

I-90 Access Study

Update to NOACA

December 15, 2006



Update

- City of Avon is proposing construction of new interchange on I-90 to:
 - Improve traffic access to I-90
 - Support economic development consistent with existing land use plans
- Local and private funding
- Requesting listing on TIP in order to allow federal approval of new access point



Update

- Background
- Study Process
- Purpose and Need
- Conceptual Alternative Solutions
- Public Input
- Current Process for Preliminary Development
- Issues



Background

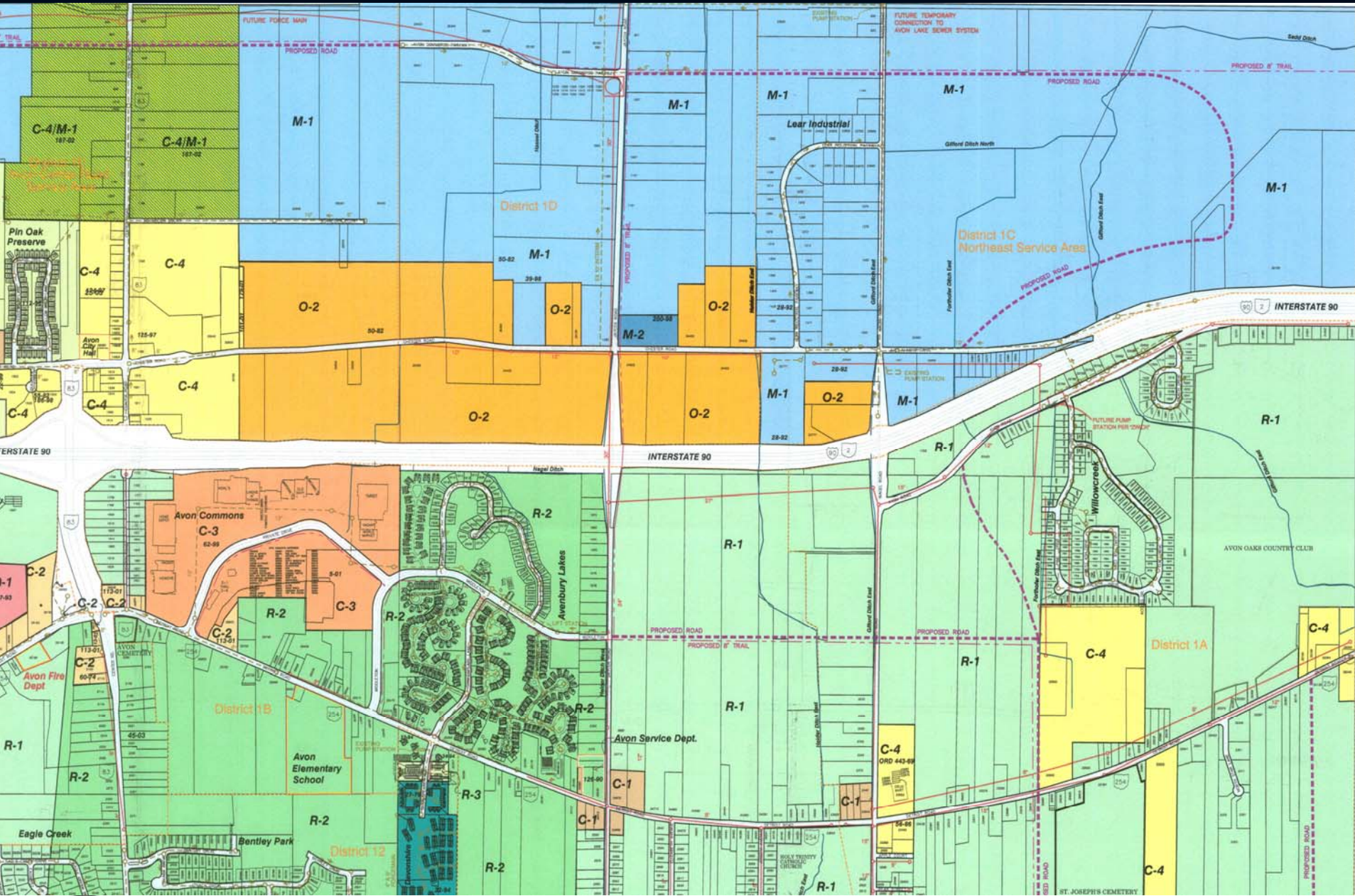
- The population of the City of Avon grew 56% from 1990 to 2000 (US Census Data). In 2002, Avon had the second highest number of new housing starts in Northeast Ohio.
- Avon Lake has experienced similar growth.
- Both communities primarily use SR 83 access to I-90.



