

# **NOACA**

## **Technical Memorandum**

### **Status of Major Investment Studies in Northeast Ohio**



The Northeast Ohio Areawide Coordinating Agency (NOACA) is a public Organization serving the counties of and municipalities & townships within Cuyahoga, Geauga, Lake, Lorain and Medina (covering an area with 2.1 million people). NOACA is the agency designated or recognized to perform the following functions:

- **Serve as the Metropolitan Planning Organization (MPO), with responsibility for comprehensive cooperative and continuous planning for highways, public transit, and bikeways, as defined in the Transportation Equity Act for the 21st Century.**
- **Perform continuous water quality, transportation-related air quality and other environmental planning functions.**
- **Administer the area clearinghouse function, which includes providing local government with the opportunity to review a wide variety of local or state applications for federal funds.**
- **Conduct transportation and environmental planning and related demographic, economic and land use research.**
- **Serve as an information center for transportation and environmental and related planning.**
- **At NOACA Governing Board direction, provide transportation and environmental planning assistance to the 172 units of local, general purpose government.**

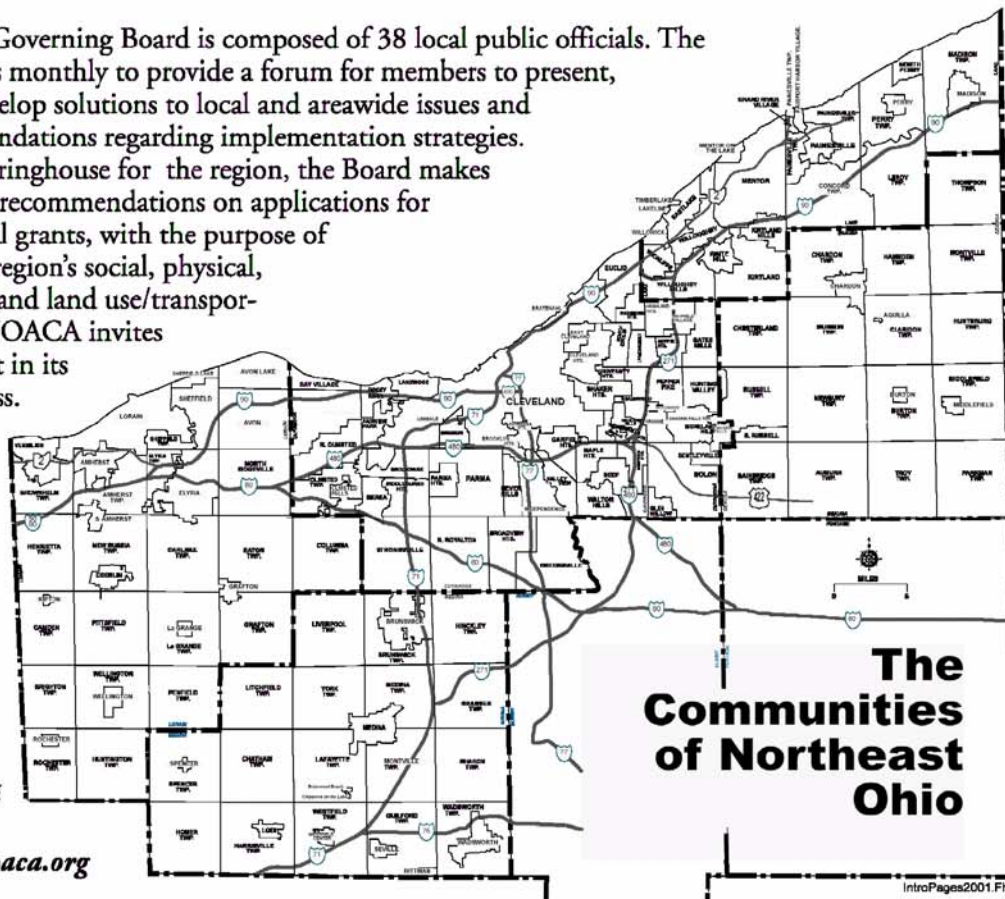
The NOACA Governing Board is composed of 38 local public officials. The Board convenes monthly to provide a forum for members to present, discuss and develop solutions to local and areawide issues and make recommendations regarding implementation strategies. As the area clearinghouse for the region, the Board makes comments and recommendations on applications for state and federal grants, with the purpose of enhancing the region's social, physical, environmental and land use/transportation fabric. NOACA invites you to take part in its planning process.

