

Misuse of Taxpayer Resources

From I-475 Improvement Project, LUC-475-10.21 PID 115418
Prepared by Mannik & Smith Group, Inc. consulting engineers and submitted to
ODOT - May 2023

Table 4 – Cost Summary Estimate

Conceptual Cost Type	Alternative			
	No Build	Full ODOT Criteria	Hard Shoulder Running	Performance Based Project Development (PBDP)
		Full Depth Pavement Replacement	Full Depth Pavement Replacement	Full Depth Pavement Replacement
Roadway	\$0	\$ 14,525,000	\$ 10,897,000	\$ 10,897,000
Pavement	\$23,816,000***	\$ 28,165,000	\$ 26,995,000	\$ 26,995,000
Structures	\$0	\$ 36,580,000	\$ 36,580,000	\$ 36,580,000
Retaining Walls	\$0	\$ 11,746,000	\$ 11,746,000	\$ 11,746,000
Noise Walls	\$0	\$ 8,546,000	\$ 8,546,000	\$ 8,546,000
Traffic Control/ITS	\$0	\$ 3,098,000	\$ 9,300,000	\$ 3,098,000
MOT	\$0	\$ 2,883,000	\$ 4,954,000	\$ 4,954,000
Lighting	\$0	\$ 1,690,000	\$ 1,690,000	\$ 1,690,000
Miscellaneous	\$0	\$ 2,321,000	\$ 2,321,000	\$ 2,321,000
Subtotal	\$0	\$ 109,554,000	\$ 113,029,000	\$ 106,827,000
Railroad Force Account	\$0	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Contingency (30%)	\$0	\$ 33,166,200	\$ 34,208,700	\$ 32,348,100
Escalation Factor (24.1%)*	\$0	\$ 34,636,568	\$ 35,725,286	\$ 33,782,199
Total Construction Costs#	\$0	\$ 178,356,768	\$ 183,962,986	\$ 173,957,299
Maintenance Costs (2055)**	\$ 19,170,000	\$ 19,920,000	\$ 22,870,000	\$ 19,350,000

Right-of-way costs are not included.

* Escalation Factor based upon ODOT Inflationary Calculator with a mid-point of construction set at July 2028.

** Maintenance Costs are not included in the construction year Total costs and are forecasted from anticipated end of construction year (2030) and carried out 25 years to 2055. This cost is in today's dollars.

*** Costs for the "No Build" include complete pavement replacement in 2030. Costs do not include signage, drainage, noise walls, and lighting improvements.

ITS - Intelligent Transportation System

MOT - Maintenance of Traffic

ODOT's Cost Summary Estimate for Project

- From May 2023 to now, Total Construction Costs increased from \$178.4 million to \$217.5 million or 22%
- Includes neither costs for design nor for property acquisition
- Construction costs include “30% Contingency” factored first
- Then, “Escalation Factor” of 24.1% is added
- Total ODOT pad to the Construction Costs is 61%
- Other public and private sector capital contracts typically add 5% for contingencies

Norfolk-Southern Railroad Bridge Replacement: A gift from taxpayers

- Single-track bridge
- Generally used twice per month
- Replacement cost at taxpayers' expense to private corporation
- At least \$12.4 million or 11.3% of 2023 quoted construction budget



Photo 1 - NSRR over IR 475

OH Disinvestment in Transportation Alternatives

OHIO BIENNIAL TRANSPORTATION BUDGET 2024-2025		
TOTAL BUDGET	\$13,497,260,590	100.0%
ODOT'S SHARE OF THAT BUDGET	\$11,474,516,093	85.0%
ODOT'S EXPENDITURES	DOLLARS	% OF ODOT'S BUDGET
Capital Items (Highway Construction and Expansion including Brent Spence Bridge) *	\$9,099,291,262	79.3%
Personnel	\$1,101,553,545	9.6%
Supplies, Maintenance and Equipment	\$631,098,385	5.5%
Debt Service	\$344,235,483	3.0%
Other	\$298,337,418	2.6%
ODOT'S TOTAL EXPENDITURES	\$11,474,516,093	100.0%
Other includes only \$123.6 million for Public Transit or 1.1%	\$123,600,000	1.1%
Other includes only \$36.3 million for rail or 0.3%	\$36,300,000	0.3%
Source: Legislative Budget Office of the Legislative Service Commission, Transportation Budget in Brief, HB 23 As Enacted		
* Brent Spence Bridge alone between Cincinnati and Kentucky is earmarked for \$2.9 Billion of ODOT's budget		

Alternatives. A well-known OH disinvestment....

According to Policy Matters Ohio's, citing a 2015 ODOT "Transit Needs Study":

"Ohio policymakers have underfunded public transit for decades, routinely spending less than 1% of the state's multi-billion-dollar transportation budget on public transit. In 2015, public transit across Ohio provided 115 million rides, 37.5 million less than market demand."

In 2015, that Ohio Department of Transportation Study quantified what the state share should be — \$150 million a year in 2015, rising to \$185 million a year by 2025. Yet, in 2024 and 2025 combined, Ohio is allocating less than \$124 million total, thwarting ODOT's own anemic recommendations for public transit funding.

Source: Ohio Policy Matters. "Ohio Budget Guide, State Fiscal Years 2022-2023." Accessed Feb 26, 2024. <https://www.policymattersohio.org/files/research/2020budgetguide.pdf>

Our Neighborhoods

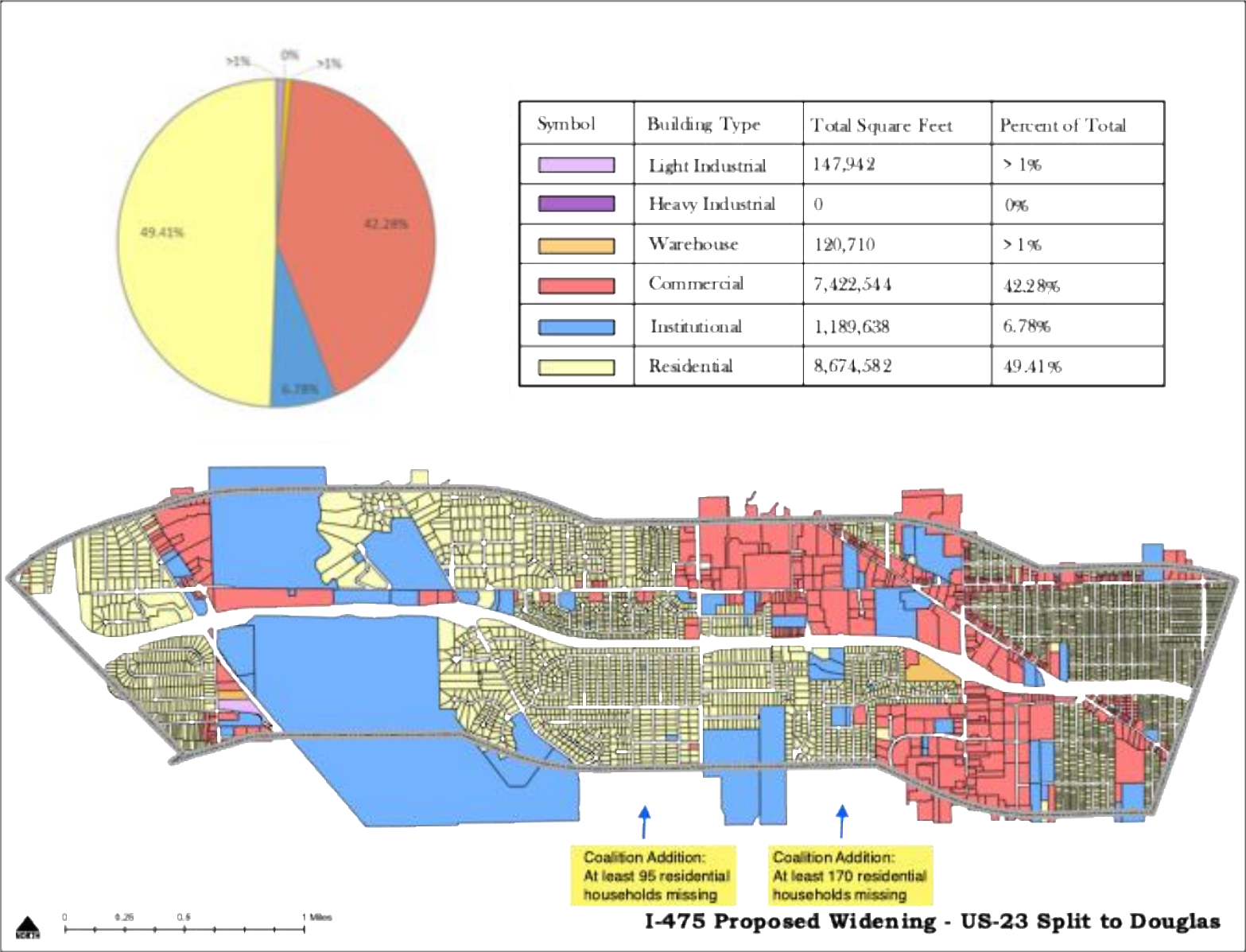
Public Engagement Plan Community Demographics

