

CARTAGE & FREIGHT CARRIERS COMMITTEE

Friday, August 12, 2011

A meeting of the Cartage & Freight Carriers Committee was convened at the Cambridge Center 418 N. Central Avenue, Lima, Ohio, on August 12, 2011 at 11:30 a.m.

1. Roll Call – Introductions
2. FY 2012-2015 Transportation Improvement Program Update
3. Freight Stats
 - a. Flow Mapping
 - b. Crashes
 - c. Problematic Locations
4. Corridor LOS Analyses
5. ODOT IR-75 Reconstruction Project Impacts
6. Other
7. Adjournment

1. ROLL CALL – INTRODUCTIONS

Ed Carmichael	Parsons Brinckerhoff
Cathy Clark	Manufacturing Associates of Lima LLC
James Clark	ODOT District One
Jeff Fitzgerald	WLIO
Scott Floyd	Procter & Gamble
Michael Gallmeier	City of Delphos
Frank Gardner	Rudolph Foods
Kevin Goecke	Ford Lima Engine Plane
Tom Heckman	General Dynamics Land Systems Division
Dan Kaseman	ODOT District One
Thomas Mazur	Lima-Allen County Regional Planning Commission
Jed Metzger	Lima Allen Co. Chamber of Commerce
Heather Rutz	The Lima News
Kirk Niemeyer	City of Lima
Rhonda Pees	ODOT District One
Timothy Piper	Allen County Engineer's Office
Charles Schreck	ODOT District One
Paul Snyder	Snyder Trucking
Lisa Steffen	Lima-Allen County Regional Planning Commission
Marcel Wagner	Allen Economic Development Group
Dieter Wireman	Procter & Gamble

2. FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

Thomas Mazur reported that he wanted to provide CFCC members with an update to the FY 2012-2015 Transportation Improvement Program (TIP). Thomas Mazur presented Committee members with a handout outlining what was reviewed when the Committee met in April and how it has changed since then. Thomas Mazur reported that a transit vehicle was added in 2012. In 2013 there were several changes; the Shawnee Road project was moved to 2014 and funding was added for RTA vehicles. Thomas Mazur reported that in 2014 the Kibby/Bellefontaine project was eliminated and SR 81 sidewalk project monies were reduced. Thomas Mazur reported that in 2015 the Kibby Street project remained but some of the money was switched around. In 2015 the Bellefontaine railroad interlock was eliminated.

3. FREIGHT STATS

a. Flow Mapping

Thomas Mazur presented Committee members with a handout containing truck flow maps. Thomas Mazur reported that it was fairly evident where the heavier truck traffic is located. Timothy Piper requested that the Planning Commission take traffic counts on Thayer Road again due to increased traffic. Thomas Mazur reported that staff would take new counts. Dieter Wireman reported that P&G has 200-300 outbound trucks per day, 30-50 raw materials trucks and 20-30 miscellaneous trucks inbound per day. Timothy Piper also requested that new counts be taken on Slabtown north of Bluelick. Thomas Mazur reported that he would undertake new counts.

b. Crashes

Thomas Mazur presented Committee members with a map outlining 2008-2010 truck crashes. Thomas Mazur reported that there was a total of 626 truck crashes from 2008-2010; 3 were fatal, 130 were injury and 493 were property damage only crashes. Thomas Mazur presented Committee members with several graphs showing truck crashes by month, day of week, time of day, road type, road condition, light condition, road contour, location, gender and age. Thomas Mazur reported that a third of the truck crashes (34.8%) occurred on I-75 and US 30. Most of the crashes (81.2%) occurred on straight, level roadways. Thomas Mazur reported that trucks were at fault in 67% of the crashes. Improper lane changes (9.8%), improper turn (6.9%), following too closely (5.7%) and unsafe speed (5.2%) were the highest contributing factors.

c. Problematic Locations

Thomas Mazur questioned if there were any locations that Committee members would like to be examined. Dieter Wireman responded that from SR 309 to Napoleon and down Reservoir there was a lot of truck traffic that wasn't there before. Thomas Mazur instructed attendees to let the Planning Commission know if problem locations arise.

4. CORRIDOR LOS ANALYSES

Thomas Mazur reported that staff has just finished the corridor levels of service and presented Committee members with maps outlining the AM, Noon and PM levels of service. Thomas Mazur reported that each corridor was run three times each during the AM, Noon and PM periods. Thomas Mazur reported that this was done only on the higher order roadways of the functional class roadways.

