

PUBLIC INVOLVEMENT PLAN
LUC IR 475/DORR STREET INTERCHANGE
(PID 99737)

Prepared for:
Ohio Department of Transportation (ODOT) District 2
317 East Poe Road
Bowling Green, OH 43402

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Prepared by:
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1.0 PROJECT OVERVIEW

1.1 Project Description and History

The project includes the evaluation of feasible alternatives, selection of the preferred alternative, detailed design, and construction to add a new interchange on I-475 at Dorr Street. The interchange will allow for complete access to and from I-475 at Dorr Street. This project was identified in previous I-475 studies conducted by Toledo Metropolitan Area Council of Government (TMACOG) and ODOT since 2002. (TMACOG) developed the Expressway Needs and Major Investment Study (MIS) in 2002 which identified numerous problems on the existing interstate system including substandard roadway design, lane imbalances, improper weaving movements and substandard interchange configurations throughout the I-75 and I-475 corridor. This report identified a high priority need for two additional interchanges on the I-475 corridor, with Dorr Street identified as one of the possible locations.

In 2007, the Ohio Department of Transportation (ODOT) prepared the Planning Study Report, I-475, A Strategic Plan to Improve I-475 to outline future improvements to the I-475/US-23 system around the Toledo metropolitan area to meet transportation needs through the year 2035. This report discussed the overall widening of I-475 to six lanes by adding a third through lane in each direction between US 24 (Anthony Wayne Trail) to US 20 (Central Avenue) and reconfirmed the need for new service interchanges within the Springfield Township area (SR 2 to Dorr Street). In 2013, TMACOG issued a Congestion Management Process report which again reinforces the need for mainline widening along the I-475 corridor. The widening of I-475 to 3 lanes is listed on the TMACOG On the Move, 2015-2045 Transportation Plan (December 2016 issue) as a committed project for 2018. Its ranking is C-3, only behind two major I-75 projects in downtown Toledo that are currently programmed for construction in 2017 and 2018. It is important to note that the mainline widening is needed regardless of a new interchange and must occur either prior to or in conjunction with a new interchange.

A new interchange for I-475/Dorr Street was the 6th highest priority ranking in 2007 study. It was listed at #2 on the Construction Priority ranking list when combined with a new interchange at US 20 (Central Avenue) and Mainline widening from SR 2 to US 20 (Central) The Central Avenue interchange upgrade to a Single Point Urban Interchange (SPUI) will be completed in August 2017. Alternatives for construction of a new interchange at Dorr Street were outlined in the 2007 report and further refined in the 2015 LUC-475-7.53 (PIS 93484) Dorr Street over I-475 Feasibility Study. Preliminary environmental studies were also completed in the 2015 Feasibility Study. The final type and configuration of the interchange recommended through the ODOT Project Development Process (PDP), was a roundabout interchange.

1.2 Purpose and Need Elements

Purpose Statement

The purpose of this project is to address future congestion at adjacent interchanges along I-475 by dispersing traffic over a larger area to reduce traffic delays and alleviate general congestion at existing interchanges. The addition of this interchange will reduce traffic at US 20 (Central Avenue) and SR 2 (Airport Highway), two already congested interchanges. Due to the location of the University of Toledo (UT), 5 miles east on Dorr Street, visitors/students will be able to access the campus from the new Dorr Street interchange. The Secor Road interchange is labeled as the primary route to/from UT and the proposed Dorr Street interchange will help alleviate congestion at the interchange and along a congested Secor Road corridor. The project will also improve access to and from I-475 for residents, emergency responders, and existing businesses and new development within the City of Toledo and the Springfield Township area.

Need Element(s)

Programmed Projects

The mainline widening of I-475 is listed as a committed project in TMACOG's draft document entitled On the Move, 2015-2045 Transportation Plan with ODOT targeting funding in 2016 and construction in 2018. The proposed interchange is listed as a priority project in the TMACOG 2011 update of their Long Range Transportation Plan, 2007-2035.

Safety

ODOT's 2007 report documents that an evaluation of safety incident reports was conducted for the study area for a three year period spanning 2001 to 2003. Newer crash trends were review and it was found that the segment of I-475 from SR 2 to US 20 (a length of approximately 5 miles) consistently ranked in the Top 500 HSIP Priority Locations lists. The 2013 Urban Freeway Top 500 Priority Locations lists four segment locations ranging in rank from #150 to #457. In 2014, two segment locations were noted ranked at #233 and #286. In 2015, four locations were listed in the Top 500 rankings ranging from #340 to #477 along this segment of I-475. Backups and congestion are routinely observed along the corridor during peak periods. Construction of the new Dorr Street interchange will help reduce general congestion in this I-475 segment by dispersing traffic over three interchanges instead of at only two existing interchanges. Construction of a new interchange in the township will also provide an additional access point and enhance the provision of fire/emergency management services (EMS) through improved response times.