- The portion of I-475 included in this project is a predominately urban area on the west side of the city of Toledo. The area is surrounded predominately by residential properties along with commercial areas and open space. Census demographic data available in Transportation Information Mapping System (TIMS) shows that there are larger volumes of elderly populations (aged 65 and older) living in the areas surrounding the corridor; there are also some areas along the corridor with higher concentrations of lower income, linguistically isolated, and minority populations. All of these populations will be included in the public involvement process and appropriate means to communicate meeting and project information with them should be determined in consultation with local officials to ensure these groups receive this information.

Source: Public Engagement Plan. I-475 Improvement Project. LUC-475-10.21 (PID 115418). Ohio Department of Transportation, TranSystem. Aug 2022 (rev. Feb 2023). Page 5.

- Our I-475 adjacent neighborhoods are the densest residential neighborhoods on the beltway
- Over 6,700 residential households in the 5 sq. mi. ODOT-defined project area
- Includes both single-family and multi-family residences

ODOT
submitted this
skewed
neighborhood
map to TRAC
three times



ODOT'S SKEWED NEIGHBORHOOD DATA

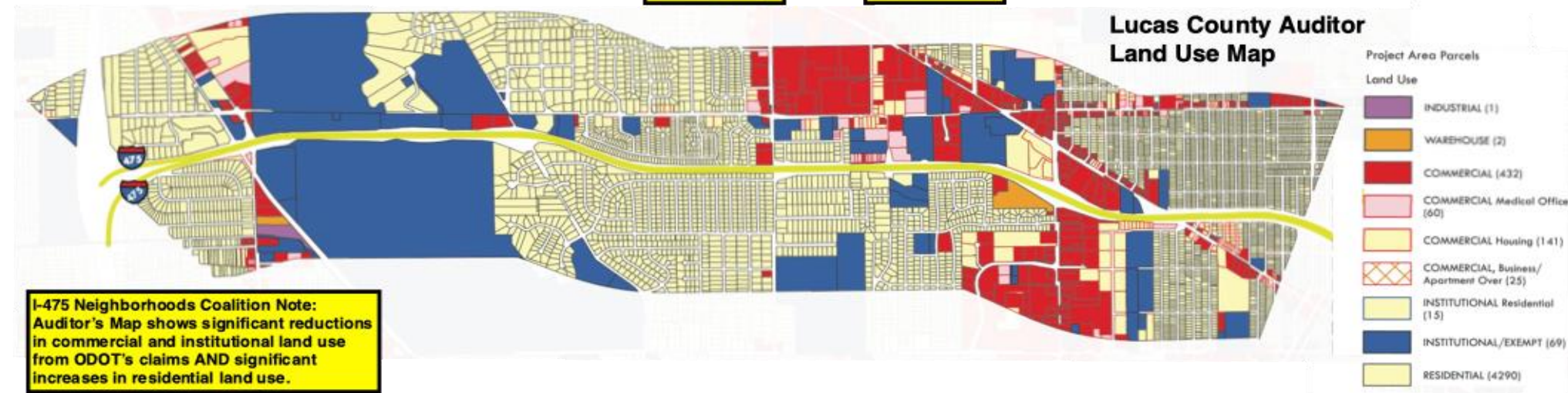
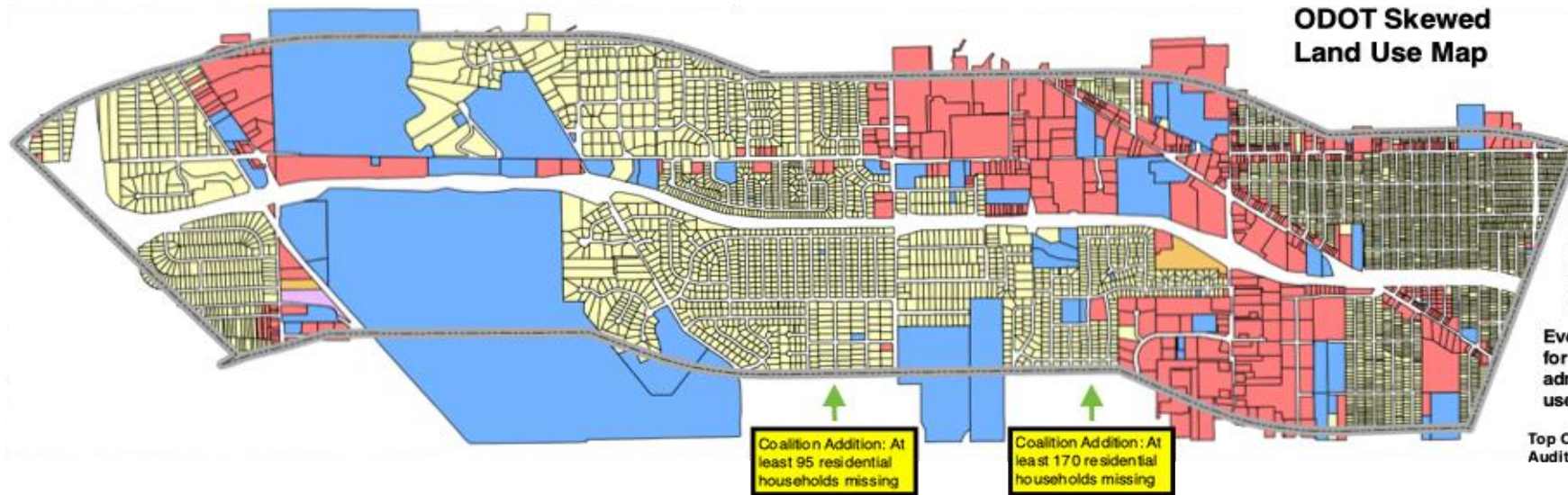
- ODOT used zoning classes--NOT actual land use—for project area
- “Spilled” commercial and institutional properties past pre-determined, ½ mile boundaries...
- While eliminating residential properties which “spilled”
- Calculated the pie chart based on properties which had “spilled”