Feel free to participate, to ask questions and to learn more about areawide planning. For more information, call:

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# **Status of Major Investment Studies in Northeast Ohio**

**July 2004**

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## **Abstract**

An MIS is required by the NOACA Governing Board for any transportation investment that adds new lanes of capacity to a road, new rail or bus rapid transit, or new points of access to a freeway. As of July 1, 2004 there are 20 major investment studies underway. This tech memo describes the status of each MIS within the context of the NOACA Plan and Investment Policy as well as the recently developed 14 step Project Development Process for ODOT.

## **Introduction**

A Major Investment Study (MIS) was first defined in the Intermodal Surface Transportation Efficiency Act of 1991. It is no longer a federal requirement. An MIS is required by the NOACA Governing Board for any transportation investment that adds new lanes of capacity to a road, new rail or bus rapid transit, or new points of access to a freeway.

The Ohio Department of Transportation (ODOT) has prepared guidelines for the development process that should be used for major projects. This is commonly known as the “14-step process.” It is on page 15 of this memo. NOACA recognizes the ODOT 14-step process as a good outline of the methodology to be used for major investment studies. Project sponsors and consultants are advised to use this process, and there has been widespread acceptance of the process.

For this memo, a major investment study covers the first four steps of the ODOT 14-step process:

- Step 1 – Work with Stakeholders to understand problems, needs and goals
- Step 2 – Conduct research and technical studies
- Step 3 – Identify and evaluate conceptual alternative solutions
- Step 4 – Develop Strategic Plan

From the NOACA perspective of the Transportation Plan, a plan amendment is the action by the NOACA Board that ends the MIS, or plan stage, and begins the preliminary engineering and environmental analysis (PE) stage.

As of July 1, 2004 there are 20 major investment studies underway. They are listed in the two-page table attached to this memo. Six major studies were completed in FY 2004 or earlier and are ready for amendment to the NOACA plan and initiation of PE:

- Cuyahoga County I-77
- Lake County SR 2
- Painesville SR 44/Jackson Street
- Cleveland Innerbelt
- Cleveland Lakefront

- Freeway Management System – ITS

Five major investment studies are near to completion in June 2004:

- Medina US 42
- Medina/Summit Counties I-76
- Woodmere SR 87
- Cleveland Eagle Viaduct
- Geauga/Portage Counties US 422

Nine major studies have started in FY 2004 or are expected to start soon because local government officials have requested traffic forecasts or other NOACA planning assistance. None of these studies are close to having recommendations. In some cases, there is no more than a request for NOACA information or early coordination.

- Lake County Vrooman Road
- Medina SR 18 west of I-71
- Cuyahoga County Towpath Extension
- Elyria SR 57
- Avon Access
- Strongsville US 42
- North Ridgeville US 20
- Garfield Heights East 98<sup>th</sup> Street Extension to Rockside Road
- Garfield Heights Interchange Modification at I-480 and Broadway

## **COMPLETED STUDIES**

### **Cuyahoga County I-77**

A major investment study called the Canton-Akron-Cleveland (C-A-C) MIS was completed in FY 2003. Although the NOACA Governing Board received it, there were specific questions about the recommendations. One of the recommendations was for commuter rail service from either Canton or Akron to Downtown Cleveland. Because of citizen and local government objections in Summit County, this recommendation will not be implemented. Another recommendation was to add a third general-purpose lane to I-77 in each direction from the County Line to I-490 in Cleveland. Because of citizen and local government objections in Cleveland, this recommendation was modified to widening from the County Line to Pleasant Valley Road. ODOT intends to achieve this in several phases.

The NOACA Governing Board recommended widening I-77 from SR 82 to Pleasant Valley Road as one of nine regional priorities to the Transportation Review Advisory Council (TRAC) in September 2003. TRAC approved this project.

A second phase of widening I-77 has been requested for TRAC approval in 2004. This second project widens I-77 from the Ohio Turnpike to SR 82. It will be reviewed and presented to the NOACA Governing Board in September of this year.

ODOT did not request that any portion of I-77 be part of an air quality Conformity analysis or TIP Amendment. ODOT does not expect to begin construction on any part of I-77 until 2008 or later.

During the C-A-C MIS, there was no proposal or analysis of new or changed land use or development in the corridor. The recommendations are based on models of existing and forecast need with no major development proposals.

