

LAK-Vrooman Road Bridge Replacement

ODOT Project ID 5669

Sponsored by the Lake County Engineer
Vrooman Road over the Grand River

Bridge Replacement

Public Meeting

January 27, 2009

Baker



Welcome!



Thank you for your attendance.

Please take your time viewing this presentation and visiting the various information stations located throughout the Community Center.

The Project Team members are here to answer questions you may have regarding the project.

Goals of Today's Meeting



- Disseminate information
- Answer your questions
- Solicit your input

Presentation Outline



- Project History
- Purpose and Need
- Project Limits
- Traffic
- 2004 Bridge Replacement Study
- What about Alternative C?
- Current Project Status
- What's next?

Project History



The Lake County Engineer's Office in conjunction with ODOT and the Project Stakeholders have initiated preliminary engineering and environmental studies to identify the "Preferred" replacement alternative for the structurally deficient and functionally obsolete Vrooman Road Bridge over the Grand River

Project History



- Current steel bridge erected in 1952 on masonry foundations from the previous bridge built in 1879
- Bridge replacement study initiated and completed in early 1960's, delayed because of lack of funding
- Complete replacement plans finalized in mid 1990's, but delayed because of environmental issues

Project History



- A new bridge replacement study was commissioned in 2004 because the existing bridge has continued to deteriorate
- 2004 replacement study ended in 2005 with submission of the Planning Study

Project History



- The revised Planning Study was approved by ODOT in 2008
- Current Effort (2008)
 - Build on and supplement Planning Study completed in 2005
 - Perform additional Environmental Studies and Investigations
 - Complete Preliminary Engineering studies and report
 - Identify “Preferred Alternative”

Purpose and Need



The purpose of this project is to replace the structurally-deficient and functionally obsolete bridge that regularly closes during flood events with a facility that meets current design standards and improves existing geometrics correcting existing roadway deficiencies, while providing a safe, efficient route.

Project Limits



- Southern terminus is generally I-90
 - Intersection of Vrooman Road and I-90 ramps
- Northern terminus is generally SR-84
 - Intersection of Madison Avenue and SR-84 for Alternative A
 - Intersection of Lane Road and SR-84 for Alternative B

Project Limits



- Overall project can be divided into two discrete segments:
 - “Southern Reach”
 - “Valley Crossing”
- Current environmental study effort is looking at both the “Southern Reach” and “Valley Crossing”
- Current engineering study effort is focused on the “Valley Crossing”

Project Limits



- “Southern Reach” (Both Alternatives)
 - Segment length approximately 4,400 feet
 - From I-90 ramps, north to just south of last curve on southern escarpment
 - From Osborne property at intersection of Vrooman Road and I-90 ramps, to Ash-Sanford and Siders properties on Vrooman Road

Project Limits



- “Valley Crossing” (Alternative A)
 - Segment length approximately 2,900 feet
 - From just south of last curve on southern escarpment, north to the SR-84 and Madison Avenue intersection
 - From Ash-Sanford and Siders properties on Vrooman Road to Northeast Auto Service on SR-84

Project Limits



- “Valley Crossing” (Alternative B)
 - Segment length approximately 3,200 feet
 - From just south of last curve on southern escarpment, north to the SR-84 and Lane Road intersection
 - From Ash-Sanford and Siders properties on Vrooman Road to Perry Cemetery on SR-84

