesday that he probably would have supported the bridge had he been able to attend.

The AMATS board that allo-

cates money is expected to meet today. Portage County Engineer Michael Marozzi said he would lobby for an extension from AMATS, but was not sure if the board would approve one.

"I'm not particularly optimistic," he said.

Fender said a member of the board told him a project in Macedonia is next in line for the money set to go to Kent.

Supporters of the bridge project criticized the vote, saying it will mean years of delay for the project and a loss of federal funding.

Guckelberger said she thinks federal transportation funds will be cut and the money won't

be available two years from now. She said changes still could have been made to the plan had council moved ahead.

"This was a really harsh move," she said. "They talk about rushing to decisions in this town. This was a rush decision. People will see what will happen."

Ferrara agreed.

"We'll see how happy people are when load limits are put on the bridge," he said.

Schultz said the city was told it wouldn't get funding to rebuild Fairchild Avenue because council rejected a push from AMATS to make the street four lanes wide, but eventually got

enough money to build a two-lane road instead.

"This gives us an opportunity to do the project right," he said. "I think we can still do a bridge project and come up with maybe not a perfect plan, but a better project."

Neff said she thinks the city should take another look at the purpose and need of the project and come up with a plan that will satisfy the neighbors.

"We've got to move ahead and go after the politicians and see if we can be put on the list again," she said.

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# Caps

From page A1

Senate President Richard Finan said he expected the full Senate to pass the legislation today.

Republican lawmakers are backing the bill to address doctors' concerns over soaring malpractice insurance premiums. They say multimillion-dollar verdicts are driving up rates.

Democrats and trial attorneys representing victims of medical malpractice oppose the legislation. They say it doesn't do enough to hold insurance companies responsible for increasing rates.

The Senate Insurance, Commerce and Labor Committee approved the bill 7-1 Wednesday night.

The goal of the legislation is to make sure victims of medical malpractice still receive money for medical expenses and lost wages while making pain-and-suffering awards

more predictable, said Senate Insurance Chairman Scott Nein.

"The question I would ask is, how do you put a price on the person who just lost their legs, just lost their sight, or anything else? I don't know that you can... I don't think any of us can," said Nein, a Middletown Republican.

A similar bill in the Ohio House would cap pain-and-suffering awards at \$1 million.

Sen. Dan Brady of Cleveland, the lone Democrat on the committee Wednesday, criti-

cized Republicans for passing the bill so quickly after the Nov. 5 election.

During the election, doctors and business groups supported two Republican candidates for state Supreme Court seats in the hopes the justices eventually will find medical malpractice caps constitutional. Both were elected; neither has said how they would rule.

Brady, who voted against the bill, said the process looks "bad for the legislature" and "smacks of political payoff."

# Cancer

From page A1

five years or so.

The findings were published in today's New England Journal of Medicine. The issue also carries separate research findings showing

A vaccine for cervical cancer is urgently being sought because the disease strikes about 450,000 women worldwide each year, killing about half. It is the leading cancer killer of women in the developing world. In the United States, where Pap tests are widely used for screening, it develops in about 15,000 women

# Music

From page A1

tor of the class, Wade said students generally only call her over when there's a computer problem. Otherwise, they're too

and score on the computer.

Only having the same students for seven weeks out of the school year makes it a little more challenging, Wade said. The first class this year animated their own stories, because there wasn't time to work with the other classes.

# STOCK

## NATIONAL

| Associated Press |            |       |  |
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| Goodrich         | 15.28      | +7.0  |  |
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| GIATP            | 6.05       | +1.6  |  |
| Hercules         | 8.80       | -3.0  |  |
| Honwill          | 22.90      | -0.9  |  |
| Humana           | 11.01      | +0.3  |  |
| IngerPd          | 42.19      | +8.6  |  |
| IBM              | 81.61      | +3.24 |  |
| JoAnnSt          | A 24.89    | +5.1  |  |
| vjK mart         | 5.30       |       |  |
| KimClk           | 51.30      | +2.0  |  |
| Kroger           | 15.10      | +1.5  |  |
| Lucent           | 1.24       | +0.4  |  |
| Marathon         | 19.75      | +6.4  |  |
| McDell           | 2.44       | +0.4  |  |
| McDnids          | 18.05      | +2.1  |  |
| Merck            | 57.48      | -1.3  |  |
| Navistar         | 26.45      | +1.69 |  |
| NorlikSo         | 19.99      | +0.1  |  |
| OcciPet          | 27.91      | +5.9  |  |
| vjOwens          | 0.82       | -0.2  |  |
| PPG              | 48.40      | +3.8  |  |
| Penney           | 22.88      | +8.1  |  |
| PepsiCo          | 43.75      | -1.15 |  |
| Pfizer           | 33.09      | +0.9  |  |
| PhillMor         | 37.83      | -2.7  |  |
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| SBC Com          | 26.20      | +7.2  |  |
| SaraLee          | 23.61      | +5.6  |  |
| Sears            | 24.61      | +1.78 |  |
| 3M Co            | 128.71     | +1.31 |  |
| Timken           | 18.07      | +1.1  |  |
| USSSteel         | 12.58      | +0.2  |  |
| VerizonCm        | 39.05+1.06 |       |  |
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| AMR              | 6.55       | -4.8  |  |
| AT&T             | rs 27.66   | +1.36 |  |
| Alcoa            | 22.74      | +2.0  |  |
| AllgEngy         | 6.70       | +3.5  |  |
| AEP              | 26.70      | -1.3  |  |
| Ashland          | 26.18      | +5.3  |  |
| BellSouth        | 26.60      | +1.34 |  |
| Boeing           | 31.73      | +3.3  |  |
| ChevrnTex        | 68.05      | +5.2  |  |
| Citigrp          | 37.79      | +1.35 |  |
| CocaCl           | 46.08      | -3.1  |  |
| ConocPhil        | 49.57      | +8.7  |  |
| CurtWr           | 65.05      | +7.6  |  |
| DPL              | 15.10      | +3.5  |  |
| DalmirC          | 33.17      | -3.4  |  |
| DowChm           | 28.10      | +4.6  |  |
| DuPont           | 42.62      | +3.9  |  |
| EKodak           | 34.63      | +4.4  |  |
| Eaton            | 73.78      | +1.04 |  |
| EDS              | 14.90      | -2.5  |  |
| ExxonMbl         | 35.24      | +0.4  |  |
| FMC Cp           | s 27.51    | +2.3  |  |
| FirstEngy        | 31.71      | +3.3  |  |
| FootLockr        | 11.41      | +1.5  |  |
| FortuneBr        | 46.41      | +1.21 |  |
| GenCorp          | 7.32       | -0.4  |  |
| GenDyn           | 80.43      | -2.7  |  |
| GenElec          | 24.80      | +9.0  |  |
| GenMills         | 45.48      | +4.5  |  |
| GnMotr           | 35.30      | +2.8  |  |
| GaPacif          | 14.83      | +0.9  |  |
| Gillette         | 31.36      | +5.0  |  |

# LOTTERY

Associated Press lion dra

# Kent council rebuffs mayor and county, rejects bridge plan

MICHAEL O'MALLEY  
Plain Dealer Reporter

KENT — City Council voted last night not to rebuild and widen the Crain Avenue bridge, ending a chance to secure millions of federal and state dollars for the project.

