



October 29, 2021

Re: Safety Improvement Projects on U.S. 62 at Bedford Rd. and Broadway Ave. Intersections, Brookfield Township, Trumbull County (TRU-62-7.47, PID 110589)

Dear Neighbor:

We are writing this letter in follow-up to the public involvement that has occurred for the proposed safety improvement project on U.S. 62 at the Bedford Road intersection and at the Broadway Avenue intersection in Brookfield Township, Trumbull County, Ohio. The purpose of the project is to improve vehicular safety at these intersections. A stakeholder meeting was held in November of 2019 and a virtual public meeting was held on June 22, 2021. The deadline for public comments to be considered during the design phase of the project was July 23, 2021.

A total of 100 comments were received during the design phase of this project. A summary of these comments, as well as a response to each, is included with this letter. A copy of the Public Comments Response Summary document is also available on the project website at <https://publicinput.com/ODOT110589>, or by going to <https://www.transportation.ohio.gov> and searching for the project using the project identification number 110589.

The selected design alternatives for the project are the Restricted Crossing with U-Turns (RCUT) at Bedford Road and the Right-In/Right-Out alternative at Broadway Avenue. These designs will improve safety at both intersections by reducing the number of potential conflict points between vehicles. Exhibits showing the preferred alternatives are included with this letter for your reference. The Bedford Road intersection improvement is expected to require minor property acquisition from up to five (5) parcels. The Broadway Avenue intersection improvement is not anticipated to require any property acquisition.

The next phase of this project will include the development of detailed engineering plans, including right-of-way plans. After the right-of-way plans are completed and approved, ODOT District 4 Real Estate personnel or the consultant to conduct real estate services for the project will directly contact property owners about the property acquisition process. Property acquisition is expected to begin in winter of 2021. Construction is expected to begin in spring of 2023.



OHIO DEPARTMENT OF TRANSPORTATION
Mike DeWine, Governor

Jack Marchbanks, Ph.D., Director

District 4
2088 S. Arlington Rd, Akron, OH 44306
330-786-3100
transportation.ohio.gov

While the deadline has passed for comments to be considered during the design phase of the project, you may continue to submit comments or questions via email, phone, or mail to:

Mark Andrasik, Project Manager
ODOT District 4 (PID 110589)
2088 South Arlington Road
Akron, Ohio 44306-4243

Phone: 330-786-4812
Email: Mark.Andrasik@dot.ohio.gov

Thank you for your interest in this project. We sincerely appreciate your involvement!

Respectfully,

Sean Carpenter

Sean Carpenter
ODOT District 4 Environmental Specialist

cc: EnviroNet Project File; Mark Andrasik, District Project Manager; Kristin Bergdorf, District Realty Specialist Manager



PUBLIC COMMENTS RESPONSE SUMMARY

U.S. 62 @ Bedford/U.S. 62 @ Broadway Intersection Improvements (TRU-62-7.47, PID 110589)

NATURE OF COMMENT	RESPONSE
Project is not needed	The purpose of the project is to improve safety. ODOT completed a Safety Study in February 2020 that identified crash trends for the section of US 62 from Bedford Rd to Broadway Ave. Analysis of the crash data indicated higher than average numbers of injury crashes, including a fatality at Bedford Road, when compared with similar intersections. A copy of the Safety Study can be found on the project website at https://publicinput.com/ODOT110589 . Previous efforts (such as the flashing light at Broadway Ave) were not effective at reducing crash trends. As such, the “do nothing” (or No Build) alternative was dismissed from further consideration. The proposed improvements will reduce the potential for high-speed angle type crashes that are more likely to result in injury.
Prefer new traffic signals be installed	To justify a new traffic signal, traffic conditions must meet certain minimum standards, also known as “warrants”. Signal warrants, which are based on a careful analysis of traffic volumes, delay times, school crossings, pedestrian and bicyclist needs, and other factors, coupled with engineering judgment, define the minimum conditions that must be met to justify installation of a new traffic signal. A signal warrant analysis was performed for both the US 62/Bedford and US 62/Broadway intersections and traffic signals were not warranted at either location. Installing traffic signals where they are not warranted can cause excessive travel delays, drivers speeding up for yellow lights and running red lights, and substantive increases in the frequency of collisions (especially rear-end collisions).
Why does Chestnut Ridge Rd have a traffic signal?	Traffic data indicates that Chestnut Ridge Rd traffic volumes are greater than at Bedford Rd or Broadway Ave. Additionally, the traffic signal at Chestnut Ridge Rd was installed before Restricted Crossings with U-Turns (RCUTs) were developed as a possible alternative.
Prefer over or under pass	Separation of a highway from existing at-grade crossings requires an extensive amount of right-of way from adjacent properties to accommodate a large construction footprint and would be cost prohibitive for lower traffic volume intersections such as US 62/Bedford Rd and US 62/Broadway Ave.
Prefer roundabouts be constructed	The roundabout alternative was considered and dismissed early in the project process as the safety benefits that roundabouts are commonly associated with diminish on four lane, higher