Potential Development

Lucas County and the City of Toledo expect significant future growth opportunities in this area of town due to the proximity of the large number of vacant or underutilized industrial/commercial properties located in this portion of Springfield Township, and the close location of the University of Toledo (UT) east of this proposed interchange. Current zoning of the proposed project area includes a large amount of land zoned for industrial, commercial or multi-family residential development.

The document entitled Dorr Street Corridor Vision was developed in 2009 as a result of efforts initiated by the Dorr Street Corridor Redevelopment Coalition, UT and the Toledo Local Initiatives Support Corporation (LISC). As identified in this document, Dorr Street is a major east/west road connecting the University of Toledo Main Campus to downtown Toledo. Concerns generated during development of this document related primarily to the growing student population associated with UT and the large amount of underutilized and vacant industrial sites in the area with a push to promote re-development along with additional local business development. A major outcome of this document was to promote easy access to multiple destinations in this area of Toledo including UT, Toledo Hospital, and Ottawa Park. UT and the City of Toledo are moving forward with The Dorr Street Gateway redevelopment efforts. A new

interchange at this location will strengthen these efforts and create improved access to UT and the overall Dorr Street corridor.

Goals and Objectives

Currently, approximately 4.5 miles separate existing interchanges along this segment of I-475 between West Central Avenue to the north and SR 2 to the south. The primary goal/objective of the project is to provide an additional access point between two already congested interchanges (approximately 5 miles apart). This will reduce traffic at SR 2 and US 20 interchanges, thus improving their capacity and operations by diverting traffic to the new Dorr Street interchange. The Secor Road interchange will also see capacity and operational improvements as access to the University of Toledo can be reallocated to a second interchange. The project will also improve upon existing connectivity between I-475 and various areas of downtown Toledo, including UT and the Dorr Street Corridor which is a local focus for redevelopment and revitalization efforts. Continued coordination with current (Springfield Township, University of Toledo, Lucas County, City of Toledo, Toledo Lucas County Port Authority), private business development, and other newly identified stakeholders will be on-going throughout the ODOT PDP.

Summary Statement

The purpose of the project is to address current and future traffic congestion and travel delays associated with existing interchanges along this stretch of I-475 within Springfield Township. A new interchange in this area will also improve access for local residents, enhance connectivity for UT, existing commercial and industrial properties in the region, as well as create added benefits for new development and revitalization efforts along the Dorr Street Corridor.

1.3 PI Strategy Meetings

The TID, in coordination with ODOT, has set regular monthly progress meetings and has a standing agenda item dedicated to discussing PI and strategies.

1.4 PI Management Responsibilities

The Lucas County Transportation Improvement District (TID) in partnership with ODOT District 2 will be responsible for managing the public involvement (PI) as the project progresses through the ODOT PDP.

1.5 Goals and Objectives

Public involvement was initiated with the TMACOG developed the *Expressway Needs Study Major Investment Study (MIS)* in 2002. In 2007, ODOT prepared the *I-475- A Strategic Plan to Improve I-475* report. During the preparation of the reports, public involvement efforts included a stakeholder group and public meetings. These meetings were focused on the entire I-475/US-23 systems including system interchanges, service interchanges, and mainline capacity.

The goal of this public involvement plan is to re-engage the stakeholders and public members that were involved in the earlier planning processes and those that will have specific interest in the new Dorr Street interchange. Impacted property owners will be identified as the project design advances and will be invited to participate in public meetings.

The objective of the Public Involvement Plans is to obtain interested parties' input during the planning and design phases of this project. Stakeholders and public input will be requested concerning the Purpose and Need Statement, initial environmental studies, and the identification of feasible alternatives resulting in a preferred alternative. As the project proceeds through the ODOT PDP, the stakeholders and the public will be informed about decisions made and findings of detailed studies conducted on the preferred alternative.

Opposition to the project may occur either by individuals or community groups. These opposition groups will be given the opportunity to voice concerns to ODOT/Lucas County TID during the open house public meetings, Stakeholder meetings, or and one-on-one meetings.