Although council went against the wishes of the mayor and the Portage County commissioners, the action was a victory for those who believed the bridge project would dump too much traffic into residential areas.

Carol Neff, the councilwoman for the neighborhood where the bridge is, said many residents contacted her with their fears about the traffic. Neff voted against the project.

"It wasn't an easy decision for anyone," she said.

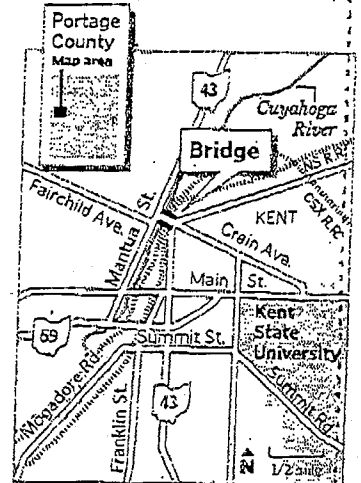
A council committee had voted last week 4-4 on whether to proceed with the project. The issue failed last night 4 to 3, with two members out with medical problems.

Realigning and widening the Crain Avenue bridge had been a priority of the Akron Metro Area Transportation System. The \$15.1 million plan was to widen the bridge from two lanes to four and realign it with Fairchild Avenue, which would have eliminated an intersection. The agency had listed the intersection as the most congested in all of Portage County.

Proponents noted that the bridge, built in the 1960s and owned by the county, has a below-standard safety rating from the county engineer and will eventually have to be rebuilt or repaired.

But council's vote last night came on a deadline for federal funds for the project. Now the county will have to come up with other ways to pay for the work.

The project would have cost



THE PLAIN DEALER

Kent \$1.9 million and the county \$1.1 million. State and federal dollars would have made up the rest.

Councilman Garret Ferrara, a proponent of the project, said he was worried about missing out on the money. "The city and council combined lose," he said. "I'm not surprised; I'm disappointed."

Because of the structural problems, county officials say they eventually will have to limit the weight of trucks and buses that use the bridge.

"People are going to be here complaining about that," Councilwoman Kathleen Guckelberger said. "We made a good-faith agreement with the county and now we are renegeing on it."

On Wednesday, Portage County commissioners adopted a resolution urging Kent to approve the plan. And Kent Mayor John Fender had spoken in favor of it.

Because last night's meeting was a special council meeting, no public comment was allowed. About 30 people attended.

To reach this Plain Dealer reporter:  
momalley@plaind.com, 216-999-4893

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## STARTS & STOPS

### STREETSBORO

Reconstruction of the toll plaza and lanes on Interstate 80 in Streetsboro is under way. Traffic will be maintained in the plaza area with a periodic reduction in the number of available lanes. Completion is set for July 2003.

## WEATHER



MIXED  
43°/35°

Monday  
high 39, low 26

Accu-weather A12

## SPORTS

### ZIPS DOMINATE FLASHES

Kent State's season ends with 48-10 loss.

Turn to page C1



# RECORD-COURIER

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72nd Year, No. 325

SUNDAY, NOVEMBER 24, 2002

\$1.00

## Back to the drawing board in Kent City Council must re-examine options for Crain Avenue bridge

By Diane Smith  
Record-Courier staff writer

In 1995, a majority of Kent City Council wanted to replace the Crain Avenue Bridge with a new one that aligned the intersections of Fairchild and Crain avenues.

Seven years later, a majority of council's current members still do. But

what that bridge will look like, and who will pay for it, will be the subject of a new debate at City Hall.

Over the upcoming months, city council will face a dilemma: How can it bridge the challenges of protecting neighborhood safety and relieving traffic congestion?

Councilman Rick Hawksley said he thinks it's time for city officials to meet

with residents and brainstorm some creative solutions after a vote Wednesday which stopped the project in its tracks.

"We've spent a lot of negative energy," he said. "It's time to spend some positive energy. The people will help us imagine this."

On Wednesday, four members of city council voted against a motion to

proceed with "Alternate 2," which would eliminate the offset intersection, as well as seven homes and eight businesses in the area. Although not a majority, the vote was enough to stop the bridge alignment. Two members of council, both of whom had favored the project, were absent due to illness.

The next day, Portage County Engineer Michael Marozzi said a subcom-

mittee of the Akron Metropolitan Area Transportation Study recommended not allocating \$4.9 million in federal funding for the bridge project.

Marozzi said the city can appeal the decision to the Technical Advisory Committee of AMATS, or to the AMATS policy committee, which will

See Crain, page A12



# Crain

From page A1

make the final decision on Dec. 11. But he said there's no real reason to do so.

"I'm not sure what kind of project would be recommended for funding," he said. "There isn't one."

There is, however, a need to replace the bridge. Marozzi said the city and county signed a letter of intent in 1997 to replace the bridge because it was already beginning to fail and deteriorate.

Marozzi said he didn't know how long it would be until further deterioration forces the county to close the bridge or put up load limits for safety reasons.

"I could not possibly imagine that bridge lasting into the double digits," he said.

Load limits could be put on the bridge to extend its life. But Marozzi said those limits would apply to all vehicles — from truck traffic bound for businesses on Lake Street to fire trucks and school buses.

The last time the county put load limits on the bridge was in 1993, just before the county spent \$32,000 on repairs to make it safe until the realignment went forward. Business owners were livid, he said.

"What you're doing is impacting negatively their ability to make a living," he said.

Councilman Wayne Wilson said he was disappointed to see the project voted down because he had many ideas which he had hoped to bring up in the design phase.

They included narrowing lanes from 12 to 10 feet wide, putting bells on the traffic lights that would ring when the light changed as an aid to the visually impaired and putting matting in the crosswalks. He also planned to suggest a timer

on "walk/don't walk" signs that would tell pedestrians how much time they had left to cross the street.

He said those kinds of concerns needed to be addressed in the next phase of the project, not the "pretty picture" stage.

"It wasn't a design," he said. "It's just a pretty picture. The design phase is when you put all the nuts and bolts together to take care of everybody's concerns. I still believe we could have made a good project and improve the city as a whole, but it didn't pass."

