

SR 58 Corridor Study

Public Meeting #1

Amherst Township Town Hall

March 27, 2007



HNTB



Study Area

Northern boundary

- Middle Ridge Rd

Western boundary

- Pyle South Amherst

Southern boundary

- SR 113

Eastern boundary

- SR 58

Purpose and Need

- To document the conditions of the existing transportation system, and recommend improvements that address future land use and potential development in the corridor.

Goals & Objectives

- Reduce future traffic on existing roadways
- Improve safety for motorists and minimize driver confusion
- Provide safe and efficient access for future development adjacent to SR 58

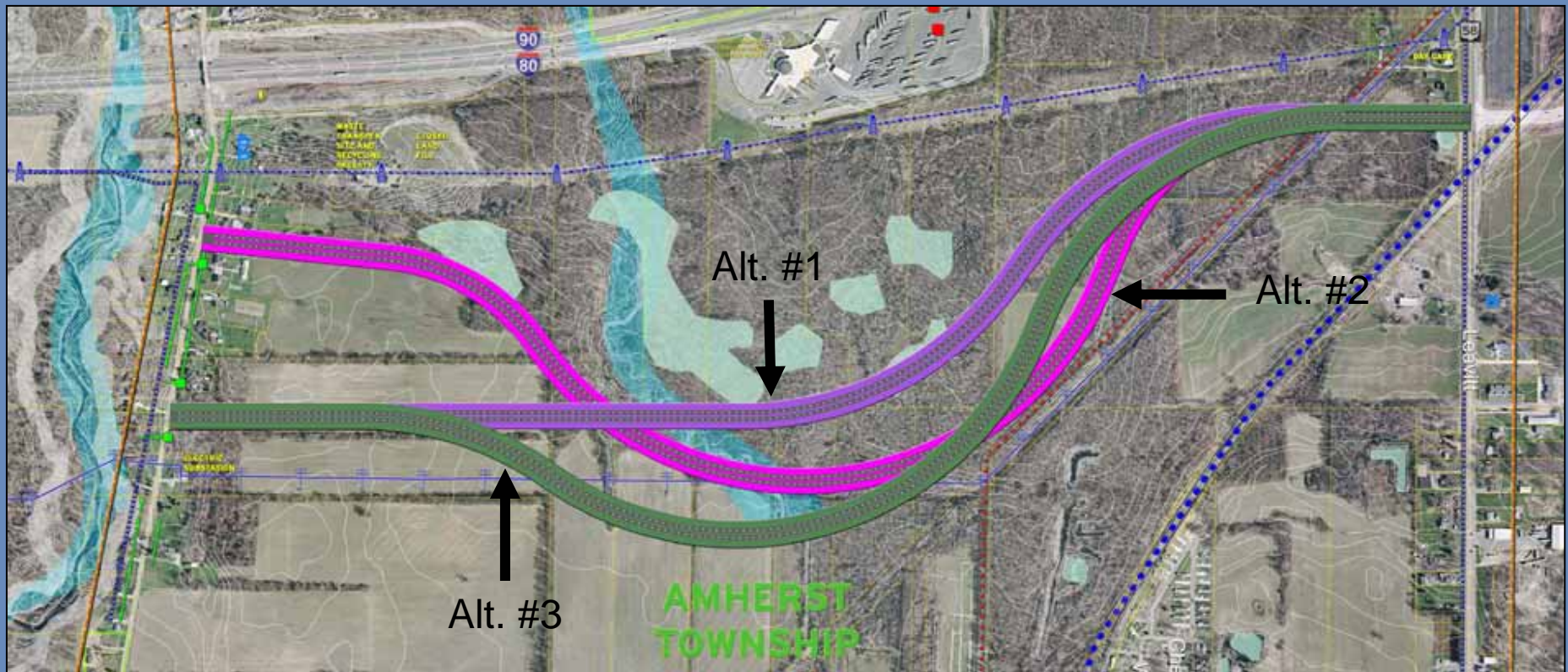
Tasks Completed

- AM & PM Peak Hour Traffic Counts
- Tube Counts
- Identification of Red Flags
 - Utilities
 - Floodplains/wetlands
 - Hazardous materials
- Draft Purpose & Need submitted

