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*Public Involvement Plan*

# PUBLIC INVOLVEMENT PLAN

## IR-71/IR-271 Planning Study in Medina County

Project PID 117028

*Prepared for*
*ODOT District 3*
*September 2023*
*Updated: August 2025*

# *Project Overview*

**Project Description & Background**

The IR-71/271 Planning Study in Medina County, Ohio (project) is a feasibility study on the movement of traffic from IR-71 southbound to IR-271northbound and from IR-271 southbound to IR-71 northbound.

There are no existing ramps connecting IR-71 southbound to IR-271 northbound and IR-271 southbound to IR-71 northbound at the existing IR-71/IR-271 interchange. Today, the most direct route to make those connections is via SR-3 (Ledge Road) and SR-94 (Ridge Road).

The study will evaluate the existing and proposed connections from IR-71 southbound to IR-271 northbound and vice versa. Therefore, the study areas for this project are IR-71/IR-271 at the IR-71/IR-271 interchange and along SR-3 and SR-94 from the SR-3/Remsen Road intersection to the SR-3/SR-94 intersection to the SR-94/Remsen Road/Melody Lane intersection.

There have been other recent studies and improvements within and near the study area which have been generally supported by the public, including:

- A safety, operational, and signal timing study along SR-3 at and around the interchange with IR-71 completed in 2020. (PID 107166)
- Safety improvements involving lane modifications, turn lane extensions, and signal improvements on SR-3 near the interchange with IR-71 completed in 2022. (PID 109232)

The IR-71/IR-271 Planning Study in Medina County, Ohio will include reviewing historic crash data, existing transportation operations, geometric roadway deficiencies, land uses, environmental resources, historic resources, and economic and community resources, conducting a traffic analysis, and identifying feasible alternatives. The Ohio Department of Transportation (ODOT) has acquired federal and state funds for this project.

**Project Purpose**

The purpose of this project is to improve system linkage and safety of travelers between IR-71 and IR-271 in order to facilitate the movement of traffic in Medina County, Ohio.

**Primary Needs**

**System Linkage**

The shortest route from IR-271 southbound to IR-71 northbound and IR-71 southbound to IR-271 northbound for vehicles is about 3.7 miles along SR-3 and SR-94, which takes approximately 10

minutes to travel. Existing data indicates that four percent of all traffic entering the IR-71 northbound on-ramp at SR-3 comes from the IR-271 southbound off-ramp at SR-94, and seven percent of all traffic entering the IR-271 northbound on-ramp at SR-94 comes from the IR-71 southbound off-ramp at SR-3.

### Safety

Between January 2020 and August 2023, 312 crashes occurred in the study area, mainly around the SR-3/IR-71, IR-71/IR-271, and the IR-271/SR-94 interchanges and the SR-3/Foskett Road/Remsen Road and SR-3/SR-94/Ledge Road intersections. Eleven of the crashes resulted in serious injuries, with notable concentrations near the SR-3/IR-71 interchange and SR-3/Foskett Road/Remsen Road intersection. In addition, the 2021 Highway Safety Improvement Program identifies several areas as safety priorities: the SR-3/Foskett Road/Remsen Road intersection, the SR-94/SR-3 intersection, and SR-3 from Fenn Road to Hamilton Road.

## Secondary Needs

### Congestion

Addressing congestion is a secondary need in the study area. Level of Service (LOS) is a grading system used to measure how well traffic flows on roadways, with LOS A indicating smooth flow and LOS F representing congestion and delays. ODOT's standard for acceptable intersection LOS within the project area is LOS D or better. All the intersections within the study area operate at an acceptable intersection LOS under existing conditions except for the intersection of SR-94 and the IR-271 northbound ramps that consistently operates at LOS F. The existing roadway network in the year 2050 (Future No Build condition) has six intersections with unacceptable LOS (i.e. LOS E or LOS F) in the AM and/or PM peak periods:

- SR-3/IR-71 northbound ramps
- SR-3/West 130th Street
- SR-94/SR-3
- SR-94/Remsen Road (north of I-271)
- SR-94/IR-271 southbound ramps
- SR-94/IR-271 northbound ramps

## Project Team

The Ohio Department of Transportation (ODOT) is the project sponsor and client for the project and will approve recommendations made by the consultant team. The consultant team is led by ADR & Associates (ADR), with Burton Planning Services (BPS), Smart Services (SSI), and Ohio Valley Archaeology (OVA) as subconsultants. Key project team members are shown in the table on the next page with their role and contact information.

| Key Project Team Members | | |
|---|---|---|
| Project Role | Name | E-Mail Address |
| Ohio Department of Transportation (ODOT) - Client | | |
| Client Project Manager | Scott Ockunzzi | scott.ockunzzi@dot.ohio.gov |

| Key Project Team Members | | |
|---|---|---|
| Project Role | Name | E-Mail Address |
| Client Traffic Engineer | Julie Cichello | julie.cichello@dot.ohio.gov |
| Client Environmental Coordinator | Donald Rostofer | donald.rostofer@dot.ohio.gov |
| ADR & Associates (ADR) – Prime Consultant | | |
| Project Executive, QA/AC | Nick Mill | nmill@adrinnovation.com |
| Project Manager | Ron Bonnette | rbonnette@adrinnovation.com |
| Study QA/QC | Douglas Mill | dmill@adrinnovation.com |
| Engineering Design | Russell Krock | rkrock@adrinnovation.com |
| Burton Planning Services (BPS) – Subconsultant | | |
| BPS Project Executive & QA/QC | Kim Burton | kburton@burtonplanning.com |
| BPS Project Manager | Dan Schmuhl | dschmuhl@burtonplanning.com |
| BPS Assistant Project Manager | Jared Godwin | jgodwin@burtonplanning.com |
| Planning & Public Engagement Specialist | Amelia Mansfield | amansfield@burtonplanng.com |
| Smart Services (SSI) – Subconsultant | | |
| SSI Project Manager, QA/AC | Kathy Krock | kkrock@smartservices-inc.com |
| Traffic Engineer | Todd Stanhope | tstanhope@smartservices-inc.com |
| Environmental Specialist | Mitch Strain | mstrain@smartservices-inc.com |
| Ohio Valley Archaeology (OVA) – Subconsultant | | |
| History & Architectural Investigator | Dr. Albert Pecora | apecora@ovaigroup.com |

BPS is leading the public involvement for the project, and they will coordinate with the project team on the scope of work, team member assignments and progress, and project schedule and budget for the public involvement tasks. The specific roles/tasks of the client and consultants for public involvement activities are defined in the table below.

| Public Involvement Roles/Tasks | |
|---|---|
| Responsible | Roles/Tasks |
| ODOT | • Post notices<br>• Print materials and exhibits |

| Public Involvement Roles/Tasks | |
|---|---|
| Responsible | Roles/Tasks |
| | • Mail and/or post online public involvement materials throughout the study area and to stakeholders<br>• Obtain a venue for the meetings and make sure all equipment needs are at the venue<br>• Attend stakeholder and public meetings<br>• Respond to public and stakeholder comments |
| ADR | • Provide summaries of the analyses and studies they perform<br>• Provide graphics/exhibits for feasible alternatives<br>• QA/QC all public involvement materials and tasks<br>• Attend stakeholder and public meetings |
| BPS | • Create and update the Public Involvement Plan<br>• Provide summaries of the studies they perform<br>• Prepare exhibits and materials<br>• Facilitate stakeholder and public meetings<br>• Prepare stakeholder and public meeting summaries |
| SSI | • Provide summaries of the analyses and studies they perform<br>• Attend stakeholder and public meetings |
| OVA | • Provide a summary of their investigations |

**Project Schedule**

| Milestone Date | Public Involvement Milestone | Status |
|---|---|---|
| Oct. 4, 2023 | Stakeholder Meeting #1<br>• Present project description, study area, and existing conditions.<br>• Gather input on existing conditions to help inform the development of the Purpose & Need for the project.<br>• Identify additional stakeholders (if any). | Completed Oct. 4, 2023 |
| Jan. 2024 | Stakeholder Meeting #2<br>• Present project description, study area, Purpose & Need, existing conditions (including no build traffic analysis), and conceptual alternatives.<br>• Solicit feedback on feasible alternatives. | Completed Mar. 27, 2024 |
| Jan. 2024 | Public Meeting #1<br>• Present project description, study area, Purpose & Need, existing conditions (including no build traffic analysis), and conceptual alternatives.<br>• Solicit feedback on potential impacts and feasible alternatives. | Completed Mar. 27, 2024 |
| Apr. 2024 | Stakeholder Workshop #3<br>• Present refined conceptual feasible alternatives with high level cost estimates and traffic analysis.<br>• Gather input on refined conceptual feasible alternatives and design preferences. | Completed July. 10, 2024 |
| Jul. 2024 | Stakeholder Workshop #4 | Completed Oct. 1, 2024 |

| | | |
|---|---|---|
| | • Present revised feasible alternatives and associated environmental field studies and cost estimates.<br>• Gather input on revised feasible alternatives and design preferences. | |
| Sept. 2024 | Public Meeting #2<br>• Present final feasible alternatives in an open house format. | Completed Jun. 24, 2025 |
| Nov. 2024 | Submit final study deliverables. | Completed August 2025 |

**Project Issues, Potential Controversy, and/or Risks**

At least two public comments have been submitted over the last several years requesting better connections between the identified interstate routes, indicating some support for this project. There are no known negative public opinions or unresolved issues from recent projects in the project study area. Therefore, this project does not appear to be the subject of substantial controversy, however, there have been public concerns noted regarding potential impacts to private property. As project alternatives are developed, additional controversy may evolve as specific impacts to properties are identified (e.g., property acquisition, concerns of increased noise pollution).

## Public Involvement Summary

**Community Demographics, History, and Background**

Approximately 10,800 people live within the project area (U.S. Census Tracts 391034050000, 39103404000, and 39103408002). According to the U.S. EPA screening tools, the population within the project area is mostly white (94 percent) and English-speaking (98 percent). The low-income population (10 percent) is below the state average, and 90 percent of households are owner-occupied. Approximately 27 percent of the population is over age 64, which is in the 84th percentile for the state.

Land uses in the area are single-family residential, with some commercial, farm, and forested land (Medina County Auditor). The Medina Municipal Airport is about two miles from the IR-71/IR-271 Interchange study area, or about three miles along existing roadways. Commute times vary across the study area, with about 46 percent of commutes between 20 and 45 minutes (U.S. Census Bureau).

**Who Is Involved**

Key stakeholders identified for this project include Hinckley Township, Medina Township, Granger Township, Medina County Officials, Police Departments, Fire Departments, Emergency Services, Medina County Sheriff, Ohio State Highway Patrol, and Highland Schools. These individuals will play a key role in the decision-making process and will have the opportunity to express their needs, opinions, and ideas throughout the four planned stakeholder meetings/workshops identified in the project schedule. The primary decision-making by stakeholders will be to identify the needs for the project and select the preferred design alternative from the alternatives developed throughout the planning process. The stakeholders will be informed of each engagement opportunity through formal email invites two weeks in advance of the meeting/workshop.

Members of the public will also play a key role in the decision-making process and will have the opportunity to express their needs, opinions, and ideas through the two planned public meetings identified in the project schedule. All members of the public impacted will be recognized and thoroughly engaged as part of this project, as outreach to these groups is crucial to ensure that every voice is heard. The public will be informed of each public engagement opportunity through public notices via the ODOT webpage (project card) and local newspapers. The notices will be distributed two weeks in advance of the meeting.

An initial stakeholder meeting will identify any additional potential stakeholders to ensure that a thorough list is considered. The stakeholders will be consulted in the planning phase to review the Purpose and Need for the project, as well as existing conditions data. At the same time the stakeholders receive this information, it will be presented in a public meeting. The stakeholders will be consulted early in the Preliminary Engineering phase to review draft concepts. Finally, the stakeholders will be consulted at the end of the Preliminary Engineering phase to help select a preferred alternative. There will be a second public meeting following the final stakeholder meeting to review the study and preferred alternatives.

Stakeholders will be updated on the project during planned meeting and workshop times. Stakeholder feedback will be collected as part of planned meetings and workshops in meeting notes and minutes. During meetings, consultants will be present to record responses to questions. The meetings may include online surveying tools to solicit feedback, with results recorded in meeting summaries. Workshops may include brainstorming or feedback exercises on map printouts, and ideas and opinions would be recorded on those maps and included in meeting summaries.

## Implementation Strategy and Schedule

### Planned Engagement Strategy, Resources, Tools, & Activities

Feedback from stakeholders will be gathered during four stakeholder meetings at key points Feedback from stakeholders will be gathered during four stakeholder meetings at key points in the planning process. Stakeholders will be notified at minimum 15 days prior to each meeting. The kick-off stakeholder meeting will be a virtual meeting. The second stakeholder meeting will be in-person and include a presentation and open house. The remaining two stakeholder meetings will be in-person workshops. More details on these meetings are in the next section (Implementation Strategy).

The goal of the first public meeting during the conceptual planning and investigations stage is to involve members of the public in identifying potential concerns regarding the project alternatives and understand their potential preferences. The goal of the second public meeting is primarily to inform them of the preferred alternative, which will be identified based on stakeholder input.

We expect that stakeholders and the public will primarily want to understand current travel patterns and collisions in the project area and the potential impacts of the project alternatives. The stakeholders identified previously and members of the public within the project area or immediately adjacent should be engaged in public input. Strategic outreach has not been identified at this time but may be identified based on stakeholder input.

ODOT will notify the public of meetings via media that the consultants will draft. There will also be a mailed notification for each meeting, which will be prepared and mailed by ODOT.

The two public meetings will include comment sheets and handouts. The first public meeting handout will be two double-sided pages of project information. The second public meeting will provide a handout with project and alternative information.

The public will be engaged at two points during the planning process. First, the public will be informed of the project at the kick-off meeting, where project feedback will be solicited. As the project progresses through Preliminary Engineering, that information will be used to gain insight on conceptual/preferred alternatives as the Feasibility Study and Alternative Evaluation Report are shared with the public and coordinated with agencies. The public often provides comments for avoiding environmental and design issues that may pose a problem for future project development. The public will be invited to participate in a follow-up meeting to provide additional comments on the feasibility study results, preferred alternative, and final plan.

ODOT requires the use of ODOT's Transportation Information Mapping System (TIMS) tool to obtain U.S. Census Data to identify whether or not Minority and Low-Income Populations are present within the proposed project or study area. While this information is looked at collectively, the perspective of each unique population is considered.

BPS will develop baseline conditions for vulnerable populations analysis within the study area using census data sets or MPO data providing information at the most detailed geographic level available to identify disadvantaged and low-income populations. The results of the analysis will be summarized in a report to include mapping. A map will be developed displaying locations of any identified vulnerable populations within the study area. A map will also be developed to show the break point at which areas fall above or below the average for the study area to indicate special areas of consideration when analyzing the effects on the project. This effort only includes analyzing the effects on the preferred alternative.

ODOT will provide one round of consolidated comments and the consultant will address comments and submit a final report, delivering a draft and final social and economic resources report (including mapping).

**Implementation Strategy**

Opportunities for stakeholder and public involvement will take place over the course of six meetings (four stakeholder meetings and two public meetings). BPS will coordinate with ODOT, who will identify and obtain a venue for the meetings and make sure all equipment needs are met at the venue, including equipment for virtual attendance. ODOT will prepare notifications and be responsible for distributing the notifications for each stakeholder and public meeting/workshop at least two weeks in advance of each meeting/workshop. The consultant team will prepare all sign-in sheets, handouts, presentations, exhibits, surveys, and comment summaries required for each stakeholder and public meeting/workshop, as well as serve as the facilitator. ODOT staff, as well as no more than four consultants will attend each stakeholder and public meeting/workshop.

The first meeting (Stakeholder Meeting #1) will be a one-hour virtual meeting. The Ohio Department of Transportation (ODOT) will email invitations to public officials, first responders (fire, police/sheriff/ and EMS), the Ohio State Highway Patrol, and school transportation stakeholders. This stakeholder meeting will provide a basic project overview and existing conditions information (e.g., Level of Service (LOS) and crash history) and solicit input from members of the stakeholder committee. Digital versions of the presentation slides and exhibits will be sent to the stakeholders two days in advance of the meeting and will be accessible

online for all attendees. Additional stakeholders identified during this meeting will be invited to subsequent stakeholder meetings. A summary of the comments received and discussion during the meeting will be prepared and used to draft the Purpose and Need statement and guide the development of design alternatives.

The second and third meetings (Stakeholder Meeting #2 and Public Meeting #1, respectively) will take place on the same day and at the same location. The stakeholder meeting will be held in the morning or early afternoon, and the public meeting will be held in the evening. Each meeting will be two hours long and be in an open house format. The same information will be presented at both the stakeholder and public meetings. Roll plots showing the project corridor Existing Conditions/No-Build Alternative and exhibits showing all existing conditions data and the draft Purpose and Need statement will be displayed during the meetings and provided on the project website. A handout and survey with specific questions to gather input from stakeholders will also be provided. A summary of comments received will be prepared and used to refine and finalize the Purpose and Need statement and guide the development of design alternatives.

The fourth meeting (Stakeholder Workshop #3) will be an in-person stakeholder workshop. Roll plots showing alternatives in the project area will be provided for discussion with the stakeholders. In addition, exhibits showing an updated Purpose and Need statement and the proposed LOS and impacts matrix for each alternative. This three-hour meeting will be set up in a workshop-style to discuss concepts developed since Stakeholder Meeting #2/Public Meeting #1. A short presentation will be given at the start of the meeting. Then, attendees will be broken up into small groups and led through specific activities and discussions to gather their input. A handout and survey with specific questions will also be provided.

The fifth meeting (Stakeholder Workshop #4) will be another in-person stakeholder meeting. This three-hour meeting will be set up in a workshop-style to discuss concepts developed after Stakeholder Workshop #3. Exhibits showing the Purpose and Need statement and the proposed LOS and alternatives impacts matrix for the refined alternatives will be displayed at the open house. Roll plots of the refined alternatives will also be displayed. A short presentation will be given at the start of the meeting. Then, attendees will be broken up into small groups and led through specific activities and discussions to gather their input. A handout and survey with specific questions will also be provided.

The sixth meeting (Public Meeting #2) will present the findings from the feasibility study and planning process, the Purpose and Need statement, and the preferred alternative via exhibits, roll plots, and handouts. The goal of this meeting is to inform the public. Public comments will be collected via a survey and summarized.

**Engagement Results**

BPS will solicit comments at each stakeholder and public meeting using a comments sheet and/or online survey. Comments for each stakeholder meeting will be collected for a minimum of 14 days starting with the day of the meeting. For public meetings/surveys, comments will be collected for 30 days starting with the day of the meeting/survey. BPS will summarize the input received from the stakeholder and public meetings in a memorandum. BPS will attend one two-hour virtual meeting with ODOT staff to review stakeholder and public input for the stakeholder and public meetings. ODOT will compile and respond to comments within 30 days of the end of the comment period.

**Stakeholder and Public Concerns Summary**

No issues or concerns related to this project were expected at the start of the planning process, however, in the days leading up to the second stakeholder meeting and first public meeting (held the same day), the ODOT District 3 office began to receive generally negative-leaning feedback. At the second stakeholder meeting, stakeholders expressed concerns about large truck usage on the roundabouts, the project schedule, and noise analysis. Later that same day, roughly 200 community members attended the open house public meeting, which was a much larger attendance than anticipated or planned for. As a result, the size of the venue created challenges for some attendees, and some individuals felt like they did not have an adequate opportunity to review the project information and talk to the project team. The community members expressed several concerns about the project at the public meeting, including environmental impacts, project cost, impact on low-income households, and fear of being forced to sell their homes to implement the alternative improvements presented at the meeting. Community members also expressed concerns over when the proposed build alternatives would begin construction. This coincided with general confusion among community members as to the current state of the project, leaving many to feel that decisions were already made about their community without their input. Public input was gathered during the public meeting and through an online survey. During the 30-day comment period, 217 comments were received indicating various levels of support. Those comments were broken into 12 categories, based on the overall focus of the comment. The categories were:

- **No Build**: Opposed to All Build Alternatives (114)
- **Interchanges/Ramps**: Supportive of Interchange Build Alternatives (39)
- **Local Roads/Intersections:** Concerns Related to Local Roads/Intersections (51)
- **Roundabouts**: Opposed to Roundabouts (44)
- **Congestion**: Concerns Related to Traffic Congestion, or Current Infrastructure (48)
- **Safety**: Concerns Related to Safety (40)
- **Access**: Concerns Related to Limited Access (16)
- **Traffic Speed**: Concerns Related to Traffic Speed (14)
- **Funding**: Concerns Related to Project Funding (27)
- **Property Impact**: Concerns Related to Property Impacts Resultant of the Build Alternatives (100)
- **Noise Impact**: Concerns Related to Noise Impacts Resultant of the Build Alternatives (36)
- **Other Environmental Impacts**: All Other Environmental Concerns Resultant of the Build Alternatives (43)

Stakeholder workshop three was held July 10, 2024 with a total of 12 stakeholders and one community member in attendance. The purpose of the meeting was to present existing conditions findings, discuss public survey results, and gather feedback on the improvement alternatives. Following a presentation by the consultant team, half of the attendees left, and the remaining stakeholders completed the Feasible Alternatives Preference activity where they agreed on the following:

- IR-71/IR-271 interchange preferred alternative: No-Build
- Remove Alternative C as an option for the IR-271/SR-94 intersection (ID# 250/240/220)
- Remove Alternative A/B for the IR-71/Weymouth Road intersection (ID# 30)

Stakeholders were asked to fill out a comment form before leaving, but no comments were received. Additionally, an email was sent to gather input from those who left early or did not attend, with a deadline of July 24, 2024. Residents and ODOT provided various comments on

specific road improvements and traffic considerations. Feedback was used to further refine project alternatives.