Background

- Open land in the study area is zoned Manufacturing, Office or Residential.
- Service lines are already in place.
- Majority of residential land is currently developing or planned for development
- Office and Manufacturing land is being developed but at a slower pace.
- Master Plan includes planned connectors for construction as property develops.





I-90 Access Study



Background

- Mid-1990's – internal NOACA study recommends Nagel Road for a new interchange when warranted
- 1998 – Retail complex proposed at Nagel, idea shelved
- 2001 – Master Thoroughfare Plan Study recommends new interchange just east of Nagel Road
- 2003 – Council considers motion to pursue interchange east of Nagel – rejects concept and recommends study
- 2004 – Current I-90 Access Study begins



Study Process

- Generally following ODOT's Project Development Process
- Planning Phase – define the concept of the project
- MIS requirements
- Stakeholders



Stakeholder Committee

- Community officials of Avon, Avon Lake, Westlake, Lorain & Bay Village
- Lorain & Cuyahoga County Engineer's Office and Planners
- ODOT, NOACA, FHWA, County Commissioners, other Elected officials.
- Transit agencies
- Community & Business Groups
- Interested Citizens



Stakeholder Committee

- 5 meetings
 - Set goals & objectives
 - Discuss Purpose & Need
 - Provide input on alternatives
 - Comment on alternative comparison
- Public Meeting held January 2006 prior to recommendation.



Purpose and Need

- Support Growth Consistent with Existing Land Use Plans
 - Population growth
 - Commercial and Manufacturing/Office
- Improve Access to I-90
 - Traffic congestion
 - Efficiency of access to Industrial area



Conceptual Alternative Solutions

- No Build
- Improve Existing Access
 - SR 83 Interchange
 - Improve SR 83 and Crocker Interchanges
- New Access
 - Jaycox Interchange
 - Chester-Middleton Interchange
 - Nagel Interchange
 - Napa-Avon Commerce Parkway Interchange