Traffic

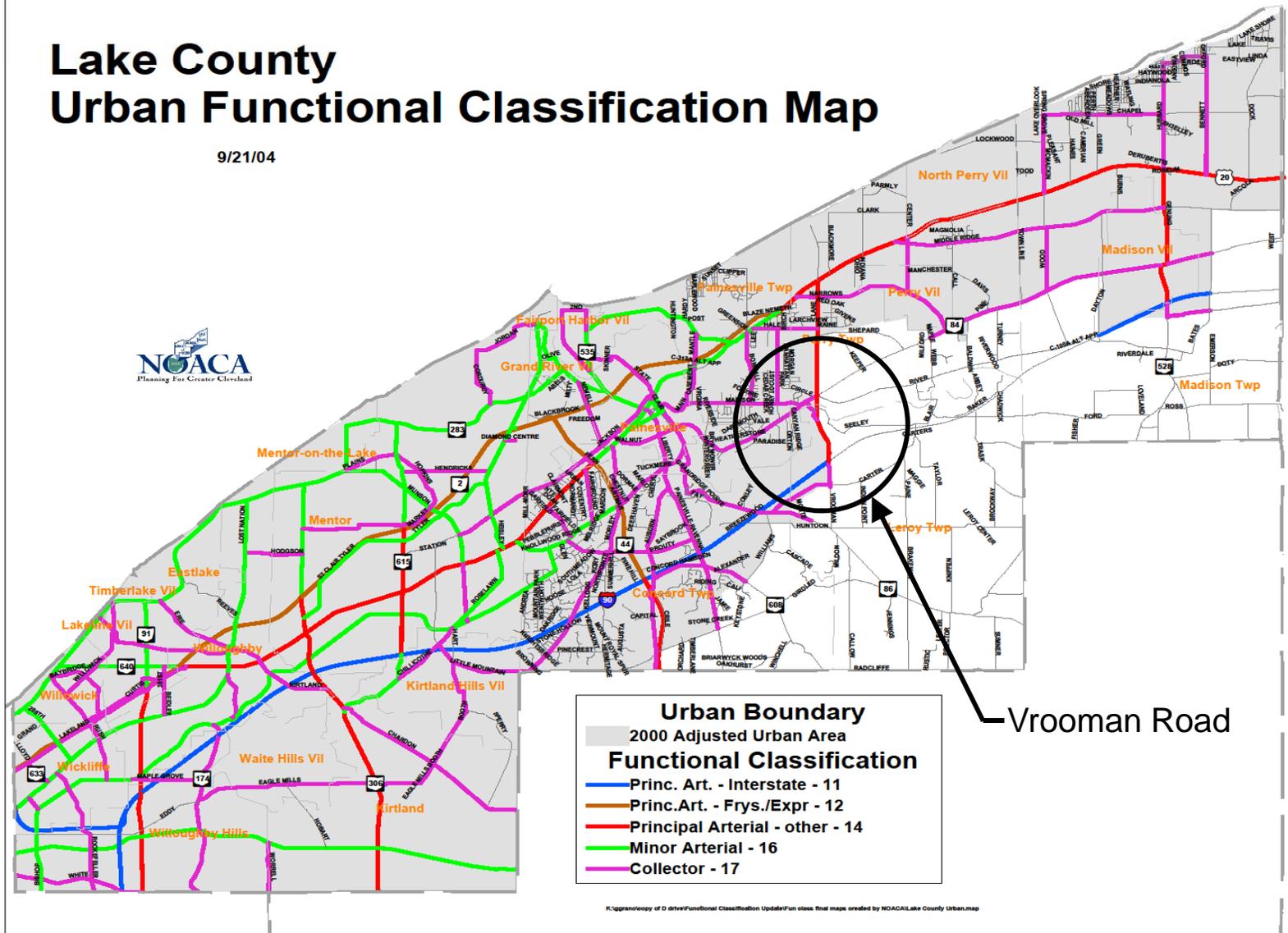


- This area of Lake County is considered a part of the Lake County Urbanized Area
- Vrooman Road is classified as an Urban Collector/Arterial by NOACA and ODOT
- Both NOACA and ODOT project modest growth for the area based on current land use