The fourth stakeholder workshop, held on October 1st, 2024, at the Highland Library in Medina, Ohio, aimed to finalize improvement alternatives for the SR-94/IR-271 area. The meeting began with a formal presentation to the four stakeholders present, covering the project's background, purpose, and need. Proposed build alternatives for each intersection were reviewed, with a decision matrix highlighting their comparative benefits. The SR-94/IR-271 interchange was the only area with multiple alternatives still under consideration.
Stakeholders participated in an activity to rank the remaining alternatives, showing a strong preference for Alternative A, despite concerns about truck navigation, roundabout design, and queueing. Alternative B-1 was suggested for removal due to usability concerns, while Alternative B-2a was noted for its greater right-of-way impact and middle cost.
Discussion revealed low attendance, which one stakeholder claimed was due to miscommunication from the previous meeting, after which some stakeholders may have believed the entire study was halted. However, communication announcing the fourth stakeholder workshop highlighted which alternatives were still under consideration and would be discussed at the meeting. The potential perception that the study had been stopped led to questions about its continuation, given the public's general preference for no-build options. The project team emphasized the need to address operational, safety, social, economic, and environmental considerations, explaining that recommending no-build for the entire study area would not meet the project's goals. Stakeholders expressed interest in an additional meeting to engage a broader audience, but the project team suggested a more informal virtual event instead. General comments included a heightened level of distrust with ODOT and the project team, and a reminder that advancing an alternative does not guarantee its implementation. The meeting concluded with stakeholders filling out comment forms, though no written comments were received.

The second public meeting was held June 24, 2025 at Highland High School in the main gymnasium. The meeting was held in an open house format, with large exhibits of final recommended alternatives laid out on tables for the public to view and ask questions about as needed. There was also a PowerPoint presentation that looped on a projector with accompanying recorded narration. Comments were collected on hard copy sheets at the meeting or by electronic methods. The public received the final recommended alternatives fairly well, mentioning the project team’s consideration of previous comments and efforts to consider both safety and operations. Frequent questions and comments included those about the possibility of new interchange ramps, operations of the recommended peanut roundabout, and project timelines and costs. Attendees were satisfied that there was adequate space and staff to allow them to get into the meeting and get their questions answered. Some written comments were received during the meeting, while others decided to send comments electronically.

The feedback received through these engagement efforts has been taken into consideration throughout the project to improve the project team’s strategy for public engagement and overall project development.

*Meeting Summaries*

OHIO DEPARTMENT OF TRANSPORTATION

# STAKEHOLDER MEETING #1 SUMMARY

## Meeting Notifications

Stakeholders were notified of the project and requested to provide their availability to attend the first Stakeholder Meeting via an email dated August 28, 2023, from Scott Ockunzzi, the Ohio Department of Transportation Project Manager. On September 14, 2023, Scott emailed out an official calendar invite to all the stakeholders with the meeting agenda and exhibits. A copy of each of these correspondences is attached.

## Meeting Details

The first Stakeholder Meeting was held virtually on October 4, 2023, at 10:00 a.m. The meeting lasted for about one hour, ending ahead of schedule. A total of 15 people were in attendance, with seven of those attendees being stakeholders (not including individuals from ODOT). The stakeholders present at the meeting represented Medina County Commissioners, Medina County Engineer's Office, Medina County Sheriff's Office, Hinckley Township, and Medina County Economic Development Corporation.

## Meeting Summary

### Welcome & Introductions

Scott Ockunzzi convened the meeting. Meeting attendees introduced themselves and the entity they represent.

**Presenters**
Scott Ockunzzi – Ohio Department of Transportation (ODOT)
Ron Bonnette – ADR & Associates (ADR)
Todd Stanhope – Smart Services (SSI)
Caitlyn Ridge – Burton Planning Services (BPS)

**Attendees**
Julie Cichello – ODOT
Donald Rostofer – ODOT
Emma Jones – ADR
Karina Peggau – BPS
Colleen Swedyk – Medina County Commissioners
Andy Conrad – Medina County Engineer's Office
Steve Hambley – Medina County Commissioners
Jack Swedyk – Hinckley Township
Terry Grice – Medina County Sheriff's Office
Aaron Harrison – Medina County Commissioners
Brandon Gibson – Medina County Economic Development Corporation

### Purpose of Meeting

Scott Ockunzzi shared that the purpose of the meeting was to share information about the project and receive feedback.

**Project Overview**

Scott Ockunzzi described the project, and how the Ohio Department of Transportation (ODOT) received periodic requests to review the I-271/I-71 interchange. The interchange is currently a partial interchange; there are no ramps from I-71 southbound to I-271 northbound or from I-271 southbound to I-71 northbound. The project team is also interested in understanding the traffic patterns between I-271 and I-71, including patterns on SR-3 and SR-94. In total, the study area includes the I-71/I-271 interchange, SR-94 from Remsen Road south of I-271 to SR-3, and SR-3 from SR-94 to Remsen Road. The width of the study area along these corridors is 300 feet from the centerline or inclusive of the entire adjacent property. Recent improvements within the study area include a new traffic signal at the Remsen Road/SR-3 intersection and safety improvements at the I-71/SR-3 interchange.

**Existing Conditions & Design Considerations**

Todd Stanhope presented on existing traffic operations in the project area. Traffic operations are measured by Level of Service (LOS) and categorized as A-F (satisfactory-unsatisfactory). ODOT's standard for acceptable intersection LOS inside of an MPO is LOS D or better. The intersection of the I-271 northbound ramps with SR-94 has high delay with a LOS F. At this intersection, SR-94 is the primary movement, and the I-271 off-ramp is stop-controlled. Intersections approaching unacceptable conditions with a LOS D include: the SR-94/I-271 southbound ramps signalized intersection, the SR-94/Remsen Road intersection with Remsen Road stop-controlled, and the SR-94/SR-3 signalized intersection. Each of these intersections are used to travel from I-27I southbound to I-71 northbound and I-71 southbound to I-271 northbound. In addition, volume/capacity (V/C) ratios exceed the ODOT operational goals for the left turn movement from SR-94 onto SR-3, the I-271 northbound off ramp movements at SR-94, and the I-271 southbound off ramp movements at SR.-94.

Origin and destination data was collected from 2019 (pre-pandemic) in order to eliminate any construction interference within the study area. That data showed that about 10% of all traffic entering I-71 northbound at SR-3 and I-271 northbound at SR-94 came from the I-271 southbound off ramp at SR-94 and I-71 southbound off ramp at SR-3, respectively. It also showed that Remsen Road appears to be a common route for people traveling from Medina to/from I-271.

Ron Bonnette presented the crash history and geometric deficiencies. There were 11 crashes resulting in severe injury in the study. However, several crashes were noted around the recent safety improvements at SR-3/I-71 and SR-3/Remsen Road may not be relevant as they mostly occurred prior to completion of the projects.

The project team observed geometric deficiencies in the paved shoulder width along SR-3, which is less than the normal design criteria (NDC). They also observed intersection sight distance issues along Stony Hill Road, SR-3, and Remsen Road. The ramp design speed at the I-71/I-271 interchange also does not meet minimum NDC. Geometric deficiencies are still being evaluated in the project area.

Caitlyn Ridge presented the social, economic and environmental resources in the study area. In total, six percent of the populations report minority demographics, two percent report as non-English speaking, ten percent of the population is low income, and 27 percent of the population are aged 64 years or older. Approximately 46 percent of residents in the region commute 20-44 minutes. In summary, there are no anticipated environmental justice concerns; however, future

studies will measure any potential impacts the proposed design may have on environmental justice populations.

Land use in the project area is primarily single family residential housing, or agricultural land with homes. There are some commercial land uses. Wetlands and streams were identified near the I-71/I-271 interchange and the rest of the study area. Within the vicinity of the study area 19 archaeological sites, 19 historic buildings, nine cemeteries, and several buildings with historic value were identified. Future studies will measure any potential impacts the proposed may have on these resources.

More details about existing conditions and design considerations can be found in the Stakeholder Meeting #1 presentation slides and exhibits attached.

**Question & Discussion**

**Major Concerns/Needs**

Steve Hambley (Medina County Commissioners) stated that the most pressing issues in the project area are the I-71/I-271 interchange and increased traffic on Remsen Road. Remsen Road became a topic of discussion, and suggestions were made to include the entire road in the study area. Jack Swedyk (Hinckley Township) and Steve Hambley (Medina County Commissioners) agreed that adding ramps between I-71 and I-271 would likely alleviate traffic along Remsen Road, SR-3, and SR-94. They also noted that a full I-71/I-271 interchange would also be supported by Highland Local Schools.

Additionally, Steve Hambley (Medina County Commissioners) pointed out that the failing LOS along the I-271 ramps at SR-94 is also a pressing issue. Scott Ockunzzi (ODOT) commented that the traffic signal operation has not been updated since the signal was installed, and timing may need to be adjusted.

**Remsen Road**

Scott Ockunzzi (ODOT) stated that standard GPS routes direct drivers to cut through Remsen Road, which saves about one minute of travel time between I-271 and I-71, rather than travel along SR-3 and SR-94. Andy Conrad (Medina County Commissioners) also preferentially uses Remsen Road. Medina County stakeholders have received complaints from residents in a neighborhood (Weymouth) along Remsen Road regarding the traffic on Remsen Road. Additional traffic studies are needed to verify those complaints. Andy also reported concerns shared by some residents about the increase of traffic by Amazon and other delivery services on Remsen Road. Scott indicated it could be due to route efficiency and local distribution centers.

Terry Grice (Medina County Sheriff's Office) suggested installing a traffic signal at the SR-94/Remsen Road intersection. Andy Conrad (Medina County Commissioners) wondered whether a signal will increase traffic on Remsen Road and encourage drivers to preferentially use that route.

Ron Bonnette (ADR) noted that it is unclear whether adding service routes or alternative routes on Remsen Road would discourage or alleviate traffic.

Terry Grice (Medina County Sheriff's Office) suggested building a bridge over I-271 to connect Remsen Road to SR-94 to alleviate congestion at the intersection of Remsen Road and SR-94. This used to be a continuous route before it was severed by the construction of I-271.

Andy Conrad (Medina County Commissioners) expressed concerns about the closeness of the SR-94/Remsen Road intersection to the SR-94/I-271 southbound ramps intersection. He said drivers turning right from Remsen Road travel along the shoulder to go around vehicles turning left to head northbound on SR-94. Scott Ockunzzi (ODOT) noted that the signals in that area are not coordinated, and the timing of the signal at the SR-3/Remsen Road intersection has not been evaluated or adjusted since installation. In response to Andy's inquiry, Scott indicated ODOT could study the timing of the signal. It was also noted by Andy that occasionally drivers turn onto the I-271 southbound entrance ramp thinking they were turning on Remsen Road. It was suggested to look further into the safety in this area and to consider additional signing.

**Other Discussion**
Andy Conrad (Medina County Commissioners) suggested improving route markers to encourage drivers to use SR-3 and SR-94 when traveling between I-71 and I-271 and from Medina.

Steve Hambley (Medina County Commissioners) said turning left from SR-94 to SR-3 is challenging and may worsen with time with new residential and commercial development near I-71/SR-3. Overall regional growth is unclear and additional research with NOACA may provide better land use projections. Todd Stanhope (SSI) noted regional development and increased traffic through the region may be an issue moving forward. Steve agreed and said there is a 20-year plan for expansion of sanitary sewer in the area to promoted more residential development, although no large-scale projects are planned for the area at this time.

Steve Hambley (Medina County Commissioners) said that the addition of ramps to create a full I-71/I-271 interchange could alter the routes for transport of hazardous materials. Scott Ockunzzi (ODOT) said that ODOT will work with the Emergency Management Agency to determine whether changes to the I-71/I-271 intersection will affect the transportation of hazardous materials.

**Decision-making Process**
Caitlyn Ridge presented the decision-making process and discussed the importance of stakeholder involvement and next steps. As part of that discussion, the existing stakeholder invite list was reviewed to determine if any additional people/agencies should be added to the list. No stakeholders were identified to be added. The stakeholder list included individuals representing ODOT, Hinckley Township, Medina Township, Grander Township, Medina County Commissioners, Medina County Engineer's Office, Highland Local Schools, State Highway Patrol, Local Police Departments, Local Fire Departments, and Emergency Management Services.

Collection of stakeholder and public input through four stakeholder meetings/workshops and two public meetings was discussed, as well as the timeline, information to be presented, and decisions to be made of/at each meeting. The next stakeholder meeting is anticipated to be in late January/early February 2024 and will be held the same day as the first public meeting. The third and fourth stakeholder meetings will be workshops in late Spring 2024 and Summer 2024. The second and final public for this study is planned for Fall 2024. ODOT will make the final decision based on whether the Purpose and Need is met, stakeholder and public input, estimated cost, and social, economic, and environmental impacts.

**Thank you & Adjournment**
Scott Ockunzzi's contact information was shared with the stakeholders to provide any additional comments they may have after the meeting. It was noted comments could also be made via the online project card, which was not available at the time of the meeting. Scott said he would share

the project card (www.transportation.ohio.gov/projects/projects/117028) and updated presentation slides with stakeholders after the meeting.

# PUBLIC MEETING SUMMARY

**Project Name:** Medina I-71/I-271 Planning Study
**Project ID #:** *117028*
**Meeting Date:** *03/27/2024*
**Meeting Format:** In-Person; Open House
**End of Comment Period:** *04/26/2024*

**Comments Submitted via:**

- Project Website: 216
- Phone: 0
- Email: 1
- Social Media: 0

**Public Meeting Attendees:** ~200

**Comment Forms Mailed:** N/A

**Comment Forms Submitted at Public Meeting:** N/A

**Opposed to Project (No Build preference):** 102

**Supportive of Project/Uncommitted/Conditional (All other comments):** 115

Major Concerns:

- A large number of comments (47 percent) indicated a No Build preference.
- A large number of comments (42 percent) expressed concerns about property impacts from the build alternatives.
- Some comments (18 percent) expressed concerns about environmental impacts, and 16 percent specifically mentioned concerns about noise impacts from the build alternatives.
- Some comments (12 percent) expressed concerns about funding and the high cost of the build alternatives.
- Some comments (7 percent) expressed concerns about losing access to various community destinations and personal property from the build alternatives.

**Public Officials in Attendance:**

1. Scott Ockunzzi, ODOT District 3
2. Julie Cichello, ODOT District 3
3. Don Rostofer, ODOT
4. Kaitlyn Thompson, ODOT

**Consultant Team in Attendance:**

1. Ron Bonnette, ADR & Associates
2. Nick Mill, ADR & Associates
3. Jared Godwin, Burton Planning Services
4. Elvin Pinckney, Burton Planning Services
5. Todd Stanhope, Smart Services

**Media in Attendance:**

- Sara Crawford, Medina Post-Gazette

**Meeting Notifications**

| Type of Notification | Publication Date | Publication Location |
|---|---|---|
| Legal advertisement | | |
| Print advertisement | | |
| Invitations | | |
| Press release | | |
| News article | 3/20/2024 | Medina Gazette |
| Flyer | | |
| Social Media Post | | |
| Website Post | | |
| Publicly Available Documents | | |

**Meeting Details**

The first public meeting of the Medina I-71/I-271 Planning Study was scheduled to commence at 6:00PM on March 27, 2024 and end at 8:00 PM. However, attendees from the public began to arrive earlier than the 6:00PM start time, leading to an informal commencement around 5:30PM. The meeting was held at Highland Library, located at 4160 Ridge Road, Medina, Ohio 44256. The open house public meeting was set with display boards, outlining the build alternatives along I-71, I-271, and SR-3, as well as the No Build alternative and existing conditions renderings for reference. Attendees were free to circulate around the room, and members of either the client team (ODOT) or the consulting team (ADR & Associates, Smart Solutions) were available to answer questions. Those in attendance were also handed a fact sheet about the project as well as a survey in which they were asked to rank the No Build and proposed build alternatives in terms of preference. Members of the consulting team (BPS) served as door greeters and helped usher attendees into the meeting space. No formal presentation was given, so attendees were free to engage with whichever materials were of importance to them. There was some difficulty with the meeting space being too small for the number of people who attended – the line of people to attend the meeting at the Highland Library extended outside of the building and around it as attendees waited to enter the meeting space. There were concerns among attendees about wait times and the general lack of space once inside the meeting room.

**Meeting Summary**

Chronology of Proposed Project

For this Planning/Feasibility Study, several steps in the Planning and Preliminary Engineering phases of project have been completed since the start of the project in June 2023 through Public Meeting #1/Stakeholder Meeting #2 in May 2024, including:

- Developing the Stakeholder and Public Involvement Plan
- Preparing the Purpose & Need Statement
- Preparing mapping
- Developing the Conceptual Feasible Alternatives
- Performing a Traffic Analysis on the Feasible Alternatives
- Holding a public meeting and stakeholder meeting

Next, the meeting results will be finalized, and information will be shared with the public and stakeholders from the meeting, after which the Planning Phase will be complete. Then, Preliminary Engineering Phase will proceed to perform capacity analyses on the feasible alternatives, and a stakeholder meeting will be held for input in July 2024. From that meeting, additional studies and preliminary engineering will be conducted, and a Feasibility Study Report will be prepared, followed by additional stakeholder and public engagement opportunities in September 2024 and January 2025. This project will be completed in April 2025. The results of this project will be used to determine if this project is feasible to continue with further design, funding, and construction tasks, or if this project is not feasible. If feasible, then a schedule for design and construction will be identified at that time, in addition to funding.

Meeting Materials

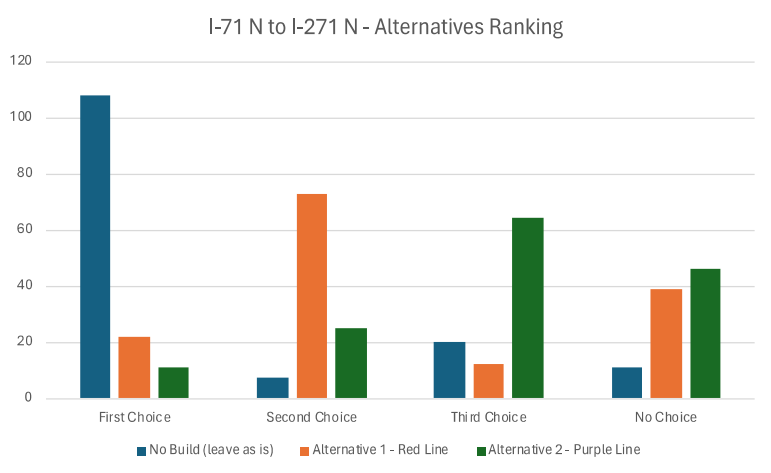
The following materials were provided at the meeting. (Please see the Appendix for copies of each item.)