Conceptual Alternatives

- All alternatives originate at the I-80 / SR 58 intersection
- All alternatives terminate at Pyle S. Amherst
- Alt. #2 intersects with Pyle S. Amherst north of Alts. #1 and #3
- Conservative right-of-way shown for all Alts.
 - includes sidewalks, median, and setbacks

Conceptual Alternatives



Proposed Typical Section



Alternatives Evaluation

- Evaluation Matrix
 - Advantages
 - Disadvantages
 - Additional information to consider
 - Rank alternatives
 - Top 2 alternatives will be carried forward

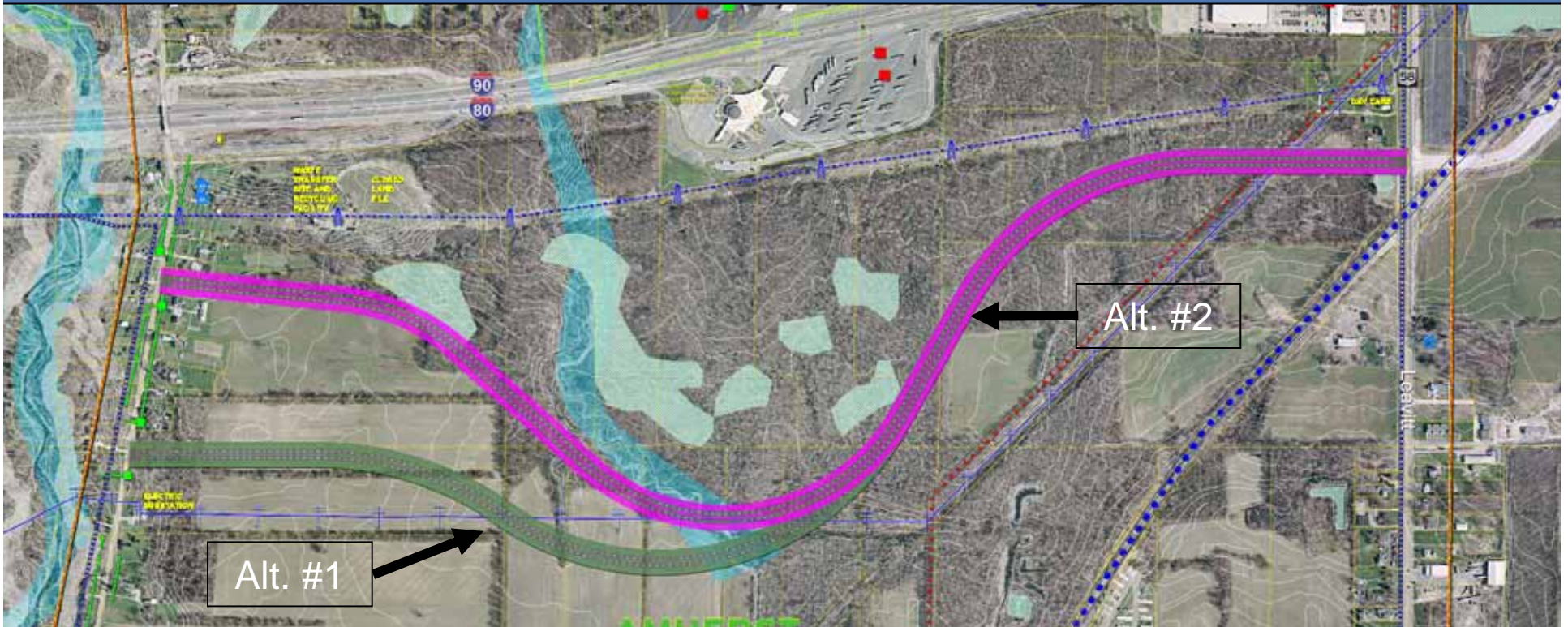
Evaluation Results

- Alternatives very similar
- All three alternatives impacted one residential structure at SR 58
- Favor alternatives that minimize:
 - undevelopable land fragments
 - blue line stream & wetland impacts
- Alternatives refined with best attributes combined into 2 feasible alternatives