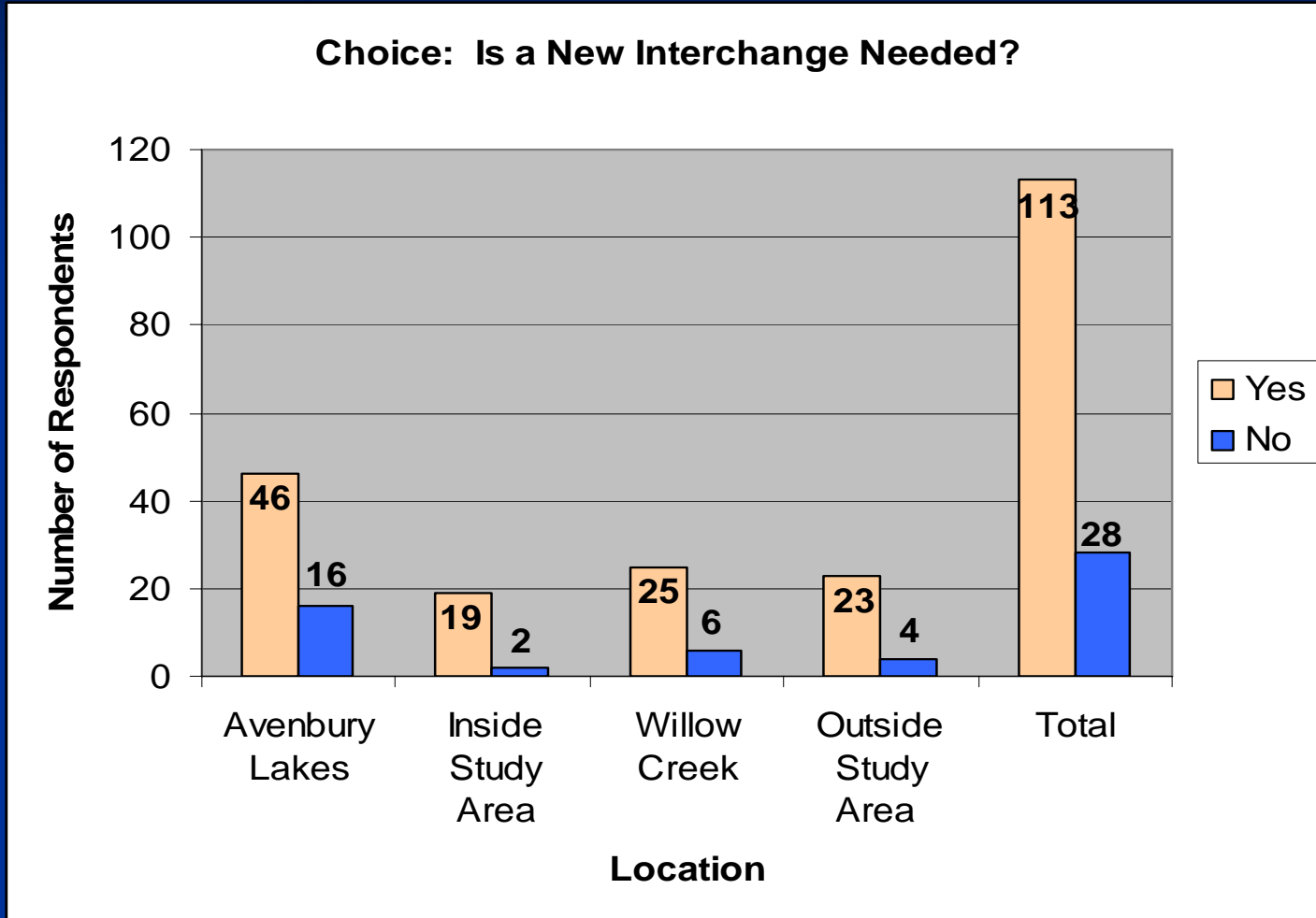


Comparison of Alternatives

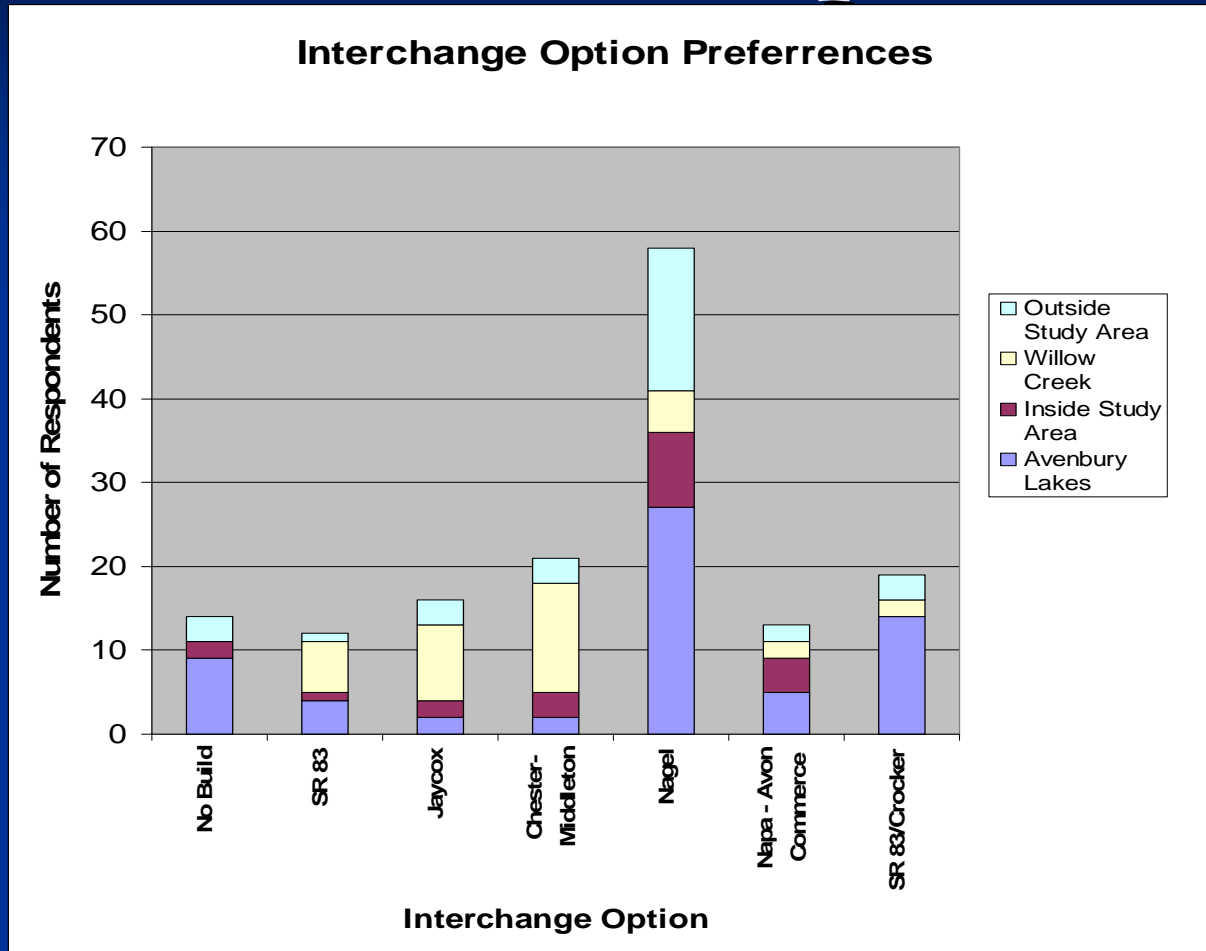
- Improvement of access to industrial area
- Traffic operation/capacity (volumes based upon NOACA model)
- Consistency with existing Master Plan
- Effects on residents – relocations, traffic increases, proximity effects
- Potential environmental impacts – known wetlands, historic properties
- Costs*



Comparison of Alternatives



Public Input



Nagel

■ Pros

- Half-way between existing access points
- Improves Access to Avon Lake
- Least number of residences within 400' (9)
- Lowers traffic on Detroit Road compared to No Build
- Provides greatest traffic reduction on Crocker

■ Cons

- May requires relocation of two businesses north of I-90
- Avon Road intersection in close proximity to interchange



Current Process

- The 2004-2005 I-90 Access Study determined the basic concept of the desired project:
 - Pursue the construction of a new interchange to relieve traffic congestion at the existing access points and to provide improved access to the manufacturing/office land uses north of I-90.
 - Desired location is in the vicinity of the existing Nagel Road overpass. Of the new locations studied, this option effectively served traffic while limiting property impacts and proximity impacts to existing residences.
- ODOT's Project Development Process is Required
- Many approval steps remain – NOACA, ODOT and FHWA



Current Process

Preliminary Engineering and Environmental Studies

- Step 1 –
 - Updated Purpose and Need (certified traffic)
 - Red Flag Summary
 - Study Areas (for traffic and for physical impact area)
- Step 2 –
 - Design Alternatives/Comparison
 - Review with ODOT/FHWA
 - Public Meeting
- Step 3 –
 - Environmental Studies and Preliminary Engineering Studies
 - Access Point Request Document
- Step 4 –
 - Stage 1 Design
 - Complete Environmental Studies and Prepare Environmental Documentation



Current Process

- Environmental/design studies to determine layout and extent of improvements (in progress)
 - Access Point Request will compare No Build, Upgrade of Existing SR 83, and New Interchange
- Update implementation plan and estimates
- Public Involvement on Layout (approx. February 2007)
- NOACA places project on the TIP (Spring 2007)
- ODOT and FHWA review of environmental and preliminary engineering
- Obtain ODOT/FHWA approvals of new access point/environmental studies