Hawksley said he would like to see council meet with residents and come up with a plan that puts pedestrians and cyclists on the same plane as traffic.

"I think if we can do that, we can come up with a good gateway to our community," he said.

Wilson said regardless of the status of the bridge project, the city still needs to proceed with traffic calming on Crain Avenue because traffic problems still exist there.

"I think maybe we need to do some redefining, but in the short term, we need to do some traffic calming on Crain Avenue to show people we have ways to keep people off of their street," he said.

Hawksley said he would like to find ways to stem the flood of traffic not only on Crain, but on other streets.

"It's going to have to be more sophisticated than road widening," he said. "I think we've heard very clearly that turning roads into speedways is not the solution."

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## LETTERS

*Moser*

### Options on Crain

On Aug. 8, 2002, the Record-Courier printed an artist's aerial view of what the "new" Crain Avenue Bridge neighborhood would look like. My house had vanished! I remember attending a Kent City Council meeting where objections to widening Fairchild Avenue were loud and clear. The measure was voted down. I recall comments then about the issue recurring when the bridge would need replacement. That was 10 or 12 years ago. And here we are again.

The present debate about the bridge realignment quickly moved away from the Fairchild-Mantua environs to almost exclusive concern with the impact of increased traffic on Crain Avenue. It is almost as though the owners and operators of the seven to nine homes and eight businesses to be razed on the west side of the bridge deserve no consideration. This loss of property and livelihoods seems to be widely accepted as the price to be paid to decrease traffic congestion that occurs twice daily around that intersection. When Mr. Mayfield brought this subject up at the West Side Fire Station meeting, he was curtly told "that problem" had been addressed. Case closed.

I would hope that our city manager's dismay at the appearance of my West River Neighborhood has been mollified by the good things happening at the Kemp Building and again promised for the Bissler-Carlson property. Per-

haps he can calm down now and see this area for what it is: a perfectly acceptable mix of family homes and businesses. I don't want my neighbors to lose the handsome McKay-Bricker building or Crock's Car Care or any of the other businesses. Alternates 2, 4 and 9 would eliminate. And, needless to say, I would like to go on living in my house.

It didn't take long for those in the Crain-to-Main area to figure out that while realignment promised greater control over traffic on the west side of the bridge, it virtually guaranteed increased traffic on the east side. For months we have been deluged with assurances from officialdom that realignment would produce no major increase in traffic on Crain Avenue. No one in his right mind believed them, but it wasn't until I read in the Oct. 31 edition of the Record-Courier that ODOT had "never made projections of the project's impact on Crain Avenue ... ODOT assumed traffic would remain the same once the intersection was aligned..." that I understood what a snow job had been done. Thanks to Mr. Kaplan for bringing this information to light. And this project has been under study for seven years.

I am glad the concept of "traffic calming" has come to council's attention. There is no need for endless studies and more focus groups. Next week, signs can go up at either end of Crain Avenue: No Through Traffic. Five 20 mph zone signs can be posted the

length of Crain to advise east and west traffic. Random police checks can re-enforce these limits.

In many cities, considerable effort is made to preserve those features that give a distinctive character to a community. The Crain Avenue Bridge is such a unique feature in the Kent cityscape, dog-leg and all. And less than 2,000 feet south stands the Main Street Bridge, where at present one entire lane appears to be yellow-striped for non-use. I hope council's sense of irony is alive and well. I will never understand why it's preferable to allow the inadequate Crain Avenue Bridge to carry traffic to S.R. 59 via Crain and Luther, when a more direct path over the Main Street Bridge gets to S.R. 59 sooner.

I am sorry that council has given no serious consideration to replacing the bridge where it is. If the bridge were rebuilt in situ and abusive Crain Avenue traffic were curbed, perhaps some attention could be given to get rid of the loophole in state traffic law that allows heavy commercial trucking on Fairchild Avenue. Every town in Ohio probably has neighborhoods where such a ban would be welcome. I imagine that this incursion into residential areas goes back to the gasoline crisis of the 1970s. Its reversal is long overdue, and would go far to calm traffic on Fairchild Avenue.

Anne Moser Hopkins  
Kent

**HEALTH**

12/24/02

# 'Very lucky' Kent councilman recovers from heart surgery

By Diane Smith  
Record-Courier staff writer

A month after undergoing triple bypass surgery, Kent City Councilman Ronald Heineking said he's doing well, although he tires easily, and expects to be back to work sometime in January.



**Heineking**

"I think I'm very lucky," said Heineking, who had a mild heart attack on Nov. 15.

"I had none of the classic symptoms," he said. "I didn't have an elephant sitting on my chest. I just had pressure from shoulder to shoulder. I thought it might be allergies because I was out doing leaves, or

pleurisy, or that I pulled something."

But when he continued to feel ill, his wife called the doctor, who sent him to Robinson Memorial Hospital. His pain was gone by the time he arrived, and he was sure he'd be sent home.

"They said, 'The blood test showed you had a heart attack,'" he said. "I could have fallen off the table."

Tests showed that he had three blocked arteries, including one blocked 100 percent and another blocked 80 percent. He was transferred to Akron City Hospital, where he underwent triple bypass surgery on Nov. 21.

The day before, his colleagues voted down the Crain Avenue bridge project without him. However, the decision probably would have been the same had he attended, because

he probably would have voted against the project, he said.

Later the same night, council made decisions on the city budget, incorporating in their discussions a memo Heineking had dictated from his hospital bed.

He acknowledged that he has been a bit frustrated sitting on the sidelines in recent weeks, but said, "What are you going to do?"

Heineking's doctor is now allowing him to drive for less than 30 minutes at a time, only during daylight and not when there's snow on the roads. He expects to start rehabilitation soon, and expects to be back at council meetings by the second week in January.

"I'm feeling surprisingly well, even though I have no energy," he said. "We're so fortunate to have the hospitals we have in this area."



**ATTACHMENT H-11**

**NEWS ARTICLES RELATING TO THE CREATION OF  
THE CITIZENS ADVISORY COMMITTEE  
DECEMBER 22, 2002 – FEBRUARY 20, 2003**



William McCauley/Record-Courier

Kent City Council again will address its options and plans next year for what is to be done with the Crain Avenue bridge and the area leading to it.

# 12/29 Crain Ave. span back on agenda

## Kent council at crossroads

By Diane Smith  
Record-Courier staff writer

Starting in January, Kent City Council will revisit the controversy it faced through much of the past year — what is the fate of the Crain Avenue Bridge?

Council, which rejected the administration's recommended

alternative in November, will start discussions in January to decide what kind of bridge it does want.

