

**Lucas County  
Transportation Improvement District  
Regular Meeting Board of Trustees**

Tuesday, February 17, 2015 @ 1:30 P.M.

At the Springfield Township Hall, 7617 Angola Road, Holland, Ohio

**Minutes**

- A.** The meeting was called to order by Bill Brennan @ 1:35pm  
Attendance: Warren Henry, Rich Martinko, Bill Brennan, Keith Earley, Paul Toth (arrived @ 1:46pm left 2:52pm)  
Absent: Edna Brown, Barbara Sears  
Others: Rusty Schuermann, Mark Hurst, Jeff Lohse, Harold Grim Monclova Twp. Administrator, Leslie Kohli Springfield Twp. Administrator, Joe Camp Director of Public Service City of Maumee, Howard Brebberman Commissioner of Public Service City of Maumee, Julie Fahy ODOT District 2, Brian Toombs B&N, David Lenzer B&N, Michael Kott Clean Wood Recycling, Gregory Kott Clean Wood Recycling.
- B.** Motion to approve the minutes from the January 20, 2015 meeting by Keith Earley, second by Warren Henry. Motion passed by 4-0 voice vote.
- C.** The LCTID Monthly Finance Report was provided by Mark Hurst, who stated the total fund balance is \$399,870.10 as of January 31, 2014. The breakdown of that balance is the General Fund balance is \$19,870.10, the Dorr Street @ I-475 Interchange Fund balance is \$150,000, the US 20A @ I-475 Interchange Fund balance is \$150,000, and the Briarfield Fund balance is \$80,000.
- Motion to approve the January monthly financial report by Keith Earley, second by Warren Henry. Motion passed by 4-0 voice vote.
- D.** Bill Brennan turned the meeting over to Brian Toombs Project Manager & David Lenzer Project Engineer for Burgess & Niple, Inc. to review alternatives of the US 20A at I-475 and Dorr Street at I-475 interchange projects. Brian stated while reviewing the alternatives he would like comment from the TID and funding partners, as to what they like and dislike of the alternatives.

Presentation Purpose:

- To provide a status update on the interchange studies at I-475/Dorr and I-475/US 20A
- To obtain feedback from the TID on the alternatives developed to date and document comments received

Decisions made during the meeting:

- Eliminate the Partial Cloverleaf alternative at I-475/Dorr Street from further consideration

- Eliminate the Folded Diamond alternative at I-475/US 20A from further consideration

Action items to do after the meeting:

- Provide TID with the alternative that has the most latent traffic capacity at I-475/Dorr Street interchange **[B&N]**
- Confirm which of the three alternatives should be the safest interchange at I-475/Dorr Street interchange **[B&N]**
- Update the cost estimates of the US 20A alternatives to reflect two proposed structures over I-475 rather than one existing and one proposed **[B&N]**
- Change the expected construction year for the two interchanges from 2017 to 2021 in the cost estimate **[B&N]**
- Remove the Spartan Drive callout from the US 20A exhibits **[B&N]**

Discussion:

- General Discussion
  - TID asked what PRO stood for (shows up as a separate column in the cost estimate)
    - Design Team explained PRO (Present Road Occupied)
      - land is not acquired in fee
      - typically acquired in easement for the road
      - land owner has already been compensated for the loss of use of this land
      - public owner can then own the land outright for \$1 per parcel (paid to the property owner and official transfer of the land from easement to fee)
  - TID asked about what traffic analysis has been done to date on the alternatives
    - Design Team explained that traffic projections were obtained from TMACOG and ODOT District 2; projections are based on the development that is being shown in the TMACOG long-range planning model.
    - Certified Traffic has not been requested at this time; this would need to be done during the next phase of plan development at each of these locations.
    - Using projections, traffic analysis for each alternative has been conducted for ramp intersections for both locations. In addition, ramp junction and weave analysis has been conducted for the collector-distributor roadway for the US 20A location.
  - TID requests that as the design is being developed (in this phase and in the next design phase of development for these projects) the designers look at options that maximize merge lengths and acceleration lengths to provide a design that allows drivers to merge closer to the running speeds of the mainline traffic.
- I-475 @ Dorr Street Interchange
  - *Roundabouts*
    - What TID likes:
      - Lowest relative cost of alternative compared to other alternatives proposed