### **Lake County SR 2**

The Lake County Engineer sponsored a MIS for the SR 2 freeway corridor. The study recommended the following improvements to the corridor:

- Addition of a general-purpose lane in each direction from Vine Street (SR 640) to US 20 east of Painesville.
- Pavement replacement and bridge replacement/resurfacing along the 6-lane section of SR 2 mainline from the I-90 interchange to Vine Street.
- Addition of auxiliary lanes between the Vine Street and SR 91 interchange ramps and between Heisley Road and SR 44 interchange ramps.
- Pavement resurfacing from the terminus of SR 2 mainline 6-lane widening to the intersection of SR 2 and US 20.
- Stormwater management enhancements.
- Interchange improvements that included the following locations:
  - Reconfigure Lloyd Road interchange to a modified diamond interchange without direct connection to Lloyd Road.
  - Reconfigure the East 305<sup>th</sup> Street and SR 91 interchanges, including changes to the marginal road system.
  - Reconfigure the Vine Street interchange to a simple diamond interchange.
  - Reconfigure the Lost Nation interchange to a simple diamond interchange.
  - Reconfigure SR 306 interchange to a simple diamond interchange with consideration for possible future connection to Clover Avenue.
  - Improve the existing ramp termini at the SR 615 interchange.
  - Improve the existing ramp termini at the Heisley Road interchange.
  - Improve the existing ramp termini at the Richmond Street interchange.

The NOACA Governing Board approved the MIS in August 2003, when it was also recommended for funding by TRAC.

TRAC has approved funding for part of the SR 2 Corridor. ODOT requested that NOACA perform a Conformity analysis for the SR 2 widening, and amend it to the Transportation Plan. This action will be on the July 2004 NOACA Governing Board agenda. The first construction is scheduled for 2008.

During the SR 2 MIS, there was no proposal or analysis of new or changed land use or development in the corridor. The recommendations are based on models of existing and forecast need with no major development proposals.

### **Painesville SR 44/Jackson Street Interchange Access Modification Study (IAMS)**

The City of Painesville began an Interchange Access Modification Study in 2001. The existing SR 44 and Jackson Street interchange is a half diamond configuration with only northbound-on and southbound-off access to and from SR 44. The City is interested in providing full access at this location to improve the flow of traffic from and to the city of Painesville.

The study is also based on proposals for new 478-acre commercial/residential/industrial developments planned for the area northwest of the existing interchange. The traffic forecasts for justifying the completion of the interchange included the trips generated by the new developments.

The interchange received a TEA-21 earmark in the amount of \$2,050,199. The earmark may be used for either preliminary development or construction.

The IMAS was completed by the City and has been approved by ODOT. However, FHWA did not approve the study and is requesting that the environmental document be done, and to include the Heisley Road interchange area improvements in the NEPA document. The City is in the beginning stages of conducting the Environmental documents that are requested by FHWA.

The IMAS recommended alternative is to build a full access interchange on a relocated alignment of Renaissance Parkway Connector Road approximately 700 feet to the north of Jackson Street. This alignment is preferred to provide a better and more direct connection to the proposed 478-acre development.

This project is included in Tier III of the NOACA Framework For Action 2025 (FFA 2025) long range transportation plan.

### **Cleveland Innerbelt**

The Ohio Department of Transportation began the Innerbelt MIS in year 2001. It was completed in June 2004. The Innerbelt MIS, coming from more than three years of planning, resulted in more than ten separate projects. TRAC has approved more than \$500 million for the Innerbelt. NOACA analyzed the Innerbelt recommendations for Conformity as requested by ODOT. The Innerbelt recommendations will be presented to the NOACA Governing Board for plan amendments in July 2004.

The first project is the preliminary engineering and environmental analyses of all the freeway elements.

The next two projects are not on the freeway itself. The railroad bridge over East 55<sup>th</sup> Street just south of the Shoreway will be made longer in order to widen East 55<sup>th</sup> Street. Also a connection will be built from the Innerbelt West 14<sup>th</sup> Street off-ramp to Quigley Road in the Flats. These two projects will be designed and built before any work on the Innerbelt freeway construction work gets started.