Councilman Garret Ferrara said "in a perfect world," he'd like to see council come up with an alternative that satisfies the wishes of both residents.

See Bridge, page A8

## Bridge

From page A1

and the Akron Metropolitan Area Transportation Study, which is responsible for allocating federal funding for the project. But he is not optimistic.

"I wouldn't be surprised to see the bridge repaired right where it is," he said.

On Nov. 20, Kent City Council voted against a motion to proceed with "alternate 2," which would eliminate the offset intersection, as well as seven homes and eight businesses in the area.

Although not a majority, the vote was enough to stop the

bridge alignment in its tracks since two council members were sidelined due to surgery.

However, the outcome would probably have been the same had they been there. Although Councilman Robert Felton said he probably would have voted for the project had he been there, Councilman Ronald Heineking said he probably wouldn't have.

Heineking said he supports the bridge itself, but the whole project, which had also included widening of S.R. 43 and the subsequent removal of several buildings, was "too much" and the project was causing too much dissension.

"No ifs, and or buts about it, we have to have a new bridge, but the consultants didn't come up with enough alternatives," he said.

The city's decision also meant walking away from \$4.9 million in federal funding, which AMATS allocated to another project the day after council's decision.

Portage County Engineer Michael Marozzi, who is responsible for maintaining the bridge, said after the decision that he didn't know how long it would be until the bridge deteriorates to the point that it has to be closed or load limits have to be put up for safety reasons.

Ferrara said if that happens, it would be "a failure of council."

"I hope it doesn't come to that," he said. "If we have load limits, I would think that would make the complaints about the bridge pale in comparison, because it affects so many people."

# Residents may get say on Crain plan

By Diane Smith  
Record-Courier staff writer

When Kent held public meetings on the Crain Avenue bridge last year, a key complaint of citizens was that they weren't consulted until the project already was designed.

This time around, citizens will have plenty of opportuni-

ties to get involved, if city officials have their way.

Kent City Councilman Rick Hawksley is proposing that the next bridge be developed through the "context sensitive design process," which he said will allow the neighborhood to build consensus by taking in-



Richard Sweet/Record-Courier  
Kent residents may have a say in the Crain Avenue bridge project if a citizen's committee is created.

See Crain, page A10

Delivery Questions? Call 330 296-8414 or 330 673-3030

## Crain

From page A1

pedestrian and historic preservation issues along with traffic concerns. Service Director David Merleno also has offered to facilitate a citizen's committee to make a recommendation on the issue.

"People want to be part of the decision," Merleno said. "During those meetings, I heard some of them say they weren't being heard. I've found that when people are faced with

tough decisions, they make them even when they're tough."

On Jan. 22, council's streets, sidewalks and utilities committee will resume discussions on the fate of the Crain Avenue bridge, an issue that had kept city officials busy through much of the past year.

On Nov. 20, Kent City Council voted against a motion to proceed with "alternate-2," which would have eliminated the offset intersection of Crain and Fairchild avenues, as well as seven homes and eight businesses in the area. At several public meetings, residents, including many who live on or near Crain

Avenue, complained it would attract unwanted traffic to their neighborhood.

Merleno said he is suggesting the citizen's committee in response to the controversy, and is offering to facilitate the meetings.

He said it would be council's decision whether to establish the committee and how it would be composed, but he suggested that each ward council member select a representative from his or her ward, while at-large council members would choose one representative each from the Crain and Fairchild Avenue neighborhoods.

"When you have a public outcry, as we had in the case of the Crain Avenue bridge, it indicates the citizens are unhappy with what has been proposed," Merleno said. "When you engage the citizens in the planning process, they either make decisions they aren't happy with but they realize that this is what has to be done, or they come up with alternatives."

Hawksley, meanwhile, suggested the city incorporate "context sensitive design" into the project. He said the process takes into account the nature of the area and the needs of the

community, in addition to technical issues such as traffic counts and bridge clearances.

"I think that what frustrated a lot of people (with the previous proposal) was that it was done out of context," he said. "If we get the context straightened out, I think this will work."

City Manager Lew Steimbacher said the idea merits "serious consideration" by council and that the process can "be used to help re-establish credibility with residents on Crain Avenue."

"It is vitally important that the city incorporate public involvement at the very beginning of the

bridge project, and this progressive approach to integrating transportation projects with community values," he said.

Hawksley said the city has enough expertise on board to do the initial work, but an engineer experienced in context sensitive design would then have to be brought on board. The idea lends itself to finding ways to deal with congestion that don't involve widening streets, including working with schools and employers to employ "demand management" to reduce traffic by adjusting starting and ending times, and providing incentives to use "park and ride" lots.

*Newspaper Review*

*1/25/03*

# Citizens to help plan new Crain bridge

## Panel has six months to work

**By Diane Smith**  
Record-Courier staff writer

A committee of residents and community representatives is being formed to help design the new Crain Avenue bridge.

Kent City Council's streets, sidewalks and utilities committee voted to form the committee at its Wednesday meeting. The committee will help create a new purpose and needs statement for the project, and will be expected to complete its work within six months.

The committee will consist of two residents of the Fairchild Av-

enue area, two residents of the Crain Avenue area, a resident of the West River neighborhood and one from the Mantua Street area. Council members in the wards will select the representatives.

Other members of the committee will be representatives from the Kent Environmental Council, the city and county engineers, the mayor, representatives from Kent State University, Kent schools, downtown businesses, Portage Area Regional Transportation Authority.

**See Crain, page A10**

# Crain

From page A1

and council members Rick Hawksley, Carol Neff and Garret Ferrara. Service Director David Merleno will facilitate the committee.

The committee was formed after discussion of two ideas that involved the use of more citizen input.

Merleno had offered to facilitate an advisory committee, and Hawksley had suggested using "context sensitive design." The process, developed by the Federal Highway Administration, includes "complete, meaningful" public involvement from beginning to end, he said.

"It makes the process go very quickly and we don't run into problems like we had the last time," he said.

City Manager Lew Steinbrecher asked that the outcome keep the city's cost at or below the \$2.7 million originally bud-

geted for the project, and also address traffic congestion, as that was the city's reason for getting involved in the project in the first place.

Resident Pom Fountain said the city should come up with an effective alternative.

"Putting up a new bridge in the same place would be ineffective and ugly," he said. "Involving the community is absolutely vital."

Harold Walker, a member of the KEC, said the previous project focused only on relieving congestion.

"It became apparent that there was a lack of context," he said. "We've got to look at the big picture."

Wilson said he was voting against the proposal because he thought the committee was too large to come to a consensus. But he said he had no problem with the concept in general.

