

What are the study goals?

The study stakeholders identified the following goals for the study:

- Consolidate access to new development in order to maintain traffic flow, reduce conflict points on SR 58, and provide safe and efficient access for future development.
- Provide for a through connection between SR 58 and Pyle South Amherst.

Conceptual Alternatives

Consistent with the goals of the Township Comprehensive Plan, SR 58 Corridor Plan, and the recommendations of the study stakeholders, HNTB developed three conceptual alternatives connecting SR 58 with Pyle South Amherst. All three of the alternatives began at SR 58 and the Turnpike interchange. Based on the evaluation, impacts, and ranking by project stakeholders, the top two conceptual alternatives were further refined and analyzed and are being presented as feasible alternatives.

Feasible Alternatives

The feasible alternatives are very similar in cost, length, impacts and infrastructure requirements. Assumptions were made that this proposed roadway would be a boulevard including a landscaped median, tree lawns, and meandering sidewalks, that connected Pyle South Amherst and SR 58, as well as serving the future potential development in between. The total cost of the proposed roadway, including Preliminary Engineering (PE), and Construction Engineering and Inspection (CEI), is estimated to cost \$20-25 million.

Feasible Alternatives

- 150 foot Right-of-Way
- Two travel lanes in each direction
- Estimated length ~ 9,000 ft. (~2 miles)
- Landscaped median
- Sidewalks on both sides with lighting
- Curb ramps
- Buried utilities

What's Next?

Based on the input gathered at tonight's meeting, and the input received during the comment period, the study team will refine the alternatives and identify a recommended preferred alternative.

The study team will publish a *Conceptual Alternatives Technical Memorandum* to serve as the final report for this project. This report will summarize the purpose and need of the project, the analysis, evaluation, and public involvement that was done as part of this study. In addition, it will include the final recommendations. Lorain County will include these recommendations in the County Thoroughfare Plan.

Funding for the next steps will need to be identified in order for this project to move forward. In addition, continued cooperation between Lorain County, Amherst Township, ODOT, OTC, and NOACA is needed in order to meet the goals of the Township Comprehensive Plan, one of which is a new east-west roadway in this corridor.

How can I submit a comment?

You may comment on the study by filling out the included comment sheet and dropping it in the comment box at tonight's meeting. All comments will be considered in the recommendation of the preferred alternative. Or, you may mail your comments to:

HNTB Ohio, Inc.
Attn: Mary Cierebiej
1100 Superior Ave., Suite 1330
Cleveland, Ohio 44114-2531

Please send comments by April 11, 2007.



State Route 58 Corridor Study Public Involvement Meeting

Tuesday, March 27, 2007

Welcome

Welcome to the first public meeting for the State Route 58 Corridor Study. This handout provides an overview of the corridor study. We have received valuable insight from both the Project Stakeholders and the public. This input has been a key component in developing, refining and evaluating the alternatives presented tonight.

Thank you for your interest and participation in this important study. We look forward to your continued involvement.

Sincerely,

**The Lorain County Board of Commissioners and
the Amherst Township Trustees**

Who are the project stakeholders?

- Lorain County Community Development
- Amherst Township
- City of Amherst
- Village of South Amherst
- Northeast Areawide Coordinating Agency (NOACA)
- The Ohio Turnpike Commission (OTC)
- Ohio Department of Transportation (ODOT)
- Lorain County Engineer
- Lake Shore Railway Association

Why have we been studying SR 58?

The traffic study being conducted for the SR 58 Corridor was a recommended next step of the Amherst Township Comprehensive Plan and SR 58 Corridor Plan, completed by D.B. Hartt, Inc. The plans recommended a new future east-west road between I-80 and SR 113, and SR 58 and Pyle South Amherst Road. In order to proactively plan for future development and determine the most

feasible location for this proposed roadway, a traffic study was required.

ODOT and OTC are supportive of this study. They have advised that if a new road was to be constructed, and the limited access that currently exists on SR 58 at the Turnpike interchange was to be broken, the proposed roadway must connect SR 58 and Pyle South Amherst. It cannot only serve the future development, but must be a thoroughfare.

Based on the revised zoning, and the acreage available for redevelopment, this future development will generate increased traffic. Understanding that the development will not happen all at once, the following estimates were generated for 25% build-out and 67% build-out.