Traffic

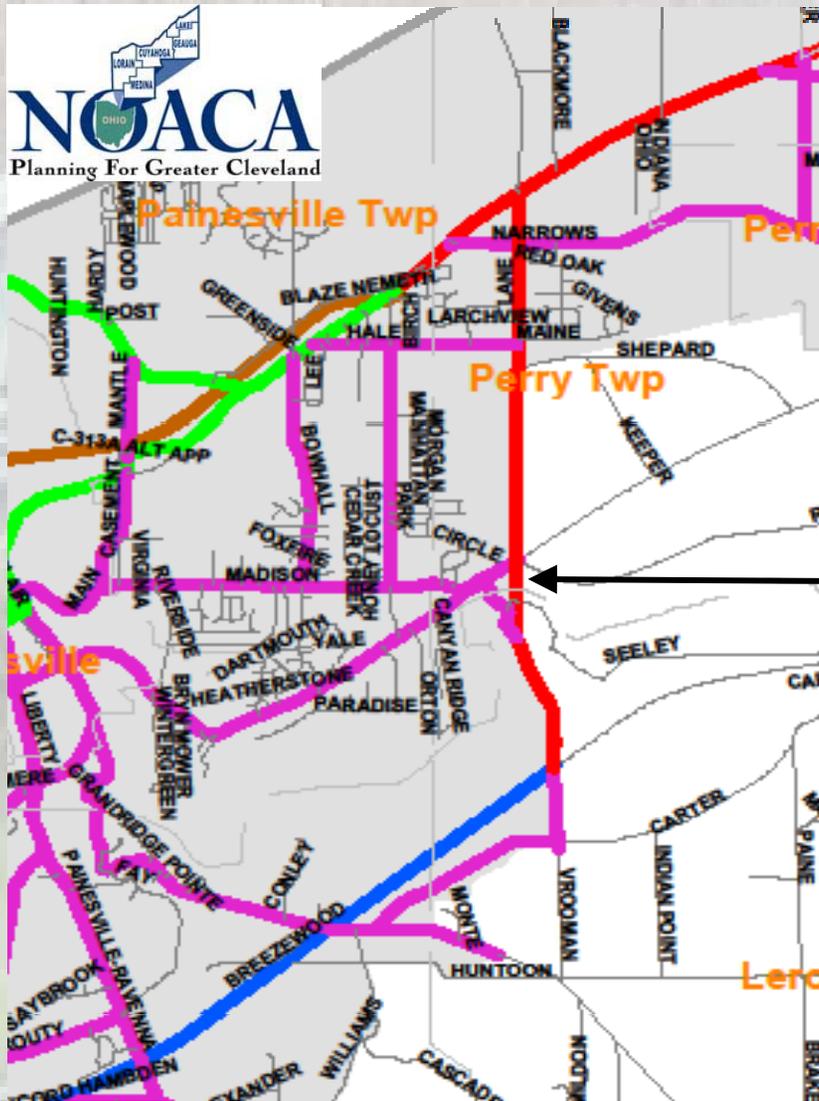
Lake County Urban Functional Classification Map

9/21/04



Traffic

Lake County Urbanized Area



Vrooman Road

Urban Boundary
2000 Adjusted Urban Area

Functional Classification

- Princ. Art. - Interstate - 11
- Princ.Art. - Frys./Expr - 12
- Principal Arterial - other - 14
- Minor Arterial - 16
- Collector - 17

Traffic



- Charged with using ODOT Office of Technical Services (OTS) Certified Traffic
 - Present Day ADT Approximately 5200 VPD
 - Opening Year (2012) ADT approximately 5,200 VPD per ODOT OTS, 5,700 VPD per Planning Study model
 - Design Year (2032) ADT approximately 5,900 VPD per ODOT OTS, 6,600 VPD per Planning Study model

Traffic



- Current NOACA Traffic Model for project used in planning study has different traffic volume projections
 - Assumes that 75% of SR-528 Truck traffic may use Vrooman Road
 - This represents approximately 480 trucks in Opening Year (2012)
 - This represents approximately 710 trucks in Design Year (2032)

Traffic



- NOACA Traffic Model considers current traffic composition and volume, and existing land use
- Both current traffic projections indicate that no more than two lanes of roadway are required to support the projected traffic volumes

2004 Bridge Replacement Study



Study Focus

- **Public Involvement**
 - Stakeholder Committee Meetings
 - Public Meetings
- **Preliminary Environmental Screening and Evaluation**

2004 Bridge Replacement Study



Study Focus

- Develop Conceptual Alternatives
- Complete Planning Study
 - Goal was to identify “Preferred Alternative” through environmental and engineering studies combined with Public and Stakeholder Committee Meetings

2004 Bridge Replacement Study



Conceptual Alternatives

- Ten Preliminary Conceptual Alternatives were originally identified in a February, 2004 Stakeholder Committee Meeting
- Five Conceptual Alternatives were recommended for further consideration through June, 2004 Stakeholder Committee Meetings