5. ODOT IR-75 RECONSTRUCTION PROJECT IMPACTS

Dan Kaseman, with ODOT District One, reported that the I-75 reconstruction project will begin next year and last for four years. Dan Kaseman presented Committee members with a map depicting the I-75 project with descriptions of work to be completed by year. Dan Kaseman reported that the project is the overall replacement of I-75 from the Auglaize County Line to just north of SR 81. Dan Kaseman reported that the project will be completed in three phases. The first phase will begin in 2012 and will include the replacement of the Fourth Street and Reservoir Road bridges over I-75. The second phase will take place in 2013 and 2014 and will include total reconstruction of a portion of I-75 including the SR 81 and SR 117/309 interchanges. This phase will also include a safety improvement with the installation of a 6' raised median. The third phase will take place in 2014 and will include the total reconstruction of another portion of I-75 including the Breese Road and SR 65 interchanges. This phase will also include the redesign of SR 117, Bellefontaine, Kibby and Leonard intersection. Dan Kaseman reported that they would like some feedback from the attendees regarding the impact the project will have on their businesses.

5. ODOT IR-75 RECONSTRUCTION PROJECT IMPACTS (Continued)

Ed Carmichael, with Parsons Brinckerhoff, provided Committee members with another map also depicting the project and a handout detailing the three segments of the project. Ed Carmichael commented that this information is subject to change. Ed Carmichael reported that two lanes of traffic will be maintained on I-75 in each direction at all times with few exceptions. Rolling stops will be implemented during off-peak hours to allow for bridge beam removal and erection. Side road improvements included with the projects will be handled on a case by case basis. Signed detours will be provided for closures where warranted. Ed Carmichael reported that the project has been divided into three separate segments: (1) Reservoir Road & Fourth Street overpass replacement (2012; 1 year duration); (2) I-75 North Reconstruction Segment from Fourth Street to Bible Road (begins 2013; 2 year duration); and, (3) I-75 South Reconstruction Segment from the Auglaize County Line to Fourth Street (begins 2014; 2 year duration).

Ed Carmichael reported that the Reservoir Road and Fourth Street Overpass Replacement construction will begin in Spring of 2012 and be completed by the end of 2012.

- a. Reservoir Road and the north end of Bryn Mawr Avenue will be closed and traffic detoured.
- b. Demolition of the Reservoir Road overpass will require lane closures on I-75 in early Spring of 2012 during permitted lane closure times. One lane of traffic will be maintained except during collapsing of the structure.
- c. Fourth Street overpass will be closed throughout construction of the new bridge and roadway approaches. Local crossing traffic using Fourth Street will be detoured.
- d. Demolition of the Fourth Street overpass will be achieved while maintaining two lanes on I-75 below at all times. The on-ramps will be closed during the demo period which will be performed during permitted lane closure times and staggered with the Reservoir Road demo closures to reduce impacts to I-75 traffic.
- e. I-75 NB and SB traffic exiting and wanting to cross over the Fourth Street bridge will be directed to the next exit to turn around.
- f. I-75/Fourth Street ramps will remain open (except as noted above) and will be reconstructed with I-75 in 2013.

Ed Carmichael reported that the I-75 North Reconstruction Segment construction will begin in spring of 2013 and will be completed by the end of 2014.

- a. I-75 in the North Segment will be constructed using part-width methods in two major phases; Phase 1 will build the outside (2013) and Phase 2 will build the inside portions and the grass median (2014).
- b. The proposed ramps and cross roads at all three interchanges (Fourth Street, SR 309 and SR 81) will be completed by the end of the first season (2013).
- c. The ramps at the Fourth Street interchange will be reconstructed in early Spring of 2013. Fourth Street ramp closures will extend approximately 30 days. Exiting I-75 traffic will be detoured to the next exit. Traffic desiring to enter I-75 at Fourth Street will also be detoured.
- d. The Fourth Street ramps will be open when ramp movements at SR 309 are restricted.
- e. The Interchange at SR 309/117 (Harding Highway) will be reconfigured as a diamond with signalized ramp intersections.
- f. Dean Avenue (and it's sharing of the NB on-ramp) will be eliminated and the local streets network re-aligned.
- g. SR 309/117 will be constructed using part-width methods (Phase 1 and 2) while I-75 mainline is under Phase I part-width construction.
- h. One lane will be maintained in each direction on SR 309 through the interchange area.
- i. WB SR 309 traffic heading to I-75 from the east will be directed to use an alternate route that follows Lost Creek Boulevard to Greely Chapel Road to Fourth Street.