The next project is the Freeway Management System, which is a major piece of the region's ITS (Intelligent Transportation System.) This also will be built before freeway construction work begins. The heart of the Freeway Management System has two components:

- Enhancements to Cuyahoga County's incident management system by providing television cameras at the most frequent crash sites so that dispatchers can see what is out there on the highway (stalled car, overturned truck with spilled cargo, crash with likely injuries) so they can send the most appropriate equipment and personnel in response.
- Traveler information message boards that advise when the highway is congested due to an incident, a construction zone, or weather. ODOT staff from a traffic management center will deliver these messages.

Two projects will begin preliminary engineering and go as far as determining a centerline, typical cross section, and type and location of access points. These two projects are:

- University Circle Boulevard east of the I-490 intersection with East 55<sup>th</sup> Street.
- Flats Intermodal Connection from the Quigley connection to Whiskey Island.

Both of these studies will also have the City of Cleveland (and perhaps the Cuyahoga County Economic Development Department) participate in land use and development planning in these two corridors. As much as these corridors are important to the overall function of the Innerbelt Bridge and downtown interchanges by taking away traffic, they are just as important to provide access for redeveloping parts of the City of Cleveland.

The first Innerbelt freeway section that will be reconstructed is the Innerbelt Curve and interchange with the Shoreway. Construction is expected to begin in year 2008, outside the timeframe of the TIP.

In order, the Innerbelt reconstruction projects will be:

- Innerbelt Curve                      2008
- Innerbelt Bridge                      2011
- Innerbelt Downtown                2013

These projects will include a complete change in the ramps between interstates and from the interstates to downtown Cleveland. When these projects are done, there will be a new system of ramps and frontage roads.

### **Cleveland Lakefront**

When Jane Campbell became Mayor of Cleveland, she initiated a process to make Lake Erie accessible to the citizens of Cleveland. An MIS for the Shoreway (SR 2 from Clifton Boulevard to the Main Avenue Bridge as the West Shoreway, SR 2 from the Main Avenue Bridge to the Innerbelt Curve as the CBD Shoreway, and I-90 east of the Innerbelt Curve as the East Shoreway) was funded by Governor Taft and conducted by ODOT as an extension of the Innerbelt MIS.

NOACA has recommended one project, for “calming” the West Shoreway, as a regional priority to TRAC. It has received approximately \$50 million in TRAC funds. The project consists of reconstruction of SR 2 from Clifton Boulevard to the Main Avenue Bridge as an arterial boulevard with sidewalks and bike lanes, and with at-grade intersections replacing grade-separated interchanges. This project has been analyzed for conformity and will be considered as a NOACA plan amendment in July 2004.

There have been many public meetings, workshops and charrettes conducted by the City of Cleveland to develop land use proposals for the Lakefront. The most recent public meeting was on June 29, 2004. These proposals have not been used in travel demand modeling for the roadways.

### **Freeway Management System – ITS**

In addition to the deployment of incident management and traveler information technology described as part of the Innerbelt description, ODOT has prepared a Regional ITS Architecture that complies with federal regulations. The NOACA Transportation Advisory Committee (TAC) will review this regional architecture in August of 2004.

## **STUDIES NEARLY COMPLETED**

### **Medina US 42**

The Ohio Department of Transportation District 3 in cooperation with the City of Medina conducted a corridor study to address safety and congestion issues along US 42 from Harding Street to Fenn Road in Medina County.

The preferred alternative consists of a combination of four lanes with raised median for the southern part of US 42 with left turn lanes at major intersections. The northern part of US 42 will be five lanes wide including a two-way left-turn lane. Access management was an important consideration for making these recommendations. Bike lanes on both

sides of the road are proposed along the whole project area. The estimated cost of the project is \$17.1 million.

The project has been submitted for TRAC funding consideration during the 2004 TRAC selection process.

### **Medina/Summit Counties I-76**

The Ohio Department of Transportation has conducted an MIS for the I-76/ I-80 corridor from Medina County to the Pennsylvania state border. The total study area is 78 miles long. The purpose of the MIS is to identify capacity and roadway deficiencies and to recommend acceptable strategies to eliminate or minimize congestion, safety and other deficiencies.