Feasible Alternatives

- Both alternatives originate at the I-80 / SR 58 intersection
- Both alternatives terminate at Pyle South Amherst
- Alt. #2 intersects with Pyle South Amherst north of Alt. #1
- Conservative right-of-way for both Alts.
 - includes sidewalks, median, and setbacks

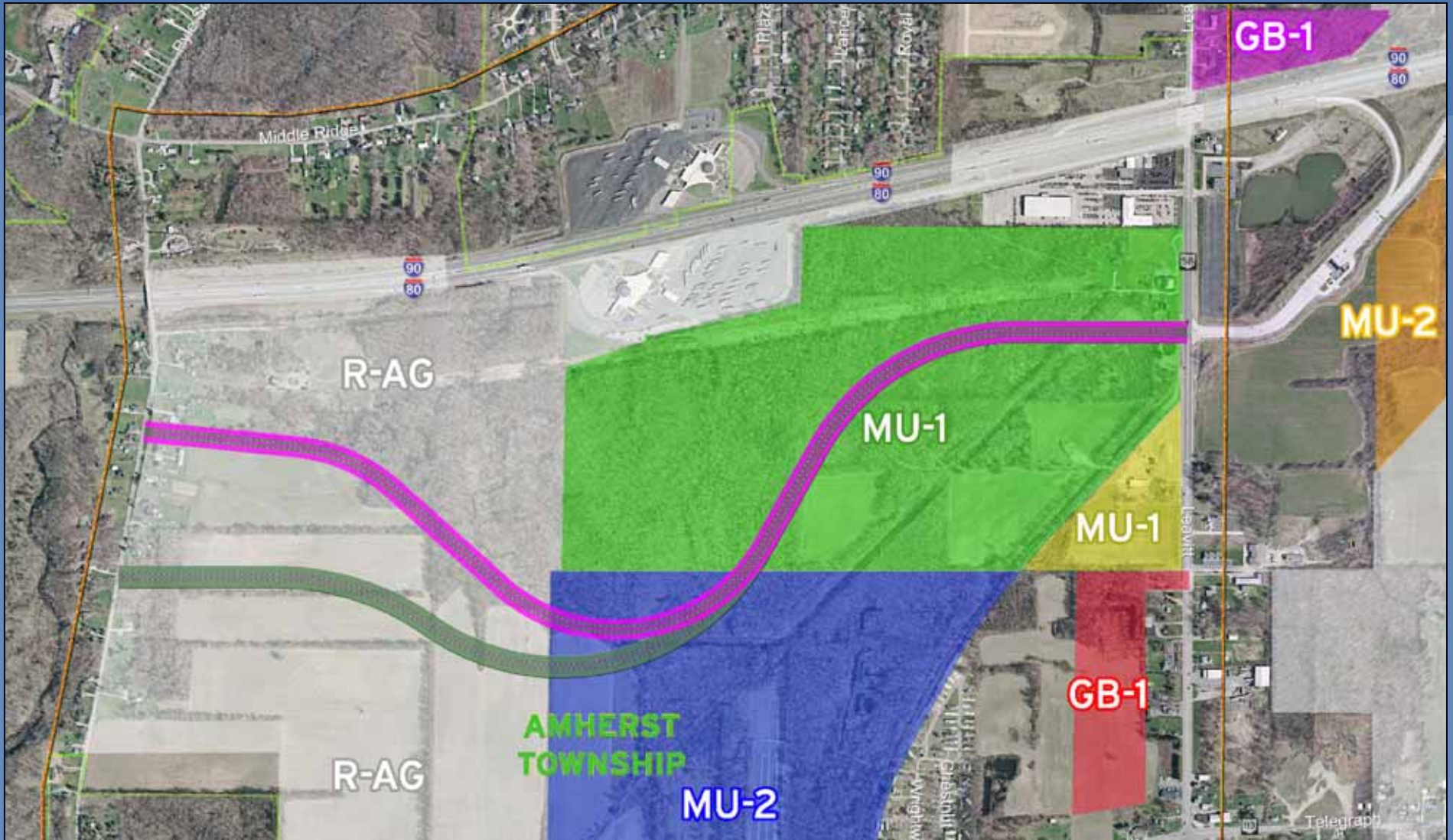
Feasible Alternatives



Newly Adopted Zoning

- Character of study area will change in the future due to new zoning regulations
- Both alternatives are compatible with future land use plans, and maximize potential area of development in overlay districts
- Both alternatives enable a future N-S connection to abut the overlay district
- Both alternatives allow for internal loop road