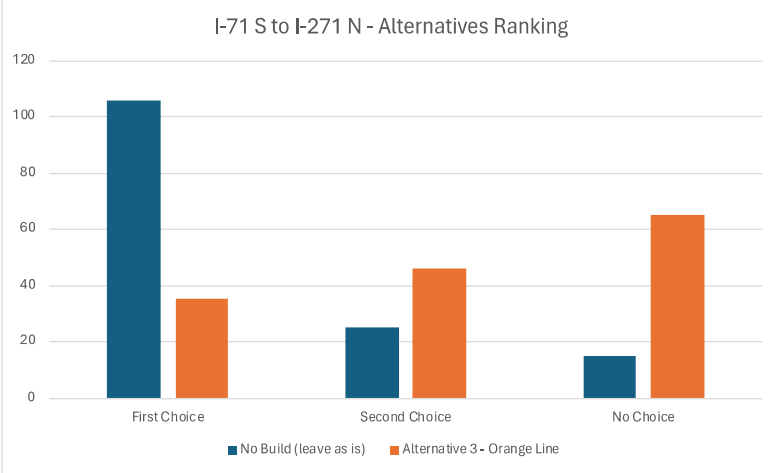
- Sign-In Sheets
- Fact Sheets
- In-Person Surveys
- Comment Sheets
- Presentation Boards
    1. "Crashes" Board
    2. "Project Overview" Board
    3. "Level of Service" Boards
        a. "What is Level of Service?" / "Acceptable Levels of Service" Board
        b. "Future Year 2050 No Build" Board
    4. "I-71/I-271 Interchange" Boards
        a. "No Build Alternative (Existing Conditions)" Board
        b. "All Build Alternatives" Board
    5. "I-71/SR-3 Corridor" Boards
        a. No Build Alternatives (Existing Conditions) – East" Board
        b. "Alternatives A & B – West" Board
        c. "Alternative A – East" Board
        d. "Alternative B – East" Board
    6. "I-271/SR-94 Corridor" Boards

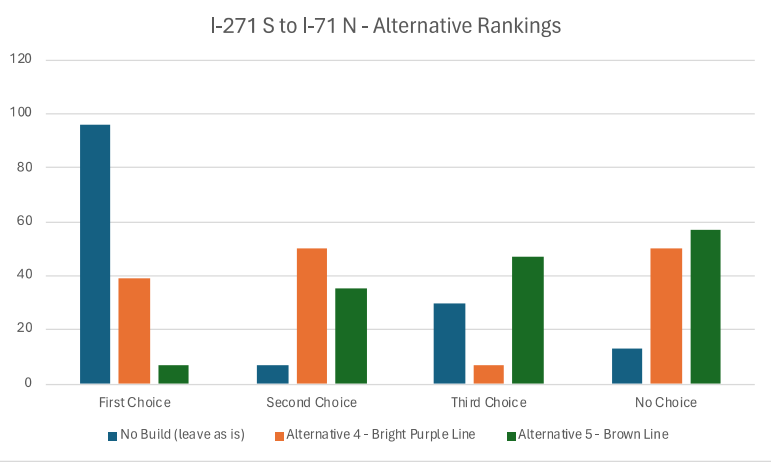
a. “No Build Alternatives (Existing Conditions)” Board
b. “Alternative A” Board
c. “Alternative B-1” Board
d. “Alternative B-2” Board
e. “Alternative C” Board

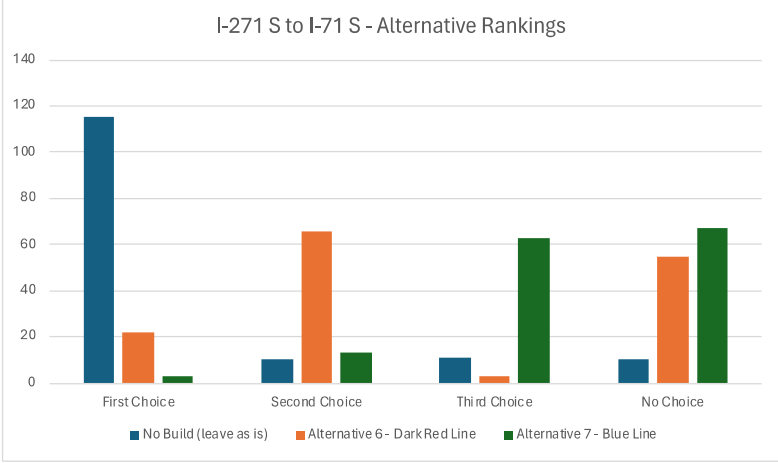
## Summary of Alternative Ranking Survey Results

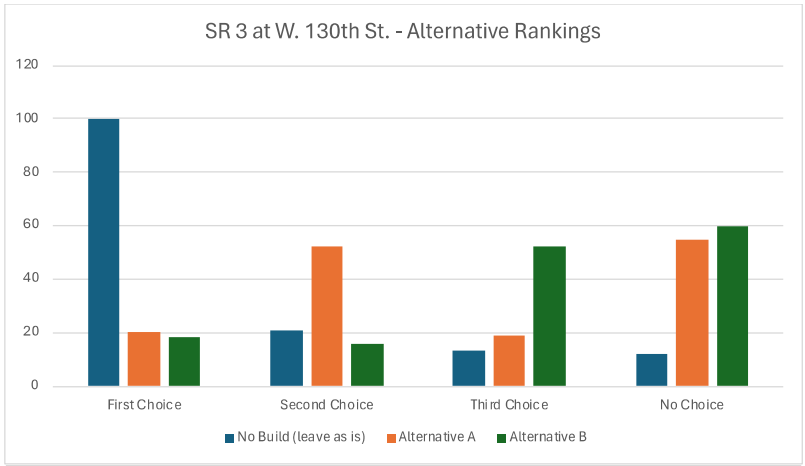
Meeting attendees were given a survey that asked respondents to rank the alternatives at each location in the study area being considered for No Build and build alternatives. A total of 146 responses were recorded. Below are graphs that show the respondents’ ranking of each alternative at each location.

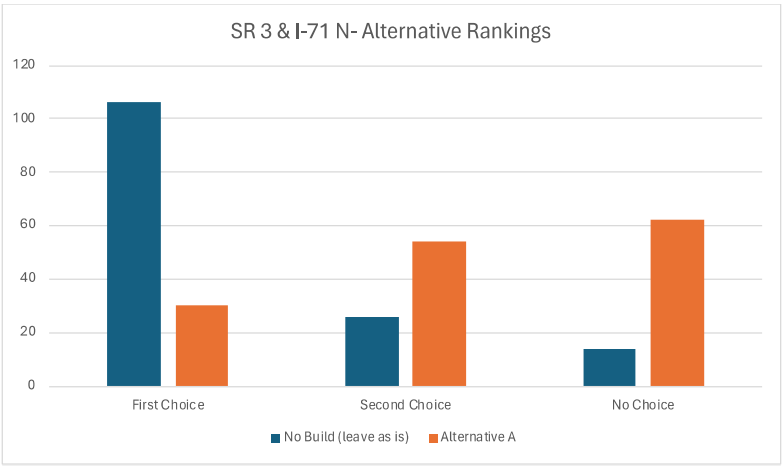


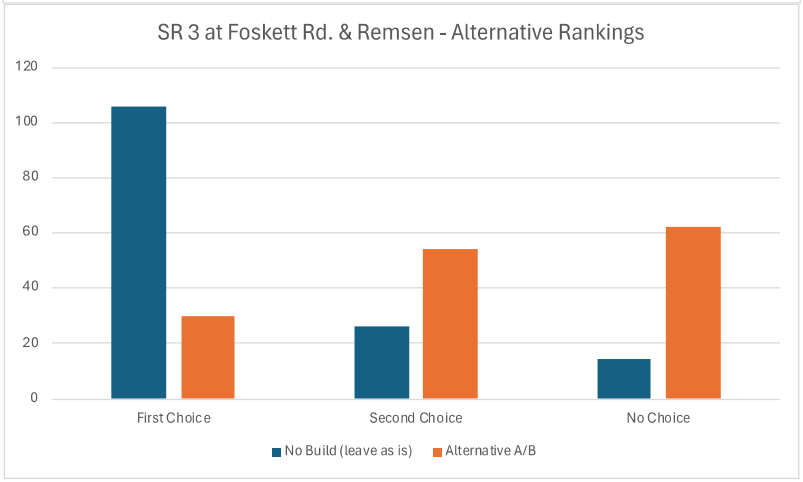



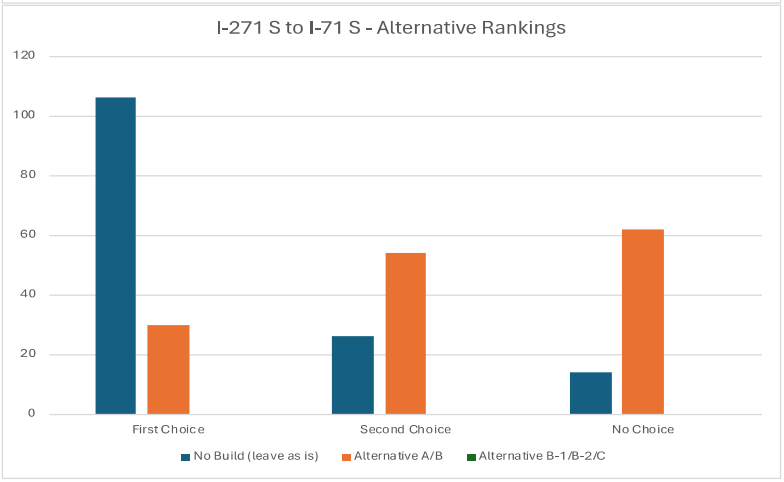



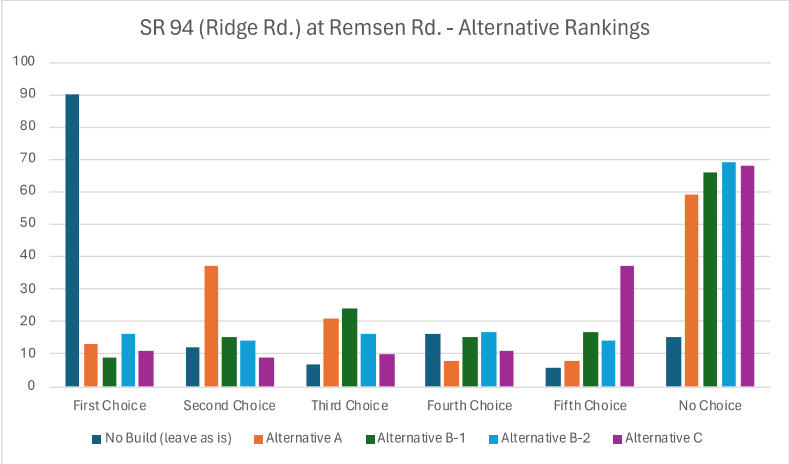



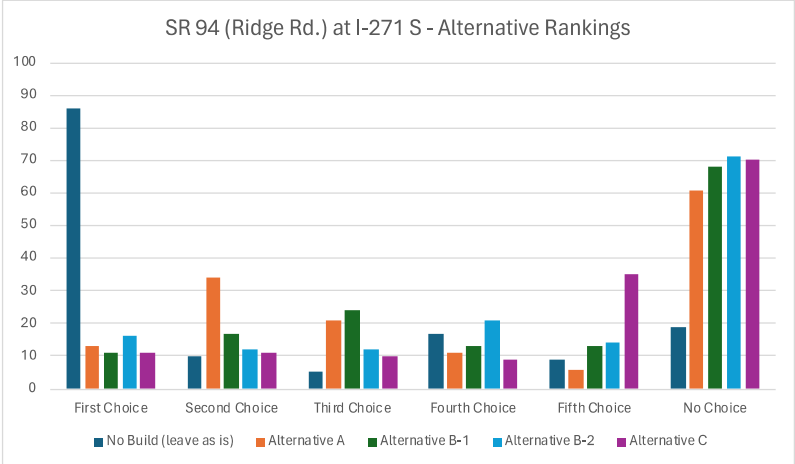

SR 3 at W. 130th St. - Alternative Rankings
120
100
80
60
40
20
0
First Choice
Second Choice
Third Choice
No Choice
No Build (leave as is)
Alternative A
Alternative B

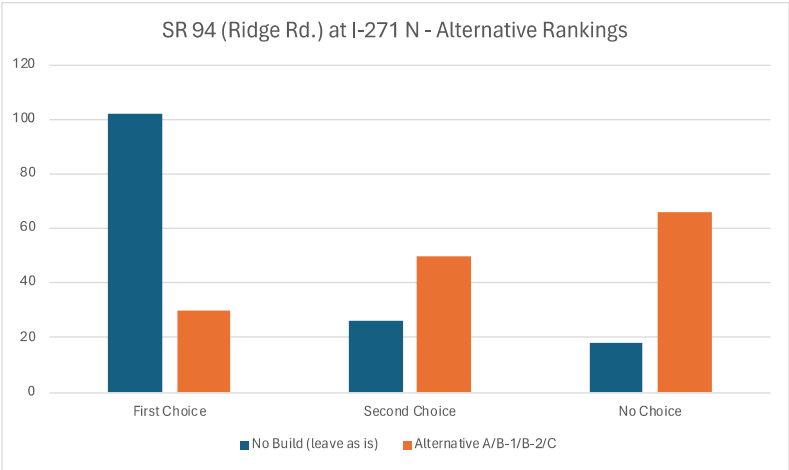

SR 3 & I-71 N- Alternative Rankings
120
100
80
60
40
20
0
First Choice
Second Choice
No Choice
No Build (leave as is)
Alternative A

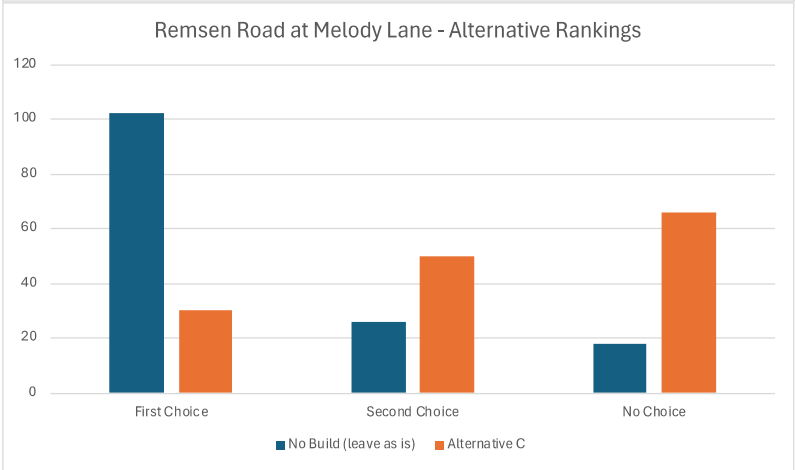

SR 3 at Foskett Rd. & Remsen - Alternative Rankings
120
100
80
60
40
20
0
First Choice
Second Choice
No Choice
No Build (leave as is)
Alternative A/B


I-271 S to I-71 S - Alternative Rankings
120
100
80
60
40
20
0
First Choice
Second Choice
No Choice
No Build (leave as is)
Alternative A/B
Alternative B-1/B-2/C




For all of the locations, the graphs show that the largest number of respondents preferred the No Build alternative as their first choice. Additionally, many of the respondents who picked the No Build alternative as their first choice did not pick a second or third choice (indicated as “No Choice” in the graphs); therefore, most of the other (build) alternatives at the various locations received similar but low response rates. However, there were clear second choices at all of the locations:

- I-71N to I-271N - Alternative 1/Red Line
- I-71S to I-271N - Alternative 3/Orange Line (no additional choices available)

- I-271S to I-71N - Alternative 4/Bright Purple Line
- I-271S to I-71S - Alternative 6/Dark Red Line
- SR-3 at W. 130 St - Alternative A
- SR-3 & I-71N - Alternative A (no additional choices available)
- SR-3 at Foskett Rd. & Remsen Rd. - Alternative A/B (no additional choices available)
- *I-271S to I-71S - Alternative A/B (no additional choices available)
- SR-94 (Ridge Rd.) at Remsen Rd. - Alternative A
- SR-94 (Ridge Rd.) at I-271S - Alternative A
- SR-94 (Ridge Rd.) at I-271N - Alternative A/B-1/B-2/C (no additional choices available)
- Remsen Rd. at Melody Ln. - Alternative C (no additional choices available)

Six of the locations listed above only had two alternatives (as noted) – the No Build alternative or one build alternative. Also, at all of the locations, the No Build alternative was selected more than the other alternatives.

Summary of Comments Received & Responses Provided

In addition to the alternative ranking survey, attendees were provided a second comment opportunity, comprised of a general comment field, where they could share their opinions on the project. The comments received were grouped into 12 categories, including:

1. No Build
2. Interchanges/Ramps
3. Local Roads/Intersections
4. Roundabouts
5. Congestion
6. Safety
7. Access
8. Traffic Speed
9. Funding
10. Property Impacts
11. Noise Impacts
12. Other Environmental Impacts

A summary of the comments received in each of these categories is described below, as well as the response associated with that comment category.

*No Build Comments & Response*

The "No Build" category includes comments that expressed interest in no build or existing conditions alternatives. A large number comments, 102 of 217 (47 percent), discussed this topic and indicated a No Build preference, mostly due to concerns about the impacts to properties. Others indicated they preferred a No Build alternative because they believed these improvements should have been made with the initial construction of the freeway or see it as paying a substantial price for traffic resultant of development in other communities. Other No Build comments did not provide specific reasoning for their preference of No Build.

- No Build Comments Response: All of the IR 71 and IR 271 interchange alternatives presented at the March 27 public meeting were concepts only to encourage discussion amongst the stakeholders and public about possible new ramp configurations at the interchange. Given the amount of feedback we received and support for the "No Build" alternatives, it is clear that the majority of the public and stakeholders would prefer not to construct any new or realigned ramps at the interchange. We hear you. We are currently developing projected traffic volumes to see how much traffic would be diverted off of the local roadway network to any proposed interchange ramps. Based on our initial findings, we do not anticipate that any benefits gained by the construction of those ramps would justify the property, environmental, and construction costs it would take to install those ramps.

*Interchanges/Ramps Comments & Response*

The "Interchanges/Ramps" category was established to identify comments about the build alternatives that occur at an interchange and/or ramps. Of the total 217 comments received, 38 (18 percent) included comments about interchanges and/or ramps. Overall, the comments were generally supportive of one or more of the proposed interchange alternatives but indicated a lack of support of an expansion of access between the I-71 and I-271 interchanges. Some comments also did not prefer the proposed on-/off-ramp roundabouts and had general approval of the project but wished to see alternatives that consumed less personal property.

- Interchanges/Ramps Comments Response: The Purpose and Need of the study has established that improving safety and congestion are needs of the study area. Where operational and safety deficiencies are identified throughout the study area, we will be looking at ways to improve those performance measures, some of which will include changes to "service interchanges" – SR 3 at IR 71 and SR 94 at IR 271. Throughout the next two stakeholder meetings, we will be taking a closer look at several potential improvements, including adding turn lanes and installing roundabouts, among others.

*Local Roads/Intersections Comments & Response*

The "Local Roads/Intersections" category was established to sort comments about the local roads and intersections. Fifty-one (51) of the 217 total comments (24 percent) mentioned opinions on local roads or intersections. Comments in this category primarily addressed varying degrees of alterations to local roads and intersections in response to current traffic congestion levels. Others pointed out a general fear of associated burdens that come with improving the corridor too much, as they believe more development will bring more issues in the future. Some respondents indicated that they do not see the need for improvement or heavy congestion on local roads and opposed the build alternatives of the project.

- Local Roads/Intersection Comments Response: Based on existing crash data, traffic counts, and projected traffic, there are some existing traffic movements and locations that currently perform poorly or are projected to perform poorly in the future. This study aims to install countermeasures so that traffic can move through the corridor safely and efficiently. We do not seek to spur or discourage development, only to address existing and potential future traffic issues. The role of allowing and encouraging or discouraging development is best addressed by engaging with local zoning and economic development entities, all of whom are stakeholders in this study.

*Roundabouts Comments & Response*

The "Roundabouts" category included comments about the proposed roundabouts. Of the 217 total received comments, 44 (20 percent) explicitly mentioned roundabouts. Many comments in this category expressed a strong opposition to roundabouts, expressing the opinion that roundabouts are not needed. Other comments expressed concerns over the size of the roundabouts, and worried about the maneuvering of larger vehicles through roundabouts.

- Roundabouts Comments Response: We understand that some folks are concerned about how roundabouts would function at some of the study locations as depicted at the public meeting. For many rural and suburban applications, roundabouts improve safety and operations when replacing stop-control and traffic signals. When a roundabout was installed at SR 94 and Granger Rd, crashes reduced by 47% and total traffic increased by 11% compared to the stop-controlled condition. Moving forward in the study, any proposed roundabout will only be advanced as a feasible alternative if it can improve operations at the intersection and be designed to handle semi-truck traffic turning movements.

*Congestion/Traffic Comments & Response*

The "Congestion" category included comments about vehicular congestion levels in and around the study area. Forty-seven (47) of the 217 total comments (22 percent) fit into this category. These comments tended to be in response to busy traffic levels on Remsen and Ridge roads but varied on their alternative preferences. Other comments indicated that some level of improvement is necessary to alleviate current stress on the network but are not supportive of the proposed build alternatives. Further comments expressed an interest in receiving further traffic data to determine the need of the alternatives, specifically for Nichols Road near build Alternative #7 for the I-71/I-271 interchange.

- Congestion/Traffic Comments Response: After performing preliminary future traffic projections for new ramp connections at IR 71 and IR 271, we have found that the amount of traffic diverted to those proposed movements would not significantly decrease traffic on any of the local roads like SR 3 or Remsen Rd. If any of those ramp alternatives would be found to change the local road network, like the Granger Rd and Nichols Rd intersection, we would need to account for that change in the local road network by revising the future traffic projections and designing the revised local road network accordingly.

*Safety Comments & Response*

The "Safety" category included comments about traffic safety concerns associated with both No Build and the proposed build alternatives. Of the 217 total comments received, 39 (18 percent) expressed concerns about safety. Comments in this category expressed safety concerns from traffic speed, lane width of local roads and interchanges, as well as concerns of crashes at the intersection of SR-94 and SR-3. Some respondents indicated safety concerns with the construction associated with the proposed build alternatives and preferred to leave the infrastructure as-is to prevent further stress on the network. Regardless of support for the proposed alternatives, most comments expressed that there is a general lack of safety in this area due to unsafe vehicle operations.

- Safety Comments Response: We appreciate that the public shares our commitment to traffic safety within the study area. We are looking at several safety countermeasures at the SR 3 / SR 94 / Ledge Rd intersection, including added turn lanes and the installation of a roundabout. If any of the proposed alternatives are advanced to construction, we would ensure that major traffic movements would be maintained as much as possible throughout construction. We are currently in the design phase for a very similar project near Cedar Point and have come up with innovative solutions to maintain traffic on that project. We would apply similar strategies for any future construction project here as well.