In Medina County, four interchanges were identified to have crash rates higher than statewide averages. A separate crash analysis was done for each of these locations. Analyses revealed the following:

- **I-76 at SR 3:** Crashes were widely disbursed with no apparent linking cause. No action was recommended.
- **I-76 at SR 261:** Crashes at this Interchange were found to be winter-related. It was recommended that ODOT's snow removal / deicing procedures be modified.
- **I-76 at SR 57:** Crashes at this interchange area were found to be related to the sub-standard interchange geometric design. Modifications to both the I-76 westbound exit ramp to SR 57 and the eastbound entrance ramp to I-76 are recommended.
- **I-76 at SR 94:** Crashes at this location are caused by heavy traffic congestion on the freeway ramps and SR 94. Recommendations for this location included the following:
  - An immediate or short-range solution to implement different signal timing and phasing at all signals along SR 94 in the vicinity of the interchange.
  - Widen the two exit ramps to provide for left and right turning bays.
  - Widen SR 94 to accommodate new development that is under construction north of I-76. The study recommends that SR 94 be widened to three lanes in each direction from the interchange to Reimer Road. The recommended widening of SR 94 is approximately 3500 feet in length.

### **Woodmere SR 87**

The Village of Woodmere received a Transportation and Community and System Preservation (TCSP) grant for a study of Chagrin Boulevard (SR 87.) The study team included:

- Woodmere
- Beachwood

- Orange
- Pepper Pike
- Cuyahoga County Engineer
- Cuyahoga County Planning Commission
- Greater Cleveland Regional Transit Authority
- Ohio Department of Transportation
- NOACA
- Local residents, merchants and developers.

The study found that narrow highway lanes and uncontrolled curb cuts contributed to congestion and crashes. A demonstration of a three-lane section was initiated in December 2002, and has remained in place. The MIS recommendation is for a four-lane road with a raised median, buried utilities, sidewalks, bike lanes, pedestrian signals and crosswalks, bus stop turnouts, and new geometrics at signalized intersections and the intersection with Brainard Circle.

NOACA recommended this project to TRAC in 2003, but it was not funded. The Cuyahoga County Engineer has agreed to be the project sponsor if a financial plan can be developed.

### **Cleveland Eagle Viaduct**

The City of Cleveland initiated a study of the Eagle Avenue lift bridge and the West 3<sup>rd</sup> Street Ramp. The study has had several public meetings and has reached the stage of selecting a preferred alternative. There are five alternatives with several options under consideration. A decision on a preferred alternative is expected in July 2004. All of the alternatives are compatible with the Quigley Road Connector that will be constructed as one of the first projects in the Innerbelt investment strategy.

### **Geauga/Portage Counties US 422 Reconstruction**

The Ohio Department of Transportation, District 12 conducted a reconstruction alternatives study of US 422 in Parkman Township, from SR 528 to the Geauga/Portage County Line. The study also addressed safety and access issues along that part of the US 422 corridor.

ODOT presented the township residents with three alternatives for the reconstruction of the roadway and asked the local residents to choose a preferred alternative. On October 30<sup>th</sup>, 2003, Parkman Township Trustees held a special meeting for the purpose of selecting a design alternative. The local residents voted to select the alternative of a five-lane undivided roadway with continuous two-way left-turning lane.

ODOT will start constructing the preferred alternative in 2006.

### **STUDIES STARTED IN 2004**

## **Lake County Vrooman Road**

The Lake County Engineer has initiated a study for the replacement of the Vrooman Road bridge over the Grand River in Leroy Township. The study team has the following members:

- Lake County Engineer
- Lake County Planning Commission
- Lake County Soil and Water Conservation District
- Lake Metroparks
- Laketran
- Leroy Township
- Perry Township
- School district
- Police and fire departments
- Residents, businesses and developers
- ODOT
- NOACA

The Lake County Engineer initiated the study because the bridge must be replaced or closed to vehicular traffic soon. The alternatives for bridge replacement go from no replacement at all to a high-level bridge spanning the Grand River valley much like the SR 528 bridge farther east. There is a wide range of issues to be considered in the study:

- The bridge floods several times each year making it temporarily unusable.
- The bridge is located in a Metropark where pedestrians and bikes will use it.
- The Metropark and the poor geometrics make the existing road difficult for trucks.
- There is a prehistoric burial ground that must not be disturbed on the bank of the Grand River.
- There is an interchange with Vrooman Road and I-90 south of the bridge.
- Vrooman Road is on the evacuation route for the Perry nuclear power plant.
- A high level bridge will enable trucks to travel into Perry Township.
- Both Leroy Township and Perry Township have large amounts of land that could be developed if access were to be improved.

There have been three meetings of the study team and one public meeting. The team identified goals for the study, identified deficiencies in the existing facilities and proposed alternatives for consideration. The consultant will analyze all alternatives for performance relative to each of the goals and present this analysis to the stakeholders and a future public meeting.