"I want an answer to make that bridge safe for our citizens as well as reduce liability for the county," he said.

with Lieberman running as a pro-busi- with which they are most

OUR VIEW

11/21/03

JAM B, BSH

# Seek input on Crain

## Advisory panel could benefit from constructive criticism

Kent City Council has taken a step in the right direction as it attempts to decide the future of the Crain Avenue Bridge.

A committee of Kent residents, city officials and community representatives will be formed to help design the new bridge after soliciting input on the project and reviewing options for addressing transportation needs in the area.

The committee, which Service Director David Merleno will facilitate, will start from scratch by creating a statement of purpose and needs for the Crain Avenue project. That's a good idea.

Although the idea of replacing the bridge has been in the talking stages for nearly a decade, it didn't really come to the forefront until last summer when plans for a massive new bridge and an overhaul of traffic in the surrounding area stirred several months of debate. One of the reasons the proposed bridge project generated so much controversy, we believe, is that many opposed to it questioned the scope of the plan. While it isn't difficult to make a case for replacing the existing bridge, which is nearly 40 years old, the proposed realignment of several streets in

the area raised a variety of legitimate concerns.

The controversy which arose last year and occupied council for several months proved that Kent residents, especially those most directly affected by replacement of the bridge, have strong feelings about this project. Their views ought to be taken into consideration as options for proceeding on this project are weighed.

Constructive criticism, channeled properly, could help in designing a new bridge that meets the city's transportation needs while remaining sensitive to the concerns of the neighborhoods affected by the project. Ignoring those concerns, or allowing the committee to be perceived as nothing more than a rubber stamp for a pre-ordained agenda, will guarantee another raucous debate when council resumes consideration of the issue.

By agreeing to the formation of the bridge panel, council has signaled to all interested parties that it is willing to listen to what they have to say. A vigorous discussion of the Crain Avenue project is in order.

## ANSWERS TO YOUR QUESTIONS

### *Question:*

When do Crain residents get any respect from the City? Between the Willow & Wilson 4-way stops, the street is a racetrack. We have no patrolling for speeding by Police. I see as many as 50 cars a day significantly breaking the 25 mph speed limit in front of my house to the hill east of Willow St. (Some doing 50 mph!)

*-James Baker, 707 Crain Ave.*

### *Answer*

Many of the neighborhoods in Kent are having the same feelings and concerns about traffic safety. These concerns increase each fall, when the number of vehicles increases and the conditions are of greater concern due to the children returning to the public schools. The Safety Department attempts to deal with these concerns in a variety of ways. First, the Police Department maintains a list of streets that are known to be of concern to the residents. Based on this list, the officers are directed to spend some enforcement and visibility patrol at these locations. Unfortunately, the amount of time that is available for this type of patrol is limited due to the number of calls for service that the Police Department is required to handle.

The second manner in which enforcement action is directed is by the review of accident data. As current trends are identified, officers are directed to concentrate enforcement efforts at the locations where the frequent accidents occur.

A third response to neighborhood traffic concerns is an effort to respond to individual locations by developing neighborhood strategies. When concerns are expressed about traffic in a neighborhood, the Safety Department reviews the nature of these concerns to determine if a specific response would be helpful. In some cases, the problem may relate to a specific individual that is violating the speeding laws, which can be approached directly with that resident. In other cases, this may lead to the installation of new traffic signs or markings that would affect traffic flow. Another strategy that is currently being examined is to enlist the neighborhood in a safety campaign that will more effectively attract the attention of motorists, hopefully bringing about a safer attitude when driving in the neighborhood.

And finally, significant changes to the roadway may be suggested, such as installing traffic calming techniques to force a change in neighborhood driving habits. Although this approach takes more time to implement, and may be more costly to the city and the residents (as some changes may require assessing for street improvements), the strategies can be effective on a permanent basis. Many of these strategies are currently being considered in the writing of the city's revised development plans.

*-Bill Lillich, Safety Director*

## IMMUNIZATION CLINIC FOR THE CHILDREN OF KENT

3rd Wednesday of the month, 3:00 p.m.-5:00 p.m.

KENT CITY HEALTH DEPARTMENT  
325 S. DEPEYSTER ST., KENT

WALK-INS WELCOME-\$5.00 PER SHOT FEE CHARGED  
Bring your child's immunization records.

Sponsored by the Kent City Health Department (see page 7)



KENT

2/20/07  
By AJMB

# Crain group makeup put up for review

By Diane Smith  
Record-Courier staff writer

Kent City Council members will meet informally with the service director to resolve concerns about the makeup of the committee formed to study the Crain Avenue bridge.

Last month, council agreed to form a committee to help come up with a new purpose and needs statement for the bridge project. The committee was to consist of representatives of several community groups and organizations, as well as two residents of the Fairchild Avenue area, two residents of the Crain Avenue area, a resident of the West River neighborhood and one from the Mantua Street area. Council members in the wards were asked to select the representatives.

But at-large council members expressed concern at Wednesday's council meeting that some potential appointees may not truly represent the area they are to serve, particularly in the Fairchild area, where neither of the perspective appointees actually live on Fairchild Avenue.

Residents being considered to represent Fairchild Avenue include Peter Paino, developer of a condominium development off a part of Fairchild Avenue more

than a mile from the Crain/Mantua intersection. The other potential appointee is Kevin Koogle, who lives on nearby Park Avenue.

"I'm concerned about the lack of Fairchild people who are involved," said Councilman Michael DeLeone, who lives on Fairchild Avenue. "By the time my input was heard, I thought the decision was made. They're all good people, but I thought in the draft we agreed to use Fairchild residents."

Councilwoman Carol Neff said the main objective was to get the committee filled as it is scheduled to hold its first meeting in early March.

"Everyone on Crain Avenue has concerns, and it doesn't matter where they live," she said. "The same is true of Mantua and Fairchild."

Besides the neighborhood representatives and city officials, the committee also is to include a representative from the Kent City Schools, the downtown Kent State University and the Kent Environmental Council. The Portage Area Regional Transportation Authority has declined to participate.

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NELSON

**ATTACHMENT H-12**

**CITIZENS ADVISORY COMMITTEE MEETINGS**

**MARCH 6, 2003**

**MARCH 20, 2003**

**APRIL 3, 2003**

**APRIL 17, 2003**

**MAY 1, 2003**

**MAY 15, 2003**

**MAY 29, 2003**

**PUBLIC NOTICE, MEETING MINUTES,  
REVISED PURPOSE AND NEED STATEMENT &  
PROJECT DESIGN CRITERIA**



**CITY OF KENT, OHIO  
DEPARTMENT OF PUBLIC SERVICE**

**PUBLIC NOTICE**

The City of Kent is currently holding bi-weekly meetings of the Crain Avenue Bridge Citizens Advisory Committee. Scheduled meeting dates are Thursday April 17, May 1st, May 15th, and May 29th. Meetings will be held at 6:30 p.m. on the 2nd floor of the City of Kent Safety Building located at 319 South Water Street, Kent, Ohio. The public is invited to attend these meetings.