- Auditor's office assisted us in determining actual land use
- ODOT neglected to calculate as residential over 1,400 households (apartments and townhouses)
- Despite Nov. 11 quote in *The Blade* from ODOT rep, not a single misclassified property we cite is mixed-use
- All properties we included are strictly residential in use

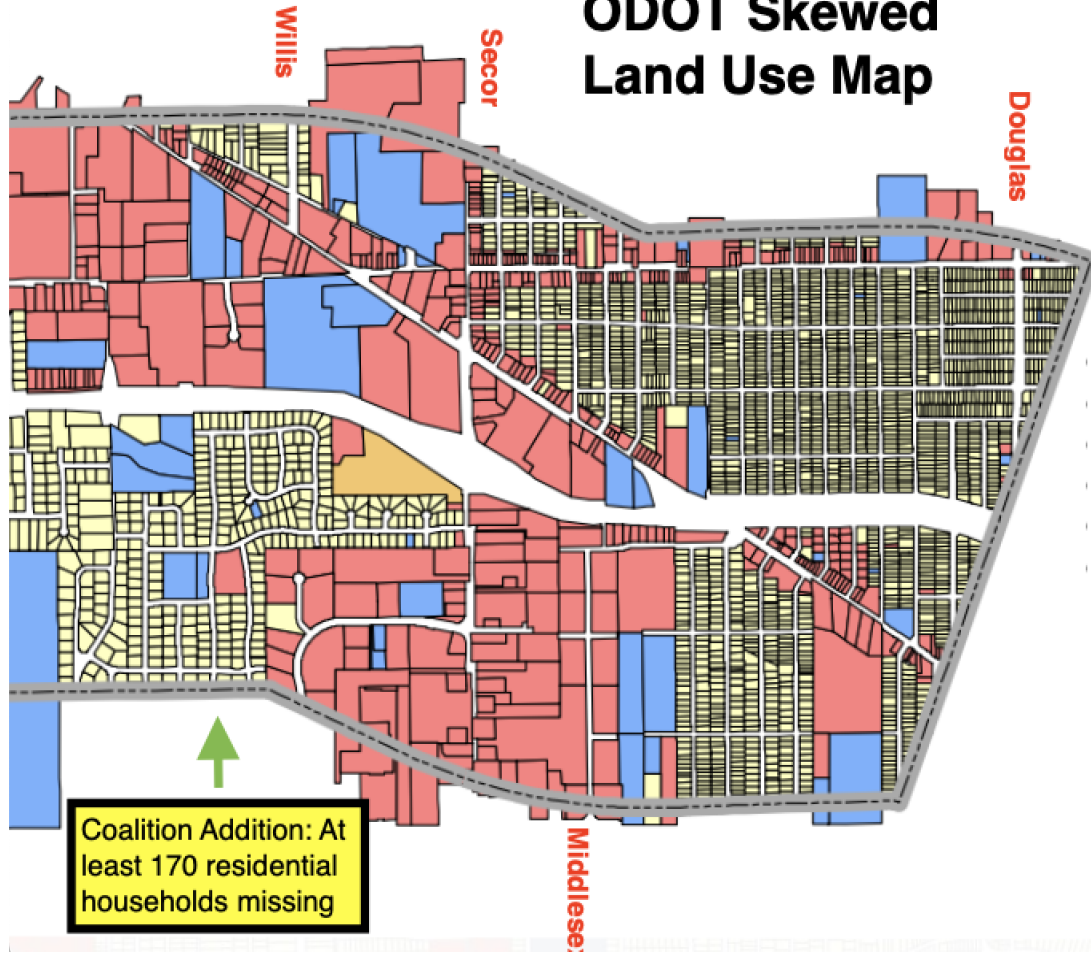
Partial list of strictly residential, multi-family properties in ODOT-defined project area

- **West Park Place** on Executive Parkway (205)
- **Secor Senior Lofts** at corner of Secor and Monroe (108)
- **Georgetown Village** on Middlesex Drive (305)
- **Jamestown Townhouses** on Marvin near Rushland Avenues (204)
- **Garden Arms Apartments** on Secor Road (132)
- **Oak Leaf Village** on Holland-Sylvania Road (145)
- **Tamarack Creek Apartments** on Secor Road (160)
- **Apartments in the multi-family residences** just south of the expressway between Garrison and Woodmont Roads (134)

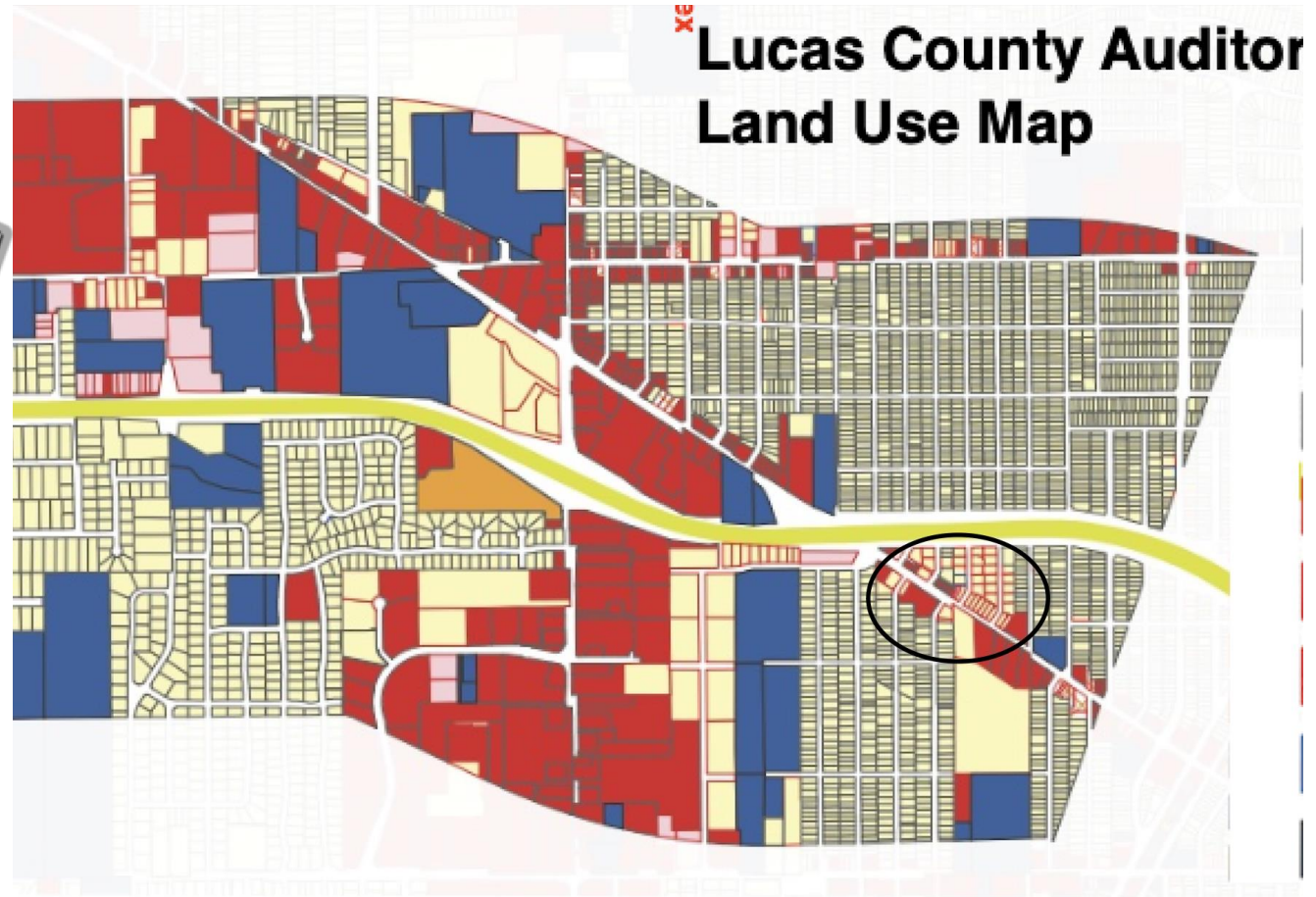
**PARTIAL TOTAL OF ALL MULTI-FAMILY RESIDESIDENTIAL HOUSEHOLDS IN
ODOT DEFINE PROJECT AREA: 1,393**



