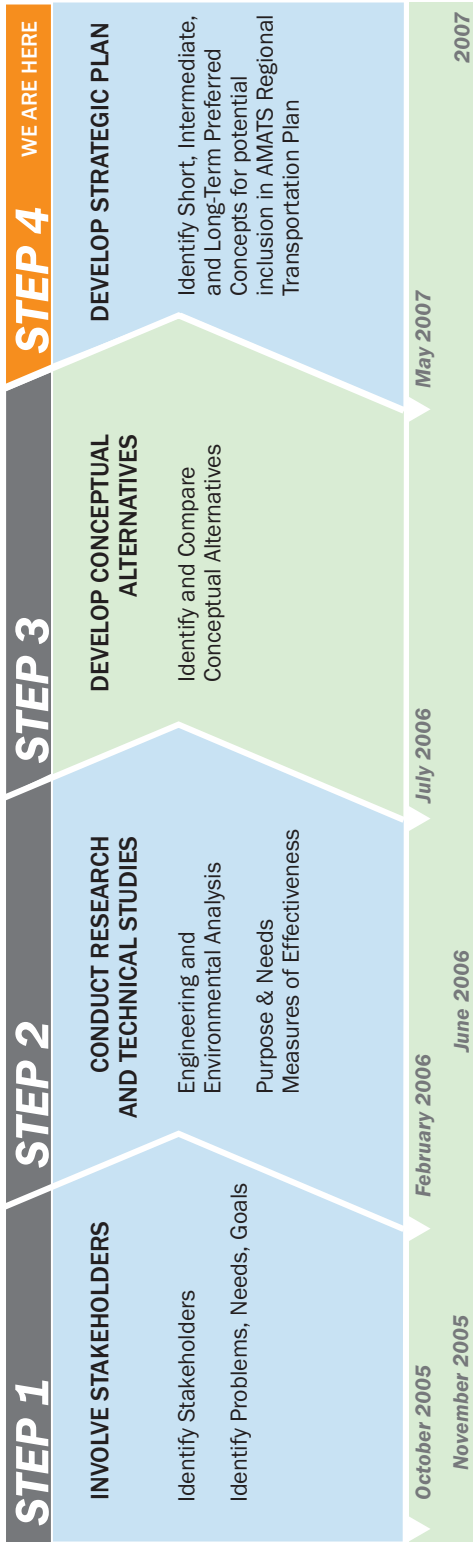


## WHAT'S NEXT

ODOT and AMATS are asking for your input regarding the preferred concepts. The preferred concepts were developed to assist ODOT and AMATS identify projects to include in AMATS Regional Transportation Plan for future funding. The strategic plan developed as part of this study will provide a feasible approach to fundable improvements that may be programmed for eventual implementation.



Stakeholders Meeting #1  
November 15, 2005

Stakeholders Meeting #2  
Public Meeting #1  
June 1, 2006

Stakeholders Meeting #3  
April 24, 2007

Public Meeting #2  
May 17, 2007

## PUBLIC INVOLVEMENT ACTIVITIES



Summit 18 Corridor Study Public Meeting #1

## PROVIDE US WITH YOUR COMMENTS

Please fill out the comment form you received at Station 1. Comments may be submitted during the public meeting. Written comments may also be submitted by June 15, 2007 to:

**Mr. Eric M. Czetli,**  
District 4 Deputy Director  
Ohio Department of Transportation  
2088 South Arlington Road  
Akron, OH 44306-4243  
Attention: Mr. Jack Noble, P.E.  
District 4 Planning and Programs Administrator

### FOR MORE INFORMATION CONTACT:

**JOE DEFURIA, P.E.**  
Project Manager  
Ohio Department of Transportation, District 4  
2088 South Arlington Street  
Akron, Ohio 44306  
(330) 786-4940



Visit the Project Website at:

**summit18study.com**



# SUMMIT 18 CORRIDOR STUDY PUBLIC MEETING

MAY 17, 2007



## WELCOME TO TONIGHT'S MEETING!

Ohio Department of Transportation (ODOT) District 4 and the Akron Metropolitan Area Transportation Study (AMATS), welcome you to tonight's Open House Public Meeting.

The purpose of tonight's meeting is to present progress on the Summit 18 Corridor Study and collect public input on work done to date.

### STATION 1 REGISTRATION & INTRODUCTION

Here you will receive a comment form and an informational handout about the project.

### STATION 2 STUDY OVERVIEW / STUDY GOALS & OBJECTIVES

This area includes the Study Schedule and Study Development Process in addition to the Study Area Mapping. You will also be able to review the goals of the Study, which include: Reducing Congestion, Improving Safety, Improving Drainage, and Addressing Access Concerns. Study Team Members are available at this station to explain the study scope and timeline.