Questions regarding the meetings should be directed to the City of Kent, Department of Public Service, 330-678-8105, Mr. David Merleno, Service Director.

*Wed. - 4/23/03*

**CITY OF KENT, OHIO  
DEPARTMENT OF PUBLIC SERVICE**

**PUBLIC NOTICE**

*4/9/03*

The City of Kent is currently holding bi-weekly meetings of the Crain Avenue Bridge Citizens Advisory Committee. Scheduled meeting dates are Thursday April 17, May 1st, May 15th, and May 29th. Meetings will be held at 6:30 p.m. on the 2nd floor of the City of Kent Safety Building located at 319 South Water Street, Kent, Ohio. The public is invited to attend these meetings.

Questions regarding the meetings should be directed to the City of Kent, Department of Public Service, 330-678-8105, Mr. David Merleno, Service Director.

*Record Courier  
4/9, 4/23, 5/7, 5/21  
2003*

Crain Avenue Bridge  
Citizens Advisory Committee Meeting  
March 6, 2003  
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**Members Present:**

Beth Oswitch, Crain Ave. Representative  
Janet Varner, Crain Ave. Representative  
Elaine Landry, Crain Ave. Representative  
Peter Paino, Fairchild Ave. Representative  
Jaci Cirullo, Mantua Street Representative  
Portia Gregory, Fairchild Ave. Representative  
Kevin Koogle, West River Representative  
Jeff St. Clair, Kent Environmental Council  
Tom Clapper, Kent State Bus Service  
Roger Sidoti, Kent City Schools  
Larry White, Downtown Representative  
Garret Ferrara, Ward 1 Council Representative  
Carol Neff, Ward 6 Council Representative  
William Schultz, Councilman at Large (for Rick Hawksley, Councilman at Large)

**Staff Present:**

Lewis Steinbrecher, City Manager  
David J. Merleno, Service Director  
Gregory Bachman, City Engineer  
Sheri Chestnutwood, Account Clerk

**Guests:**

Ken Hanson, AMATS, Study Director  
Jason Segedy, AMATS, Transportation  
Planning Coordinator

**Absent:**

Tim Crocker, Mantua Street Representative  
Belinda Belli, Mantua Street Representative  
John Fender, Mayor  
Rick Hawksley, Councilman at Large

• **Introductions**

Each committee member, staff and guest introduced himself or herself.

Mr. Steinbrecher explained that this committee has been commissioned by Kent City Council, and suggested the committee select a chairperson to report back to council the committees findings and discussions. Mr. Hawksley was suggested, because he is an at-large council member and has shown great interest and leadership in past discussions regarding the Crain Avenue Bridge issue in the past.

Mr. Clapper nominated Mr. Hawksley as Chairperson of the Committee. Mr. Ferrara seconded the nomination of Mr. Hawksley.

MOTION TO CLOSE NOMINATION, AND UNANIMOUSLY APPOINT MR. HAWKSLEY AS CHAIRPERSON OF THE CRAIN AVENUE BRIDGE CITIZENS ADVISORY COMMITTEE. Motion made by Mr. Sidoti, and seconded by Ms. Varner, motion passed unanimously.

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- **Existing Purpose and Needs**

Mr. Merleno explained that he would be acting as the facilitator for these meetings, as the facilitator he will try to help the committee achieve a consensus in regard to a new purpose and needs statement. (The existing purpose and needs statement was displayed for the committee, and a copy is attached to these minutes). Mr. Merleno passed out examples of several purpose and needs statements for the committee to review. Mr. Merleno emphasized that the Crain Avenue Bridge Project is a new project as far as this committee is concerned.

Mr. Merleno passed out a reference sheet titled Principles of Context Sensitive Design that came from the Federal Department of Transportation, an agenda for this evening's meeting, and additional background information regarding the Crain Avenue Bridge.

Mr. Merleno emphasized that the committee's primary goal is to develop a purpose and needs statement that everyone can live with.

- **AMATS (Akron Metropolitan Area Transportation Study) Representatives**

Mr. Merleno introduced Mr. Jason Segedy and Mr. Ken Hanson from AMATS. Mr. Segedy explained that AMATS is a metropolitan planning organization and is responsible for coordinating and planning between Local, Federal and State Governments. Mr. Segedy said that there are three committees that make up AMATS, the Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee along with a technical staff. AMATS also collects data, obtains traffic counts, performs traffic studies and traffic alternatives.

***Regional Transportation Plan***

Mr. Segedy and Mr. Hanson explained the process of obtaining federal funds through AMATS. Every three years AMATS comes out with a Regional Transportation Plan, the plan looks out 20 years into the future. AMATS cannot put more projects on the plan than anticipated funding will allow. There are approximately 100 projects on the Regional Transportation Plan. The Policy Committee approves which projects get forwarded to the Transportation Improvement Program list.

***Transportation Improvement Program (TIP)***

Mr. Hanson and Mr. Segedy further explained that once a project is on the Regional Transportation Plan it is scored by AMATS staff, and then evaluated by the TIP subcommittee. The TIP takes projects in the plan to the project phase.

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AMATS is responsible for funding projects using federal funds. For an individual project, the maximum available for construction is 4.5 million. The maximum available for right-of-way acquisition is 1 million. The total federal dollars available for any one project is 5 million, not 5.5 million.

Mr. Hanson said the time line for putting this project back on the Regional Transportation Plan would require the City to submit a letter of intention to AMATS approximately one year from this April or May. Mr. Hanson said funding for this project could be obtained in the year 2007, if it is selected to be placed on the Regional Transportation Plan then forwarded to the Transportation Improvement Plan, and then selected by the Policy Committee. Mr. Hanson added that the Crain Avenue Bridge Project scored very high the last time it went through this process and in his opinion would score highly again.

Mr. Merleno asked Mr. Hanson for clarification about the CMAQ application. Mr. Hanson responded CMAQ funds could be available to the City of Kent because Kent is an E-Check community.