2.0 APPLICABLE LEGAL REQUIREMENTS

This Public Involvement Plan was developed using the ODOT Public Involvement Manual (2016) and with the following requirements:

- National Environmental Policy Act (1969) Section 102
- Council on Environmental Quality (40 CFR 1500.1 and 1506.6)
- FHWA 23 CFR 450.212 Transportation planning studies and project development
- 23 CFR 771.111 Early Coordination, PI, and project development
- Title VI of the Civil Rights Act of 1964
- Executive Order 12898 Environmental Justice populations

These and other applicable laws were established to allow all members of the community participation and a voice in transportation decisions.

3.0 PROJECT TEAM

3.1 Project Sponsor

The Lucas County TID (local funds/share) is the sponsor along with the ODOT District 2 office (State and Federal Funds).

3.2 LUCAS COUNTY TID, ODOT and Consultant Project Managers (PMs)

The following have been identified as PMs for this project:

- Project PM and Lucas County TID Representative- Jeff Lohse, P.E. - Lucas County Chief Deputy Engineer (JLohse@co.lucas.oh.us) (419) 213-2860)
- ODOT Design PM - Julie Fahy, P.E. (Julie.Fahy@dot.state.oh.us) (419) 373-4441)
- ODOT Preliminary Engineering PM - Michael Stormer, P.E. (Michael.Stormer@dot.ohio.gov) (419) 373-4472)
- Consultant Team PM – Andrew Langenderfer, P.E. (andy.langenderfer@tetrattech.com) (419) 418-0509)

The staff will be updated as the project moves through the ODOT PDP and the staff responsibilities change.

3.3 Supporting District and Consultant Staff

The Lucas County TID, ODOT District 2 and consultant staff may change as the project moves through the different phases of project development. The staff will be updated as needed during the development of the project.

PIP Role	Staff	Phone Number	Email Address
PI Lead Lucas County TID	Jeff Lohse, P.E.	(419) 213-2860	JLohse@co.lucas.oh.us
ODOT District 2 Project Manager	Julie Fahy, P.E.	(419) 373-4441	Julie.Fahy@dot.state.oh.us
ODOT District 2 – Planning and Engineering Administrator	Mike Gramza, P.E.	(419) 373-4466	Mike.Gramza@dot.ohio.gov
ODOT District 2 – Planning Engineer	Mike Stormer, P.E.	(419) 373-4472	Michael.Stormer@dot.ohio.gov
ODOT District Environmental Coordinator	Stacy Schimmoeller	(419) 373-4319	Stacy.Schimmoeller@dot.ohio.gov
ODOT District 2 – Public Information Officer	Rebecca Shirling	(419) 353-8131	Rebeca.shirling@dot.ohio.gov
PI Support – Consultant Team Project Manager	Andrew Langenderfer, P.E. – Tetra Tech	(419) 418-0509	andy.langenderfer@tetrattech.com
PI Support – Consultant Team	Dave Charville, P.E. – Tetra Tech	(419) 418-0512	Dave.charville@tetrattech.com
PI Support – Consultant Team	Pat Etchie, AICP – Mannik Smith Group	(419) 891-2222	PEtchie@manniksmithgroup.com
PI Support – Consultant Team	Chris Owen – Mannik Smith Group	(419) 891-2222	COwen@manniksmithgroup.com

4.0 STAKEHOLDERS

4.1 Stakeholder List

The Stakeholders have been previously engaged during the preparation of the ODOT *I-475- A Strategic Plan to Improve I-475* report. Dorr Street Stakeholders include the Lucas County TID funding partners, and other local agencies, including the following:

Funding Partners:

Lucas County Engineer
 1049 S McCord Rd, Holland, OH 43528 (419) 213-2860

Springfield Township

7617 Angola Rd, Holland, OH 43528 (419) 865-0239

Other Local Agencies:

City of Toledo

Mayor's Office – One Government Center, 22nd Floor
Toledo, Ohio 43604
419-245-1001

District 2 City Councilman: Matt Cherry

Matt.Cherry@toledo.oh.gov
One Government Center, 21st Floor
Toledo, Ohio 43604
419-245-1050

Parks, Recreation & Forestry

Lisa Ward – Commissioner
Lisa.Ward@toledo.oh.gov
2201 Ottawa Parkway
Toledo, OH 43606
419-936-2326

Fire and Rescue

Chief Luis Santiago
luis.santiago@toledo.oh.gov
419.936.3550

Police

Chief George Kral
George.kral@toledo.oh.gov
419.245.3340

Other additions to the Stakeholder group may include neighborhood groups and large employers in the region.

4.2 Stakeholder Strategy

During the Feasibility Study phase, the Stakeholder group reviewed preliminary alternatives and suggested modifications or other alternatives for the project. A Stakeholder meeting was held in February 2015, and a Public Meeting in March 2015. A preferred alternative was selected by LCTID and ODOT, and the project has advanced into detailed design. The public will participate in public meetings following the Stage 1 plan submittal, where preliminary design elements and environmental investigations findings will be presented in an open house format. Public comments will be received and distributed appropriately to the project team members for consideration during the design phases of the project.