2004 Bridge Replacement Study



Conceptual Alternatives

- The five Conceptual Alternatives were presented to the General Public in a Public Meeting held on July 7, 2004
- Stakeholder Committee meetings were held in July, 2004 and February 2005 to review the study and public input

2004 Bridge Replacement Study



Conceptual Alternatives

- Alt A – High-Level bridge to Madison Avenue
- Alt B – High Level bridge to Lane Road
- Alt C – Low Level crossing on existing alignment
- Alt D – Replace bridge in current location
- Alt E – “No-Build”

Preferred Alternative

- Alternative B was identified as the “Preferred Alternative” in a February, 2005 Stakeholder Committee Meeting
- This conclusion was documented in the December 2005 Planning Study

2004 Bridge Replacement Study



Planning Study Revisions

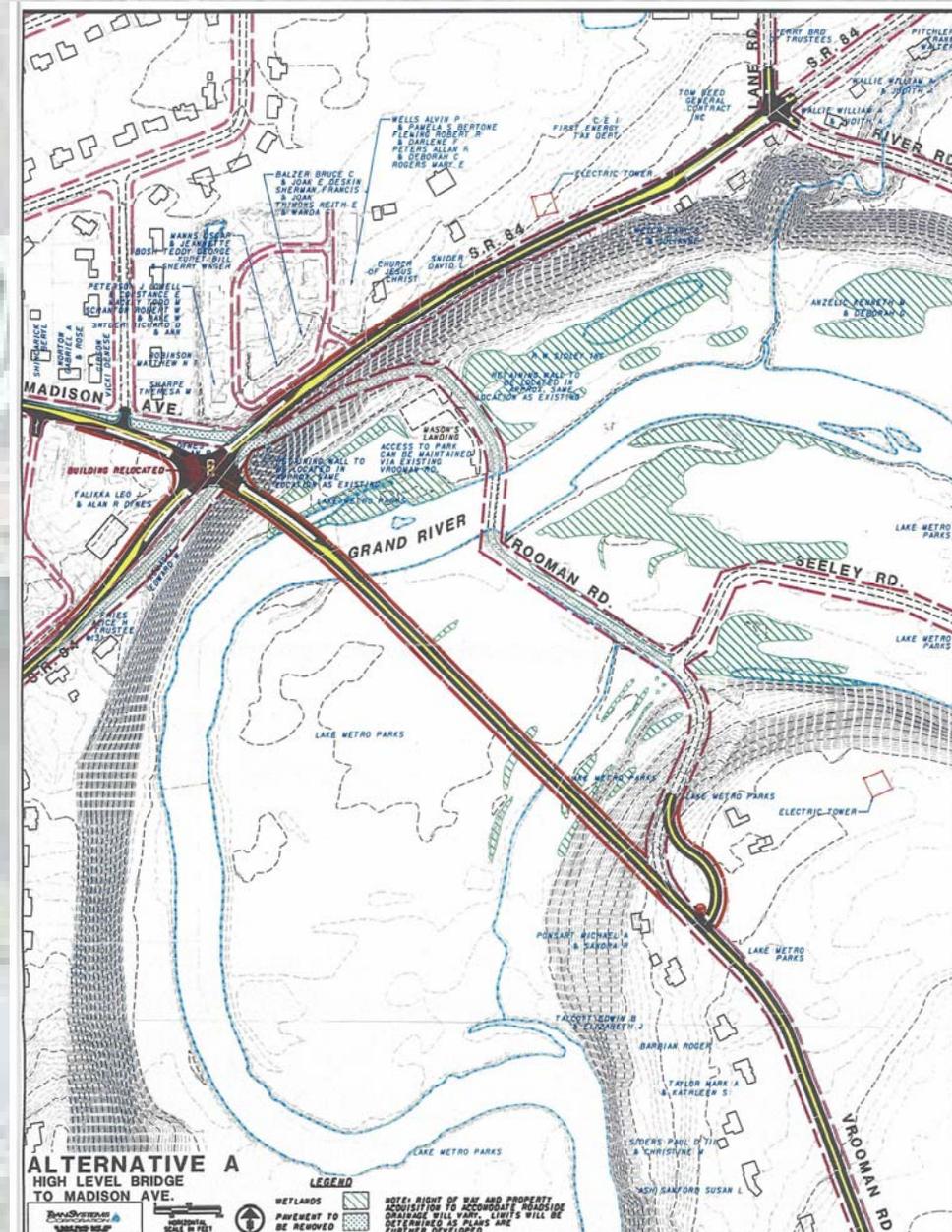
- Subsequent ODOT review indicated that additional environmental and engineering studies were necessary to show relative impacts of both Alternative A and Alternative B
- Revisions were made to the Planning Study in January, 2007 and May, 2008