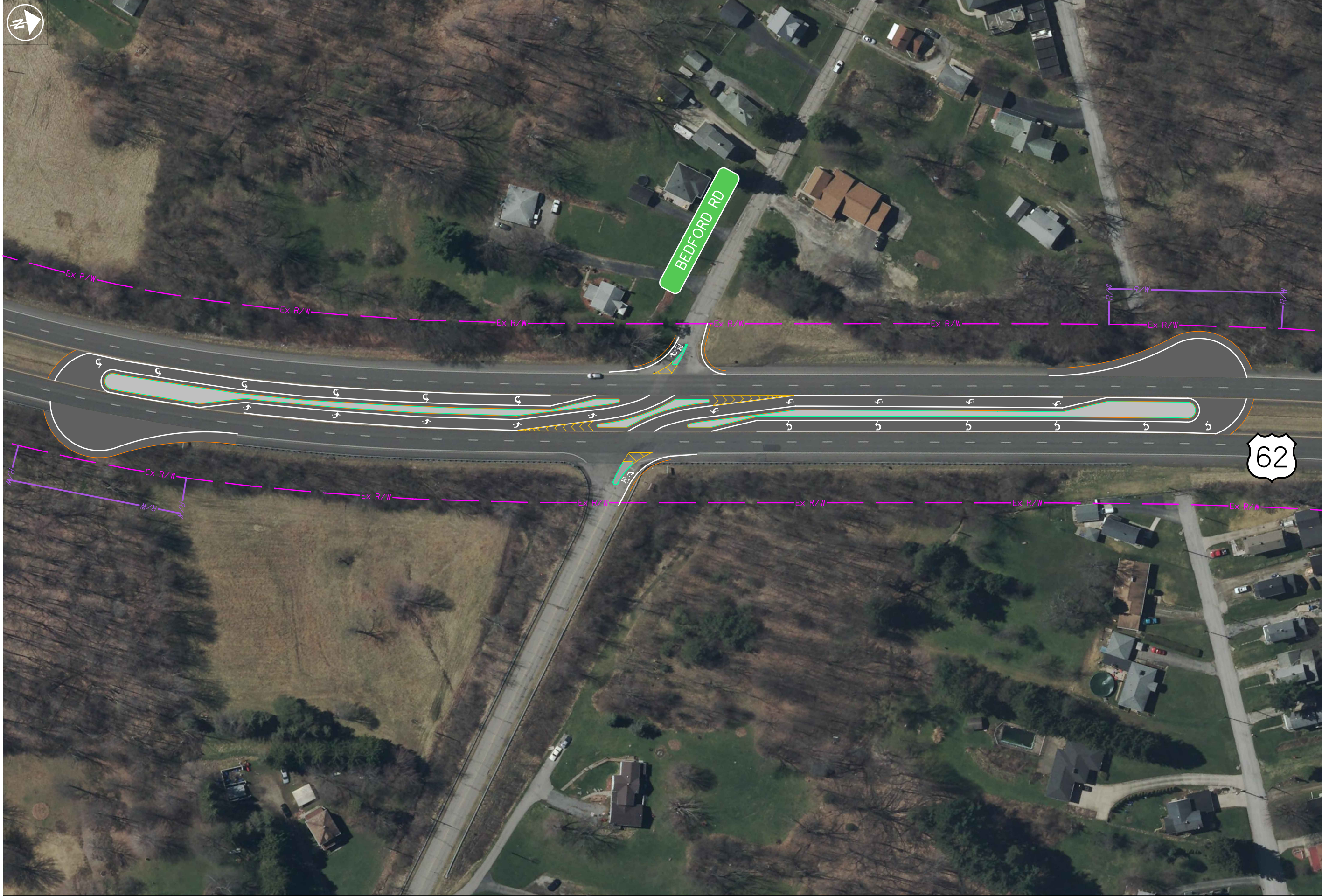
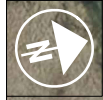
	<p>speed roadways such as US 62. Compared to single-lane roundabouts, multi-lane roundabouts have higher operating speeds, more potential vehicle-vehicle conflict points, and greater potential for driver error. To create a single-lane roundabout would require forcing US 62 traffic to merge down to one lane in each direction prior to the roundabout. This would be expected to increase the potential for rear-end type crashes and cause travel delays. Therefore, roundabout options at both intersections were dismissed early in the project process.</p>
<p>Existing site distance issues- tree clearing is needed</p>	<p>In response to public comments, the project area at Broadway Ave has been expanded to include additional tree and brush removal to improve sight distance for vehicles traveling northbound on US 62 towards Broadway Ave.</p>
<p>Anticipated site distance issues with Bedford Rd U-Turns</p>	<p>The sight distance for the proposed U-Turn locations at Bedford Rd will meet current ODOT standards.</p>
<p>Speeding through corridor</p>	<p>Comments regarding enforcement of existing speed limits will be referred by the ODOT District 4 Project Manager to the Brookfield Township Police Department, the Ohio State Highway Patrol, and the Trumbull County Sheriff’s Office. Comments requesting additional signage for posted speed limits on US 62 will be referred to the ODOT District 4 Highway Safety Coordinator.</p>
<p>Need reduced speed limit</p>	<p>Section 4511.21 of the Ohio Revised Code (ORC) sets the statutory speed limit for urban divided highways at 55 mph. However, the ORC permits the speed limit to be altered based on an engineering study. Speed zoning in Ohio is based on the nationally accepted principle of setting speed limits at or just below the speed at which 85 percent of drivers are traveling. As 75 percent of drivers tend to drive within 5 mph of the 85th percentile speed, the 85th percentile speed is considered a safe speed, minimizing crashes and promoting uniform traffic flow along a corridor. Speed probe data from INRIX indicates that the existing 55 mph speed limit is appropriate for this section of highway.</p>
<p>Need speed cameras</p>	<p>The ODOT Office of Roadway Engineering Traffic Engineering Manual (TEM) Section 201-14 prohibits traffic law photo-monitoring, automated enforcement, or installation of surveillance devices (including, but not limited to speed cameras) on any highway maintained by ODOT.</p>
<p>Suggest rumble strips to slow traffic</p>	<p>Rumble strips work through increased noise and vibration, and are therefore not desirable for use on roadways near residential areas.</p>