*Access Comments & Response*

The "Access" category included comments about access throughout the study area. Sixteen (16) of the 217 total comments (seven percent) were regarding access. Many comments indicated a strong disapproval of the project, as access to churches, parks, and residences would be affected by many of the build alternatives – specifically, along Windfall Road and Granger Road/Nettleton Road from Nichols Road.

- Access Comments Response: As stated above, we do not anticipate that any benefits gained by the construction of proposed ramps at the IR 71 and IR 271 interchange would justify the property, environmental, and construction costs it would take to install those ramps. Even so, we always seek to make sure that access to community assets and residences are maintained, and that is required by our environmental processes.

*Traffic Speed Comments & Response*

The "Traffic Speed" category included comments about vehicle speed throughout the area. Of the 217 total comments received, 14 (six percent) explicitly mentioned traffic speed. Many comments expressed concerns with current vehicle speed and proposed various solutions. Some believe that the completion of the interchange system in all directions will cause an increase in speed, especially if wider on-ramp alternatives are being considered. Others believe that traffic speed can be resolved with signage or increased police presence in the area, but that the build alternatives are excessive for the area. A few responses indicated favorable responses to the build alternatives, as they believe keeping the bulk of the traffic on the interstate will reduce the amount of regional traffic on local roads.

- Traffic Speed Comments Response: A lot of comments we received were about vehicle speeds and speed limits on some of the local roads. ODOT is bound by the Ohio Revised Code on what speeds can and cannot be established on state and local roads. Any specific requests for speed limit changes should be addressed to ODOT for state routes and the Medina County Engineer's office for local roads outside municipalities. State and local roadways can be reviewed to ensure that speed limits are clearly posted after major intersections, and to ensure that warning signs are adequate.

*Funding Comments & Response*

The "Funding" category included comments about project funding. Twenty-five (25) of the 217 total comments (12 percent) were related to funding, with a majority expressing concerns over the project's larger scope and associated cost. Other responses stated that the funds that could be used on the project, would be put to better use throughout the community.

- Funding Comments Response: Before moving any alternative forward for implementation, we would first make sure that the benefits for that alternative justified the costs. There is currently no funding set aside for any of the alternatives presented at the public meeting. If any of the alternatives were advanced to a funding application, those funds would not be the same as those that are currently used to perform roadway maintenance work such as pothole patching, resurfacing, and bridge rehabilitation and replacement. Any funding for these alternatives would come from state or federal programs that we would have to specifically apply for these funds and compete against other areas in Ohio and the US. The people reviewing any of these funding applications would, like us, make sure that the benefits for any of the proposed projects justified the costs before awarding funds for any of the alternatives.

*Property Impacts Comments & Response*

The "Property Impacts" category included comments about the impact to properties by the proposed build alternatives. Ninety-one (91) of the 217 comments (42 percent) mentioned concerns about the impact of properties associated with the proposed interchange alternatives. The comments expressed concerns about impacts to their own property and other properties, in addition to opinions that eminent domain should not be used.

- Property Impacts Comments Response: As stated above, we do not anticipate that any benefits gained by the construction of proposed ramps at the IR 71 and IR 271 interchange would justify the property, environmental, and construction costs it would take to install those ramps. If any of the alternatives resulted in any property acquisition from any owner, we have to follow a process of environmental study, appraisal, appraisal review, and negotiation before any property can be purchased.

*Noise Impacts Comments & Response*

The "Noise Impacts" category included comments about traffic noise. Thirty-five (35) of the 217 total responses (16 percent) indicated some degree of noise-related project concerns. Many of these comments mentioned concerns of increased noise associated with the proposed build alternatives, with some indicating the interchange alternatives bring traffic, and its noise, closer to their homes.

- Noise Impacts Comments Response: As stated above, we do not anticipate that any benefits gained by the construction of proposed ramps at the IR 71 and IR 271 interchange would justify the property, environmental, and construction costs it would take to install those ramps. If any of the alternatives would bring a proposed roadway closer to existing residences, a noise analysis study would be performed and any "beneficial receptors" of a noisewall would be identified, then those residents would vote on whether they wanted a noisewall to be installed, and the local community would have input on the aesthetics of any proposed noisewall.

*Other Environmental Impacts Comments & Response*

The "Other Environmental Impacts" category included comments about other environmental concerns. Forty (40) of the 217 total comments (18 percent) mentioned other environmental concerns, including impacts to wildlife and watersheds from the build alternatives.

- Other Environmental Impacts Comments Response: With the selection of the "no build" alternative at 71/271, the environmental impacts left at the remaining locations will be very minimal to wildlife and the watersheds. At most locations, there will not be any stream, wetland, and T&E species impacts. There could be impacts to trees, which would be very minor. We would commit to cutting trees between October 1 and March 31 to avoid impacts to summer roosting habitat for listed bat species. If there are any wetland impacts, those impacts would be very minimal and covered under the ODOT Regional General Permit. We do not believe stream or wetland mitigation would be required. The percentage of impervious surfaces added by the remaining alternative would be negligible and would not cause an increase in runoff and impacts to the watersheds. We would include post-construction best management practices (BMPs) where necessary to control pollution and runoff generated from the projects. We also do not foresee any Cultural Resource or Hazardous Material Impacts associated with any of the alternatives. In summary, ODOT will complete environmental studies, engage the stakeholders and public, and environmental documents before constructing any of the alternatives.

*Unique Comments & Response*
Additionally, there were seven comments of the 217 total comments (three percent) that included unique comments that did not fit in the categories. These comments included a "thank you", suggestions for Highway Patrol, a suggested different interchange configuration, and documents and information requests.

Conclusion
This meeting resulted in a number of public comments – 146 for the alternatives ranking survey and 217 for the general comments. A majority of the alternative ranking surveys (53 percent) indicated that the public would prefer the No Build alternative; however, the general comments included a wide range of opinions, insights, concerns, and support. The general comments were grouped into 12 categories: No Build, Interchanges/Ramps, Local Roads/Intersections, Roundabouts, Congestion, Safety, Access, Traffic Speed, Funding, Property Impacts, Noise Impacts, and Other Environmental Impacts.

OHIO DEPARTMENT OF TRANSPORTATION

# STAKEHOLDER MEETING #3 SUMMARY

## Meeting Location and Time

July 10, 2024, 3:00 PM
Highland Library Community Room
4160 Ridge Road
Medina, OH 44256

## Attendees

**Project Team**
Scott Ockunzzi – ODOT District 3
Julie Cichello – ODOT District 3
Don Rostofer – ODOT
Kaitlyn Thompson – ODOT
Crystal Neelon- ODOT
Ron Bonnette – ADR & Associates
Nick Mill – ADR & Associates
Caitlyn Ridge– Burton Planning Services
Elvin Pinckney – Burton Planning Services
Todd Stanhope – Smart Services

**Community Member**
Lynn Van Deuser – Resident (Ledge Road)

**Community Stakeholders**
Stephen Hambley – Medina County Commissioners
Teri Berry – Granger Township Trustees
Richard Pace – Granger Township Trustees
Cindy Engleman – Hinckley Township Trustees
Doug Eastwood – Medina Township Trustees
Bruce Christopher – Hinckley Township Trustees
Ben Nau – Medina County EMA
Brandon Gibson – Medina County Economic Development
Tom Moraca – Medina Township
Jason Bittinger – Ohio State Patrol
Elaine Ridgley – Medina Township Zoning
Andy Conrad – Medina County Engineer
Kris Conwill – Medina County Sheriff's Office

## Meeting Summary

The stakeholder meeting commenced at 3 PM EST. A formal presentation was given to the 12 stakeholders and one community member in attendance. An overview of the project description, history, and location was given followed by an examination of the existing conditions and design considerations. Key takeaways from the public input survey were presented for all of the project alternatives as well as major concerns. Alternative comparisons including projected costs and safety benefits were then discussed.

After the presentation, about half of the attendees left the meeting. Following the presentation, the remaining stakeholders were asked to individually complete the Feasible Alternatives Preference activity. Next, they were split into small groups where they shared and discussed the results from the individual preference activity. As a small group, they selected their preference for each feasible alternative on a new activity sheet. Lastly, the groups reconvened to share each group's consensus on the preference for each feasible alternative with everyone. A final large group preference for each feasible alternative was then determined.

The meeting concluded after the activity, and the presentation was not resumed. Thus, several slides were skipped including a review of who is involved in the decision-making process, the criteria used to finalize decisions, and the project timeline.

Before leaving stakeholders were asked to fill out a comment form to provide their input on the project and meeting. No written comment sheets, nor additional verbal comments, were received at

the meeting. After the meeting, an email was sent to all the stakeholders to get input from those who didn't attend or left early with a deadline of July 24, 2024 to submit any input.

## Questions & Discussion

Resident Comments:

- Resident requested the diminishing lane from SB I-71 to EB I-271 to be continued.
- Resident is in favor of further study on SR-94 improvements.
- Resident is in favor of improvements on SR-3 and SR-94.
- Resident is not in favor of improvements on SR-3 and SR-94. They felt that that improvement wouldn't benefit Ledge Road traffic.

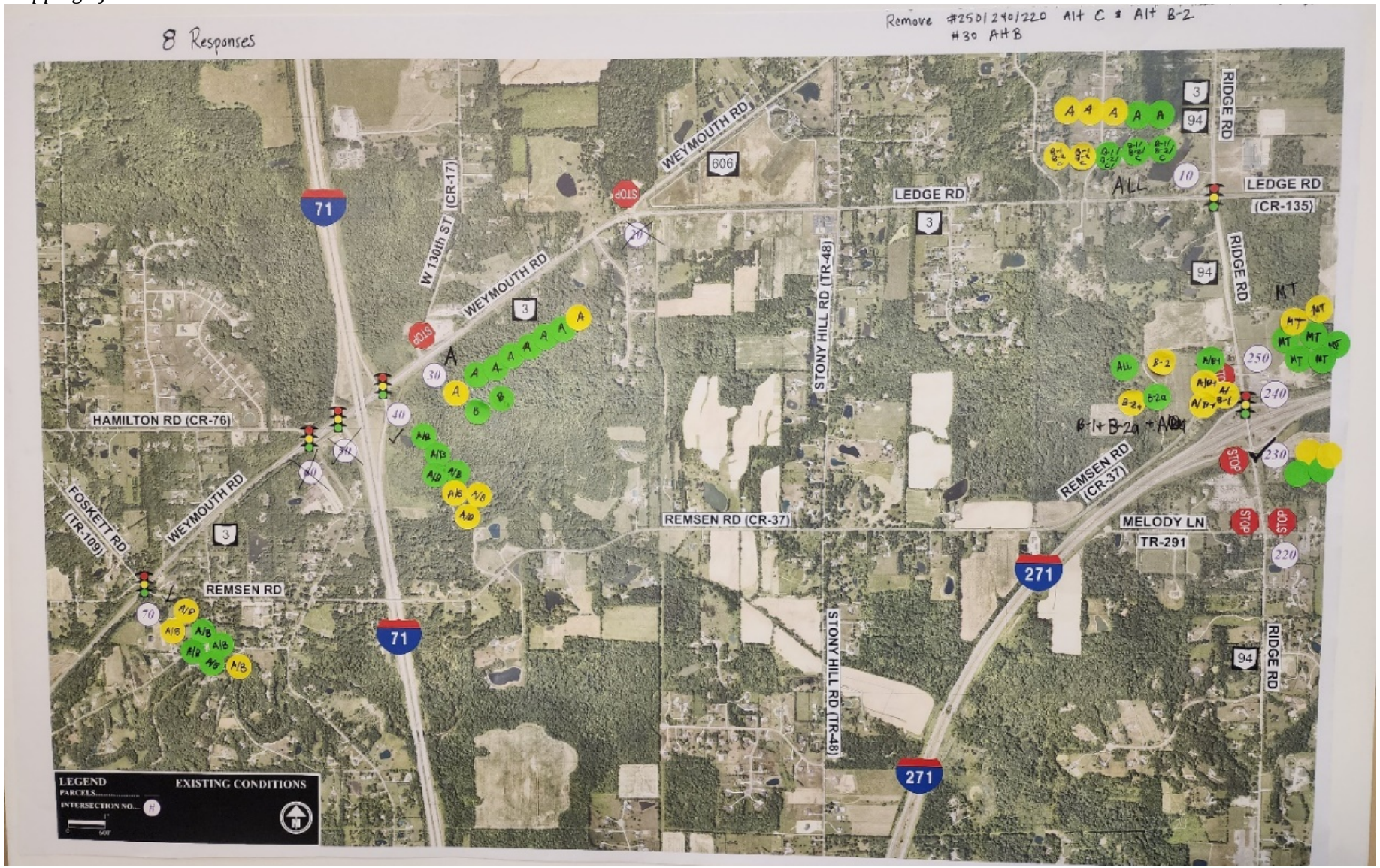
Additional Comments:

- ODOT stated that traffic circles are normally designed for heavy trucks. ODOT is now looking at other types of traffic (e.g., special tractor trailers, long campers, trucks carrying wind turbine blades).
- The bridge over I-271 is not a popular improvement due to cost and traffic disruption.

## In-Person Activity Results

During the meeting stakeholders agreed as a group that the project would not move forward with the 271-71 interchange update. Sherrif Grice concurred via e-mail with the no-go option. Likewise, stakeholders agreed to remove Alternative C as an option for the I-271/SR-94 intersection area (ID#250/240/220) and Alternative A/B for the I-71/Weymouth Road intersection area (ID#30). The stakeholders provided input on the remaining alternatives, by stating whether they would like each alternative to not be moved forward, be moved forward with minor modifications, or to be move forward. Eight stakeholders participate in the activity. The alternative preference activity results are shown in the photo and table below.

*Mapping of Results*



# STAKEHOLDER MEETING #3 SUMMARY

| Location/ID# | Alternative ID | Do NOT Move Forward | Potentially Move Forward | Move Forward | Alternative To Study Further |
|---|---|---|---|---|---|
| | | # of Votes | | | |
| **SR-3/West 130th Street (ID# 30)** | **A** - Add a southbound right turn lane on 130th Street | 0 | 2 | 6 | A |
| | **B** - Maintain two southbound SR-3 through lanes and add a roundabout | 0 | 0 | 2 | |
| **SR-3/I-71 Northbound (ID# 40)** | **A/B** - Add a northbound left turn lane on SR-3 and receiving lane on the I-71 northbound on-ramp | 0 | 3 | 4 | A/B |
| **SR-3/Foskett Road/Remsen Road (ID# 70)** | **A/B -** Add a left turn lane on northbound and southbound SR-3 and signalize the intersection | 0 | 3 | 4 | A/B |
| **SR-94/SR-3 (ID# 10)** | **A** - Adjust signal phasing for traffic signals at the intersection. | 0 | 3 | 2 | A & B-1/B-2/C |
| | **B-1/B-2/C** - Convert to a roundabout with two northbound SR-94 through lanes | 0 | 2 | 3 | |
| **SR-94/Remsen Road (ID# 250)** | **Medium Term** - Add SR-94 northbound left-turn lane at Remsen Road | 0 | 2 | 5 | Medium Term |
| **SR-94/Remsen Road (ID# 250) & SR-94/I-271 Southbound (ID# 240)** | **A/B-1** - Add roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp / Add a roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp | 0 | 3 | 2 | A/B-1 |
| | **B-2a** - Combine SR-94, Remsen Road, and I-271 SB exit ramp into on 5-point PEANUT roundabout. | 0 | 2 | 2 | |
| **SR-94/I-271 Northbound (ID#230)** | **A/B-1/B-2/B-2a/C** - Add a roundabout with a SR-94 northbound right turn lane onto the I-271 northbound on-ramp | 0 | 2 | 2 | A/B-1/B-2/B-2a/C |

OHIO DEPARTMENT OF TRANSPORTATION

# STAKEHOLDER MEETING #4 SUMMARY

## Meeting Location and Time

October 1, 2024, 3:00 PM
Highland Library Community Room
4160 Ridge Road
Medina, OH 44256

## Attendees

**Project Team**
Scott Ockunzzi – ODOT District 3
Julie Cichello – ODOT District 3
Don Rostofer – ODOT
Kaitlyn Thompson – ODOT
Crystal Neelon - ODOT
Ron Bonnette – ADR & Associates
Nick Mill – ADR & Associates
Dan Schmuhl – Burton Planning Services
Jared Godwin – Burton Planning Services
Todd Stanhope – Smart Services

**Community Stakeholders**
Cindy Engleman – Hinckley Township Trustee
Doug Eastwood – Medina Township Trustee
Bruce Cristopher – Medina Township Trustee
Ben Nau – Medina County EMA

## Meeting Summary

The fourth stakeholder meeting was held in the Highland Library's Community Room in Medina, Ohio at 3:00 pm EST on October 1st, 2024. The purpose of the meeting was to summarize all proposed improvement alternatives at all intersections in the study area and decide on a final preferred alternative for one SR-94/I-271 area of the study.

A formal presentation was given to the four stakeholders in attendance. An overview of the project background was given, followed by a review of the project's purpose and need. Next, the proposed build alternatives were shown for each intersection along with a decision matrix showing the comparative benefits of each. The SR-94/I-271 interchange area was the only area where multiple possible alternatives still existed.

Next, the Stakeholders were provided an activity where they could rank the remaining advanced build alternatives. The meeting concluded after the activity, and the project team was available to answer individual questions. Before leaving, stakeholders were asked to fill out a comment form to provide their input on the project and meeting. No written comment sheets were received at the meeting.

## Questions & Discussion

There was general discussion around the low attendance which the stakeholders believe may have been due to misinterpretation of the results of the previous stakeholder meeting. The previous meeting summary notified all involved parties that the I-71/I-271 interchange build alternatives would not be progressed. The stakeholders believe that this message was interpreted as a halt of the entire study. The summary also indicated that alternatives at other intersections would still be advanced for consideration, but the stakeholders believe this was not communicated clearly enough.

Stemming from this general discussion, stakeholders further questioned why the study was still moving forward if the group and the general public was in favor of no-build options at all locations and the interchange options were no longer being considered. This led into a discussion about the essential considerations of the study, including operational, safety, social, economic, and environmental considerations. ODOT highlighted that the purpose and need of the project must be addressed by its results and recommending no-build for the whole study area would not fulfill that goal.

The stakeholder group expressed interest in an additional stakeholder meeting to go over the build alternatives with a wider audience, as they believed others in the group were like them and thought the project was not moving forward any further. The project team explained that the project scope did not include an extra meeting and said that they would investigate the possibility of hosting a more informal virtual event instead.

Additionally, the group had the following statements and questions about each build alternative for the SR-94/I-271 area:

**Alternative A**

- Concerns for truck navigation through roundabouts.
- Concerns about shifting the roundabout and allowing drivers to speed.
- Concerns about queueing in the roundabout.
- Will there still be a traffic signal at the interchange?
- Preferred Alternative

**Alternative B-1**

- Concerns about the "double roundabout" shape and driver usability.
- Discussed the potential of adjusting the design to make it more efficient.
- Suggested for removal from consideration.

**Alternative B-2a**

- ODOT shared that the impacts of a peanut roundabout will be greater.
- Is the alternative with a signal better for traffic management? If not, preference for Alternative A.
- Alternative B-2a has the greatest right of way impact and middle cost.

**General comments and questions not related to a specific build alternative**:

- The community is aware of the issues, but there is a heightened level of distrust with ODOT and the project team.
- The group was reminded that if an alternative is advanced, it does not mean it is guaranteed to happen.
- Preference for Alternative A

## In-Person Activity Results

While the stakeholders were under the impression that all locations would be receiving no build alternatives, the project team reminded the group that "no build" alternatives are not satisfactory under current conditions, and under the project purpose and need. After hearing this, the group shared a strong preference for Alternative A (S.R. 94/I-271SB and Remsen Road North, two right turn lanes and a roundabout).

# PUBLIC MEETING SUMMARY

**Project Name:** Medina I-71/I-271 Planning Study
**Project ID #:** *117028*
**Meeting Date:** *06/24/2025*
**Meeting Format:** In-Person; Open House
**End of Comment Period:** *07/22/2025*

**Public Meeting Attendees:** 36
**Comment Forms Mailed:** 1
**Comment Forms Submitted at Public Meeting:** 19

**Comments Submitted via:**
- Project Website: 0
- Phone: 1
- Email: 3
- Social Media: 0
- Mail: 1

**General Support: 8**

**Opposes Roundabout Alternatives: 7**

**Requests the full IR 71/271 Interchange: 5**

**Concerned With the Potential for Increased Lighting: 2**

**Requested Materials: 2**

**Other: 5**

Major Concerns:
- Peanut roundabout operations and allowable movements
- Potential increased congestion
- Property impacts
- Need for other improvements (turn lanes, new signals, etc.)