2004 Bridge Replacement Study



Alternative A (Madison Avenue)

- Satisfies Purpose and Need
- 1800' long, high-level valley crossing to Madison Avenue / SR – 84 intersection
- Improved intersection geometry
- Improved horizontal and vertical geometry
- Two lanes plus shoulders



Alternative A (Madison Avenue)

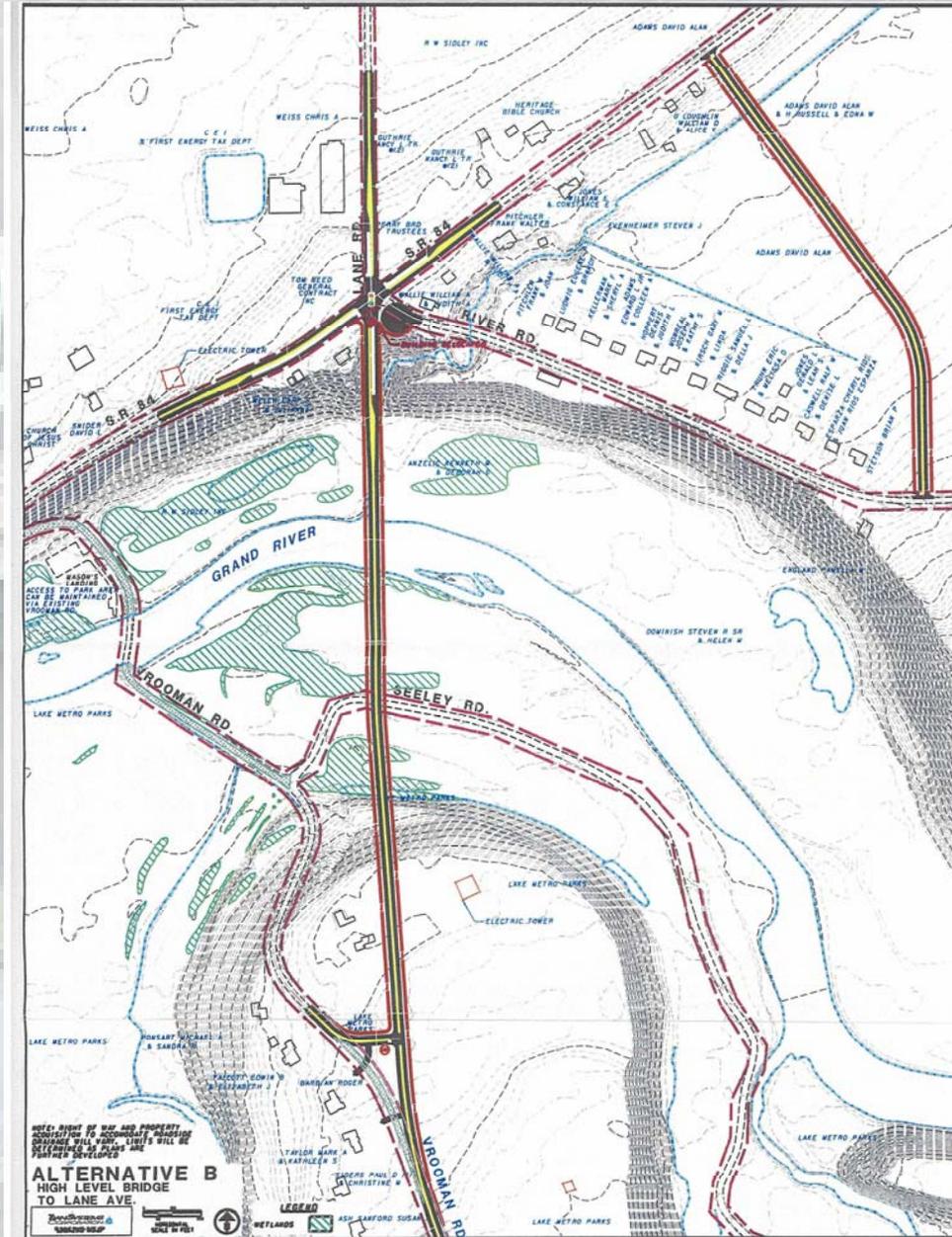
- Park land involvement
- Wetland involvement
- Cultural Resources involvement
- Right Of Way impacts at SR-84
- May require acquisition of condominiums at Madison Avenue intersection