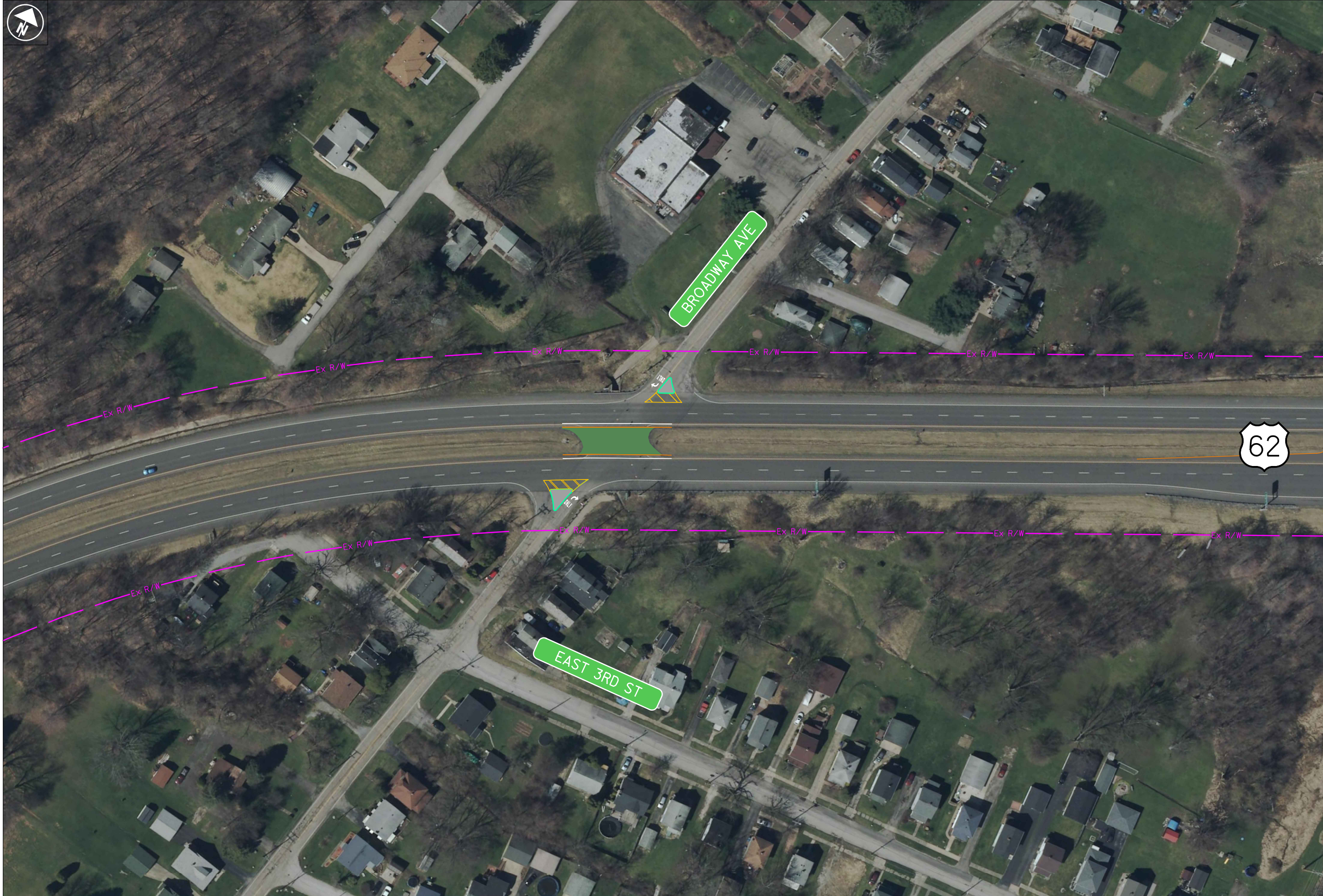
<p>Need acceleration / deceleration or turn lanes</p>	<p>The traffic analyses performed in the Safety Study found that neither acceleration nor deceleration lanes are warranted. Review of reported crash data since 2008 does not show a pattern of rear-end crashes due to right turning vehicles either entering or exiting the Bedford Rd or the Broadway Ave intersections.</p>
<p>Opposes restricting left turns from Broadway</p>	<p>Given the proximity of the SR 82 ramps and easily accessible alternative local routes, the project team determined that the best option for the Broadway Ave intersection would be to eliminate any crossing movements that increase the potential for high-speed angle crashes.</p>
<p>Project will restrict access and increase travel times</p>	<p>The estimated increase in travel times for vehicles on Broadway Ave that would have turned left or continued straight through the US 62 intersection range from one to three minutes, depending on starting point and destination. For vehicles on Broadway Ave north of US 62 accessing the post office that is south of US 62, motorists could turn right onto US 62 and use the Bedford Rd RCUT U-Turn to access Broadway Ave south of US 62. That represents a shorter distance than going north to Addison Rd and using SR 82.</p>
<p>Project will divide the community</p>	<p>The project area is already a limited access, four-lane divided highway. No new physical barriers are proposed to be constructed and the project is not expected to adversely impact community cohesion.</p>
<p>Broadway project will cause problems at Addison Rd and SR 82</p>	<p>Closing the US 62 median at Broadway Ave is expected to divert some southbound Broadway Ave traffic to the intersection of SR 82 and Addison Rd. On average, approximately 230 southbound vehicles currently turn left from Broadway Ave onto US 62 daily. With the median closure, that traffic will have two alternate travel paths to reach that point including:</p> <ol style="list-style-type: none"> 1) Travel northbound on Broadway Ave; turn right on Addison Rd.; turn right on SR 82; use the loop ramp to US 62 eastbound. 2) Travel southbound on Broadway Ave; turn right on US 62 westbound; use the U-turn created just south of Bedford Rd to return eastbound on US-62. <p>Both of these alternatives require approximately the same amount of added travel distance due to the median closure at Broadway Ave.</p> <p>The intersection of SR 82 at Addison Rd has not been identified on ODOT’s HSIP (Highway Safety Improvement Program) list of high crash locations. The last ten years of crash data (2011-2020) shows an average of 2 crashes per year occurring at this intersection. ODOT District 4 will investigate the conditions and circumstances of the recent fatal crash at this intersection, in addition to the previous crash history, to determine if any applicable</p>