### STATION 3 EXISTING & FUTURE CONDITIONS

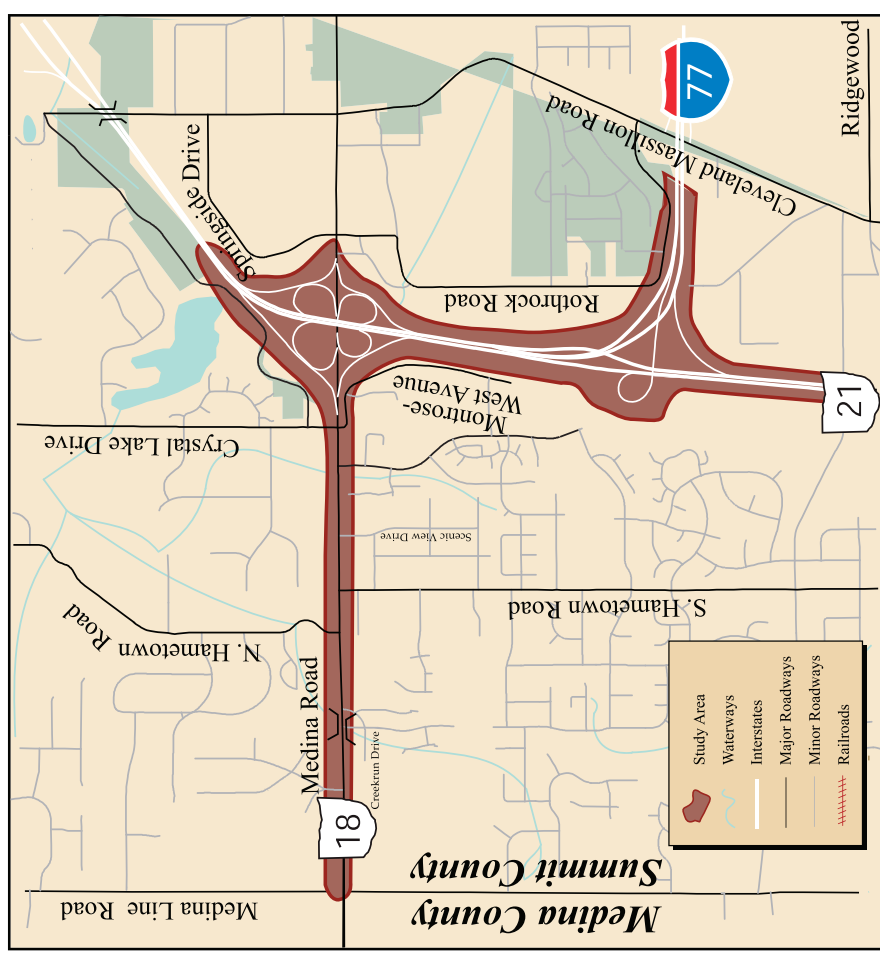
Here you will view displays about crash data, congestion, and geometrics.

### STATION 4 PREFERRED CONCEPTS

Maps of the preferred concepts are displayed here and Study Team Members are available to answer questions.

### STATION 5 COMMENT AREA

Use this area to complete your comment form and place it in a drop box for Study Team review. Please be sure to complete the comment form before leaving this evening and deposit it in the box provided at Station 5. However for your convenience you may return them via mail by June 15, 2007.



The Study is located in Bath and Copley Townships of Summit County. The Study Area closely follows the SR 18 Corridor, from Medina Line Road east to Interstate 77, including the IR 77 interchange and then continues south along IR 77/SR 21 to and including the SR 21 interchange.

### What to do at tonight's meeting...

The Open House format of this Public Meeting is designed to enable the general public to attend anytime during the two-hour period. Please feel free to move about at your own pace, review the information, ask questions, and provide input. Your input is important to the development of the Study.

There are five informational stations at tonight's meeting, where Study Team Members are available to answer your questions and collect input. A formal presentation will occur at 6:00 p.m.

## PREFERRED CONCEPTS

At the last Public Meeting on June 1, 2006, attendees had the chance to tell the Study Team their concerns with the SR 18 Corridor and its interchange with I-77. Information gathered at that meeting, along with background information including crash data, congestion, and geometrics, helped the Study Team to develop potential concepts. These potential concepts are intended to help reduce congestion, improve safety, and address access concerns. Many potential concepts were explored by the Study Team and many of these concepts were dropped from further study because they did not address problems as well as other concepts. The potential concepts that are preferred are displayed at tonight's meeting.

### MEDINA LINE ROAD TO NORTH HAMETOWN

Figure 1 is a typical section of the preferred concept for SR 18 from Medina Line Road to North Hametown. This concept would include a raised median that would be aesthetically treated with synthetic grass or stamped concrete. SR 18 would be 86 feet wide from Medina Line Road to North Hametown.