2004 Bridge Replacement Study



Alternative B (Lane Road)

- Satisfies Purpose and Need
- 1800' long, high-level valley crossing to Lane Road / SR – 84 intersection
- Improved intersection geometry
- Improved horizontal and vertical geometry
- Two lanes plus shoulders



2004 Bridge Replacement Study



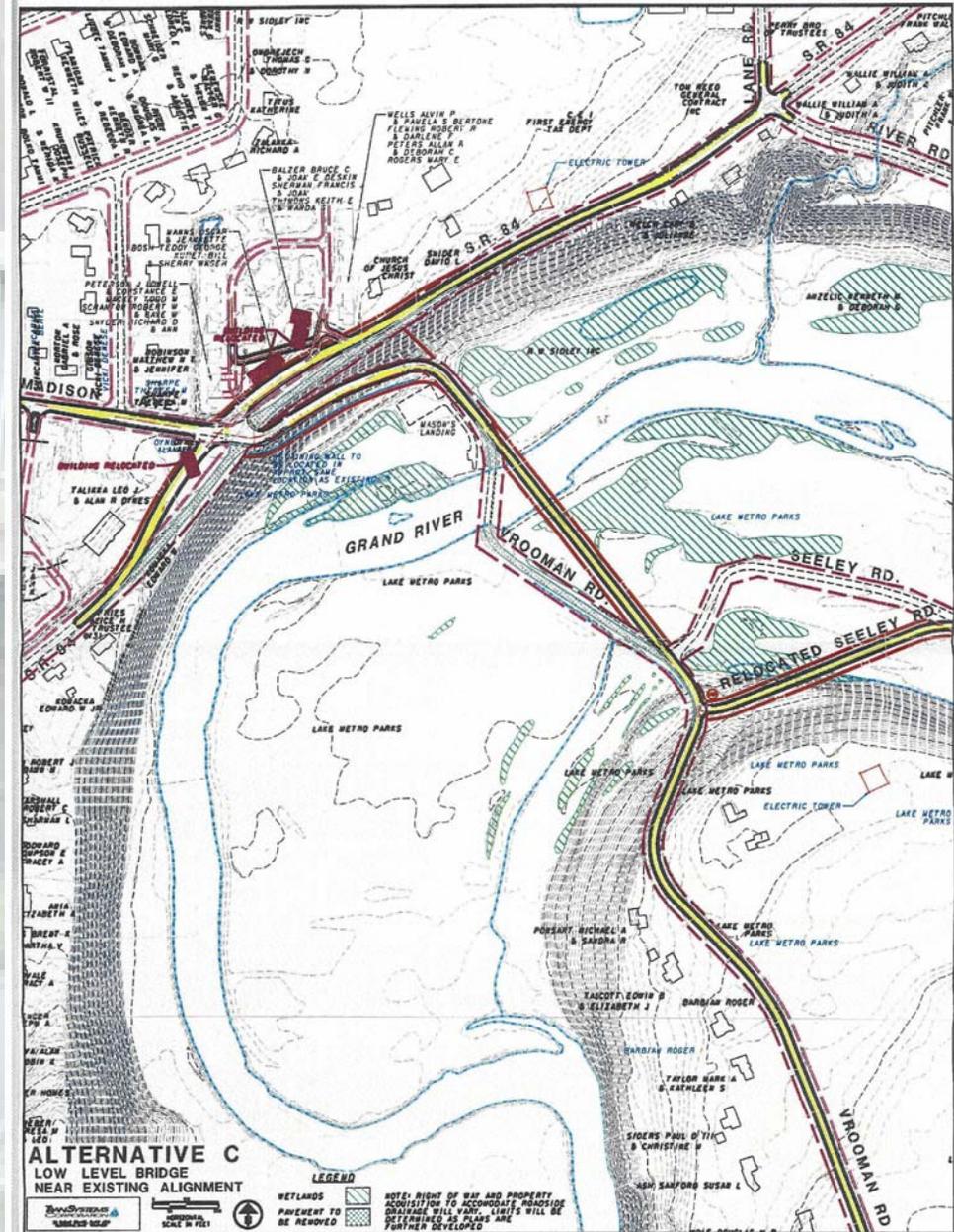
Alternative B (Lane Road)