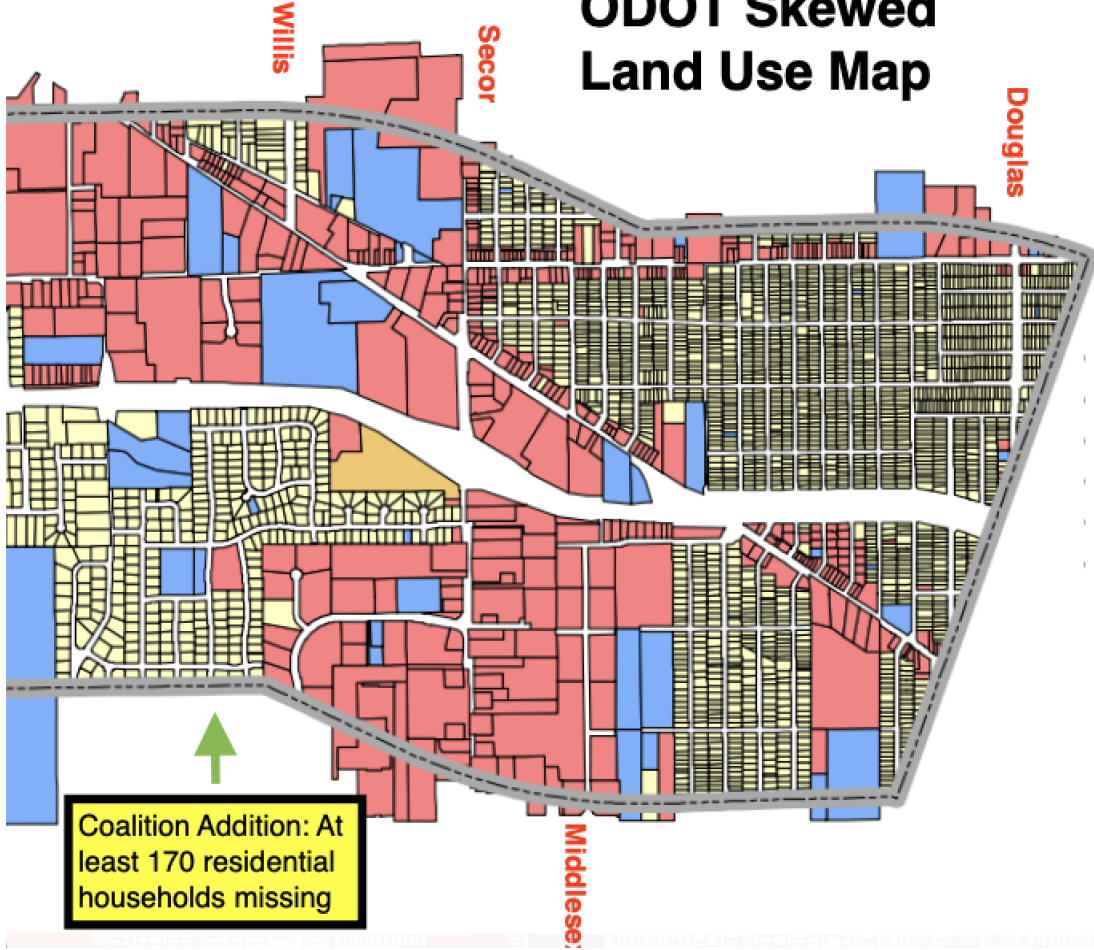
**ODOT Skewed
Land Use Map**



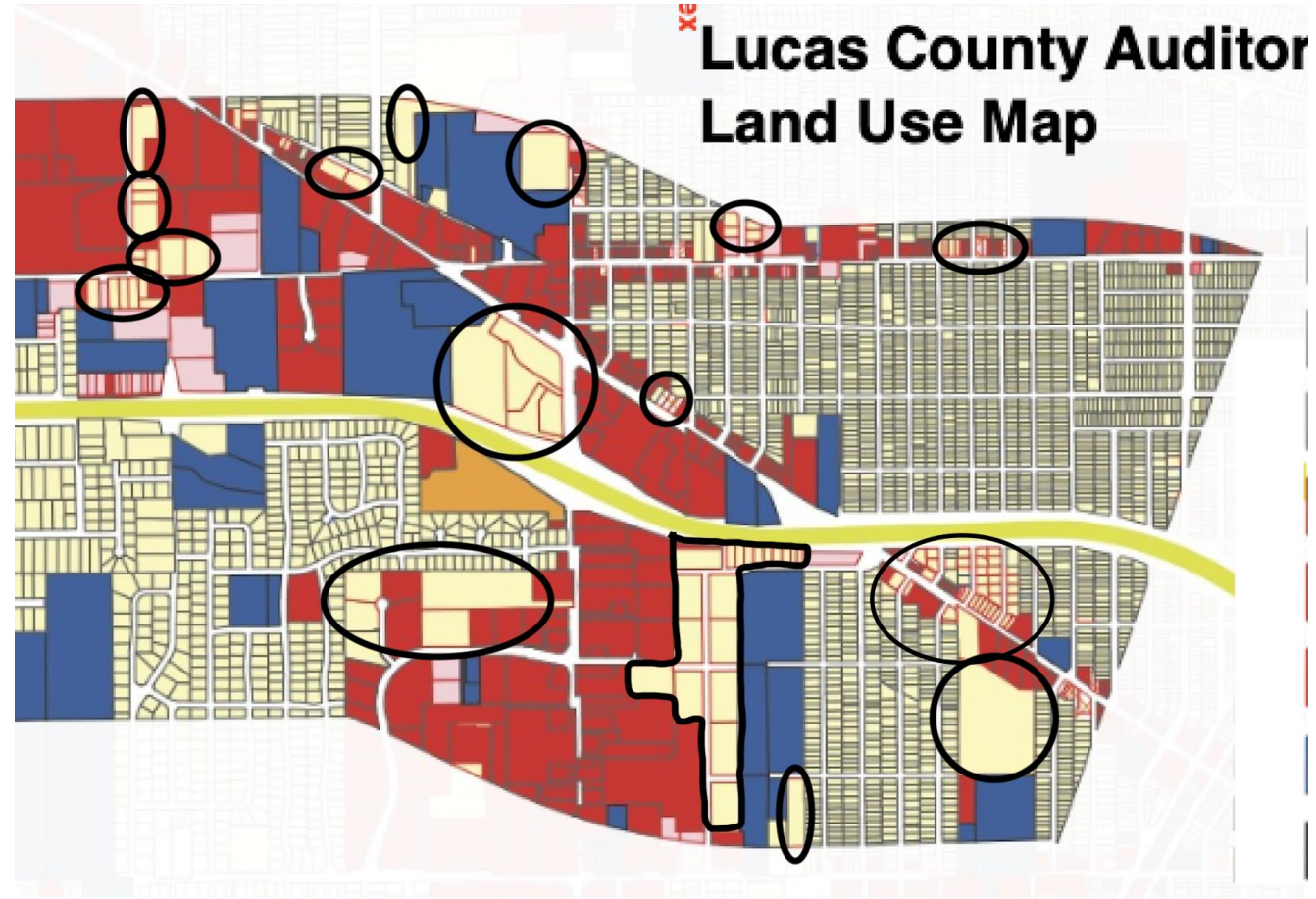
**Lucas County Auditor
Land Use Map**



**ODOT Skewed
Land Use Map**



**Lucas County Auditor
Land Use Map**



- ALL RESIDENTS—whether single family, multi-family or in mixed-use housing—are still RESIDENTS and must be considered
- ODOT never seriously or sincerely considered ANY residents
- With 6,700 residential households total in the project area, at 2.3 persons each, there are over 15,000 residents alone