The consultant has requested that NOACA prepare future traffic forecasts for the different alternatives.

At this stage, Leroy Township has identified land use plans. Perry Township has not yet provided land use plans.

### **Medina SR 18 west of I-71**

This corridor study is in its beginning development stages. The study area is the SR 18 Corridor from the City of Medina to I-71.

The City's consultant (Richland Engineering) has started the data collection process and has prepared crash maps along the corridor. The next step is to perform an existing and future conditions report to examine the need for improvements along that corridor. The Medina County TID (Transportation Improvement District) is sponsoring the study.

### **Cuyahoga County Towpath Extension**

Although studies for the extension of the Towpath from Harvard Road to the Lakefront Bikeway have been underway for several years, NOACA was not invited to serve on the study team until 2004. The Cuyahoga County Planning Commission has had location maps on its website since 2003, when it made a presentation to the NOACA TAC.

In June of 2004, the City of Cleveland reached a memorandum of understanding with ISG Corporation, the owner and occupant of a large part of the land needed for the Towpath Extension. The Cuyahoga County Engineer has preliminarily agreed to be involved with the design and construction of the Towpath Extension project. However, before the County Engineer can proceed, the County Prosecutor must officially determine the extent of the participation.

Planning for the Towpath includes educational aspects, both environmental and historical, of the project.

### **Elyria SR 57**

The segment of SR 57 between Cleveland Street (US 20) and Fairless Avenue was identified by ODOT as having a high crash volume and severe congestion. Many intersections within this segment operate at failure condition during peak periods. ODOT retained HNTB to study this segment of SR 57 to present possible alternatives to reduce traffic congestion and increase safety.

ODOT assembled a steering committee to help in setting goals and objectives to guide the process of the study and to enumerate potential solutions for examination. The steering committee consists of:

- NOACA
- Ohio Turnpike Commission

- City of Elyria
- Lorain County Engineer's Office
- Elyria City schools District
- Lorain County Sheriff
- ODOT District 3
- South Lorain Community Development Corp
- Westfield Shopping Town Midway

The steering committee held a series of meetings at the Elyria Police Headquarters and identified problems on SR 57, established a list of needs, developed goals and objectives for the study, and explored many potential solution alternatives for further detailed analysis. The steering committee will be expected to evaluate the merits of feasible alternatives that will be examined and presented by HNTB.

ODOT held a public meeting at the Elyria Schools Administration building on June 29 to seek public input for consideration in the production of various alternatives. Several members from the steering committee, including NOACA, were present at the public meeting.

### **Avon Access**

The City of Avon has hired a consultant to study access issues for the northern part of that city, along I-90 and the Norfolk Southern Railroad. The study includes participation from several agencies:

- City of Avon
- City of Avon Lake
- City of Westlake
- City of Bay Village
- Lorain County Engineer
- Lorain County Soil and Water Conservation District
- Lorain County Transit
- Lorain County Planning
- Cuyahoga County Planning
- ODOT-3
- ODOT-12
- Federal Highway Administration
- NOACA
- Residents, businesses and developers

There have been two meetings of the study team. These were conducted as evening public meetings with more than fifty persons attending each meeting. Public participation is very active. The stakeholders identified goals for the study and identified deficiencies in the existing facilities. The stakeholders will next propose alternatives for improving performance relative to each of the goals at future public meeting.

The City of Avon is working with existing businesses and developers to develop future land use plans for the study area. These plans will be incorporated into travel demand forecasts for analysis of the alternatives.

### **Strongsville US 42**

The City of Strongsville has submitted a request to TRAC for funding to widen US 42 (Pearl Road) from the Medina County Line to Shurmer Road, where a five-lane section begins. There has been no study coordination or public meetings up to this time.

### **North Ridgeville US 20**

The City of North Ridgeville is negotiating a contract for a consultant to begin a study of US 20 (Center Ridge Road) from SR 83 to Lear-Nagel Road. There have been early coordination meetings between the City, ODOT-3 and NOACA.

### **Garfield Heights East 98<sup>th</sup> Street Extension to Rockside Road**

The City of Garfield Heights, along with ODOT-12, NOACA, and private sector developers, has begun a study for extending East 98<sup>th</sup> Street south of I-480 to Rockside Road. NOACA provided existing and future traffic forecasts for several alternatives. There have been no public meetings to date.