Newly Adopted Zoning



Feasible Alternatives

- Estimate length ~ 9,000 ft. (~2 miles)
- Assumes 3 full internal intersections – non-signalized
- 2 lanes each direction with turn lanes at intersections
- Sidewalks on both sides
- Landscaped median (not at intersections)

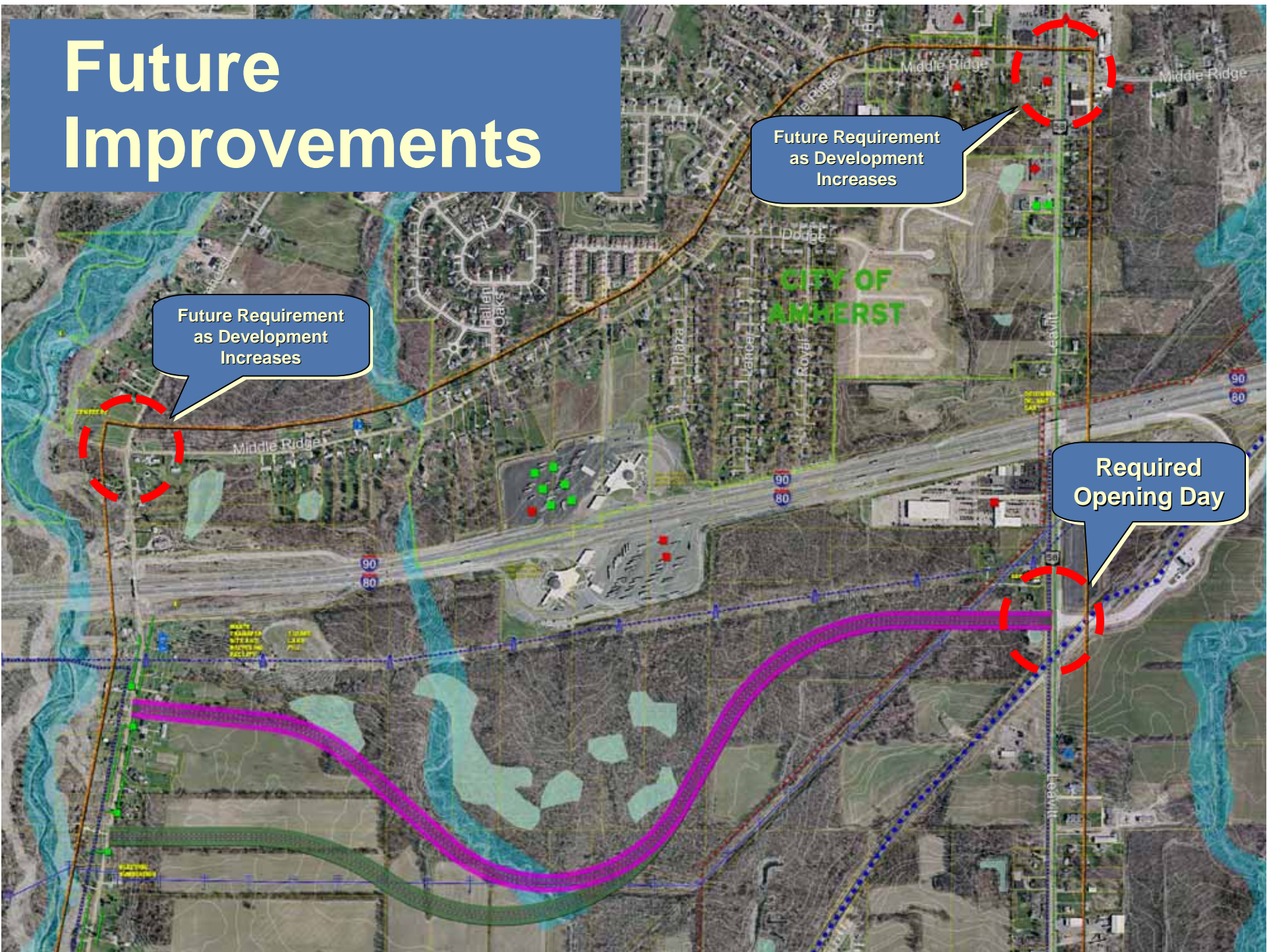
Future Traffic Estimates

- Projections based on new zoning
- HNTB estimated two build scenarios
 - 1/4 Build-out and 2/3 build-out
- Estimates higher than NOACA's model
- Existing system improvements required by 25% build-out at local intersections, but no mainline widening

Future Traffic Estimates

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

Future Improvements



Future Requirement as Development Increases

Future Requirement as Development Increases

Required Opening Day

Preliminary Cost Estimates

- Estimated cost ~ \$20-25 million
- Estimates based on ODOT Office of Estimating procedures
- Assumes 2010 Construction
- Includes:
 - 150 foot Right-of-Way
 - ODOT's inflation rate (22%)
 - Contingency (35%)
 - Preliminary Engineering (PE), and Construction Engineering and Inspection (CEI)

Preliminary Cost Estimates

- Assumptions:
 - buried utilities; drainage; ROW; traffic control; curb ramps; upgraded street lighting, landscaping, and sidewalks
- Cost estimates vary depending on upgrades and materials used
- Cost/Benefit analysis may reduce costs
 - Needs vs. Wants

Preliminary Cost Estimates Alternatives 1 & 2

Category	Estimated Cost
Roadway, Pavement & Intersections	\$5.0 million
Drainage, Erosion Control & Culverts	\$2.8 million
Traffic Controls & Utilities	\$3.5 million
Landscaping & Environmental	\$107-140,000
Sub-Total	\$11.0 million
ROW & Miscellaneous Costs	\$2.4 million
Contingency (35%)	\$3.8 million
Total 2006	\$17.2 million
Inflation (22%)	\$3.8 million