- There are REAL PEOPLE beyond residents in the project area every day at:
 - Schools
 - Nursing homes/assisted living facilities and hospitals
 - Childcare centers
 - Office and retail establishments

BOTTOM LINE

- People are NOT considered by ODOT for harms
- Only consideration is for vehicle-oriented, single-person commuters and long-haul truckers

Collective investment of residents

- Auditor's Office instrumental arriving at a true picture of the neighborhoods
- Recent re-evaluation of property values for this moment in time
- Investment by those who live in ODOT's 5 sq. mi. project area:
- **Single-family residential properties – 4,078**
- **Multi-family properties– 116** (none are mixed use, but are apartment buildings (both small and large) and complexes with townhomes)
- **Exempted properties converted from single-family residential: 14**
- **COLLECTIVE APPRAISED VALUATION CURRENTLY: \$870,517,600**
- **COLLECTIVE MARKET VALUE: More than \$1 Billion???**

LUC-475-10.21 (115418) Draft Purpose and Need Statement

Purpose Statement:

The purpose of this project is to reduce vehicle congestion and improve safety throughout the northern I-475 corridor in Lucas County. The 2007 Jacobs Study as well as the 2002 TMACOG Expressway Needs Study have illustrated the need to:

- Reduce congestion along the corridor.
- Improve safety and reduce crashes throughout the corridor.

Sources: Multiple ODOT examples across several years of this statement for the project. Each is consistent with the above. Example: found in "LUC-475-9.60 Feasibility Study—US 23 to Douglas Road Widening." DGL Consulting Engineers, LLC. Prepared for Ohio Department of Transportation, District 2. Apr 20, 2020. Page 5.

CONGESTION

National Ranking for Delay Time on I-475 Segment Proposed for Expansion

Generally, between Split at US-23/I-475 and and Monroe Street Exit - 2022

Direction	Rank Nationally for Truck Bottlenecks	Length in Miles	AADT	Truck AADT	Time in minutes added to truck trip for "congestion" (Referred to as TTI)
Westbound	7,608	4.3	31,516	2,898	1.2 min
Eastbound	8,664	4.7	31,732	2,921	1.0 min
Totals -- Westbound Plus Eastbound AADT's			63,248	5,819	

Source: Federal Highway Admin., Freight Management and Operations, Freight Mobility Trends Tool, National Freight Bottlenecks
https://explore.dot.gov/t/FHWA/views/FHWAFMMBottlenecks5_1/NationalBottlenecks?%3Aembed=y&%3Aiid=2&%3AisGuestRedirectFromVizportal=y

WTOL 11
TRAFFIC

TRAFFIC FLOW

7:26 AM

GALLON, TAKACS
& BOISSONEAULT
YOUR INJURY LAWYERS



2024-08-28 07:26:20

SE 132 / -17



I-475 at Secor Rd

FINANCE: [FIFTH THIRD BANCORP: -0.23 41.71] [FIRST SOLAR INC: +2.23 235.42]

FOX 36

7:26
70°

SONY

WTOL 11.1
TRAFFIC

TRAFFIC FLOW

7:26 AM



GALLON, TAKACS
& BOISSONEAULT
FOUR INJURY LAWYERS



2024-08-23 07:26:45

SE 1327-17



I-475 at Secor Rd

FOX 33

7:26



70°

FINANCE: [FIRSTENERGY BANCORP] 43.18 [1.73] [PYLAR SOLAR INC] 28.54 [2.42] (THE) 0.07 8.69

WTOL11.
TRAFFIC

TRAFFIC FLOW

7:27 AM



GALLON, TAKACS
& BOISSONEAULT
YOUR INJURY LAWYERS



2024-08-28 07:26:55

SE 132 / - 17



I-475 at Secor Rd

FINANCE: [LA-Z-BOY INC: +0.26 41.13] [MARATHON PETROLEUM CORP.: -3.31 169.89]

WTOL11.

7:27



70°

WTOL-11 Morning Rush
Hour Traffic Report
Sep 30, 2024
8:27 a.m.



WTVG's
Shaun
Hegarty,
6:00 pm live
report,
afternoon
rush hour,
Jun 2, 2023

YouTube

I-475 WTVG

LIVE

13abc

HOMES AS POSSIBLE.

91° 6:05
13abc ACTION NEWS

Play (k)

1:55 / 2:08

I-475 expansion leaving Toledo neighbors worried about their homes

13 WTVG 13abc Action News | To...
3.96K subscribers

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I-475 east of the US-23 Interchange in ODOT's proposed expansion area due to "congestion" –

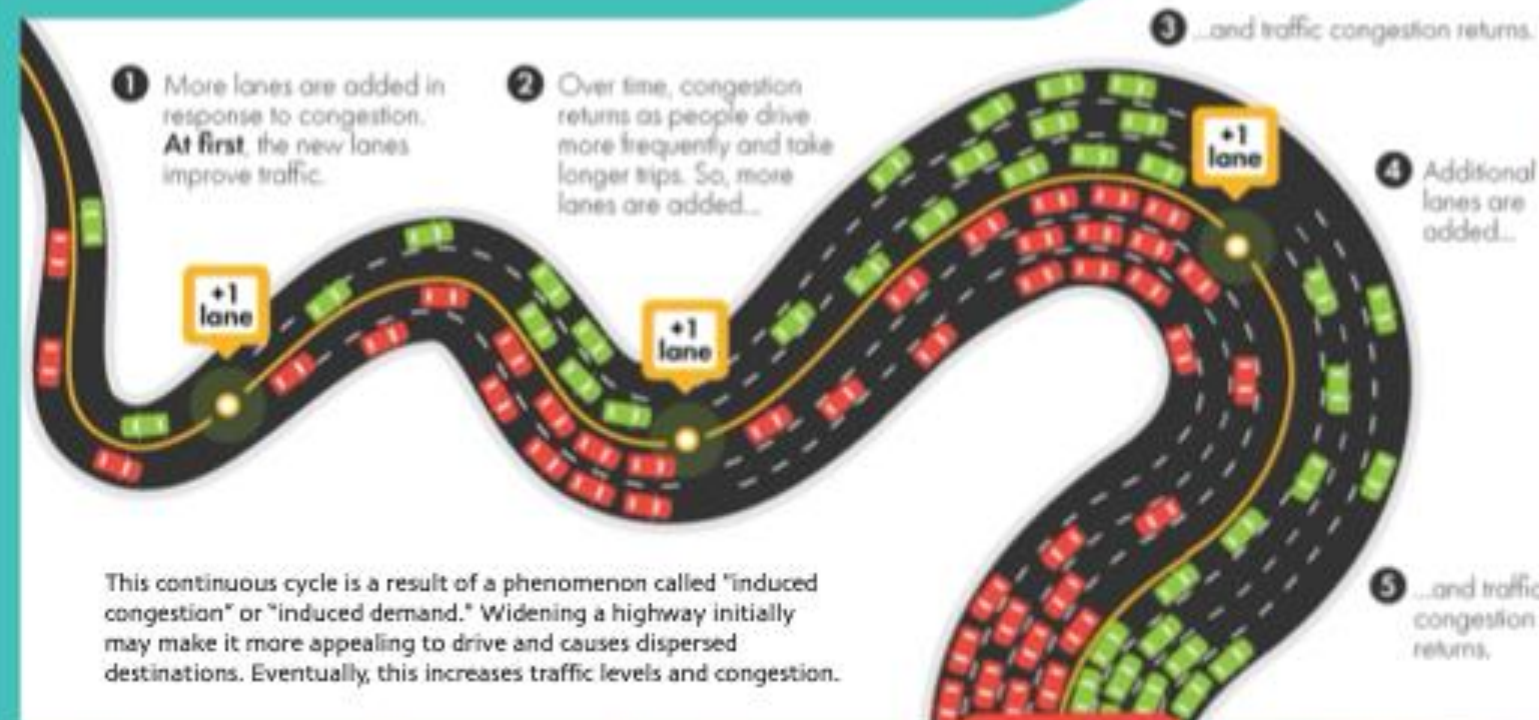
In August 2020, ODOT claimed in their Informational Handouts **72,000 AADT** (Annual Average Daily Traffic).