5.0 PUBLIC INVOLVEMENT AND TARGET GROUPS

5.1 Public Involvement Activities

The public involvement activities will include public meetings, a project website link on the ODOT District 2 Website, newspaper articles, and community notices. If any Underserved Populations are identified within the project study area, they will be offered the opportunity to participate through engagement activities targeted to for that identified Underserved Population. Neighborhood groups, civic associations, places of worship, and social services offices will be contacted to assist with informing the general public and any Underserved Populations about project and public meetings. If a large non-English speaking population exists in the project area, information will be made available in their native language. These Underserved Populations will be determined through an Environmental Justice Analysis Report (EJAR) that will be performed by the consultant.

At the public meetings, project design and environmental information will be made available in Fact Sheets, graphics, and comment sheets. The public will be able to leave written comments at the meetings as well as electronically through the website or directly to the Lucas County TID or ODOT contact people. Appropriate accommodations will be available should non-English speaking or deaf populations be identified.

Meetings will use the Open House format with project personnel available at graphic displays to discuss the project. Staff will keep notes of the types of questions asked or discussions with the public. The sign-in sheets at the meetings will be used to maintain a project mailing list. Those on the list will receive future meeting notices or other project notices in mail and electronic format.

All Stakeholder and public meeting minutes will be made available on the Lucas County TID project website. Comment sheets will be available for electronic submittal also on the website. Responses to comments will be posted on the website and some comment responses may be sent to the commenter.

Social media will also be used to allow for public comment, notice upcoming meetings, and to maintain a current dialog with area residents.

Public notices have been mailed by the Lucas County TID with support from the consultant team. This will continue on all future outreach activities. Letters, flyers, mailings, and graphics will be developed by the consultant team and sent to the TID/ODOT for review prior to distribution.

5.2 Project Schedule

Below are the major project milestones for the project:

Task/Milestone/Event	Begin Date/Event Date	End Date/Submittal Date
Feasibility Study		July 2015
Stakeholder Meeting	February 2015	
Public Meeting	March 2015	
PE Authorization	September 2016	
Stage 1 & Preliminary R/W Plans	September 2016	October 2017
Public Meeting	January 2018	
Stage 2 & Final R/W Plans	September 2017	April 2018
Environmental Clearance	May 2017	April 2018
R/W Acquisition	April 2018	August 2019
PSE Package to ODOT Central Office		August 2019
Project Sell Date	January 2020	

5.3 Meeting Locations

Previous public meetings have been held at the Springfield Township Hall. Unless a public ADA accessible location, such as public schools, libraries, or state and local offices be identified within the area, and if possible accessible by public transportation, then public meetings will continue to be held at the Springfield Township Hall. Location is:

Springfield Township Hall

7617 Angola Road
Holland, OH 43528

6.0 DECISION-MAKING PROCESS

6.1 ODOT PDP

The public and the stakeholders will be given the opportunity to comment on the project prior to decisions being made. Once the environmental document and studies are undertaken, the stakeholders and the public will be informed of study findings (informational meetings) and will be provided the opportunity to comment on the draft environmental document. A public hearing is not anticipated for the project, but a hearing can be requested by the public during the public comment on the draft environmental document.

Specific meetings may be held during the Environmental Engineering Phase of the Project. These meetings will be focused on impacted properties and could include results of a noise analysis investigation, Section 106 findings, Section 4(f) impacts, or possible right-of-way purchase procedures with impacted property owners.

Once the project has been cleared environmentally, (approval of the Environmental Document by ODOT) no additional public meetings or stakeholder meetings are expected to occur. An updated design and construction schedule will be maintained on the ODOT and LCTID websites and occasional newspaper articles may be published by ODOT PI and LCTIP staffs to keep the public up-to-date on the project status and construction schedule.

7.0 IMPLEMENTATION

The PIP will be implemented throughout the PDP. Appropriate time will be dedicated to preparing and strategizing the PIP methods and approaches outlined above. Consideration to the resources needed for the PIP have been allocated by the project team. The PIP will be modified, as needed, throughout the PDP and is a living document. The project team will coordinate with ODOT D2 and OES regularly with any coordination and PIP modifications. The PIP will be made available to the public and stakeholders, and will be posted on the LCTID website: <http://co.lucas.oh.us/index.aspx?NID=2763&ART=5974&ADMIN=1>