### **Garfield Heights I-480 interchange at Broadway Avenue**

The City of Garfield Heights, along with ODOT-12 has begun an Interchange Access Modification Study (IAMS.) The study will consider modifications to the Broadway Avenue (SR 14) interchange with I-480 ramp termini to improve the turning maneuvers of truck traffic. There have been no public meetings to date.

Status of major project development in planning stages - July 2004

Page 1 - NOACA Plan Amendment

Project	ODOT Step	Most Recent Public Action	Next Expected Actions	NOACA Tier	TRAC Award
Cuyahoga I-77	5	NOACA Board Acceptance of CAC MIS Second project submitted to TRAC - 2004	<b>Conformity analysis</b> <b>NOACA Plan Amendment</b> Preliminary Engineering / Environmental Document	3-6	\$34,800,000
Lake SR-2	5	Conformity analysis completed NOACA Board Plan Amendment July 2004	Preliminary Engineering / Environmental Document	3-11 2	\$96,100,000
Painesville SR-44/Jackson	5	Interchange Modification Justification report approved by FHWA	<b>NOACA Board Concurrence with Plan</b> <b>Conformity analysis</b> <b>NOACA Plan Amendment</b> Preliminary Engineering / Environmental Document	3-7	
Innerbelt	5	Scoping Committee Consensus on investment strategy June, 2004 ODOT/Cleveland memorandum of understanding Conformity analysis completed NOACA Board Plan Amendment July 2004	Preliminary Engineering / Environmental Document	3-4 2	\$522,900,000
Medina US-42	4	Advisory Committee Consensus on design concept and scope Preferred alternative presented at public meeting February 2004	<b>NOACA Board Concurrence with Plan</b> <b>Conformity analysis</b> <b>NOACA Plan Amendment</b> Preliminary Engineering / Environmental Document		
Medina/Summit I-76	4	Scoping Committee Consensus on design concept and scope	<b>NOACA Board concurrence with MIS</b> <b>NOACA Plan Amendment</b> Preliminary Engineering / Environmental Document		
Freeway Management ITS	5	NOACA Plan Amendment July 2004	NOACA approval of Regional Architecture Preliminary Engineering / Environmental Document	3-2 2	\$27,100,000
Woodmere SR-87	4	Advisory Committee Consensus on final report Project submitted to TRAC - 2003	Financial Plan/ strategic implementation plan <b>NOACA Board concurrence with plan</b> <b>Conformity analysis</b> <b>NOACA Plan Amendment</b> Preliminary Engineering / Environmental Document	4-4	
Lakefront	5	Conformity analysis completed NOACA Board Plan Amendment July 2004	Preliminary Engineering / Environmental Document	3-4 2	\$49,800,000
Eagle Viaduct	3	Public Meeting requesting comments on alternatives	Draft Recommendations on design concept and scope Advisory Committee Consensus on final report <b>NOACA Board Concurrence with Plan</b> <b>NOACA Plan Amendment</b> Preliminary Engineering / Environmental Document		
Geauga/Portage US-422	3	Public Meeting to consider alternatives	Advisory Committee Consensus on final report <b>NOACA Board Concurrence with Plan</b> <b>NOACA Plan Amendment</b> Preliminary Engineering / Environmental Document		