**Public Officials in Attendance:**
1. Scott Ockunzzi, ODOT District 3
2. Julie Cichello, ODOT District 3
3. Don Rostofer, ODOT

**Consultant Team in Attendance:**
1. Ron Bonnette, ADR & Associates
2. Jackson Stipe, ADR & Associates
3. Dan Schmuhl, Burton Planning Services
4. Jared Godwin, Burton Planning Services
5. Todd Stanhope, Smart Services
6. Ben Philiposian

**Media in Attendance:**
- None

**Meeting Notifications**

| Type of Notification | Publication Date | Publication Location |
|---|---|---|
| Legal advertisement | N/A | |
| Print advertisement | N/A | |
| Invitations | May 22, 2025 | Email and USPS |
| Press release | N/A | |
| News article | N/A | |
| Flyer | N/A | |
| Social Media Post | N/A | |
| Website Post | N/A | |
| Publicly Available Documents | Project Card Website | I-71/I-271 Feasibility Study \| Ohio Department of Transportation |

**Meeting Details**

The second public meeting of the Medina I-71/I-271 Planning Study was scheduled to commence at 6:00PM on June 24, 2025 and end at 8:00 PM. The meeting was held in the main gymnasium a=at Highland High School (4150 Ridge Road, Medina, OH). There was signage directing attendees to the gymnasium and staff attending a sign-in table at the gym entrance. Throughout the gym, multiple tables were set up with exhibits featuring concepts of the project recommended alternatives in addition to easels with exhibits displaying intersection and turn movement levels of service. There were also tables with copies of the final draft report for review, project summary handouts, zoomed-in views of each recommended alternative, and comment sheets to fill out. A projector was set up showing a looping slideshow describing project details and process. This was accompanied by a recorded narration by ODOT staff. Attendees were free to circulate around the room, and members of either the client team (ODOT) or the consulting team (ADR & Associates, Smart Service, BPS) were available to answer questions. Attendees began arriving just before 6:00PM. There were a steady number of people that came into the meeting throughout its duration, but there was adequate space and staffing to accommodate all attendees and ensure they were each able to converse with staff if desired. Most attendees circulated around the exhibit tables and asked questions before stopping to view the looped presentation and fill out a comment sheet if desired before leaving the meeting.

**Meeting Summary**

Chronology of Proposed Project

For this Planning/Feasibility Study, all steps of project development have been completed, and the project is in final review. The steps completed include:

- Developing the Stakeholder and Public Involvement Plan
- Preparing the Purpose & Need Statement
- Preparing mapping
- Developing the Conceptual Feasible Alternatives
- Performing a Traffic Analysis on the Feasible Alternatives
- Holding an initial public meeting and stakeholder meeting
- Refining the Conceptual Feasible Alternatives per public and stakeholder feedback
- Holding an additional stakeholder meeting
- Refining alternatives to Final Recommended Alternatives per stakeholder feedback

Next, the meeting results will be finalized and feedback will be considered in final recommendations. The project will then move towards finalization and ODOT approval. The results of this project will be used to determine if any of the recommended projects are feasible to continue with further design, funding, and construction tasks. If feasible, then funding will be pursued for selected projects and design and construction tasks will be identified and scheduled. There is no timeline for next steps or construction for any of the study's recommended projects at this time.

Meeting Materials

The following materials were provided at the meeting. (Please see the Appendix for copies of each item.)

- Sign-In Sheets
- Project Summary Sheets
- Comment Sheets
- Final Project Report Draft
- Presentation Boards
    1. SR-3 Corridor Final Recommended Alternatives
    2. SR-94 Corridor Final Recommended Alternatives
    3. Recommeded Alternatives (One alternative per sheet)
    4. Intersection and turning movement Level of Service

Summary of Comments Received & Responses Provided

Below are summaries of comments and any responses given by the project team if available. Comments are categorized as general for those that apply to the project or development process as a whole or as each of the two main corridors for those that apply to the final recommend alternatives.

*General Comments & Responses*

There were a number of general comments regarding the timeline of alternative implementation and funding sources for the projects. Some comments cited disappointment that I-71/I-271 interchange ramps were no longer included as recommendations, saying that it would be the most direct solution to congestion and connecting the interstates. Attendees felt that the meeting was an improvement over the previous public open house due to increased space, robust materials, ability to easily have opinions heard, and demonstration that feedback was considered in final recommendations. Other comments included questions about increased speed limit enforcement in the area, restricting engine brake use to reduce noise, and ensuring there is adequate lighting that is not intrusive to properties.

- Response: The alternatives for interchange ramps were removed from the study due to early majority opposition to the alternative in addition to other factors such as high cost, property impacts, and not providing enough traffic flow benefit. Any comments involving increased or new enforcement involve processes that are not part of this study.

*SR-3 Corridor Comments & Responses*

The SR-3 corridor final recommendations included a SB right-turn lane on W 130th Street at SR-3, an additional NB left-turn lane on SR-3 at the I-71 N entrance ramp, and opposing left-turn lanes on SR-3 at Remsen Road. Some attendees commented that they would like to see additional improvements such as updated signal timings and additional turn lanes considered at SR-3/I-71.

- Any improvements not shown in the final recommended alternatives were not considered as a part of this study, but could be considered as a part of an associated project once the project is being scoped.

*SR-94 Corridor Comments & Responses*

The SR-94 corridor final recommendations included a roundabout at SR-94/SR-3, a roundabout at SR-94/IR-271 NB, and a 5-point peanut roundabout at SR-94/IR-271 SB/Remsen Rd North. Many comments expressed concerns or questions about operations at the peanut roundabout and how they would impact traffic flow, turning movements, and property access. There were also questions about the ability of large vehicles to navigate the roundabout. Concern about providing adequate sight distance and minimizing speeds through roundabouts were also noted. Many attendees did express support for the alternatives once there was a better understanding of operations with safety and traffic flow cited as major benefits. There were some comments received that were not in support of installing roundabouts, citing lack of traffic to justify them, potential increase in crashes, maintenance costs, and loss of property value. There were some concerns raised about traffic flow at SR-94 and Remsen Road/Melody Lane and inquires if

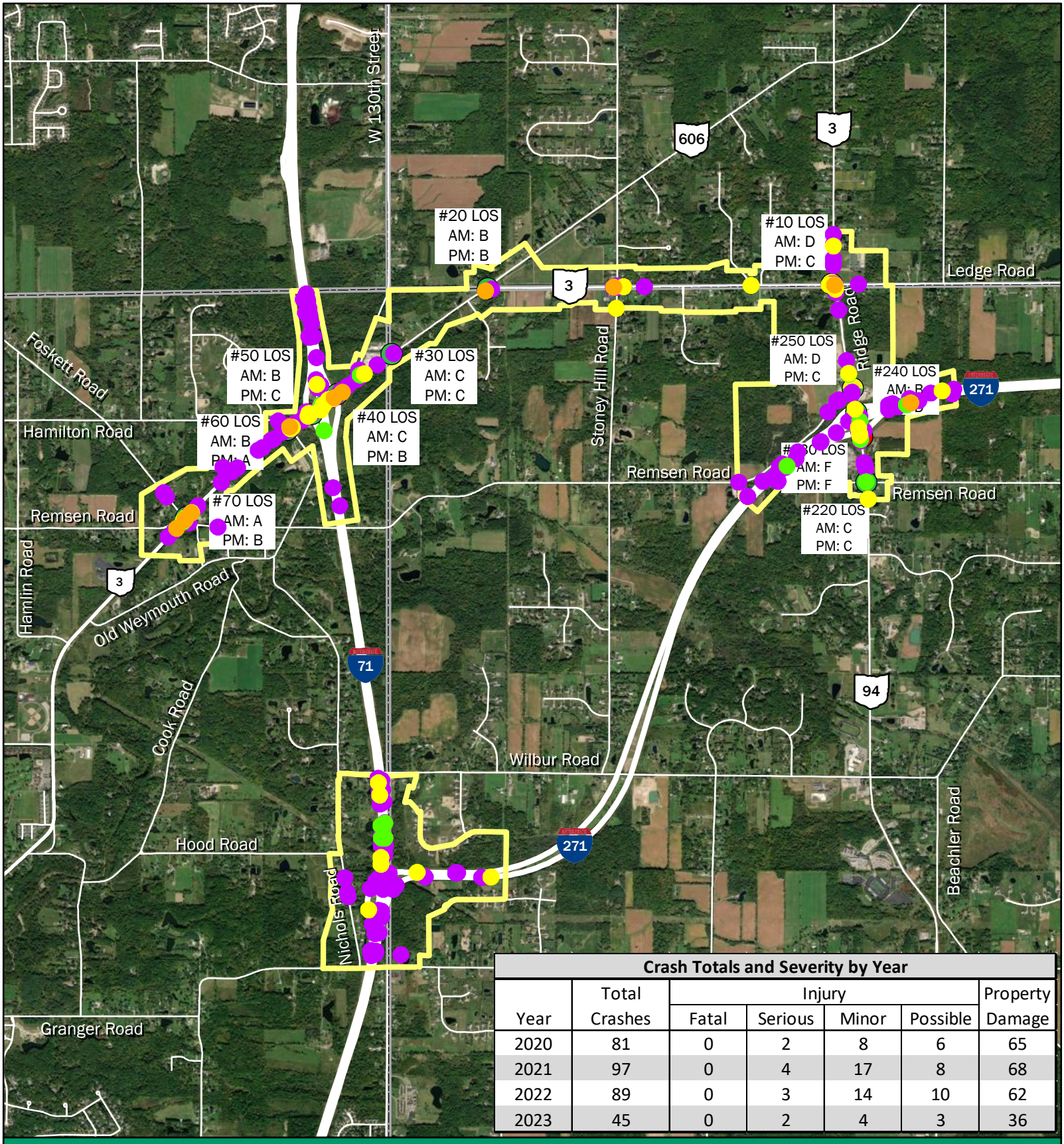
improvements could be considered at that intersection. Other comments included concerns about the speed limit on Remsen Road being too high and concerns about maintaining traffic during roundabout construction. Some commenters proposed additional improvements they felt would help operations or safety based on their own experiences installing turn lanes at certain intersections and performing timing improvements at some existing signals.

- Response: Detailed design of roundabouts and associated improvements including navigability, maintenance of traffic, and any potential turn lane restrictions is not a part of this study. If any of these projects move to detailed design, there will be further opportunities to engage and voice opinion on these topics. Any improvements not shown in the final recommended alternatives were not considered as a part of this study but could be considered as a part of an associated project once scoping begins. For the intersections of SR-94, Remsen, and IR-271 southbound, any alternative that kept the two intersections separate resulted in queues from one intersection backing up into the other intersection. The peanut roundabout was the only alternative that prevented this situation from occurring.

Conclusion

Overall, the feedback and interactions between the project team and public were generally informative and positive. While some people still have reservations about the final recommended alternatives, there is a general feeling of support given that many options have been explored and the public's voice has generally been heard.

*Stakeholder Meeting #1*




| Crash Totals and Severity by Year | | | | | | |
|---|---|---|---|---|---|---|
| | | Injury | | | | |
| Year | Total Crashes | Fatal | Serious | Minor | Possible | Property Damage |
| 2020 | 81 | 0 | 2 | 8 | 6 | 65 |
| 2021 | 97 | 0 | 4 | 17 | 8 | 68 |
| 2022 | 89 | 0 | 3 | 14 | 10 | 62 |
| 2023 | 45 | 0 | 2 | 4 | 3 | 36 |

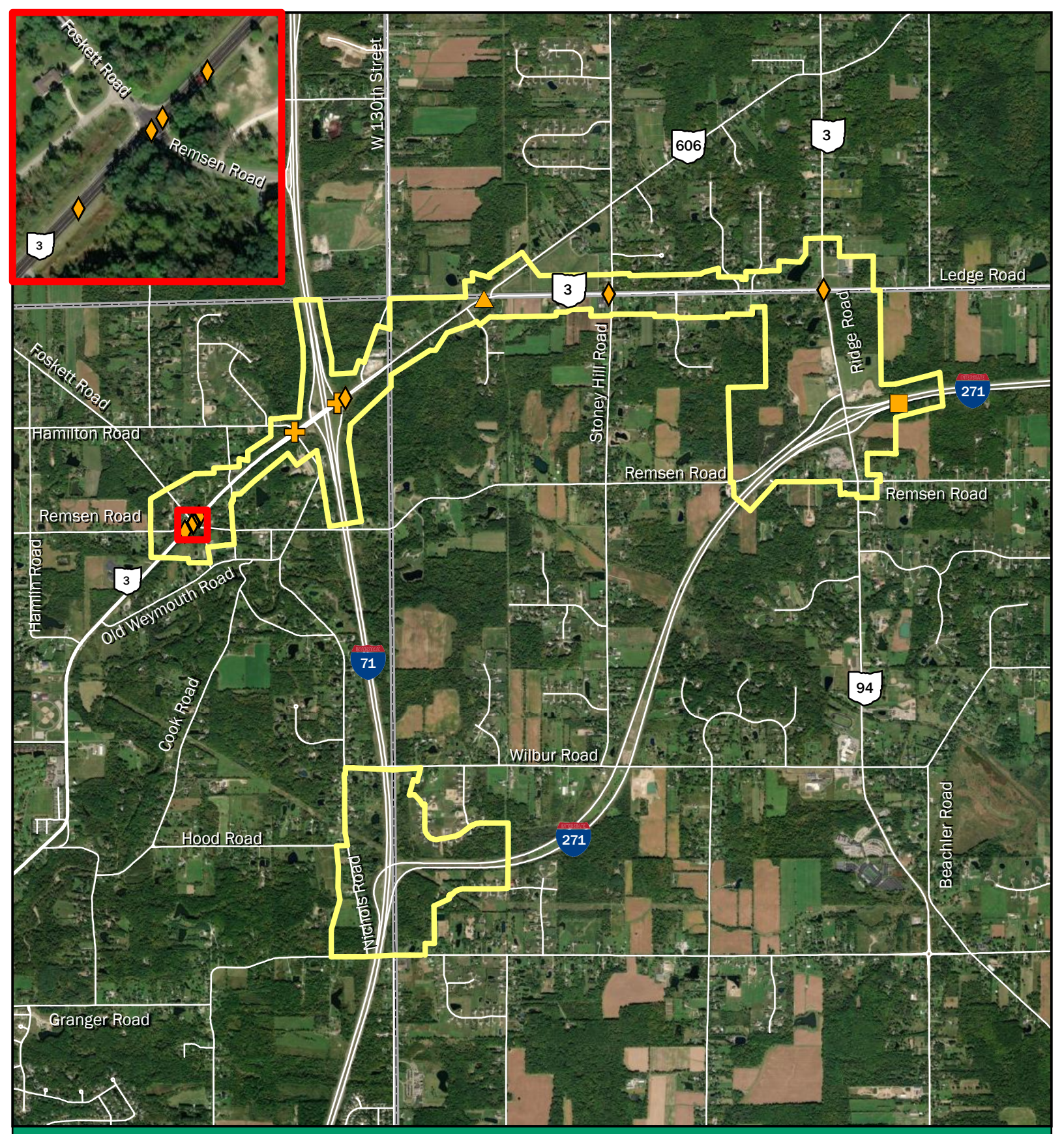
**I-71/I-271 Planning Study in Medina County**
**(PID 117028)**