Total 2010	\$21.0 million
Estimated Preliminary Engineering (PE)	\$1.7 million
Estimated Construction Engineering & Inspection (CEI)	\$2.1 million
Total (Including PE, CEI)	~ \$25 million



Note: The costs shown in this estimate represent an estimate of probable construction costs prepared in good faith and with reasonable care. HNTB has no control over the costs of construction labor, materials, or equipment, nor over competitive bidding or negotiating methods and does not make any commitment or assume any duty to assure that bids or negotiated prices will not vary from this estimate.

Preliminary Cost Estimates

Future Existing System Improvements

Category	Estimated Cost
Roadway & Pavement	\$380,000
Drainage & Erosion Control	\$410,000
Traffic Controls	\$212,000
Sub-Total	\$1.0 million
ROW & Miscellaneous Costs	\$104,000
Contingency (35%)	\$315,000
Total 2006	\$1.4 million
Inflation (22%)	\$290,000
Total 2010	\$1.6 million
Estimated Preliminary Engineering (PE)	\$145,000
Estimated Construction Engineering & Inspection (CEI)	\$178,000
Total (Including PE, CEI)	~ \$2.1 million



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Existing System Estimates

- Opening Day Improvements
 - SR 58/Turnpike & Development ~ \$890,000
- Future Upgrades
 - SR 58/Middle Ridge ~ \$1.0 million
 - Middle Ridge/Pyle South ~ \$206,000

Next Steps

- Refinement of Preferred Alternative
- Update Cost Estimates as Needed
- Conceptual Alternatives Tech Memo
 - Including Final Statement of P&N
 - Study Recommendations

Future Steps

- Identify funding:
 - Preliminary Engineering
 - ~ \$1.7 million (estimate)
 - Construction Engineering & Inspection
 - ~ \$2.1 million (estimate)
- Traffic impact study
 - Requirement of developers

Questions?

Thank you!

HNTB

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