- **Redefining Purpose and Needs Statement**

After some discussion among the Committee Members and AMATS Representatives the following considerations were identified:

- The Crain Avenue Bridge is actually owned by Portage County, and is inspected annually by the Portage County Engineers office. The bridge is deteriorating and load limits will be the next step taken by the County Engineers office.
- AMATS traffic studies have identified the Fairchild, Crain Ave., State Route 43, area as a traffic congestion problem.
- The proposed purpose and needs statement must include input from all of the affected communities. It must address the congestion problem on State Route-43, while considering the impact on Lake, Crain, and Water Streets.
- Any new plan must consider the affect on residential areas of the City, and any future plan should not contradict the residential aspects of affected neighborhoods. The integrity of the surrounding neighborhoods must be maintained.
- Crain Avenue traffic will increase if the Bridge is realigned or not. This is due to property east of Kent ultimately being developed, Kent State University traffic, and increase in traffic in general.
- Safety needs to be a primary concern when developing the purpose and needs statement and considered in any future plan.
- Traffic calming methods and costs need to be included in the scope of any new

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project design. Pedestrian traffic and safety is a major concern due to the project's proximity to school zones.

Mr. Merleno said that he has spoken to the Mickey Marozzi, Portage County Engineer. Mr. Marozzi has expressed some frustration with this project, however he will be available to this committee. At this point he has turned this project back over to Kent and is waiting for the City to advise what they want to do regarding the Crain Avenue Bridge.

Mr. Merleno asked the Committee Members to look at the second page of the Agenda handout where he had listed additional considerations to keep in mind while developing a purpose and needs statement. Mr. Merleno explained that the Crain Ave. Bridge over the railroad tracks must be raised to meet clearance standards. Mr. Merleno said that considerations must be made for maintaining utility crossings currently attached to the existing bridge. Bridge closure issues must be addressed, as well as the affect on businesses and residences. Finally, Mr. Merleno addressed traffic mitigation measures, such as signalization and traffic calming.

Mr. Merleno said he would like to invite the consultant that developed the previous alternates on the Crain Ave. Bridge Project (Finkbeiner, Pettis & Strout, Inc.) to address this committee at the next meeting.

Mr. Bachman explained that the Crain Avenue Bridge would need higher clearance or "head room" above the lower tracks, which will require the upper tracks to be raised to prevent the arch of the bridge from being too steep.

Mr. Hanson said that to receive any federal funding through the County or AMATS to rebuild the existing bridge, the new bridge would also have to meet the clearance requirements.

Mr. Bachman said that for the bridge to be replaced exactly as it is, the financing would be 100% City cost. Mr. Bachman will research whether it is a federal requirement to provide the higher clearance for the railroad lower track, regardless of financing.

Mr. Merleno referred to handout titled Principles of Context Design. Mr. Merleno asked the Committee Members to consider adopting these principles as something we can go back to during this process.

Mr. Merleno then referred to the third page of the agenda handout and asked the Committee Members to review the Planning Factors to be considered when developing

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the Purpose and Needs Statement and making any recommendations to Council.

Mr. Clapper asked if the Context Sensitive Design Process is a required process for this committee to follow.

Mr. Merleno said he is aware of several projects that have been successfully completed using this process and that examples could be found on the Federal Highway Administrations Web Site

Mr. Bachman directed the committee to look at a current map of the City of Kent, showing existing bridges, traffic signals, and thoroughfares.

Ms. Gregory asked if there is any thing that could be done to shift traffic patterns around the outskirts of Kent. Mr. Bachman and Mr. Hanson both replied that it would be difficult due to geographic and financial constraints.

Ms. Landry asked if River Edge Blvd. would ever be connected to Lake Street.

Mr. Steinbrecher said that the connection of River Edge Blvd. to Lake Street is not a part of the City of Kent's thoroughfare plan approved by Council, but there is right of way still platted in the River Edge Subdivision for this purpose.

Ms. Oswitch said that the traffic calming efforts should be included in the scope of any new project and the residents of Crain Avenue should not be assessed.

Mr. Sidoti agreed that the scope of the project should include funding traffic calming measures.

Mr. Clapper requested examples of traffic calming be presented at the next meeting.

Ms. Oswitch asked if signalization is eligible for federal funds. Mr. Hanson answered yes.

Mr. Sidoti said due to the size of this project the committee should adopt the Principles of Context Sensitive Design and that including traffic calming measures would be a part of this process.

Mr. Steinbrecher suggested to the Committee Members that they might want to hold their own neighborhood public meetings as this process continues, and then bring those ideas

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and concerns to these meetings.

Mr. St. Clair announced that the Kent Environmental Council is hosting a Transportation Forum at the Kent Stage the evening of April 7, 2003, and invited those in attendance at this meeting to attend the forum.

Mr. Merleno said he plans for this committee to meet every two weeks (every other Thursday). Mr. Sidoti asked if the furniture could be arranged so communications and conversation between committee members would be more easily achieved.

It was decided that future meetings will be held in the Safety Building Conference Room, on the second floor, and that the furniture will be rearranged for these meetings.

**VII. Adjournment**

Meeting adjourned by Mr. Merleno at 8:30 p.m.

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Members Present:

Beth Oswitch, Crain Ave. Representative  
Janet Varner, Crain Ave. Representative  
Tim Crocker, Mantua Street Representative  
Peter Paino, Fairchild Ave. Representative  
Portia Gregory, Fairchild Ave. Representative  
Roger Sidoti, Kent City Schools  
Kevin Koogle, West River Representative  
Tom Clapper, Kent State Bus Service  
Jeff St. Clair, Kent Environmental Council  
David Will for Larry White, Downtown Representative  
Rick Hawksley, Councilman at Large, Committee Chairman

Staff Present:

David J. Merleno, Service Director  
Gregory Bachman, City Engineer  
Sheri Chestnutwood, Account Clerk

Guests:

Bill Lillich, Safety Director  
Charley Bowman, Community Development  
Director

Absent:

Jaci Cirullo, Mantua Street Representative  
Belinda Belli, Mantua Street Representative  
Elaine Landry, Crain Avenue Representative  
Garret Ferrara, Ward 1 Council Representative  
Carol Neff, Ward 6 Council Representative

Introductions

Mr. Merleno introduced Mr. Hawksley, Committee Chairman to the committee members because he was absent at the last meeting.

Mr. Bachman explained to the committee that he had looked into the previous Alternate II that was developed by the consultant and the cost was estimated at 15.1 million dollars. \$750,000 of which would be the railroads cost. Mr. Bachman said that federal regulations would require the bridge be raised three feet (so that it would meet the ~~20~~<sup>23</sup>-ft. clearance requirement) if the bridge was realigned or rebuilt in the same location.

Mr. St. Clair encouraged the committee members to attend the Transportation Forum scheduled for April 7, 2003, at 7:00PM, at the Kent Stage.

Mr. Merleno passed out the web site address:

<http://www.fhwa.dot.gov/environment/flex/ch01.htm>, and asked the committee members to take a look at the site to get some ideas of Context Sensitive Design. Mr. Merleno said that Context Sensitive Design is a simple set of principles, primarily based around public involvement with all of the stakeholders involved.