### SR 18 AND MEDINA LINE ROAD

A preferred concept at this location would be to add left turn lanes to Medina Line Road (See Figure 2).

### NORTH HAMETOWN AND SR 18

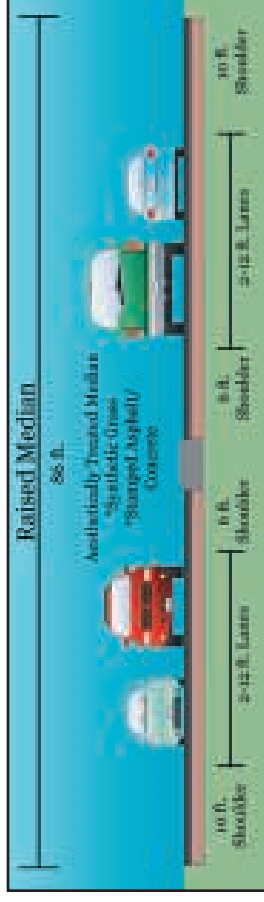
A preferred concept at Harmony Hills and at North Hametown would be to widen the median to better accommodate left turning vehicles on North Hametown. This would be accomplished by widening the median from 20 feet to 25 feet so as to create a refuge point in the median so that you only have to cross one direction of traffic at a time.

### SOUTH HAMETOWN TO MONTROSE WEST

From South Hametown to Montrose West, an additional lane would be added for a total of three lanes each direction. One preferred concept that was developed in this area is the relocation of Montrose West. As can be seen in Figure 3, Montrose West would be moved west to intersect at a potential roundabout with Heritage Woods Drive. If Montrose West is relocated the delays at traffic signals on SR 18 will be reduced. Businesses on Montrose West will still remain on first left off of I-77.

### SPRINGSIDE DRIVE

Springside Drive could be improved with a preferred concept that adds a northbound left turn lane and southbound right turn lane to improve the overall function of the intersection.



**FIGURE 1**



**FIGURE 2**



**FIGURE 3**

### SR 18 INTERCHANGE CONCEPTS AND I-77 MAINLINE CONCEPTS

As part of the Summit 18 Corridor Study many interchange concepts were studied. These included the No-Build, Tight Diamond, SPU, Offset SPU, and the Modified Clover. The Modified Clover was chosen as the preferred concept because it involves minimal new right-of-way, operates well, and eliminates mainline exit loop ramps. Concepts were also developed for mainline I-77 these concepts were intended to improve weave issues on I-77. The Early 18 Split, eliminates SR 18 and SR 21 northbound weave. A small amount of right-of-way would be needed between I-77 and Rothrock Rd. The Early 21 Split, eliminates SR 18 and SR 21 southbound weave. Right-of-way would be needed on the "hill". A similar alternative to the Early 21 Split would be the Southbound C-D System. C-D stands for collector-distributor roadway. This alternative would also eliminate SR 18 and SR 21 southbound weave (See Figure 4).

## GOALS AND OBJECTIVES

Goals and objectives were developed for the Summit 18 Corridor Study from collaboration of the Study Team, the Summit 18 Stakeholders group, and the public's input at Public Meeting #1. Goals define the general intentions and purposes for conducting the transportation study, based on the issues that are being addressed. Objectives describe specific ways that the goals could be accomplished. The study's goals and objectives have now become the study's performance measures. These performance measures ensure that the Study Team stays on track. The goals and objectives of the Summit 18 Corridor Study are:

- **GOAL 1: Reduce congestion along SR 18, SR 21 and I-77 in the study area**

- Improve traffic operations

Measures: Level of Service, Vehicle Hours Traveled, Mainline Delay, Side Street Delay, and User Benefits

1. Increase intersection capacity where needed
2. Increase mid-block capacity where required
3. Weaving areas
4. Ramps

- **GOAL 2: Improve safety along SR 18, SR 21 and I-77 in the study area**

- Reduce crashes along SR 18, SR 21 and I-77 in the study area

Measure: Crash Rate per Million Vehicle Miles Traveled

1. Intersection
2. Mid-block
3. Weaving areas
4. Ramps

- Improve substandard roadway geometrics where feasible and practical along SR 18, SR 21 and I-77 where safety issues exist in the study area

- **GOAL 3: Improve drainage along the SR 18 Corridor in the study area**

- Ensure that function and responsive drainage solutions are included in future transportation improvements identified for the study area

Measure: Quality of drainage improvements as per ODOT Design Standards

- Ensure that drainage improvements maintain or provide better water quality runoff and do not increase peak flows into streams and tributaries

Measure: Number of detention/retention facilities and structures

- **GOAL 4: Address access concerns along SR 18 when considering the location, quantity, and type of local access to be provided along SR 18**

- Identify appropriate access points to SR 18 that benefit traffic flow and safety on SR 18

Measure: Number of Driveways



**FIGURE 4**