0 0.5 1 2
Miles

Study Area
Township

**Functional Class**
Interstates
Arterials
Collectors / Local

**Crash Severity**
Fatal
Serious Injury
Minor Injury
Injury Possible
Property Damage Only



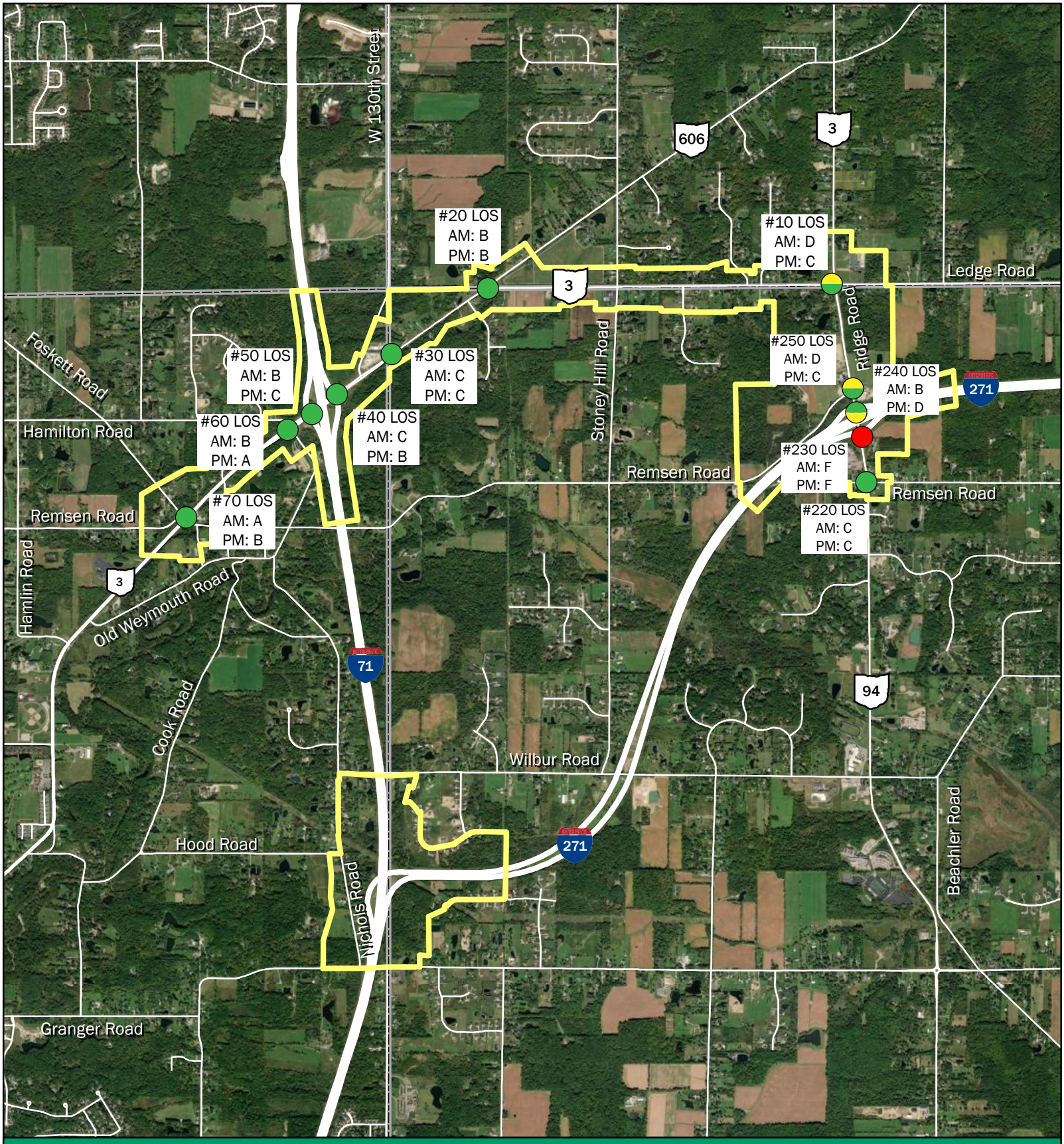

**I-71/I-271 Planning Study in Medina County**
**(PID 117028)**

0 0.5 1 2
Miles

Study Area
Township

**Functional Class**
Interstates
Arterials
Collectors / Local

**Crash Type**
Head On
Rear End
Angle
Left Turn



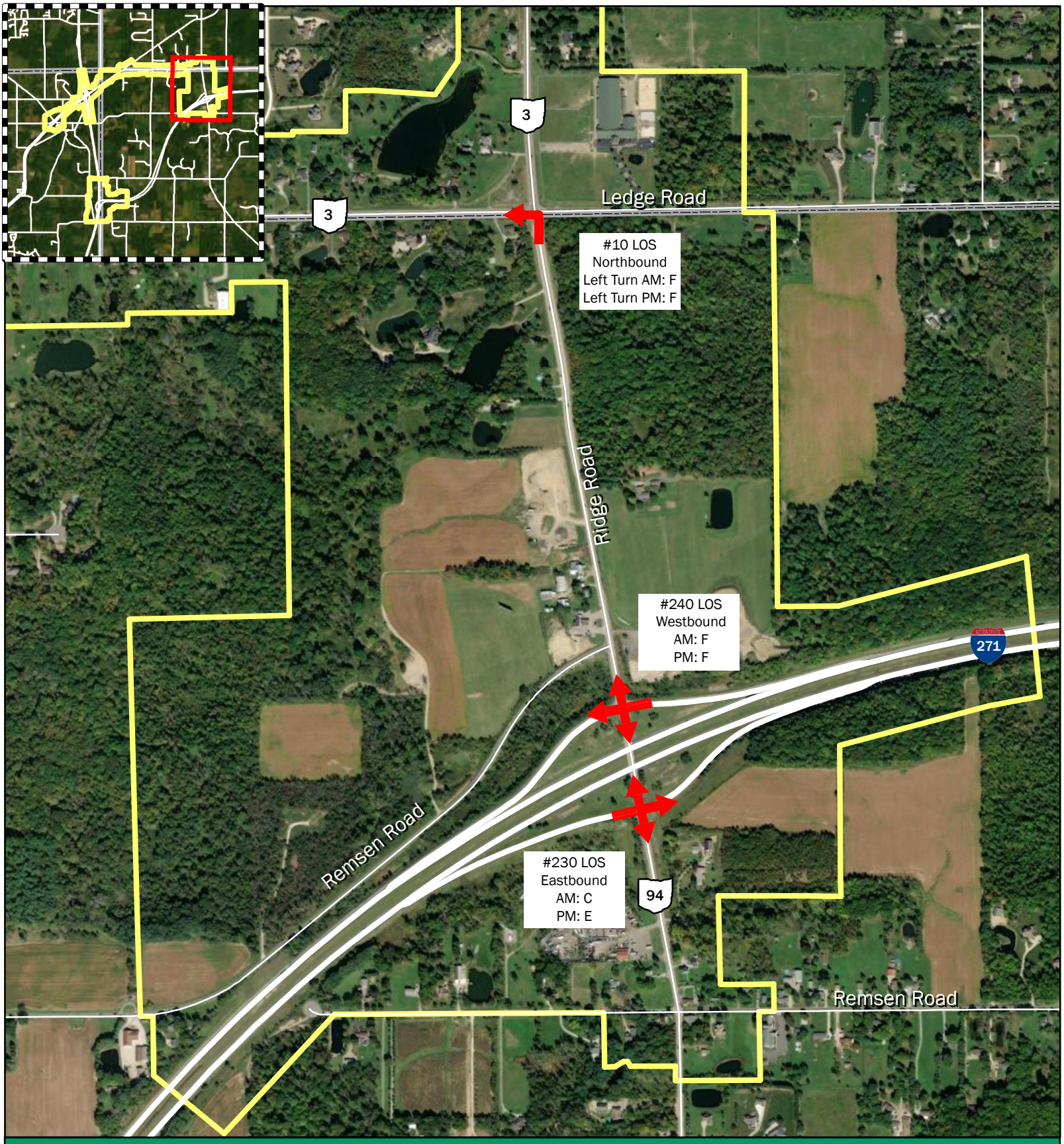

**I-71/I-271 Planning Study in Medina County**
**(PID 117028)**

0 0.5 1 2
Miles

Study Area
Township

**Functional Class**
Interstates
Arterials
Collectors / Local

**Level of Service**
AM | PM
A, B, & C
D
E & F




**I-71/I-271 Planning Study in Medina County**
**(PID 117028)**

0 500 1,000 2,000
Feet

Level of Service E & F
Study Area
Township

**Functional Class**

Interstates
Arterials
Collectors / Local

# STAKEHOLDER MEETING #1 • OCTOBER 4, 2023

















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# STAKEHOLDER MEETING #1

## I-71/I-271 PLANNING STUDY IN MEDINA COUNTY (PID 117028)

OCTOBER 4, 2023

Ron Bonnette, Caitlyn Ridge, Todd Stanhope

# WELCOME & INTRODUCTIONS



**Scott Ockunzzi, PE**
District Planning Engineer
ODOT



**Ron Bonnette, PE, PS**
Senior Project Manager,
ADR & Associates



**Todd Stanhope, PE, PTOE**
Director of Traffic Engineering
Smart Services



**Caitlyn Ridge, PE**
Transportation & Environmental Mgr.
Burton Planning Services

# PURPOSE OF MEETING

- Share Information
- Get Feedback and Perspective

**We want to hear from YOU!**

# PROJECT OVERVIEW

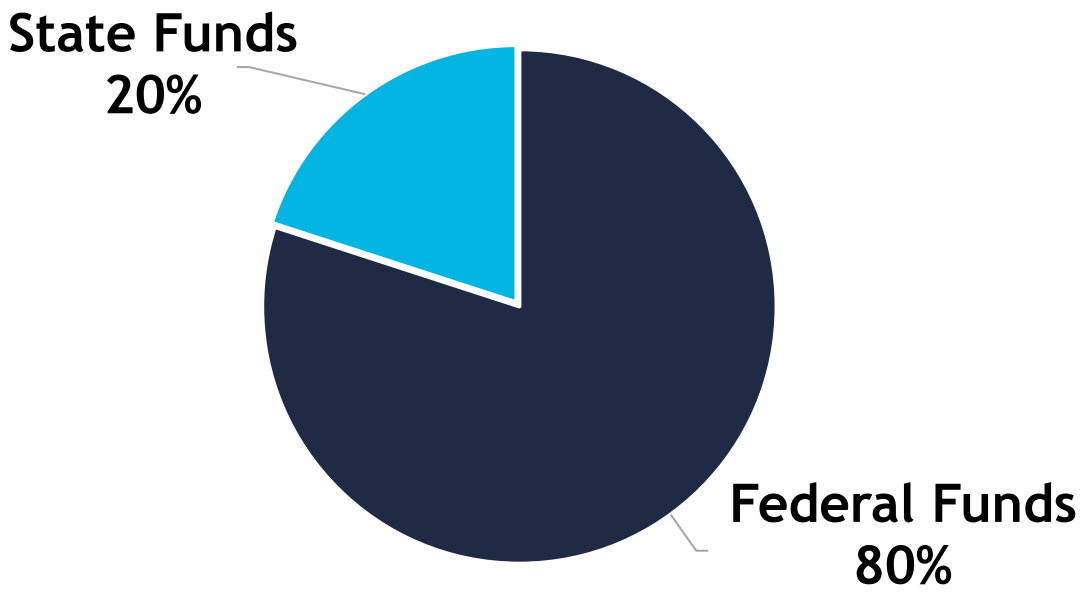
- Project description
- Project history
- Study areas & logical termini

# PROJECT DESCRIPTION

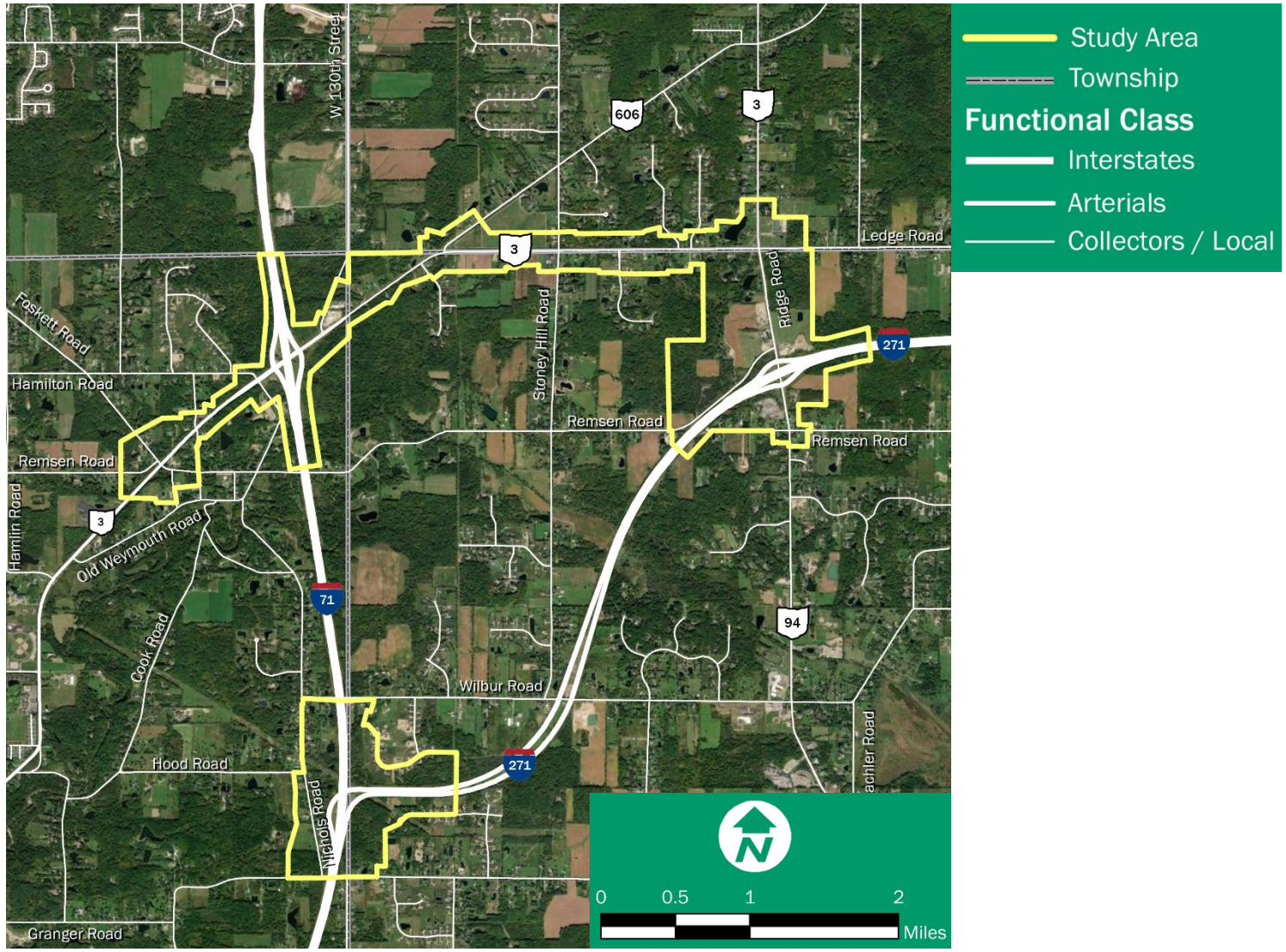
A planning study related to the movement of traffic from I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound in Medina County.

# PROJECT HISTORY

- Public inquiries about missing connection
- Recent study (2020) and improvements (2022) completed on S.R. 3 near the interchange with I-71
- Congestion along SR-3 and SR-94
- ODOT acquired Federal and State funds for planning



# STUDY AREAS & LOGICAL TERMINI



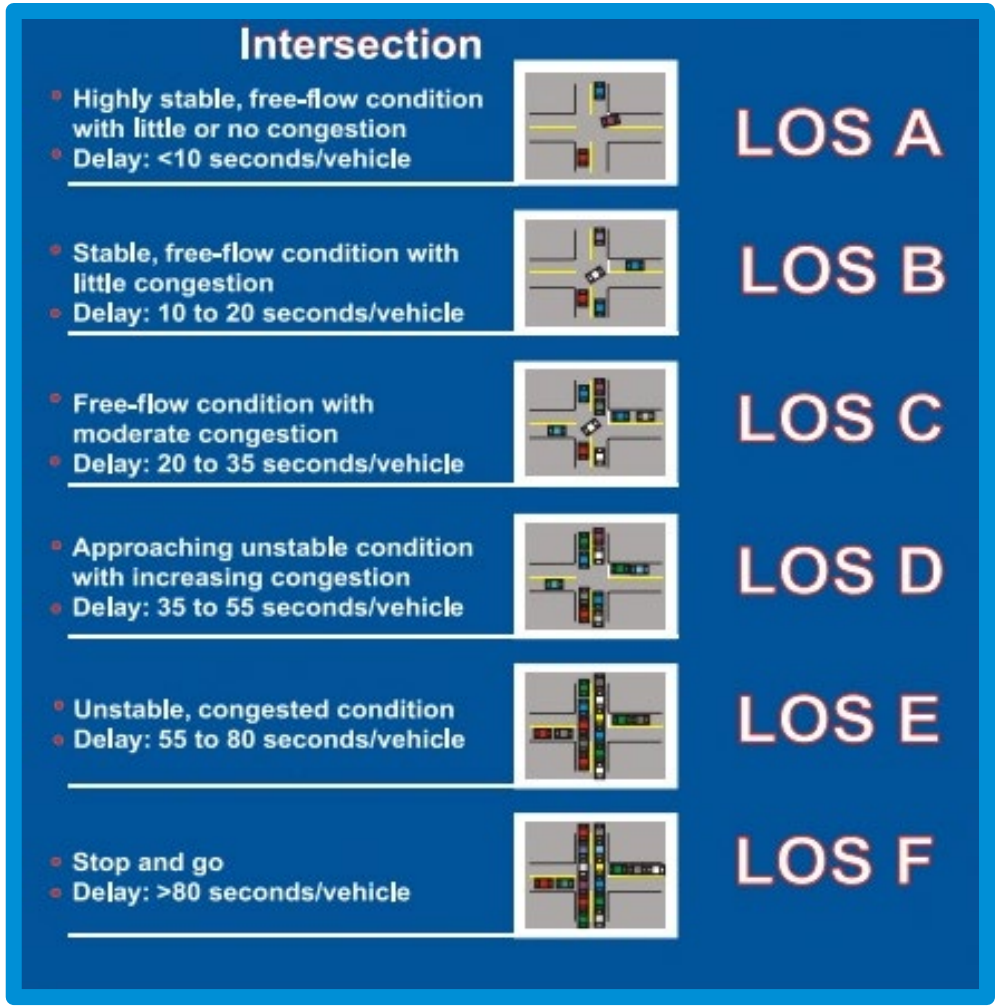
# EXISTING CONDITIONS & DESIGN CONSIDERATIONS

- Traffic operations
- Crash history & trends
- Geometric roadway deficiencies
- Social, economic, and environmental resources

# TRAFFIC OPERATIONS

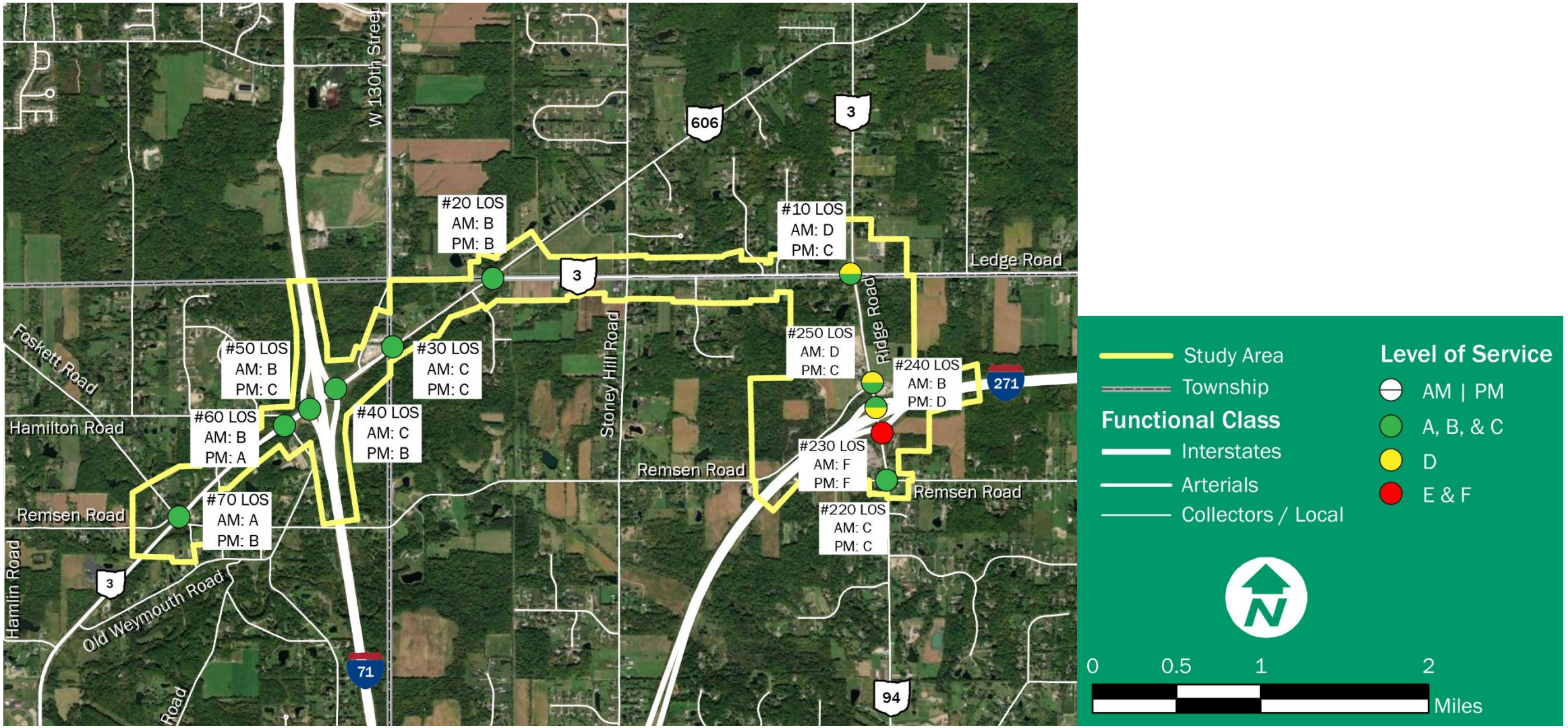
## Level of Service (LOS)

- Measures traffic operational conditions
- 6-level letter designation
  - A = good operating conditions
  - F = unsatisfactory
- ODOT standard is D or better