Yet, also in 2020, their Traffic Data Management System (TDMS) recorded **56,834 AADT** at a point west of Talmadge Road.

In 2023, ODOT is claiming an AADT of 67,000, or 5,000 less vehicles per day than claimed when this photo was taken.

Photo by Kurt Steiss to accompany a *Toledo Blade* article of Aug. 13, 2020.

MORE LANES = MORE TRAFFIC



THE TRUE COST OF A HIGHWAY



Air & noise pollution cause severe health problems

Expansion destroys homes & businesses



Emissions contribute to climate change & environmental injustice

There are better solutions.

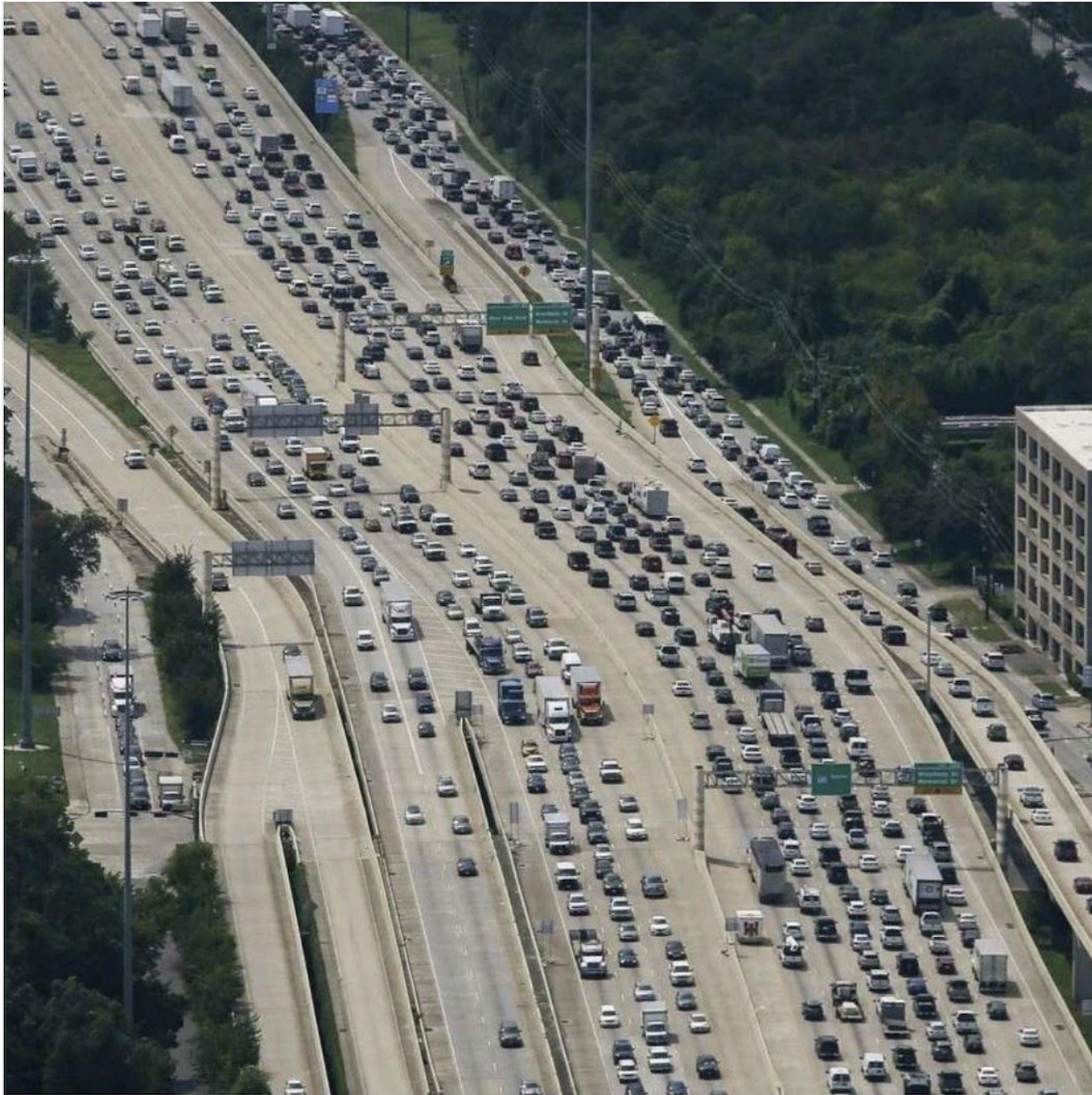
Instead of continuously rebuilding and expanding highways, we can reduce traffic and improve mobility by replacing urban highways with people-centered boulevards.

Comfortable walking, rolling & biking

High-quality public transit

New housing, walkable businesses & parks





Source: Civil Engineering Discoveries
Linkedin, June 2023
https://www.linkedin.com/posts/civilengineeringdiscoveries_the-katy-freeway-the-katy-freeway-in-houston-activity-7073363435509432320-KEAJ

“Because if there’s anything that traffic engineers have discovered in the last few decades it’s that you can’t build your way out of congestion. It’s the roads themselves that cause traffic.”

Adam Mann

“What’s Up With That: Building Bigger Roads Actually Makes Traffic Worse”

Wired.com

June 17, 2014

“Adding car lanes to deal with traffic congestion is like loosening your belt to cure obesity.”

– Lewis Mumford, 1955

ARE LUCAS COUNTY AND TOLEDO GROWING? WHY SUPPORT EXPRESSWAY EXPANSION?