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- **Existing Purpose & Needs Statement**

Mr. Merleno said it is this committee's goals to develop a clear purpose and needs statement. It is the purpose and needs statement that will drive any future bridge project. Mr. Merleno said it is critical that if you have interests, needs, or concerns that they be identified in the purpose and needs statement.

Mr. Hawksley said this committees' charge is to come up with the purpose and needs statement within six months (about 4 and 1/2 months now left). Mr. Hawksley said the committee needs to decide how we are going to come to a consensus about the purpose and needs statement. We need to come up with a cohesive statement that defines what we want. We need to find out what information needs to be obtained from staff to define the purpose and needs statement. We need to make sure that the design engineers have a clear understanding of exactly what we want by the purpose and needs statement.

Mr. Bachman said that at tonight's meeting he would like to include a "brainstorming" session where everyone throws out ideas.

Mr. Merleno referred to last week's handout (examples of purpose and needs statements) and said the committee may find these various examples of different types of purpose and needs statements helpful.

Mr. Clapper said that the web site discussed earlier regarding the Context Sensitive Design process was very informative, it talks not only about clearly stating the problems but also the opportunities. Not always emphasizing the negative sides but also the positive.

Mr. Merleno agreed that the Context Sensitive Design Process would give everyone the opportunity to have all their concerns addressed.

- **Traffic Calming**

Mr. Merleno introduced Charley Bowman, Director of Community Development and Bill Lillich, Safety Director to the Committee.

Mr. Bowman passed out information about traffic calming and a copy of the draft of the City of Kent's Neighborhood Traffic Calming Policy currently being considered by City Council.

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Mr. Bowman briefly went over the handout with the committee, and then gave a slide presentation showing various types of traffic calming methods.

Mr. Bowman emphasized that communities have found that when you implement traffic calming you must have 60% to 70% of the neighborhood buying into traffic calming or often times you end up tearing it out a couple of years later.

Mr. Bowman provided illustrations and information on the many different types of traffic calming methods which included, reducing speed limits, curving of roads, pavement markings, pedestrian islands, permanent barricades, narrowing of roads, speed humps, raising of intersections, center or pedestrian islands, and traffic circles.

Mr. Bowman said that when implementing traffic calming measures, traffic still needs to move efficiently, and when implementing a traffic calming measure one solution could create another problem or move the problem to another area.

Mr. Lillich said that when considering traffic calming methods considerations for snow plows and emergency vehicles must be made. Emergency response time must also be considered, you do not want to increase the time it would take an emergency vehicle to reach a destination or area.

Mr. Sidoti said if we want to discourage Crain Avenue traffic we need to figure out a way to get the traffic down State Route 43 to Haymaker, in an efficient way that allows for a large amount of traffic to get through. Unfortunately, that takes the traffic right through the West River Neighborhood. Mr. Sidoti continued by saying we need to look at the large picture, it is not feasible to think that State Route 43 traffic is going to divert from Kent, but how can we encourage that traffic to go straight or through the downtown area.

Mr. Crocker voiced his concern about the people on N. Mantua Street being able to get into and out of their driveways, especially if there is a large increase in traffic as this is already difficult during morning and evening rush hours.

Mr. Lillich asked the committee to keep in mind the West Side Fire Station while developing this plan, keeping the existing Crain Ave. Bridge open during construction of a new bridge is important to the response time of the West Side Fire Station to the Northeast side of the City.

Mr. Bowman said we need to realize the Crain Avenue Bridge and intersection is not the only problem, and that we need to look at this systematically and, holistically east west

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north and south, to determine the best solution.

Mr. Bowman concluded the slide presentation.

- **Existing Purpose & Needs Statement (Continued)**  
Following the Traffic Calming presentation, Mr. Merleno directed the committee members back to the purpose and needs statement.

Mr. Hawksley suggested that we go around the room to each committee member and throw out ideas; Mr. Bachman and Mr. Merleno wrote down and posted the ideas at the front of the room (a copy of the list is attached to these minutes).

Mr. Hawksley asked the committee to review these minutes when they are sent out before the next meeting, scheduled for 6:30PM, April 3, 2003. Mr. Hawksley also requested that everyone consider a timeline for achieving the committee's goals. Decide if we want to proceed with the Context Sensitive Design Principles. If there is any information we need to obtain from staff. Mr. Hawksley said it is this committees' objective to redefine the purpose and needs statement and to come up with a clear purpose and needs statement. Mr. Hawksley also asked the committee members to consider holding their own neighborhood meetings. Mr. Hawksley said he would like to see this committee's continued involvement through the recommendation to council, and project design process.

- **Adjournment**

Meeting adjourned by Mr. Merleno at 8:37 p.m.

1. WEIGHT LIMITS ACCEPTABLE
2. NEED TO REPLACE BRIDGE
3. MAINTAIN CURRENT WIDTH OF STREETS
4. MAKE EGRESS FROM DRIVES EASIER
5. AESTHETICS OF BRIDGE
6. REDUCE TRAFFIC ON CRAIN AVENUE NEIGHBORHOODS
7. SEMI'S BE ABLE TO MAKE ALL TURNS
8. DESIGN CONFORM TO COMPREHENSIVE PLAN
9. LIMIT TIME THAT BRIDGE IS OUT OF SERVICE
10. ENCOURAGE SOUTH BOUND TRAFFIC TO HAYMAKER PARKWAY
11. ENCOURAGE TRAFFIC TO STATE ROUTES
12. BE SENSITIVE TO ENVIRONMENTAL IMPACT
13. GATEWAY POINT
14. "NORTH GATEWAY" BRIDGE--TITLE
15. INCLUDE LAND OF NORTHWEST RIVER CROSSING
16. TRAFFIC SIGNAL INTER-CONNECT
17. REALIGNMENT OF INTERSECTIONS
18. SLOPE AT RAILROAD
19. DESTINATION STUDY DATA
20. ACCOMODATE GUIDELINES FOR RR TRACK HEIGHT
21. CONSIDER EFFECTS OF MOVING THE TRAFFIC
22. ENCOURAGE ALL EAST BOUND BRIDGE TRAFFIC TO WATER STREET
23. REVISIT POSSIBILITY OF FAIRCHILD STRAIGHT ACCROSS RIVER
24. OPEN ACCESS TO RIVER
25. PROVIDE RAIL-TRAIL TRAILHEAD
26. TRAFFIC STUDY COUNTS/PATTERNS
27. EASIER ACCESS TO HUDSON ROAD
28. APPROPRIATE TRAFFIC CALMING