



Vrooman Road Bridge over the Grand River

PUBLIC INVOLVEMENT MEETING

January 27, 2009

Welcome, and thank you for participating in our open house event for the Vrooman Road Bridge Replacement Project. We would like to hear from you regarding your ideas, concerns and suggestions.

Please fill out the comment form and leave it with one of the Project Team members or mail to the Project Team by February 10, 2009. Your honest and open answers to our questions will allow us to achieve a successful project that meets your needs and the needs of the citizens of Lake County, Ohio.

Jim Gills, P.E., P.S.
Lake County Engineer

Meeting Purpose:

The purpose of tonight's public meeting is to inform the public of the status of the Vrooman Road Bridge Project; describe the current engineering analysis and environmental investigation efforts; present to the public community the current alternatives under consideration; and to solicit comments from the public.

Representatives from the Lake County Engineer's Office, the Ohio Department of Transportation and Michael Baker Jr., Inc. will be available to discuss the proposed project and answer questions. You will have the opportunity at this meeting to provide comments on the project. The meeting will follow an open house format. The public may visit at any time to review the exhibits and ask questions. No formal presentation will be given.

Written comments will be accepted at the meeting and for a two-week time period after the meeting, until February 10, 2009. These comments can be sent to:

The Vrooman Road Study Team
c/o Michael Baker Jr., Inc.
1228 Euclid Avenue, Suite 1050
Cleveland, Ohio 44105

Faxed comments will also be accepted at (216) 664-6532. E-mailed comments can be sent to lciborek@mbakercorp.com. If you have questions please contact Lawrence P. Ciborek, Project Manager, at (216) 776-6601.

Project Purpose and Need:

The purpose of this project is to replace the existing, structurally-deficient and functionally-obsolete Vrooman Road Bridge (SFN 4337107) over the Grand River, that regularly closes during flood events with a bridge and roadway facility that meets current design standards and improves existing geometrics correcting existing roadway geometric deficiencies, while providing a safe, efficient route.

The existing Vrooman Road Bridge (SFN 4337107) is a structurally-deficient and functionally-obsolete bridge that regularly closes during flood events. The existing roadway approaches to the bridge are characterized by numerous geometric deficiencies, which can be directly linked to high accident rates at various points along the roadway. The existing Vrooman Road and SR-84 intersection is characterized by numerous geometric deficiencies, which can be directly linked to high accident rates at the intersection.



Proposed Improvements:

- Project would replace existing low-level river crossing with a high level crossing on one of two proposed alignments.
- Improved horizontal and vertical alignments.
- Improved intersection geometry at project termini.

Existing Conditions:



Functional Classification

Existing Bridge

- Urban Arterial/Collector (NOACA/ODOT).
- Current (2008) ADT approximately 5,200 Vehicles per Day (VPD).
- Opening Year (2012) ADT approximately 5,200 VPD.
- Design Year (2032) ADT approximately 5,900 VPD.

Flooding

- Road and bridge close due to flooding on average 2-3 times annually in spring and/or fall.
- Closed 6 months in 2006.
- Typical closure lasts 1-2 days.

Structure Condition

- Superstructure constructed on original substructure in 1952.
- Substructure dates to 1879.
- Current General Appraisal and Operational Status 3P. Rated on a 0-9 scale, 0 being worst, 9 being best.
- 3 rating considered "Serious Condition".
- "P" indicates posted for load restriction.
- Bridge Sufficiency Rating 2.0
- Abutments suffering from scour damage.



2005 Flooding

Roadway Geometrics

- Steep approach grades.
- 12% +/- grade on south approach.
- 15% +/- grade on north approach.
- Approach horizontal curves exceed minimum acceptable radius for design speed and functional classification.
- Inadequate sight distance at signalized Vrooman Road / SR-84 intersection.



Maintenance

- Approximately \$70,000 annual additional maintenance costs related to snow and ice removal; flood monitoring; flood debris removal; and emergency repairs.

Documented Accident History, Three Year Period 2000 to 2002

- 8 accidents at Vrooman Road Bridge.
- 8 accidents at Vrooman Road / Seeley Road Intersection.
- 12 accidents at signalized Vrooman Road / SR-84 Intersection.

Background:

In July 2004, the Lake County Engineer's Office hosted a public meeting to share with the general public conceptual alternatives developed in Stakeholder Committee Meetings held earlier in the year for the replacement of the existing Vrooman Road Bridge. Public input was also solicited at this meeting. Some conceptual alternatives were eliminated from consideration as a result of public input from this meeting, and from the Stakeholder Committee made up of local business owners, government agencies, and local public officials. In 2008, the Lake County Engineer's Office contracted Michael Baker Jr., Inc. to conduct further engineering analysis and environmental investigations for this project in order to identify the Preferred Alternative for replacement of the Vrooman Road Bridge.

1963 Replacement Study

- Studies for a replacement bridge were completed as early as 1963.

1990 Era Replacement Project

- Plans for high-level replacement completed in 1996.
- Further project advancement delayed because of deficiencies in environmental documentation, specifically in the area of cultural resources

Current Alternatives Analysis Study

- Planning study commissioned in 2004.
- Begun under Major PDP.
- Presently following Minor PDP.

Current Project Status:

Minor PDP Step 2 Complete

- Planning Study dated December 12, 2005 evaluated 5 Conceptual Alternatives (Alt A Madison Avenue, Alt. B Lane Road, Alt. C Low Level Madison Avenue, Alt. D Replace in Existing Location, Alt. E No Build).
- Alternatives C and D were eliminated because they did not satisfy Purpose and Need.
- Lane Road Alternative was identified as the Preferred Alternative in the Planning Study.
- Subsequent ODOT review of the Planning Study indicated that additional evaluation of alternatives was necessary to differentiate between Alt A Madison Avenue and Alt. B Lane Road.
- Planning Study was subsequently updated and revised in January 2007 and May 2008.



Alternative A – Madison Avenue Alternative

- *Satisfies Purpose and Need.*
- High-level crossing of river valley.
- Logical termini Madison Avenue / SR-84 to north, south rim of the river valley to the south.

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- *Does not satisfy Purpose and Need*

- Maintain current structure and roadway alignments.
- Structure will ultimately require replacement.

Scenic River

- The Grand River is a State designated “Wild and Scenic River”. This segment of the river is designated as a “Wild” river. Proposed improvements will be developed to minimize impacts to the river and will be properly coordinated with the ODNr.

- Proper investigation and documentation of archeological sites within project limits will be completed prior to project advancement.

- Identified wetlands will be avoided where possible. Mitigation measures will be enacted as necessary.

Public Safety

- Proposed improvements will enhance public safety because of better intersection geometry, better alignments for travel in snowy and icy conditions and elimination of flood hazard.
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