	<p>countermeasures should be evaluated to improve the safety and operation at this intersection. This evaluation will include consideration of any additional traffic diverted from the Broadway Ave median closure.</p>
<p>RCUT safety</p>	<p>Studies show that RCUTs are effective in reducing angle-type, high-injury crashes. RCUTs are safer than traditional unsignalized intersections because drivers only need to watch for traffic coming from one direction at a time, rather than watching traffic heading in both directions as well as crossing through the median. The RCUT will also provide a left U-turn lane on US 62 close to the Bedford Rd intersection to allow vehicles to move quickly from Bedford Rd into a turn lane without having to accelerate to match the speed of other vehicles on US 62.</p>
<p>Lane markings are insufficient at eastern terminus of SR 82</p>	<p>Comments regarding additional signage or pavement markings needed on SR 82 at the junction with Standard Avenue, Sharon-Bedford Rd, and the US 62 exit ramp will be referred to the ODOT District 4 Office of Roadway Engineering, the Brookfield Township Road Department, and the Trumbull County Engineer’s Office for review.</p>
<p>Inadequate snow removal on US 62, SR 82 loop ramps, and Bedford Rd</p>	<p>Comments regarding winter snow clearing will be referred to the ODOT District Maintenance Department, the Trumbull County Engineer’s Office, and the Brookfield Township Road Department for review.</p>
<p>Property acquisition</p>	<p>Exact amounts of property needed for right-of-way will be determined during final design. For any parcel that has right-of-way acquisition needed on it, there will be a title search and an appraisal review. A fair market offer will be made to the property owner for any property that is required for the project. This process occurs for properties needed on both a temporary basis and a permanent basis. Once right-of-way needs are determined, an ODOT District Real Estate Specialist will get in contact with affected property owners.</p>
<p>Private property remaining within the existing US 62 right-of-way</p>	<p>Any questions regarding the use of or the taxation of private property within the US 62 right-of-way or highway easement should be directed to the Trumbull County Auditor.</p>
<p>Impact of project on property values</p>	<p>As established in the Code of Federal Regulations [49 CFR 24.103(b)] and the Ohio Administrative Code [Rule C (2), Section 5501:2-5-06] the property owner is only entitled to be compensated for the value of the land to be acquired for the project. Potential enhanced or decreased future values that may be attributable to the project are not compensable.</p>