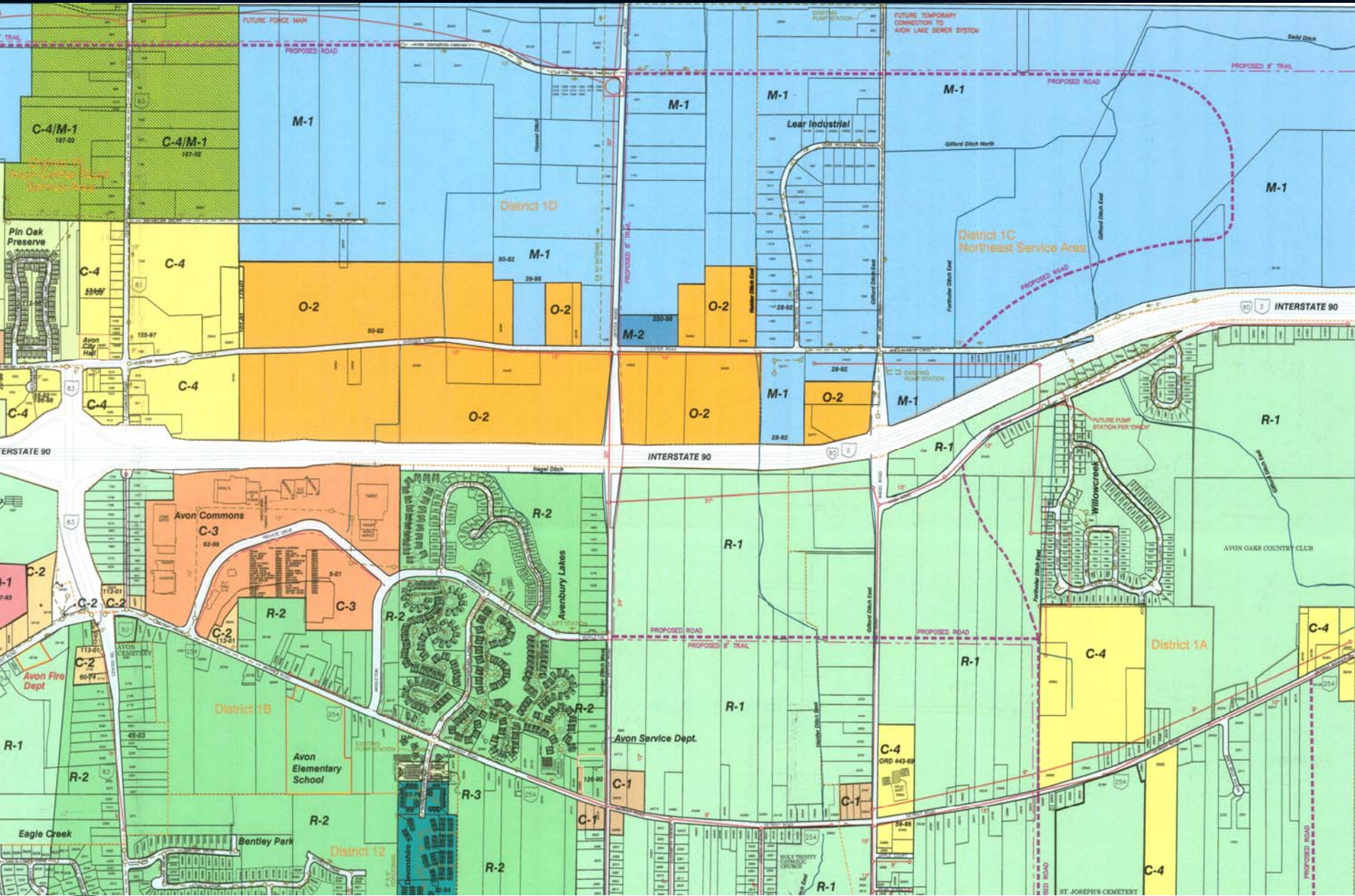


Current Process

Issues

- Certified Traffic Volumes
- Confirm Design Concept – number of lanes, etc.
- NOACA planning review/conformity determination
- Schedule
- Development questions





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