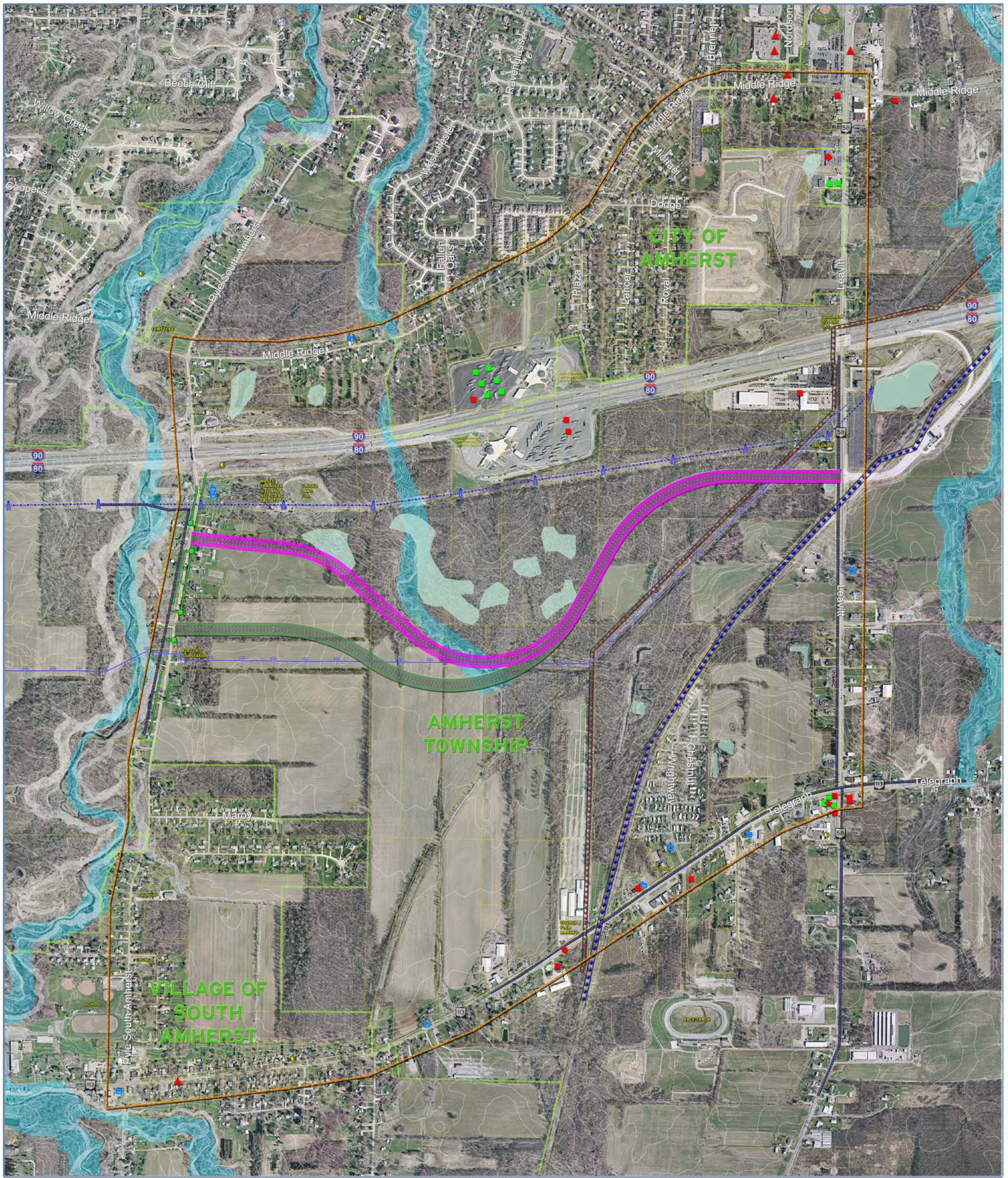
Future Traffic Estimates

- 1/4 Build-out generates
 - ~2,000 trips (AM Peak Hour)
 - ~2,870 trips (PM Peak Hour)
- 2/3 Build-out generates
 - ~5,050 trips (AM Peak Hour)
 - ~6,580 trips (PM Peak Hour)

How is this study being funded?

Lorain County Community Development Department was awarded a Transportation for Livable Communities Initiative (TLCI) Grant through the Northeast Areawide Coordinating Agency (NOACA) to perform a traffic study, and determine the most feasible location of a proposed new east-west roadway. NOACA provided a \$75,000 grant, and Lorain County Board of Commissioners provided a 20% local match to fund this study.

RED FLAG SUMMARY WITH FEASIBLE ALTERNATIVES



LEGEND

- STUDY AREA
- MUNICIPAL BOUNDARY
- PARCEL BOUNDARY
- 100 YEAR FLOOD PLAIN
- NATIONAL WETLAND INVENTORY
- OHIO HISTORIC INVENTORY
- RURAL LORAIN COUNTY 24" WATER LINE
- COLUMBIA GAS TRANSMISSION 16" HP PIPELINE

- ELECTRIC TRANSMISSION LINES
- OIL AND GAS WELLS
- UNDERGROUND STORAGE TANKS
- LEAKING UNDERGROUND STORAGE TANKS
- RCRA SITE
- AIRS/AFS SITE
- PCS SITE
- MULTI-HAZARD SITE
- ALTERNATIVE 1
- ALTERNATIVE 2

SCALE 1" = 1,100'



HNTB

SR 58 Corridor Study Red Flag Mapping Definitions

RCRA Site

- Resource Conservation and Recovery Act of 1976. This Act was established to regulate the on-going manufactures, storage, use, treatment, transportation, and disposal of hazardous substances/wastes under programs administered by the USEPA and State environmental agencies

AIRS/AFS Site

- **AIRS:** Aerometric Information Retrieval System
- **AFS:** AIRS Facility System contains compliance and enforcement data and permit data for stationary sources of air pollution regulated by EPA, state and local air pollution agencies. The environmental regulatory community uses this information to track the compliance status of point sources with various programs regulated under the Clean Air Act. See the Clean Air Act enforcement page <http://www.epa.gov/Compliance/civil/caa/index.html> for information on enforcement activities

PCS Site

- Petroleum-contaminated soils

UST

- Underground Storage Tank: A tank located at least partially underground and designed to hold gasoline or other petroleum products or chemicals.