(Rev. July 2024)

	1959 Pop. Est.	2020 Pop.	1959 to 2020 Gain/ Loss	1959 to 2020 % Gain/ Loss	2030 Pop. Projected as of 2018	2030 Pop. Projected as of 2022	2040 Pop. Projected as of 2018	2040 Pop. Projected as of 2022	2050 Pop. Projected as of 2018	2050 Pop. Projected as of 2022	As of 2018, Projected Population Loss from when Lucas County Expressways were planned in 1950s to ODOT's estimated 2030 completion date for I-475 expansion	As of 2022, Projected Population Loss from when Lucas County Expressways were planned in 1950s to ODOT's estimated 2030 completion date for I-475 expansion	As of 2018, Projected County Population Loss 2020 to 2050	As of 2022, Projected County Population Loss 2020 to 2050	As of 2022, Projected County Population % of Loss 2020 to 2050
Lucas County	474,026	430,450	-43,576	-9.2%	420,080	408,312	410,570	377,116	409,380	346,499	-53,946	-65,714	-21,070	-83,951	-19.5%
Cities															
Maumee	10,544	13,896	3,352	31.8%											
Toledo	345,643	270,041	-75,602	-21.9%											
Oregon	13,181	19,930	6,749	51.2%											
Villages in 1959															
Berkey	248	276	28	11.3%											
Harbor View	389	89	-300	-77.1%											
Holland	1,021	1,815	794	77.8%											
Ottawa Hills	3,888	4,812	924	23.8%											
Sylvania	4,019	19,013	14,994	373.1%											
Waterville	1,441	6,016	4,575	317.5%											
Whitehouse	1,031	5,008	3,977	385.7%											
Balance of County	92,621	87,398	-5,223	-5.6%											

Sources:

Population Changes in Ohio Counties and Municipal Corporations 1950-1959. State of Ohio Dept. of Health, Division of Vital Statistics

United States Census Bureau via Data Commons, 2020

Population Projections: Ohio Development Services Agency <https://devresearch.ohio.gov/files/research/v/P6049.pdf> April 2018

Projected 2050 County Pop.: Ohio Dept. of Development, Office of Research <https://dam.assets.ohio.gov/raw/upload/development.ohio.gov/research/pop1/Projections-by-County.xlsx> Dec. 2022

Questions: Who is this project for?

- **How can it be for the sharply declining Lucas County population?**
- **How much trucking traffic is ODOT projecting after opening the Gordie Howe Bridge?**
- **Is Commerce the only thing to consider here?**
- **Is Commerce at ALL COSTS good for our health, our community resources, our property values?**
- **Where is the balance? How much is too much?**

SAFETY

Without any context, ODOT consistently reports 2 fatalities in project segment in period between 2019-2021 :

- Both involved occupants not wearing seat belts
- Both involved vehicles which left the roadway
- One involved a young driver (ages 15-25)

NEITHER of these crashes would have been prevented with an expanded highway.

Without context, ODOT consistently reports 4 serious-injury crashes in project segment in period between 2019-2021 :

- Three of the four injury crashes involved speeding
- Three involved a young driver (ages 15-25)
- Three involved vehicles which left the roadway
- One injury crash involved alcohol
- One involved a motorcycle
- One involved an occupant not wearing a seatbelt

NONE of these crashes would have been prevented with an expanded highway.

**ODOT claims length
and curvature of ramps
are deficient on existing
expressway.**

Compare...

Talmadge Road On Ramp –

Length of +/- 1,225 ft., with
700 ft. straightaway onto
highway, versus...



I-475 West Interchange with US-23 South –

ODOT reconfigured interchange within the last 10 years.

At highway speeds of 60-65 MPH on both highways, Westbound I-475 traffic has just 990 ft. to access Central Avenue Exit, inside a major curve, while merging with southbound US-23 traffic.

All at the same time.



**Risks and Harms to
the
Neighborhoods...
Already**

Degrading Air Quality

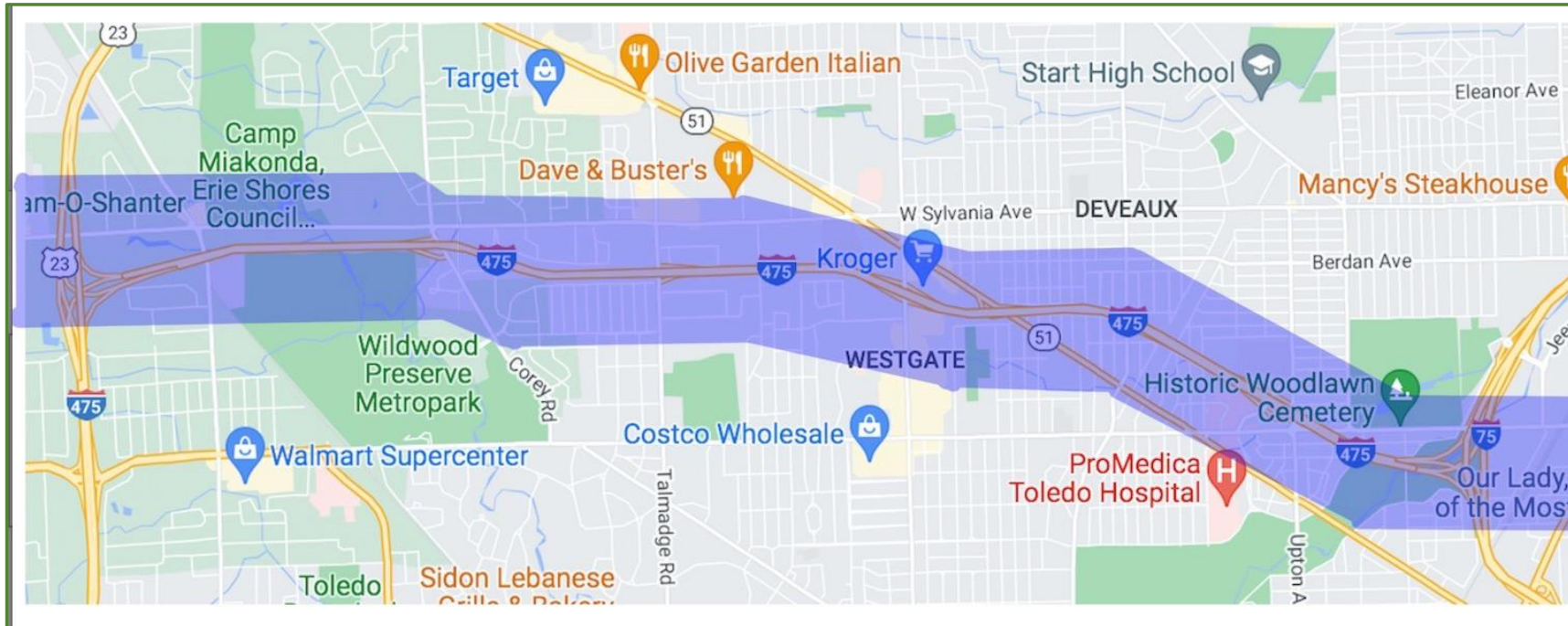
The American Lung Association cites a January 2010 review by the Health Effects Institute of 700 studies worldwide, examining the health effects of traffic pollution:

“[Health Effects Institute] concluded that traffic pollution causes asthma attacks in children and may cause a wide range of other effects including the onset of childhood asthma, impaired lung function, premature death and death from cardiovascular diseases and cardiovascular morbidity. [From the studies] the area most affected...was roughly the band within 0.2 to 0.3 miles (300 to 500 meters) of the highway.”

Source: “Living Near Highways and Air Pollution.” *American Lung Association*. Updated Jan 5, 2021. Accessed Sep 29, 2022.
<https://www.lung.org/clean-air/outdoors/who-is-at-risk/highways>

Degrading Air Quality

That's 985 ft. to 1,640 ft. from a highway. Here's the approximate existing band of 1,640 ft both north and south of I-475.



ODOT's plan increases air quality impacts by an additional 12 ft. or more in both directions.