- Park land involvement
- Wetland involvement
- Cultural Resources involvement
- Minimal negative ROW impacts at SR-84
- ROW may be required for River Road relocation

What about Alternative C?

Alternative C (Low-Level Crossing)

- Does not satisfy Purpose and Need
- 1200' to 1500' long, low-level valley crossing to Madison Avenue / SR – 84 intersection
- Improved intersection geometry
- Two lanes plus shoulders



What about Alternative C?



- Alternative C (“Low-Level Crossing”) was eliminated from further consideration during a February, 2005 Stakeholder Committee Meeting
- Reasons for elimination are documented in Planning Study

What about Alternative C?



- Although this alternative was favored by some, its drawbacks and actual impacts were not fully communicated to the Stakeholders and General Public
- Briefly, Alternative C did not satisfy primary elements of the project Purpose and Need

What about Alternative C?



- What were the reasons for elimination?
 - Proposed horizontal curves at both ends of bridge do not satisfy design criteria
 - Proposed grades at both ends of bridge are still steep, replicating current poor configuration
 - Profile creates a low spot over the Grand River, posing a difficult problem for handling surface runoff

What about Alternative C?



- What were the reasons for elimination?
 - Combination of curves, grade and profile would perpetuate the current poor roadway geometry, inherent traffic safety issues and maintenance concerns
 - Reconfiguring the Vrooman Road, SR-84 and Madison Avenue intersection to satisfy design criteria would require demolishing six condominium units

What about Alternative C?



- What were the reasons for elimination?
 - A new retaining wall would be necessary on the north end to allow the addition of a turn lane at SR-84
 - Access to Mason's Landing Park would be eliminated requiring extensive remediation efforts
 - Environmental impacts to the Grand River would be similar in scope and magnitude to those of Alternatives A and B

What about Alternative C?



- What were the reasons for elimination?
 - Seeley Road would require reconstruction
 - Although total cost could be somewhat lower, the difference in total cost would not be as substantial as many perceive
 - Federal funds cannot be used on a project with substandard design features when feasible alternatives meeting design criteria exist

Current Project Status



- Environmental Studies
 - Phase I Environmental Site Assessment
 - Phase I History/Architecture Survey
 - Phase I Archaeological Survey
 - Level I Ecological Survey
 - Farmland Survey
 - Socio-Economics
 - Noise Analysis

Current Project Status



- Public Involvement
 - Provide Project Status to Individuals, the General Public, and Stakeholders
 - Solicit Input from Individuals, the General Public, and Stakeholders
 - Answer questions from Individuals, the General Public, and Stakeholders
 - Public Meetings
 - January 27, 2009 (Today)
 - TBD (Spring or Summer 2009)

Current Project Status



- Public Involvement

- 2008 Stakeholder Meetings

- Leroy Township
 - Perry Township
 - Lake Metroparks
 - Ohio Department of Natural Resources
 - Riverside Local School District
 - Nursery Growers of Lake County Ohio
 - NOACA – Bike Advisory Committee

Current Project Status



- Preliminary Engineering
 - Refine Conceptual Corridors identified in 2005 Planning Study
 - Develop Preliminary alignments
 - Develop Preliminary Profiles
 - Preliminary Bridge Layout

What's Next



- Complete current stage of Environmental Analysis (in progress)
- Complete Preliminary Engineering studies and report (in progress)
- Present findings to Stakeholders
- Present findings to the Public
- Identify the “Preferred Alternative”

Questions?



