

CARTAGE & FREIGHT CARRIERS COMMITTEE

Tuesday, April 12, 2011

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

1. Roll Call – Introductions
2. Draft FY 2012-2015 Transportation Improvement Program
3. Axle Weight Implications for Area Roads & Bridges
4. State Route Re-journalization through the City of Lima
5. Other
6. Adjournment

1. ROLL CALL – INTRODUCTIONS

Cathy Clark	Manufacturing Associates of Lima LLC
Bill Cochensparger	Allen County Engineer's Office
Randy Fetter	Wannemacher Truck Lines
Frank Gardner	Rudolph Foods
Tom Heckman	General Dynamics Land Systems Division
Thomas Mazur	Lima-Allen County Regional Planning Commission
Jed Metzger	Lima Allen Co. Chamber of Commerce
Kirk Niemeyer	City of Lima
Timothy Piper	Allen County Engineer's Office
Charles Schreck	ODOT District One
Paul Snyder	Snyder Trucking
Lisa Steffen	Lima-Allen County Regional Planning Commission
Dieter Wireman	Procter & Gamble

2. DRAFT FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM

Thomas Mazur reported that the FY 2012-2015 Transportation Improvement Program (TIP) is still in the draft status and is over 50 pages in length. The document will continue to grow as appendices are added. Thomas Mazur reported that the TIP is one of the key functions of the Regional Planning Commission and tries to coordinate the delivery of the federally funded projects. Thomas Mazur reported that the TIP contains over \$230 million in projects. Thomas Mazur reported that the document begins with an introduction. Section 2 contains the public involvement process. The Planning Commission is required to make sure that everyone interested has the opportunity to review the TIP. There have been over three dozen meetings where the document has been reviewed. Thomas Mazur reported that FHWA, FTA and ODOT all review the document. Thomas Mazur reported that page 10 contains two dozen projects totaling over \$230 million. Thomas Mazur reported that a majority of the projects are ODOT projects and are tied to the I-75 project. RTA has approximately \$5.5 million programmed in projects which are shown in Table 5. Thomas Mazur reported that Table 7 shows how we are proposing to spend local dollars. Table 8 looks at all of the different projects by funding stream by year. Thomas Mazur reported that environmental justice was passed in 1991 which basically states that the protected classes cannot experience a disproportionate negative impact of any of the projects. Thomas Mazur reported that locally we use a travel demand model that looks at the project impacts. Table 12 looks at air quality issues; air quality is continuing to get better and better. Table 13 looks at transit and transit services. Thomas Mazur reported that Table 14 contains the project data by phase by year. Map 5 provides a general idea of where the projects are located.

2. DRAFT FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM (Continued)

Thomas Mazur reported that staff will address any questions or comments that are received regarding the document.

3. AXLE WEIGHT IMPLICATIONS FOR AREA ROADS & BRIDGES

Timothy Piper reported that Ohio House Bill 114, commonly called the “Transportation Bill,” has passed the Ohio House and Senate and was signed into law on March 30, 2011. The Bill will become effective June 29, 2011. Timothy Piper reported that the new law includes a section that revises the Ohio Revised Code sections that deal with weight limits on trucks hauling materials on Ohio roads. Once the Bill is in effect trucks hauling coal, farm products, timber products and solid waste may exceed the current total weight limit of 40 tons by 7.5 percent for a maximum weight of 43 tons. Trucks hauling surface materials such as stone, hot mix, concrete, manure, turf, etc., may exceed the current total weight limit of 40 tons by 5 percent for a maximum truck and load weight of 42 tons. Timothy Piper reported that all current wheel and axle load limits are null and void as long as the truck does not exceed the new total weight limits of 43 and 42 tons. Timothy Piper commented that the removal of the wheel and axle load limits is troubling to county engineers and township trustees because it introduces something not found in any other state which is the complete lack of axle load limits by the State of Ohio on state, county and township roads. Timothy Piper reported that the heavily-built interstate and U.S. highway systems are exempt from this new law because they are governed by the Federal Highway Administration (FHWA) which imposes a maximum of 40 tons and maximum wheel and axle load limits on those highways. Timothy Piper reported that pavement deterioration increases sharply with increases in axle load. As each axle load is increased, the road can withstand fewer trips before it breaks up. Timothy Piper reported that is changes to Ohio’s weight limits as found in House Bill 114 are not reversed, state, county and township officials will be forced to perform engineering testing and studies of their roads and bridges for the maximum carrying capacity by total weight and axle loadings. Timothy Piper commented that state, county and township officials will have no choice but to post many segment of roads and bridges that are not currently posted with axle weight load limits.

4. STATE ROUTE RE-JOURNALIZATION THROUGH THE CITY OF LIMA

Kirk Niemeyer reported that a transportation study was completed January 2011 with the goal of defining a modified transportation network that meets current and future needs of the Lima community. Kirk Niemeyer reported that the selection of a preferred alternative required an evaluation of the feasibility of a one-way street conversion and a change to the numbered routes within the City of Lima. Kirk Niemeyer reported that as a result of the public involvement process and detailed analysis the preferred alternative was a partial conversion of the one-way street network to two-way operations. Streets proposed to be converted from one-way to two-way operation include Wayne Street from Central Avenue to Jameson Avenue, Elm Street from Central Avenue to McDonel Street and Spring Street from Central Avenue to Jameson Avenue. Kirk Niemeyer reported that there are four state routes that currently traverse the Lima Central Business District (CBD) including SR 81, SR 65, SR 117 and SR 309. There are changes proposed to the route designations for all numbered routes except SR 81. Kirk Niemeyer reported that the proposed route designations in the City of Lima result in a reduction of the total length of state routes. Kirk Niemeyer reported that a phased approach has been proposed to implement the improvements.

5. **OTHER**

Thomas Mazur encouraged attendees to express their concerns regarding specific issues that they face. No comments were made.

6. **ADJOURNMENT**

The meeting adjourned at approximately 12:30 p.m.