Project will impact businesses in area	Businesses within 0.75 mile of each intersection were included in the public involvement for the project. No comments were received from business owners regarding foreseeable negative impacts to businesses as a result of the project.
Impact to emergency services	Based on previous stakeholder coordination with emergency service providers, the project will include an emergency vehicle turn-around area between Broadway Ave and SR 82. Emergency response times are not expected to be substantively impacted by the project.
Maintenance of Traffic	It is anticipated that at least one lane of traffic on US 62 in each direction will remain open during construction.
Noise complaint - engine braking	Noise complaints regarding compression braking (i.e. engine braking) on US 62 will be referred to the ODOT Noise and Air Quality Coordinator for review.
Semi-trucks using roads with weight restrictions	Complaints regarding overweight vehicles on local roads will be referred to the Trumbull County Engineer's Office and the Brookfield Township Road Department.
Stormwater management / localized flooding	This project is not diverting or appreciably increasing stormwater discharge to the downstream outlets. The project meets all EPA, FEMA, and other federal requirements with stormwater discharge rates. This project will include the necessary Best Management Practices required for redevelopment projects and will manage stormwater within the project area. Addressing stormwater concerns for a larger drainage area is beyond the scope of this project, however, the District is committed to conducting a separate drainage study along US 62 to evaluate possible roadway drainage systems that can adequately convey stormwater discharge. This study will be utilized as a planning document for future decision making within the US 62 corridor.
Concern for environmental impacts	Environmental resources in the project area that could be impacted have been assessed and will be avoided, minimized, or mitigated as required under the National Environmental Policy Act. Environmental impacts and commitments to minimize impacts are documented in the Categorical Exclusion document prepared for this project. A copy of this document can be made available to the public upon request.
Was unaware of project or meeting	A news release regarding the public meeting was issued 30 days prior to the meeting. Paid advertisements were published in the Sharon Herald on May 21, 2021 and in the Warren Tribune on May 23, 2021. Meeting invitation letters were mailed on May 21, 2021 to 1,010 property owners and residents within 0.5 mile of the intersections, 12 businesses within an additional 0.25 mile radius, as well as 39 identified stakeholders. News on the Green and

	<p>WKBN also published information regarding the upcoming meeting on Jun 16, 2021 and June 19, 2021, respectively.</p>
Had difficulty with website	<p>We apologize if you experienced any difficulty accessing project information online. We are unaware of any substantive interruptions that may have occurred to the operation of the website. The project website will be active through the construction of the project and can be accessed at https://publicinput.com/ODOT110589, or by going to the ODOT website https://www.transportation.ohio.gov and searching for the project using the project identification number 110589. Should you have difficulty accessing the project website in the future, please contact the ODOT District 4 Project Manager, Mark Andrasik at 330-786-4812 or Mark.Andrasik@dot.ohio.gov.</p>





CALCULATED

CHECKED

**US-62 & BROADWAY AVENUE PREFERRED ALTERNATIVE
RIGHT-IN, RIGHT-OUT FOR BROADWAY AVENUE**

**TRU-62-7.47
PID 110589**

5
5