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Department of Public Service
Division of Engineering

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To: Mount Vernon Road Bridge Stakeholders (ODOT PID 86245)
Re: SR 13D Bridge Replacement/Two-Way Conversion – Update

On April 17, 2013, the City of Newark and the Ohio Department of Transportation (ODOT) hosted a Public Involvement meeting regarding the proposal to replace the Mount Vernon Road Bridge over State Route 16 and convert Mount Vernon Road and Hudson Avenue from one-way to two-way traffic. We would like to thank all that attended, as well as those that provided feedback and comments after the meeting. These comments have helped us solidify an alternative, as well as to make changes to the preliminary design of the project. The purpose of this letter is to provide responses to frequent comments/questions we received. Updated information can also be found on the "City Project's" website via the following link:

<http://www.newarkohio.net/city-services/projects/public-service-department>

- **Alternative B is the best overall alignment for the improvements.**

In comparing the 3 alignment options shown at the meeting, Alternative B was the overwhelming favorite among citizens. This alignment allows us to achieve minimum vertical clearance requirements above State Route 16 and minimizes impacts to residential properties to the fullest extent possible, resulting in the most economical alternative. In addition, we will investigate the feasibility of making any other slight changes to further lessen the impacts throughout the project. We have developed our first of three plan submittals (Stage 1) for Alternative B and these plans are currently being reviewed by ODOT and the City. Select plan sheets are provided on the website.

- **Concerns were expressed regarding on-street parking on Mount Vernon Road.**

As a result of the conversion of Mount Vernon Road from one-way to two-way traffic, existing on-street parking will need to be removed (particularly between Hoover Street and the alley south of Chestnut Street). We understand this may create an inconvenience for some residents/businesses in this area that may not have parking available on their property. Therefore, the City has decided to contribute local funds to widen a portion of Chestnut Street near Mount Vernon Road in order to provide a more viable off-street parking option. A conceptual sketch of this proposal is provided on the website.

- **What will the bridge look like?**

It is our goal to provide the City with a structure that is not only functional, but aesthetically pleasing as well. However, the extent to which the bridge will be enhanced is still being determined. There are some design elements that can be implemented with the use of federal funding to help achieve this goal and we intend to pursue those options.

Approved items generally consist of: enhanced vandal protection fence (standard is chain link fencing), decorative street lighting (standard is overhead cobra-style lighting), and basic concrete form liners (used to add pattern or textures to the façade). Any additional enhancements, such as: unique pier designs, brick/stone facades, lettering, or enclosed back slopes would be entirely at the City's expense. It will ultimately be decided at the Council level if additional funds should be expended to enhance the visual appeal of the proposed structure. An initial conceptual design is provided on the website.

- **When will we know if you need my property and when will the acquisition occur?**

The current schedule indicates right-of-way plans will be completed in early 2014. It is at this time that we will know which properties or portions of properties we will need to acquire. The property owners will then be notified of our intent to acquire and negotiations will commence. The acquisition process is scheduled to be completed by the summer of 2015. For more detailed information regarding the property acquisition process, please see the pamphlet entitled, "When ODOT Needs Your Property," provided on the project website.

- **How is there sidewalk or construction lines shown through my house/porch but you are not showing that you are taking my house/porch?**

The drawings provided at the public meeting were very preliminary and did not accurately depict future conditions when compared to the aerial photograph. If your structure was not identified as a total take, construction activities will not impact your existing structure. This has been refined on the Stage 1 plans and we apologize for this misrepresentation of information. Updated information is provided on the website.

- **When will the work actually take place?**

At this time, the federal funding allocated to this project is scheduled to be available during the 2016 calendar year. We will attempt to schedule the work to begin early 2016, and we expect the project to take 8-12 months to complete.

- **How can I see a drawing of the improvements planned along my property?**

The complete preliminary Stage 1 plan package is available for review in the City Engineer's office on the 2nd Floor of City Hall, 40 West Main Street. These plans have much greater detail than the drawings shown at the public meeting; however, they are still preliminary with many changes and details to be added over the coming months. If you would like to have a portion of the plan showing the work proposed along your property sent to you via email, please contact me as identified below. Select plan sheets are also provided on the website.

- **Additional Information**

- A median is proposed on Hudson Avenue, just north of the SR 16 westbound ramps. This will provide a gateway feature into the Historic Hudson Avenue area and also serve as a traffic calming element. The goal is to coordinate with local

- interested parties to facilitate landscaping and maintenance of the median. If you have any interest in helping with this effort, please contact me as identified below.
- Sidewalk will be replaced where necessary; however, there are locations along Hudson Avenue with existing slate sidewalk. We have been instructed not to disturb these areas due to their historic nature.
 - There are a number of trees in the project area that are overgrown and their roots are destroying sidewalks and curbs. To prevent these trees from destroying the new sidewalk and curb, they will need to be removed. Trees on private property will not be removed.
 - Due to safety concerns, left turn movements into and out of Wyoming Street, as well as Chestnut Street, will continue to be prohibited with the future improvements.

- **Further Questions/Comments**

If you should have any further questions or comments in regards to this project, please feel free to contact me at nshultz@newarkohio.net or via telephone at (740) 670-7727. Updates will also be posted on the website as they become available. Thank you in advance for your cooperation with this project.

Respectfully,



Nicholas A. Shultz, PE
Street and Traffic Engineer