Source: Maryland DOT

# TRAFFIC OPERATIONS



# TRAFFIC OPERATIONS



# TRAFFIC OPERATIONS

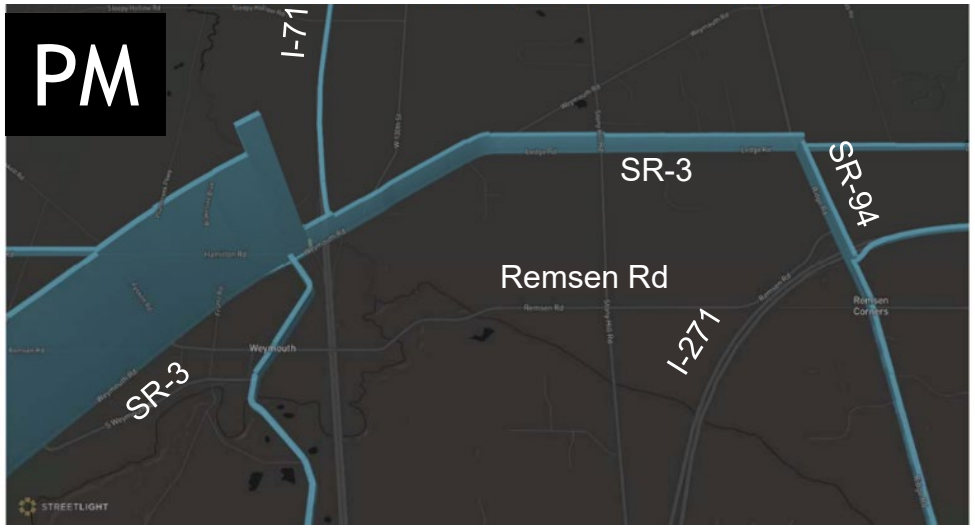



SR-3/I-71 NB On Ramp




SR-3/I-71 NB Off Ramp



# TRAFFIC OPERATIONS

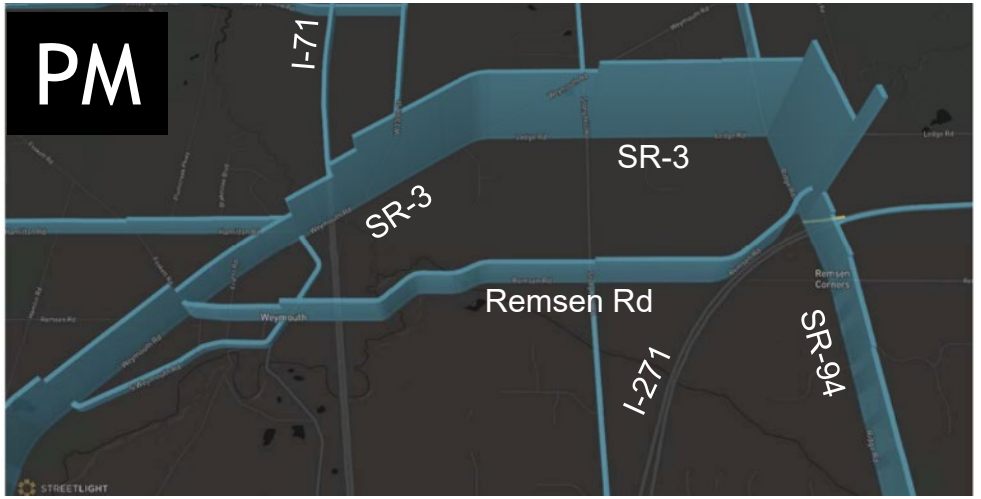



SR-3/I-271 NB On Ramp

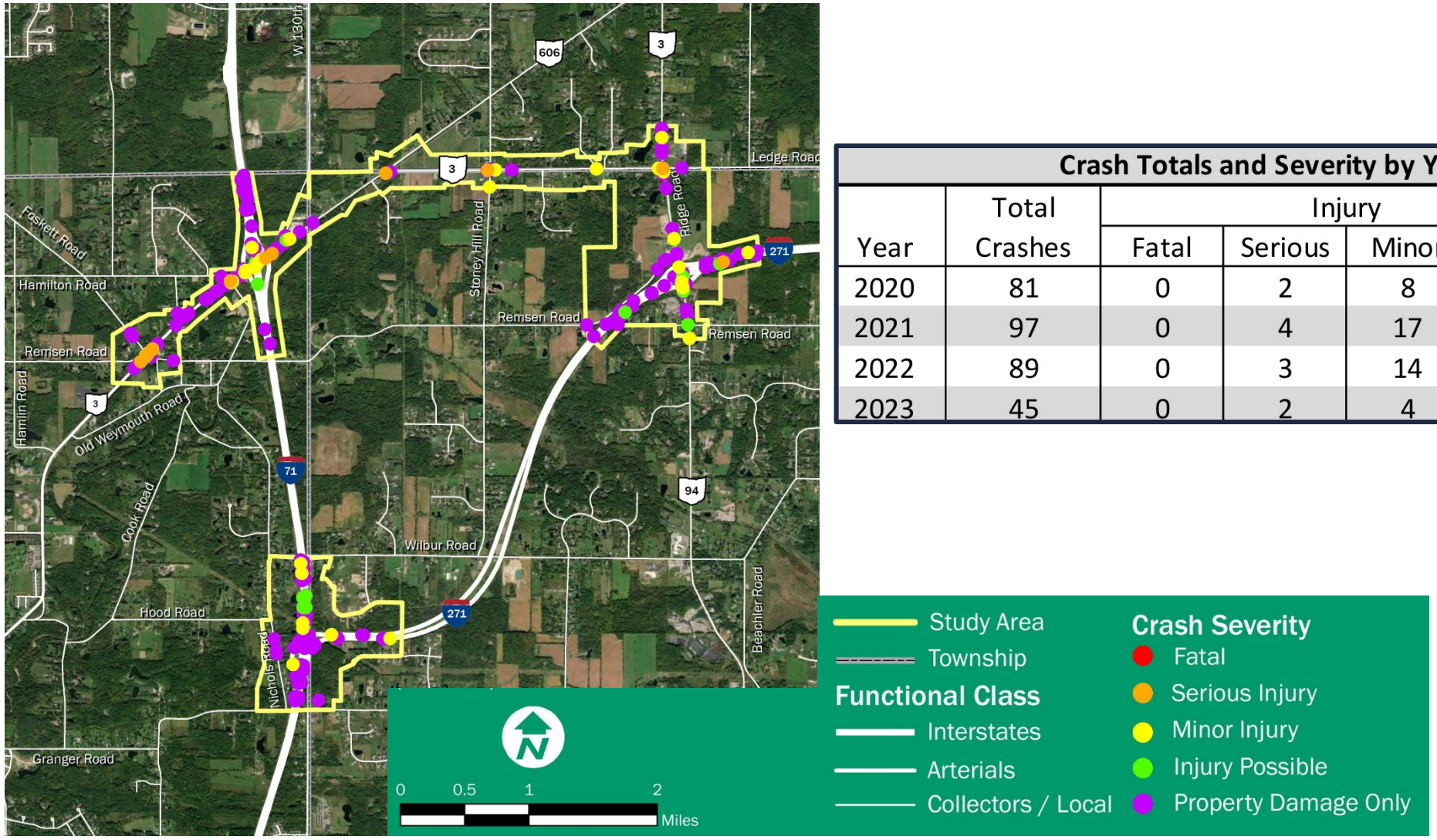



SR-3/I-271 NB Off Ramp



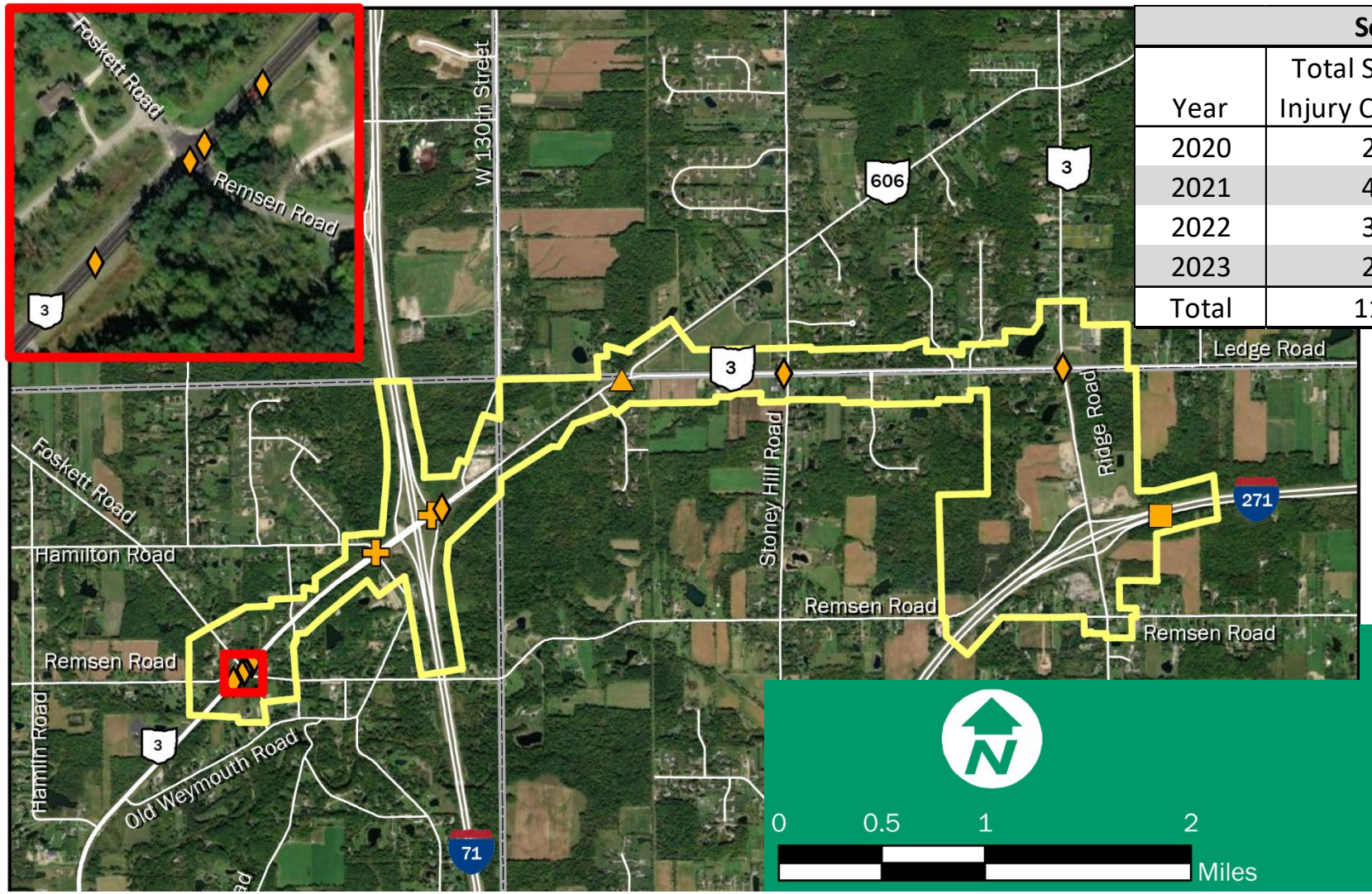



# CRASH HISTORY & TRENDS




| Crash Totals and Severity by Year | | | | | | |
|---|---|---|---|---|---|---|
| Year | Total Crashes | Injury | | | | Property Damage |
| | | Fatal | Serious | Minor | Possible | |
| 2020 | 81 | 0 | 2 | 8 | 6 | 65 |
| 2021 | 97 | 0 | 4 | 17 | 8 | 68 |
| 2022 | 89 | 0 | 3 | 14 | 10 | 62 |
| 2023 | 45 | 0 | 2 | 4 | 3 | 36 |

# CRASH HISTORY & TRENDS




| Severe Injury Crash Types by Year | | | | | |
|---|---|---|---|---|---|
| | Total Severe | Crash Type | | | |
| Year | Injury Crashes | Head On | Rear End | Angle | Left Turn |
| 2020 | 2 | 0 | 0 | 1 | 1 |
| 2021 | 4 | 1 | 1 | 2 | 0 |
| 2022 | 3 | 0 | 0 | 3 | 0 |
| 2023 | 2 | 0 | 0 | 1 | 1 |
| Total | 11 | 1 | 1 | 7 | 2 |

# GEOMETRIC ROADWAY DEFICIENCIES

- Paved shoulder width is less than normal design criteria (NDC) along SR-3
- Intersection sight distance deficiencies along Stony Hill Rd., SR-3, and Remsen Rd.
- Ramp design speed does not meet minimum NDC at I-71 and I-271 intersection
- Investigations still in progress

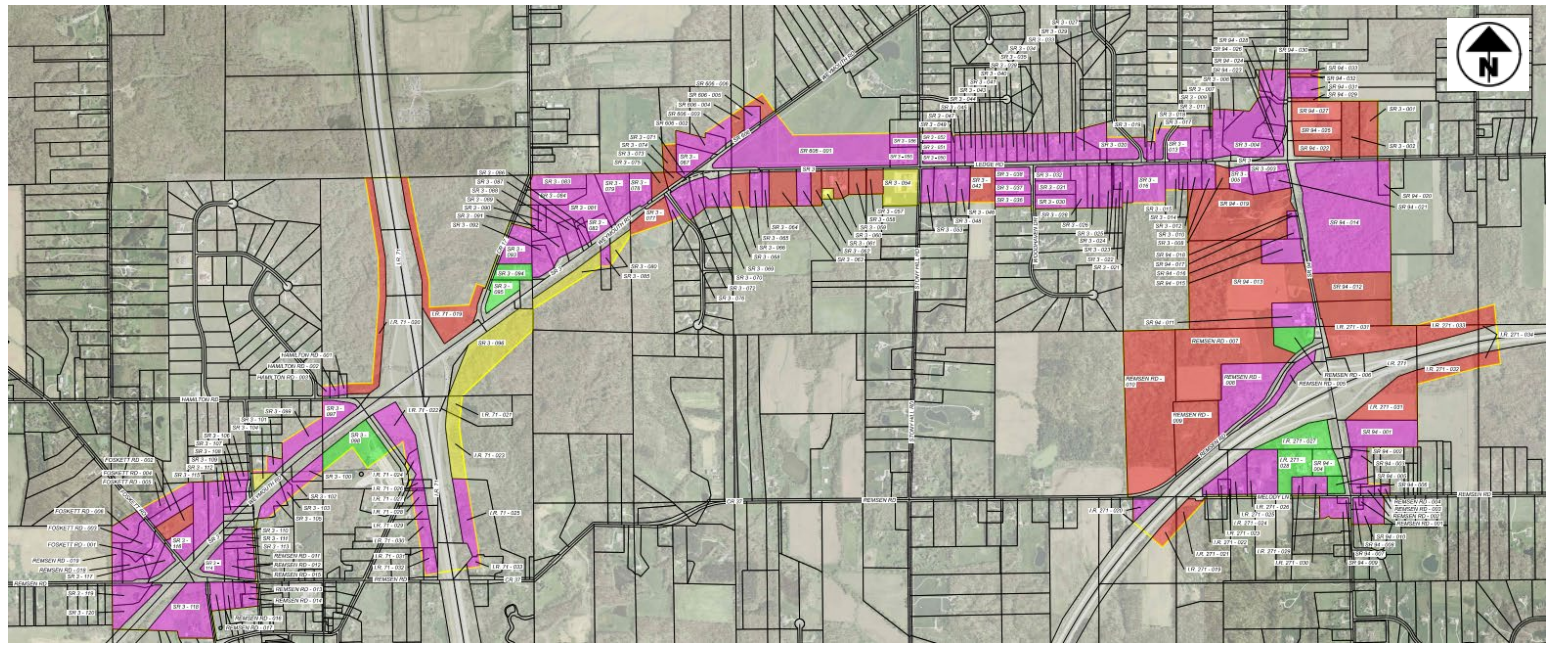
# SOCIAL, ECONOMIC, AND ENVIRONMENTAL RESOURCES

## Population: 10,800 approx.

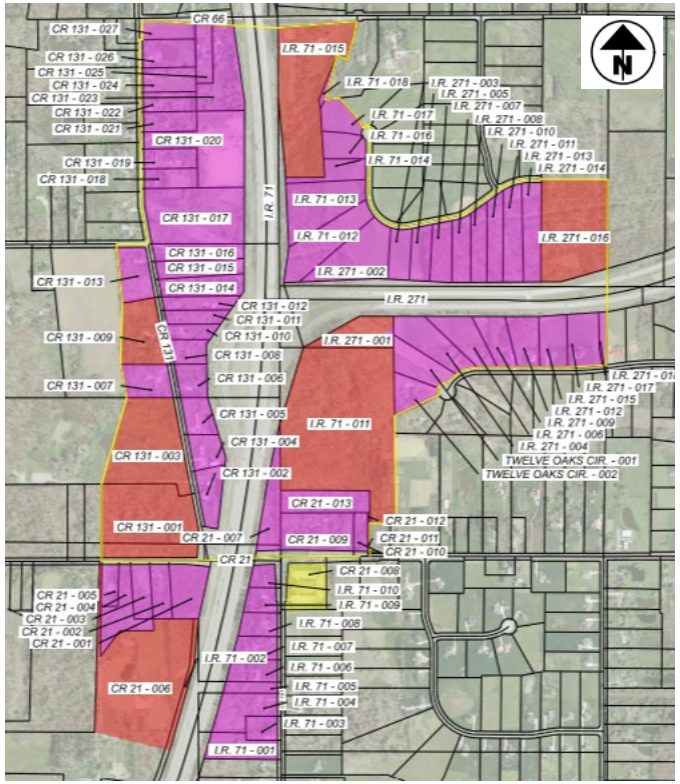
- 6% minority
- 2% Non-English speaking
- 10% low income
- 27% over 64 years of age (84th percentile for state)
- 46% commute 20 to 44 minutes

# SOCIAL, ECONOMIC, AND ENVIRONMENTAL RESOURCES

## Study Area Land Use

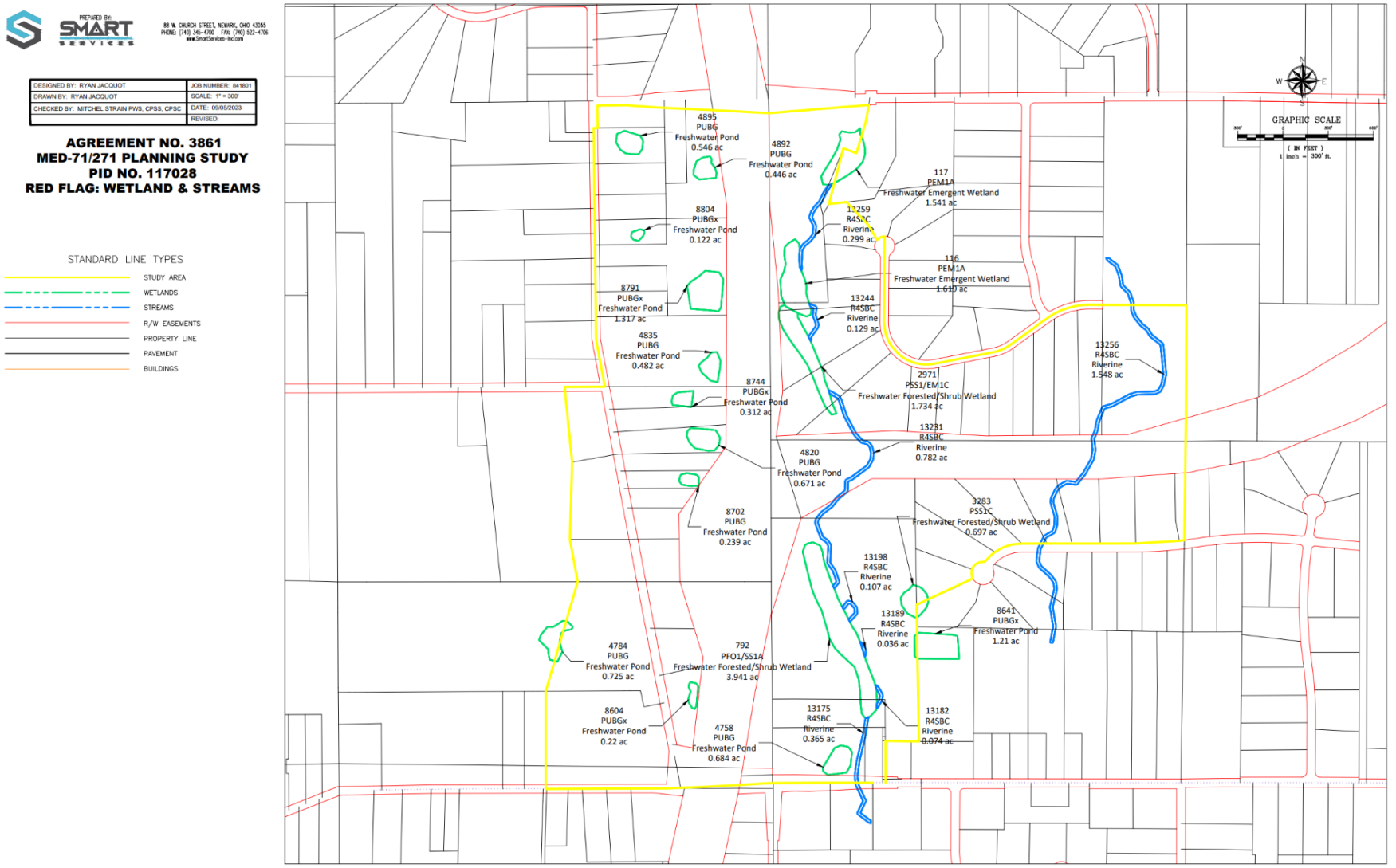



SR-3 and SR-94



I-71 / I-271 Interchange

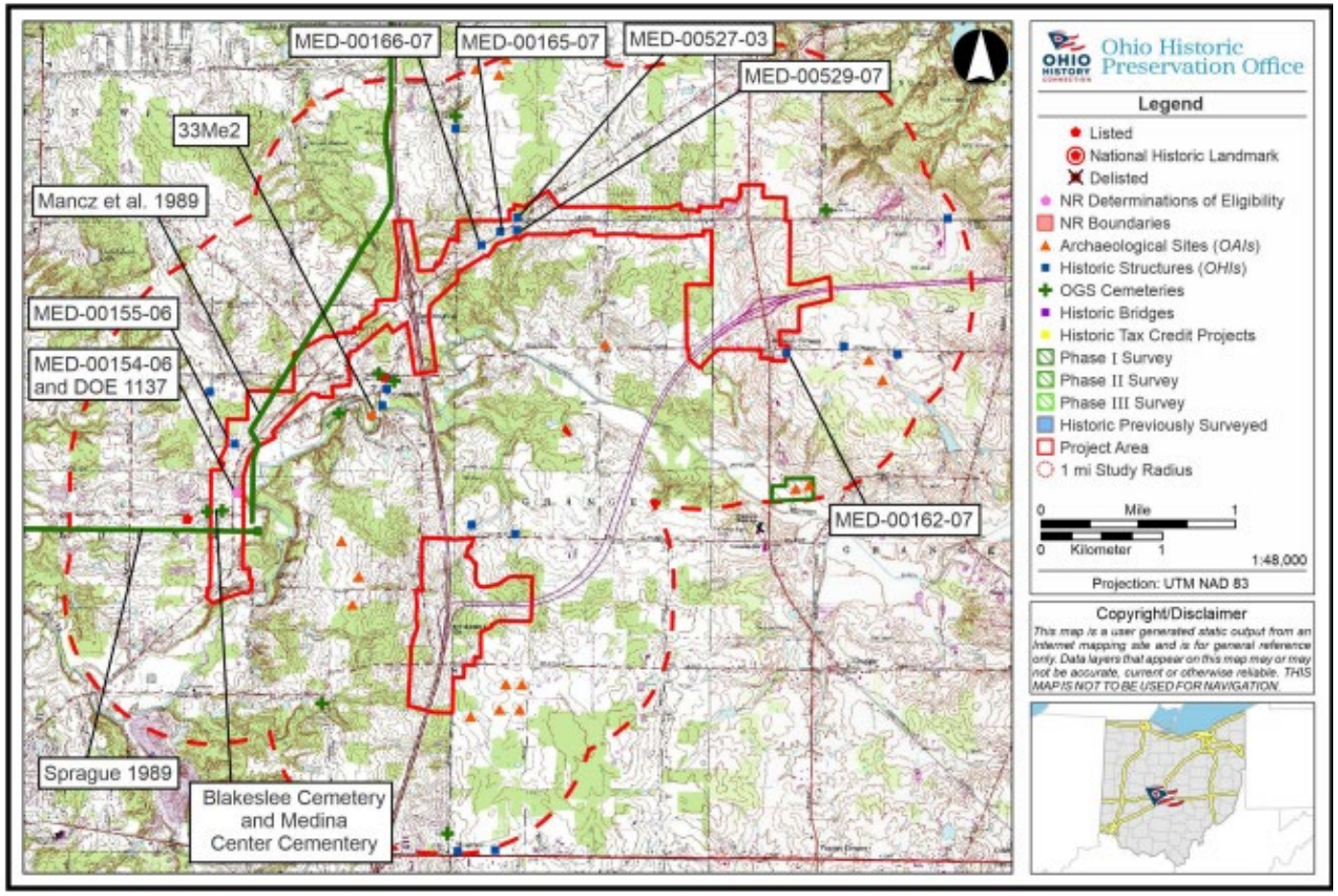
# SOCIAL, ECONOMIC, AND ENVIRONMENTAL RESOURCES