Source: I-475 Neighborhoods Coalition and Google Maps

I-475 Increased Noise Impacts

I-475 Noise Level Measurements by Resident of Woodmont Road in 2020 Using Phone App from NIOSH, recommended by the CDC				
Date	Mon. 8/31/20	Tue. 9/1/20	Wed. 9/2/20	Thu. 9/3/20
Time	3:20 pm	8:06 am	11:42 am	1:55 pm
Peak	97.6 dB	102.9 dB	97.1 dB	89.1 dB
Max level	76.7 dB	76.2 dB	72.9 dB	72.3 dB
Location on homeowner's property (home is south of I-475)	Back door, east side of home	Inside kitchen window, east side of home	Front porch, west side of home	Inside open bedroom window, south side of home

Source: I-475 Neighborhoods Coalition using CDC recommended phone app developed NIOSH for dB measurement

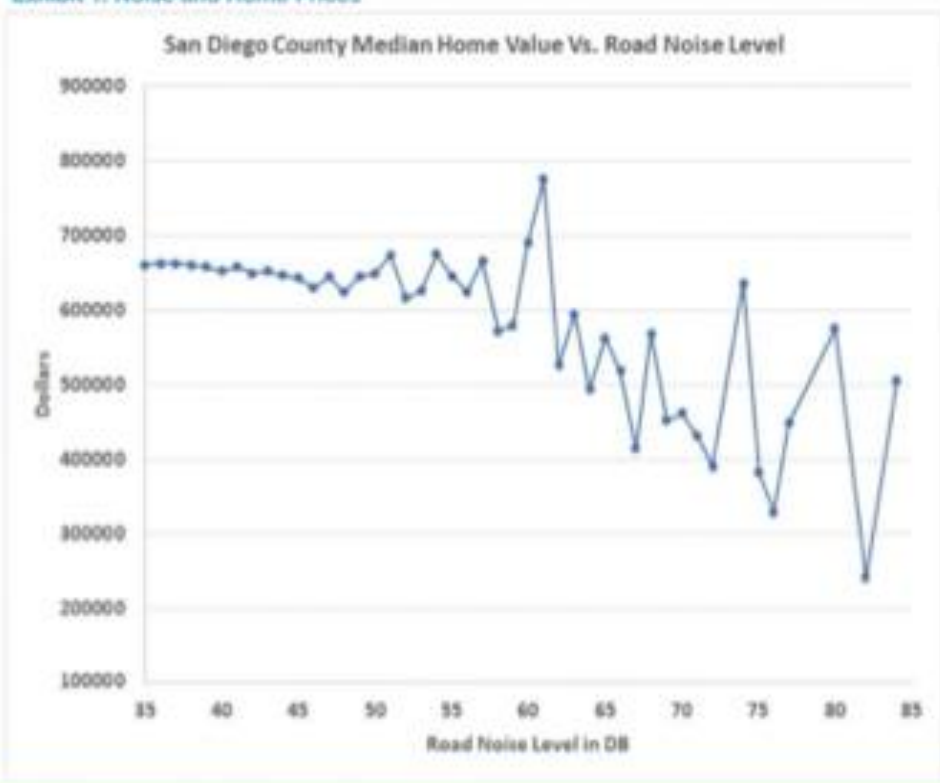
I-475 Increased Noise Impacts

Results for Spot dB Measurements along I-475 August 25, 2020				
Location	Start time	Measure 1	Measure 2	Measure 3
Woodmont at Groveland Roads	4:54 pm	82.2 dB	94.7 dB	95.6 dB
Grace Lutheran Church Monroe Street	5:17 pm	98.1 dB	90.9 dB	97.1 dB
Stranahan Elementary School Holland-Sylvania Road	5:44 pm	86.0 dB	84.0dB	88.8 dB

Source: I-475 Neighborhoods Coalition using CDC recommended phone app developed NIOSH for dB measurement and dB meters

Depreciating property values

Exhibit 1: Noise and Home Prices



This line graph shows median property values decrease as decibel levels from road noise increase. Although property values are stabilized in ranges from 35 to 50dB (considered quiet), as dB increases, property values decline.

The "peaks" on the graph are median values for high value properties in the San Diego market, such as those with ocean views. The low "valleys" are median values for more modest properties in that market.

A property with a value of \$800,000 when the dB measurement is 60dB can decrease to \$500,000 in value (37.5% decrease) when measured at 85dB.

A property valued at \$575,000 when the dB measurement is 60dB can decrease to \$250,000 when the measurement is 82dB, or a value decrease of 56.5%

Source: Dr. Michael Sklarz and Dr. Norman Miller. Collateral Analytics Research. "The Impact of Noise on Residential Property Value." Sep 20, 2018. Accessed Sep 7, 2020. <https://www.collateralanalytics.com/wp-content/uploads/2018/10/CA-RESEARCH-The-Impact-of-Noise-on-Residential-Property-Values.pdf>

**ODOT Snubbed Neighborhood
Residents...and Continues to
Exclude Us To This Day**

ODOT's own consulting engineers, Mannik & Smith, warned them that neighborhoods should be involved.

“Because of the opposition heard during the first phase of public involvement, it will be important to be open and transparent with the public throughout the I-475 Improvement Project (LUC-475-10.20, PID 115418), taking into account the public's concerns and explaining the reasoning behind the decisions being made.”

ODOT ignored the recommendation and continues to do so.

ODOT committed to Newsletters they never produced

“Newsletter: Newsletters with updates on the LUC-475-10.21 project will be developed by the consultant team as there are project updates available to share. Up to eight quarterly newsletters will be distributed to the public and stakeholders throughout the project and will also be made available on the project website. Newsletters may be provided in additional languages depending on the need.”

Source: Public Engagement Plan, I-475 Improvement Project, LUC-475-10.21 (PID 115418).
TranSystems for Ohio Department of Transportation. Feb 2023

ODOT Project Newsletter, Volume 1, Spring 2023 – Never distributed to any neighbor—only to “stakeholders”

As the Ohio Department of Transportation’s District 2 Deputy Director, I want to welcome you to the first newsletter for the Proposed I-475 East/West Improvement Project. On behalf of our project team, it is our sincere commitment to you that we will be engaging and informative throughout the life of this study. We will be sharing information to keep you updated, seeking your feedback, listening to your concerns, and answering your questions throughout the project development process. In this regard, information on how to find out more about the project and how to stay connected with the project team can be found in this newsletter and on the project’s website. We encourage you to sign up to receive future newsletters and public notices.

Respectfully,
Pat McColley, P.E., S.I. District Deputy Director

Resolutions to oppose highway expansions

- Minneapolis, MN—2020 through 2024—Consistent unanimous votes by 12-member City Council
- Jersey City, NJ—July 2024—Unanimous 9-0 City Council vote
- Fitchburg, WI, Common Council—June 2024—Unanimous 8-0 City Council vote
- Ann Arbor, MI Ann Arbor, MI—March 2024—Unanimous 11-0 City Council vote
- Albany, NY Albany, NY—January 2024—Unanimous 15-0 City Council vote
- Ohio County, IN, Board of Commissioners—October 2023—Unanimous 3-0 County Commissioners vote
- Austin, TX—October 2023—7 to 3 City Council vote
- Southeast Los Angeles—May 2022—Unanimous vote by Los Angeles County Metropolitan Transportation Authority
- Hoboken, NJ, City Council—August 2022—Unanimous 8-0 City Council vote.
- St. Paul, MN—February 2021—Unanimous 7-0 City Council vote
- Travis County, TX, County Commissioners Court—September 2023—Unanimous 5-0 Joint letter asking TXDOT to address all previously submitted concerns before moving forward I-35 Capital Express Central