- Please feel free to ask the Project Team Members any questions you may have regarding the project
- Reference materials are available for review at the display stations during this public meeting

Please Provide your Input



- Please complete and drop off the provided questionnaires

Project Team



- Lake County Engineer's Office
 - James R. Gills, P.E., P.S. County Engineer
(440) 350-2770
james.gills@lakecountyohio.gov
 - Alan L. Exley, P.E., P.S. Project Manager
(440) 350-2770
alan.exley@lakecountyohio.gov
- Michael Baker Jr., Inc.
 - Lawrence P. Ciborek, P.E. Project Manager
(216) 776-6601
lciborek@mbakercorp.com
 - Christopher B. Owen, MSHP NEPA Lead
(216) 776-6630
cowen@mbakercorp.com

Project Stakeholders



Stakeholder	Organization
Rita McMahon	City of Painseville
Michael Armstrong	FHWA
Lee Melius	Grand River Partners
Chad Knisley	Grand River Partners
Daniel P. Troy	Lake County Commissioners
Raymond E. Sines	Lake County Commissioners
Robert E. Aufuldish	Lake County Commissioners
David Gilmer	Lake County Development Council
Larry Greene	Lake County EMA
Bruce Landeg	Lake County Engineers Office
Alan L. Exley	Lake County Engineers Office
James R. Gills	Lake County Engineers Office
Darrell C. Webster	Lake County Planning Commission
Dan Tasman	Lake County Planning Commission
Allen Weaver	Lake County Port Authority
William E. Crosier	Lake County Sheriff's Office

Project Stakeholders



Stakeholder	Organization
Dan Donaldson	Lake County Soil & Water Conservation District
Charles Kenzig	Lake Metro Parks
David Noble	Lake Metro Parks
Steve Madewell	Lake Metro Parks
Vince Urbanski	Lake Metro Parks
Raymond Jurkowski	LAKETRAN
Frank Huffman	LeRoy Township Fire Department
Chuck Klco	LeRoy Township Trustees
Linda Burhenne	LeRoy Township Trustees
Richard VanPelt	LeRoy Township Trustees
Don Crellin	LeRoy Township Zoning Commission
Larry Advey	Madison Township
Sally Hanley	NOACA
Ron Eckner	NOACA
Mark Gilson	Nursery Growers

Project Stakeholders



Stakeholder	Organization
Steve Roloson	ODNR
Kevin Kayle	ODNR
Bonnie Teeuwen	ODOT District 12
Dale Schiavoni	ODOT District 12
Mark Carpenter	ODOT District 12
Tom Sorge	ODOT District 12
Gary Benesh	ODOT District 12
George Soos	ODOT District 12
Andrea Stevenson	ODOT -Office of Environmental Services
Paul Graham	ODOT -Office of Environmental Services
William Cody	ODOT -Office of Environmental Services
Jim Gates	ODOT -Office of Environmental Services
Jason Watkins	ODOT -Office of Environmental Services
Susan Gasbarro	ODOT -Office of Environmental Services
Don Rostofer	ODOT -Office of Environmental Services
Chris Staron	ODOT -Office of Environmental Services

Project Stakeholders



Stakeholder	Organization
Joe Moravec	Ohio Central Basin Steelheaders
Mark Mlachak	Painesville Fire Department
Linda Reed	Painseville Area Chamber of Commerce
Lee R. Bodnar	Painseville Township
James McDonald	Perry Fire Department
Walter Siegel	Perry Township
Nancy L. Steele	Perry Township Trustees
Phillip S. Haskell	Perry Township Trustees
Rick C. Amos	Perry Township Trustees
Laurence Logan	Perry Village
Cindy Girdler	Perry-Madison Chamber of Commerce
Ted Davis	Riverside Local Schools
James Kalis	Riverside Local Schools
Ann M. DiDonato	The Illuminating Company

Thank You!



Thank you for your time and attention!