5. ODOT IR-75 RECONSTRUCTION PROJECT IMPACTS (Continued)

- j. WB SR 117 traffic east of Lima will be directed to an alternate route at Greely Chapel Road to Fourth Street.
- k. SR 309 ramp traffic will be maintained on existing ramps for Phase 1 SR 309 work (Spring/Summer 2013).
- l. Ramp traffic will be shifted over to the new ramps in the Fall of 2013.
- m. The SB on-ramp will be closed in the Fall of 2013 for approximately 30 days. Traffic will be detoured to the NB on-ramp to use the SR 81 interchange to turn around.
- n. The contractor will be instructed to assure that consecutive exit and entrance ramps are not closed at the same time to shorten the detour distances.
- o. The interchange at SR 81 will be reconfigured as a diamond with signalized ramp intersections.
- p. SR 81 will be reconstructed between Neubrecht and Stewart as a four-lane undivided highway using full-width and part-width construction methods.
- q. One lane of traffic will be maintained in each direction on SR 81 during all phases of construction.
- r. All four ramps at SR 81 will need to be closed for short-term proposed tie-in work late in 2013. Traffic will be detoured to the Bluelick interchange north of SR 81 and N. Dixie Highway. The closures will likely be staggered.

Ed Carmichael reported that the I-75 South Reconstruction Segment construction will begin in Spring of 2014 and will be completed by the end of 2015.

- a. I-75 in the South Segment will be constructed in two major phases using contra-flow construction methods. Phase 1 will maintain 3 lanes (2-NB and 1-SB) on the NB side using existing pavement, temporary pavement, and temporary bridge widening while 1 lane (SB) will be using the SB lanes.
- b. The Breese Road overpass, approaches, and portions of ramps will be reconstructed in the first half of the mainline Phase 1 (Spring of 2014). Breese Road will be closed for this period (approximately 150-180 days) and traffic will be detoured using National Road to the south and SR 65 to the north as well as McClain Road and other local roads for Breese Road cross traffic.
- c. Immediately upon opening of the Breese Road interchange, McClain Road will be closed and the bridge demolished. This will allow for the completion of the second half of Phase 1 mainline I-75 work where the mainline is shifting under McClain Road.
- d. McClain road will remain closed for approximately 1 full year (second half of 2014 into the first half of 2015).
- e. The SR 65 interchange will be reconstructed over the two full construction seasons.
- f. The NB on-ramp and SB off-ramp will likely be closed for most of the two year project due to site complexities and safety issues.
- g. The SB on-ramp and NB off-ramp will remain open most of the time and will be reconstructed part-width.
- h. SR 65 will be reconstructed through the interchange area by using part-width construction methods. One lane in each direction will be maintained at a minimum except for short-term closures for bridge demolition and beam erection.
- i. Yoder Road will be removed from the NB entrance ramp and relocated to intersect with SR 65. Local traffic will be maintained.
- j. The Hanthorn Road overpass will be closed for nearly the duration of the project (Spring 2014-Summer/Fall 2015) to facilitate the shifting of the I-75 mainline below.

Ed Carmichael reported that more information can be accessed at the project website: www.Allen75Study.com.

5. **ODOT IR-75 RECONSTRUCTION PROJECT IMPACTS** (Continued)

Thomas Mazur questioned if ODOT will forward road closure information to the local trucking firms. Dan Kaseman responded that ODOT will send out emails and is open to any suggestions regarding how to get the information out to individuals. Dan Kaseman also reported that ODOT will be keeping the media well informed and will keep the website related to the project updated.

6. **OTHER**

Timothy Piper reported that the 2011 Ohio Conference on Freight will be held September 20 and 21, 2011 in Toledo, Ohio. Thomas Mazur commented that it is a good conference with a lot of national firms and representatives of industry and government in attendance.

Timothy Piper presented Committee members with copies of the 2011 Ohio Bridge Conference handout. The Conference reviewed weight law changes and the effects to CEAO, FHWA and ODOT. Timothy Piper commented that if anyone has any questions regarding this they should call Tim Keller with ODOT.

7. **ADJOURNMENT**

The meeting adjourned at approximately 12:45 p.m.