- Believed to have the best traffic operations of the three alternatives proposed
  - Better safety associated with use of roundabouts instead of signalized intersections. Discourages wrong way I-475 entry.
  - Less operational cost.
- What concerns the TID:
  - Highest R/W cost of all of the alternatives proposed
  - Nervous about the location of the Limited Access (LA) R/W line on the east side; they would like to see the LA R/W line move west towards the interchange
- *Partial Cloverleaf*
  - What TID likes:
    - None
  - What concerns the TID:
    - R/W impacts in the NW quadrant higher than desired; Clean Wood and Springfield Township voiced opposition
- *Tight Diamond*
  - What TID likes:
    - LA R/W location on each side of the interchange is as tight as possible against the freeway
    - Least amount of R/W impacts; should equate to more opportunities for greater economic development
  - What concerns the TID:
    - Highest construction cost of the alternatives proposed; required replacing the I-475 bridges over Dorr Street.
- *General Discussion at Dorr*
  - Design Team indicated that a previous version of the Tight Diamond interchange was the traditional Diamond interchange; this alternative was determined to be a non-starter due to the significant impacts it presented in the NW and SW quadrants. The traditional Diamond was replaced by the Tight Diamond for the Stakeholder meeting.
  - TID wants to know which alternative has the most latent capacity with respect to traffic operations
  - Which of the three alternatives would be considered the safest? General belief is that the roundabouts are the safest; can this be confirmed?
  - Eliminate the Partial Cloverleaf option from further development; do not show this alternative at the public meeting.
  - Add the northern access road (accessing the NW quadrant) opposite the southern access road (accessing the SW quadrant) to the Roundabout and the Tight Diamond alternatives. This access road would travel along the western edge of Parcel NW-4, then turn to the right and head east just north of the parcels adjacent to Dorr. The access road would have a cul-de-sac at the end of it. This would allow the parcels currently shaded light blue (as total takes) to be revised to be shaded yellow (impacted but not total takes).

- TID asked if single point urban interchange (SPUI) option considered. B&N responded that would require replacement of existing bridge structures and sight distance for signal were issues preventing option.
    - TID questioned about whether there would be a need for a noise wall in the SE quadrant of the interchange
      - ODOT indicated that the 3<sup>rd</sup> lane I-475 widening project was looking at whether a noise wall was justified and desired by the residences in the SE quadrant.
      - It is believed that the placement of the interchange would not require a noise wall if the 3<sup>rd</sup> lane widening didn't require one
    - TID noted there are some drainage concerns with the existing system along Dorr, especially along the east side of the interchange.
    - TID questioned who will own the excess R/W once the roadway improvements are completed (e.g. the excess land of NW-3 at the Dorr Interchange)?
      - Further conversation needs to occur on this subject between ODOT and the TID to resolve the timing and possible options that can be done with the land.
- I-475 @ US 20A Interchange
  - *Diverging Diamond*
    - What TID likes:
      - It is believed this alternative has the greatest traffic capacity of the three alternatives proposed
      - Lowest relative cost of alternative compared to other alternatives proposed
      - Better safety associated with this alternative compared to the other alternatives proposed
      - Driver expectation – currently there is a Diverging Diamond interchange being proposed in Perrysburg at I-475/SR 25.
    - What concerns the TID:
      - None
  - *Folded Diamond*
    - What TID likes:
      - Maximizes the weave distance along the Collector Distributor roadway (between the Dussel and US 20A interchanges)
    - What concerns the TID:
      - Concept proposed is similar to the concept currently in place on Central Avenue – significant traffic concerns, especially with amount of trucks expected to use this
      - Intersection spacing between the western ramp intersection and Briarfield Boulevard small and concerning to the TID
  - *Partial Cloverleaf*
    - What TID likes:
      - Least amount of R/W impacts of the three alternatives proposed
    - What concerns the TID:
      - Intersection spacing between the western ramp intersection and Briarfield Boulevard small and concerning to the TID

- Multiple entrances along the SB Collector Distributor road as a result of this interchange configuration means more possibilities for accidents
- *General Discussion at US 20A*
  - The alternatives shown reflect utilizing the existing structure over I-475 and constructing a new parallel structure; concern about the life cycle differences between the two structures may make maintenance an issue down the road.
  - Eliminate the Folded Diamond option from further development; do not show this alternative at the public meeting.
  - Remove the Spartan Drive callout from all of the US 20A exhibits
- Cost Estimates
  - Update the US 20A cost estimates to reflect two proposed structures over I-475 rather than one existing and one proposed
  - Modify the anticipated construction year for both of these interchanges from 2017 to 2021.

**E.** Public Comment ~ none

**F.** Next Meeting ~ Monday March 16, 2015 @ 1:30pm at the Lucas County Engineer's Office, 1049 S. McCord Road, Building A Conference Room, Holland OH 43528

**G.** Adjournment @ 3:16 pm.