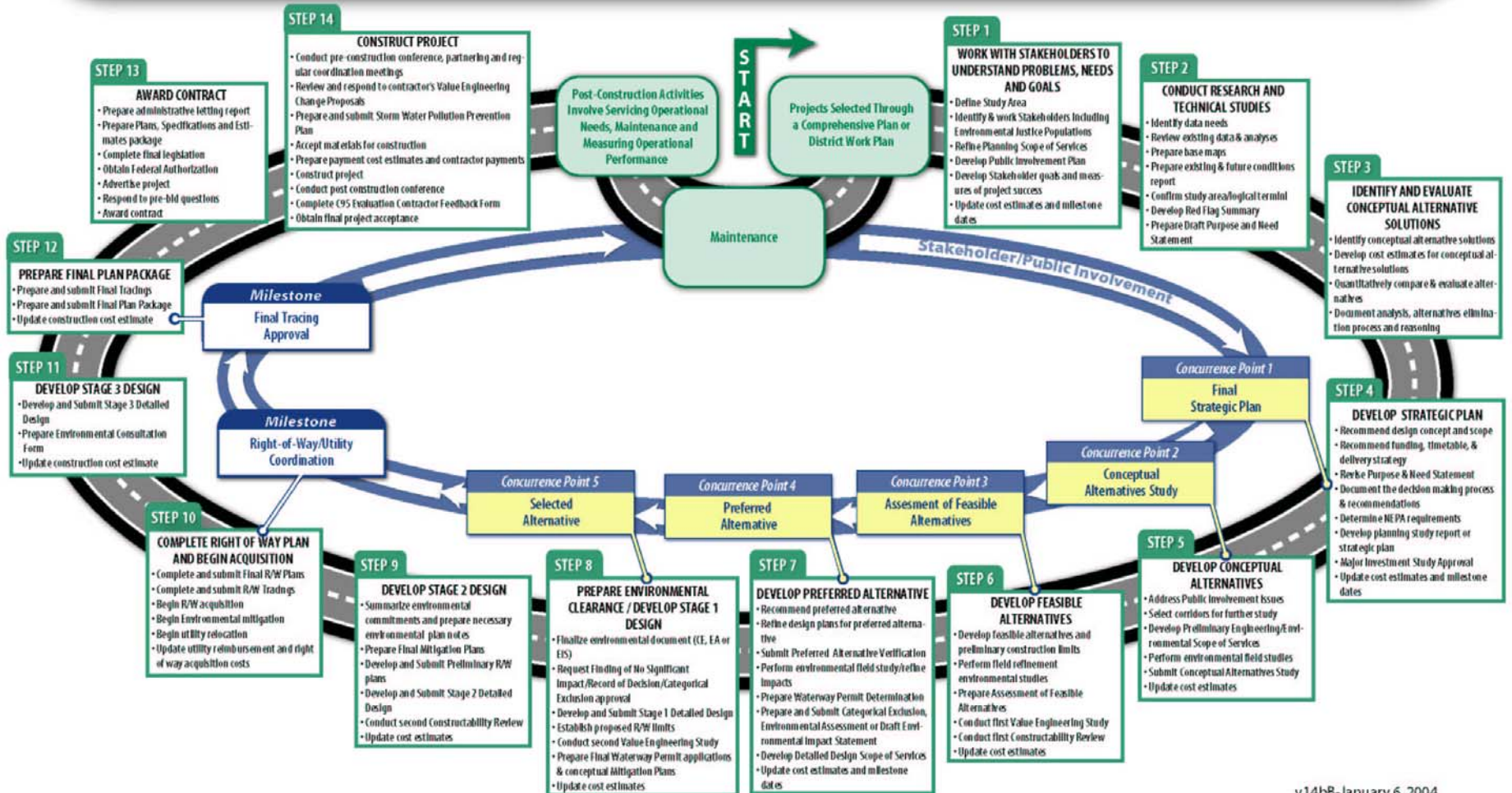
Status of major project development in planning stages - July 2004

Page 2 - Early in Planning Process

Project	ODOT Step	Most Recent Public Action	Next Expected Actions	NOACA Tier	TRAC Award
Vrooman Road Bridge	3	Third meeting of advisory committee June 9, 2004	Alternatives analysis Development of Preferred alternative	3	
Medina SR 18 West of I-71	3	Public meeting November 2003	Development of Preferred alternative Preferred alternative to be presented at public meeting	3	
Towpath Extension	2	Conceptual alternatives presented to TAC April, 2003 Cleveland memorandum with ISG for right of way June 2004	Alternatives analysis Development of Preferred alternative	3	
Elyria SR-57	1	Second meeting of advisory committee June, 2004 First Public meeting June 29, 2004	First statement of purpose and need Development of Alternatives	4-7 3	
Avon Access	1	Second meeting of advisory committee June 10, 2004	First statement of purpose and need Development of Alternatives	3	
Strongsville US-42	1	Consultant Selected Project submitted to TRAC - 2004	First meeting of advisory committee unscheduled	4	
Garfield Heights E 98th St Extension to Rockside	1	Traffic forecast data provided to consultant	First meeting of advisory committee unscheduled		
Garfield Heights I-480 at Broadway	1	Consultant Selected request for traffic data	First meeting of advisory committee unscheduled Interchange Modification Justification report	4	
North Ridgeville US 20	1	Early coordination meeting June 8, 2004	Scoping for Consultant to begin study	4	



# Ohio Department of Transportation Project Development Process (PDP) for Major Projects



v14bB-January 6, 2004