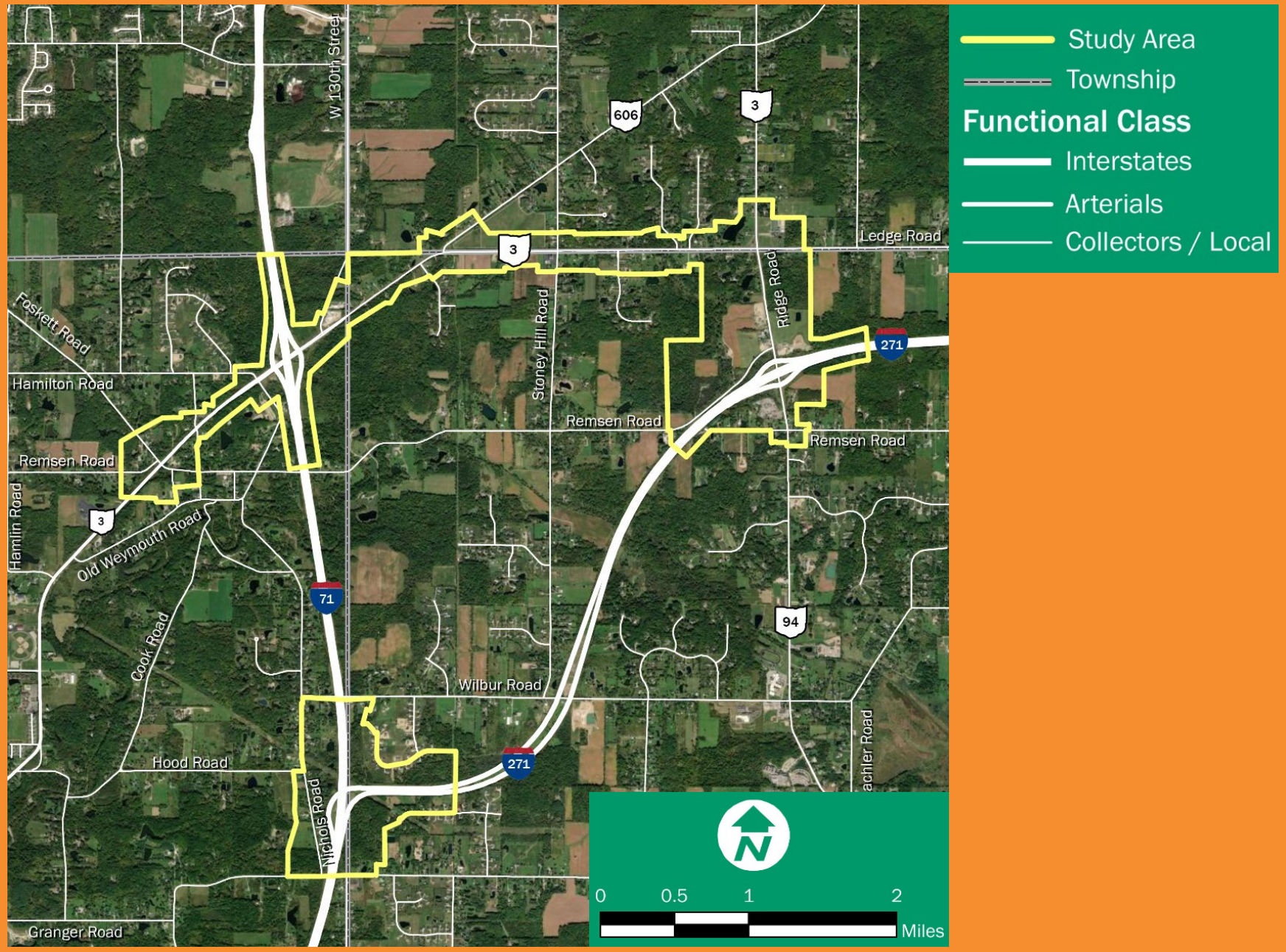
# SOCIAL, ECONOMIC, AND ENVIRONMENTAL RESOURCES

## Cultural Resources

- 19 archaeological sites
- 19 historic buildings
- 9 cemeteries
- Several buildings with historic value



# QUESTIONS & DISCUSSION


Study Area
Township
Functional Class
Interstates
Arterials
Collectors / Local
W 130th Street
606
3
Ledge Road
Foskett Road
Hamilton Road
Stoney Hill Road
Ridge Road
271
Remsen Road
Remsen Road
Remsen Road
Hamlin Road
3
Old Weymouth Road
71
Cook Road
94
Wilbur Road
Hood Road
271
Nichols Road
Granger Road
0
0.5
1
2
Miles

# DECISION-MAKING PROCESS

- Who is involved
- Decision points/engagement
- Criteria or factors used to finalize decisions

# WHO IS INVOLVED

dot

HINCKLEY

Medina Township
Founded 1818

GRANGER TOWNSHIP
Medina, Ohio, USA
Established 1820













HIGHLAND
Local Schools

# DECISION POINTS/ENGAGEMENT

1. Today
2. Jan/Feb 2024
3. Late Spring 2024
4. Summer 2024
5. Fall 2024

# CRITERIA OR FACTORS USED TO FINALIZE DECISIONS

## ODOT makes final decision based on:

- Meeting the Purpose and Need for the project
- Stakeholder & public input
- Social, economic, & environmental impacts
- Estimated cost

# THANK YOU & ADJOURNMENT

Scott Ockunzzi, PE
District Planning Engineer ODOT
Scott.Ockunzzi@dot.ohio.gov
Ph. 419.207.7174

www.transportation.ohio.gov/projects/projects/117028

OHIO DEPARTMENT OF TRANSPORTATION

# AGENDA

## ODOT Stakeholder Meeting #1
## I-71/I-271 Planning Study in Medina County (PID 117028)
## October 4, 2023, 10:00 a.m. – 12:00 p.m.

**Welcome & introductions**

**Purpose of meeting**

- Share information
- Get feedback

**Project overview**

- Project description
- Project history
- Study areas & logical termini

**Existing conditions & design considerations**

- Traffic operations
- Crash history & trends
- Geometric roadway deficiencies
- Social, economic, and environmental resources

**Questions & discussion**

**Decision-making process**

- Who is involved
- Decision points/engagement
- Criteria or factors used to finalize decisions

**Thank you & adjournment**

OHIO DEPARTMENT OF TRANSPORTATION

# STAKEHOLDER MEETING #1 SUMMARY

## Meeting Notifications

Stakeholders were notified of the project and requested to provide their availability to attend the first Stakeholder Meeting via an email dated August 28, 2023, from Scott Ockunzzi, the Ohio Department of Transportation Project Manager. On September 14, 2023, Scott emailed out an official calendar invite to all the stakeholders with the meeting agenda and exhibits. A copy of each of these correspondences is attached.

## Meeting Details

The first Stakeholder Meeting was held virtually on October 4, 2023, at 10:00 a.m. The meeting lasted for about one hour, ending ahead of schedule. A total of 15 people were in attendance, with seven of those attendees being stakeholders (not including individuals from ODOT). The stakeholders present at the meeting represented Medina County Commissioners, Medina County Engineer's Office, Medina County Sheriff's Office, Hinckley Township, and Medina County Economic Development Corporation.

## Meeting Summary

### Welcome & Introductions

Scott Ockunzzi convened the meeting. Meeting attendees introduced themselves and the entity they represent.

**Presenters**
Scott Ockunzzi – Ohio Department of Transportation (ODOT)
Ron Bonnette – ADR & Associates (ADR)
Todd Stanhope – Smart Services (SSI)
Caitlyn Ridge – Burton Planning Services (BPS)

**Attendees**
Julie Cichello – ODOT
Donald Rostofer – ODOT
Emma Jones – ADR
Karina Peggau – BPS
Colleen Swedyk – Medina County Commissioners
Andy Conrad – Medina County Engineer's Office
Steve Hambley – Medina County Commissioners
Jack Swedyk – Hinckley Township
Terry Grice – Medina County Sheriff's Office
Aaron Harrison – Medina County Commissioners
Brandon Gibson – Medina County Economic Development Corporation

### Purpose of Meeting

Scott Ockunzzi shared that the purpose of the meeting was to share information about the project and receive feedback.

**Project Overview**

Scott Ockunzzi described the project, and how the Ohio Department of Transportation (ODOT) received periodic requests to review the I-271/I-71 interchange. The interchange is currently a partial interchange; there are no ramps from I-71 southbound to I-271 northbound or from I-271 southbound to I-71 northbound. The project team is also interested in understanding the traffic patterns between I-271 and I-71, including patterns on SR-3 and SR-94. In total, the study area includes the I-71/I-271 interchange, SR-94 from Remsen Road south of I-271 to SR-3, and SR-3 from SR-94 to Remsen Road. The width of the study area along these corridors is 300 feet from the centerline or inclusive of the entire adjacent property. Recent improvements within the study area include a new traffic signal at the Remsen Road/SR-3 intersection and safety improvements at the I-71/SR-3 interchange.

**Existing Conditions & Design Considerations**

Todd Stanhope presented on existing traffic operations in the project area. Traffic operations are measured by Level of Service (LOS) and categorized as A-F (satisfactory-unsatisfactory). ODOT's standard for acceptable intersection LOS inside of an MPO is LOS D or better. The intersection of the I-271 northbound ramps with SR-94 has high delay with a LOS F. At this intersection, SR-94 is the primary movement, and the I-271 off-ramp is stop-controlled. Intersections approaching unacceptable conditions with a LOS D include: the SR-94/I-271 southbound ramps signalized intersection, the SR-94/Remsen Road intersection with Remsen Road stop-controlled, and the SR-94/SR-3 signalized intersection. Each of these intersections are used to travel from I-27I southbound to I-71 northbound and I-71 southbound to I-271 northbound. In addition, volume/capacity (V/C) ratios exceed the ODOT operational goals for the left turn movement from SR-94 onto SR-3, the I-271 northbound off ramp movements at SR-94, and the I-271 southbound off ramp movements at SR.-94.

Origin and destination data was collected from 2019 (pre-pandemic) in order to eliminate any construction interference within the study area. That data showed that about 10% of all traffic entering I-71 northbound at SR-3 and I-271 northbound at SR-94 came from the I-271 southbound off ramp at SR-94 and I-71 southbound off ramp at SR-3, respectively. It also showed that Remsen Road appears to be a common route for people traveling from Medina to/from I-271.

Ron Bonnette presented the crash history and geometric deficiencies. There were 11 crashes resulting in severe injury in the study. However, several crashes were noted around the recent safety improvements at SR-3/I-71 and SR-3/Remsen Road may not be relevant as they mostly occurred prior to completion of the projects.

The project team observed geometric deficiencies in the paved shoulder width along SR-3, which is less than the normal design criteria (NDC). They also observed intersection sight distance issues along Stony Hill Road, SR-3, and Remsen Road. The ramp design speed at the I-71/I-271 interchange also does not meet minimum NDC. Geometric deficiencies are still being evaluated in the project area.

Caitlyn Ridge presented the social, economic and environmental resources in the study area. In total, six percent of the populations report minority demographics, two percent report as non-English speaking, ten percent of the population is low income, and 27 percent of the population are aged 64 years or older. Approximately 46 percent of residents in the region commute 20-44 minutes. In summary, there are no anticipated environmental justice concerns; however, future

studies will measure any potential impacts the proposed design may have on environmental justice populations.

Land use in the project area is primarily single family residential housing, or agricultural land with homes. There are some commercial land uses. Wetlands and streams were identified near the I-71/I-271 interchange and the rest of the study area. Within the vicinity of the study area 19 archaeological sites, 19 historic buildings, nine cemeteries, and several buildings with historic value were identified. Future studies will measure any potential impacts the proposed may have on these resources.

More details about existing conditions and design considerations can be found in the Stakeholder Meeting #1 presentation slides and exhibits attached.

**Question & Discussion**

**Major Concerns/Needs**

Steve Hambley (Medina County Commissioners) stated that the most pressing issues in the project area are the I-71/I-271 interchange and increased traffic on Remsen Road. Remsen Road became a topic of discussion, and suggestions were made to include the entire road in the study area. Jack Swedyk (Hinckley Township) and Steve Hambley (Medina County Commissioners) agreed that adding ramps between I-71 and I-271 would likely alleviate traffic along Remsen Road, SR-3, and SR-94. They also noted that a full I-71/I-271 interchange would also be supported by Highland Local Schools.

Additionally, Steve Hambley (Medina County Commissioners) pointed out that the failing LOS along the I-271 ramps at SR-94 is also a pressing issue. Scott Ockunzzi (ODOT) commented that the traffic signal operation has not been updated since the signal was installed, and timing may need to be adjusted.

**Remsen Road**

Scott Ockunzzi (ODOT) stated that standard GPS routes direct drivers to cut through Remsen Road, which saves about one minute of travel time between I-271 and I-71, rather than travel along SR-3 and SR-94. Andy Conrad (Medina County Commissioners) also preferentially uses Remsen Road. Medina County stakeholders have received complaints from residents in a neighborhood (Weymouth) along Remsen Road regarding the traffic on Remsen Road. Additional traffic studies are needed to verify those complaints. Andy also reported concerns shared by some residents about the increase of traffic by Amazon and other delivery services on Remsen Road. Scott indicated it could be due to route efficiency and local distribution centers.

Terry Grice (Medina County Sheriff's Office) suggested installing a traffic signal at the SR-94/Remsen Road intersection. Andy Conrad (Medina County Commissioners) wondered whether a signal will increase traffic on Remsen Road and encourage drivers to preferentially use that route.

Ron Bonnette (ADR) noted that it is unclear whether adding service routes or alternative routes on Remsen Road would discourage or alleviate traffic.

Terry Grice (Medina County Sheriff's Office) suggested building a bridge over I-271 to connect Remsen Road to SR-94 to alleviate congestion at the intersection of Remsen Road and SR-94. This used to be a continuous route before it was severed by the construction of I-271.

Andy Conrad (Medina County Commissioners) expressed concerns about the closeness of the SR-94/Remsen Road intersection to the SR-94/I-271 southbound ramps intersection. He said drivers turning right from Remsen Road travel along the shoulder to go around vehicles turning left to head northbound on SR-94. Scott Ockunzzi (ODOT) noted that the signals in that area are not coordinated, and the timing of the signal at the SR-3/Remsen Road intersection has not been evaluated or adjusted since installation. In response to Andy's inquiry, Scott indicated ODOT could study the timing of the signal. It was also noted by Andy that occasionally drivers turn onto the I-271 southbound entrance ramp thinking they were turning on Remsen Road. It was suggested to look further into the safety in this area and to consider additional signing.

**Other Discussion**
Andy Conrad (Medina County Commissioners) suggested improving route markers to encourage drivers to use SR-3 and SR-94 when traveling between I-71 and I-271 and from Medina.

Steve Hambley (Medina County Commissioners) said turning left from SR-94 to SR-3 is challenging and may worsen with time with new residential and commercial development near I-71/SR-3. Overall regional growth is unclear and additional research with NOACA may provide better land use projections. Todd Stanhope (SSI) noted regional development and increased traffic through the region may be an issue moving forward. Steve agreed and said there is a 20-year plan for expansion of sanitary sewer in the area to promoted more residential development, although no large-scale projects are planned for the area at this time.

Steve Hambley (Medina County Commissioners) said that the addition of ramps to create a full I-71/I-271 interchange could alter the routes for transport of hazardous materials. Scott Ockunzzi (ODOT) said that ODOT will work with the Emergency Management Agency to determine whether changes to the I-71/I-271 intersection will affect the transportation of hazardous materials.

**Decision-making Process**
Caitlyn Ridge presented the decision-making process and discussed the importance of stakeholder involvement and next steps. As part of that discussion, the existing stakeholder invite list was reviewed to determine if any additional people/agencies should be added to the list. No stakeholders were identified to be added. The stakeholder list included individuals representing ODOT, Hinckley Township, Medina Township, Grander Township, Medina County Commissioners, Medina County Engineer's Office, Highland Local Schools, State Highway Patrol, Local Police Departments, Local Fire Departments, and Emergency Management Services.

Collection of stakeholder and public input through four stakeholder meetings/workshops and two public meetings was discussed, as well as the timeline, information to be presented, and decisions to be made of/at each meeting. The next stakeholder meeting is anticipated to be in late January/early February 2024 and will be held the same day as the first public meeting. The third and fourth stakeholder meetings will be workshops in late Spring 2024 and Summer 2024. The second and final public for this study is planned for Fall 2024. ODOT will make the final decision based on whether the Purpose and Need is met, stakeholder and public input, estimated cost, and social, economic, and environmental impacts.

**Thank you & Adjournment**
Scott Ockunzzi's contact information was shared with the stakeholders to provide any additional comments they may have after the meeting. It was noted comments could also be made via the online project card, which was not available at the time of the meeting. Scott said he would share

the project card (www.transportation.ohio.gov/projects/projects/117028) and updated presentation slides with stakeholders after the meeting.

| | |
|---|---|
| **From:** | Scott.Ockunzzi@dot.ohio.gov |
| **To:** | Terry Grice; shambley@ohmedinaco.org; cswedyk@ohmedinaco.org; aharrison@ohmedinaco.org; mneff@dps.ohio.gov; tberry@grangertwp.org; rpace@grangertwp.org; jginley@grangertwp.org; mascherl@HinckleyTwp.org; Jswedyk@HinckleyTwp.org; maugustine@HinckleyTwp.org; Doug Eastwood; bchristopher@medinatownship.com; cjohnson@medinatownship.com; cfozio@medinacountyema.org; grangerfiredept@gmail.com; jgrossenbaugh@hinckleyfire.us; lwalters@medinaoh.org; jminek@mtpd.net; Bethany Dentler; srine@medinaco.org; flawrence@highlandschools.org |
| **Cc:** | Ron Bonnette; Caitlyn Ridge; Todd Stanhope; Julie.Cichello@dot.ohio.gov; Donald.Rostofer@dot.ohio.gov; Matthew.Walter@dot.ohio.gov |
| **Subject:** | Medina IR 71 & IR 271 Planning Study Stakeholders Group Kick-Off |
| **Date:** | Monday, August 28, 2023 3:04:45 PM |
| **Attachments:** | image001.png |

Greetings

The Ohio Department of Transportation is conducting a planning study to look at the possibility of a connection from IR 71 southbound to IR 271 northbound and vice-versa. We are also planning to look at other potential improvements in the interchange areas of IR 71 & SR 3 and IR 271 & SR 94.
This will be the first of many stakeholder meetings associated with this project. We are planning a virtual meeting just for this kick-off, but we plan to have the rest of the meetings in-person.

We would like to provide the stakeholders with information about what is being studied, the timeline of the study, and the opportunity to let us know your transportation concerns in the study area.
We're trying to schedule the meeting for early October. Please let us know which of the dates and times below you are available for:

| Time | Wednesday October 4 | Thursday October 5 | Tuesday October 10 | Wednesday October 11 | Thursday October 12 |
|---|---|---|---|---|---|
| 8 – 10 AM | | | | | |
| 10 AM – 12 PM | | | | | |
| 12 – 2 PM | | | | | |
| 2 – 4 PM | | | | | |
| 4 – 6 PM | | | | | |
| 6 – 8 PM | | | | | |

We are inviting all township trustees, county commissioners, fire, EMS, law enforcement, and school transportation officials. If there are any other stakeholders that you think should be included in this meeting, please let me know so I can extend an invitation to them.

Please let me know if you have any questions or comments.

Respectfully,

**Scott Ockunzzi, P.E.**
*District Planning Engineer*
District 3 Capital Programs
906 N. Clark Avenue, Ashland, OH 44805
(p) 419.207.7174 (m) 440.590.0068 (f) 614.887.4374
transportation.ohio.gov

OHIO DEPARTMENT OF TRANSPORTATION

## Caitlyn Ridge

**Subject:** Medina IR 71 & IR 271 Planning Study Stakeholder Kick-Off Meeting (Virtual)
**Location:** Microsoft Teams Meeting

**Start:** Wed 10/4/2023 10:00 AM
**End:** Wed 10/4/2023 12:00 PM

**Recurrence:** (none)

**Meeting Status:** Accepted

**Organizer:** Scott.Ockunzzi@dot.ohio.gov

We will be hosting a virtual meeting with local stakeholders for the subject planning study to review the study scope and existing conditions in the area. Exhibits are attached and the proposed agenda is below:

- Welcome & introductions
- Purpose of meeting
  - Share information
  - Get feedback
- Project overview
  - Project description
  - Project history
  - Study areas & logical termini
- Existing conditions & design considerations
  - Traffic operations
  - Crash history & trends
  - Geometric roadway deficiencies
  - Social, economic, and environmental resources
- Questions & discussion
- Decision-making process
  - Who is involved
  - Decision points/engagement
  - Criteria or factors used to finalize decisions
- Thank you & adjournment

We are looking forward to hearing what you think about the existing roadway and freeway network in the area and want to make sure your comments and concerns are heard as we begin this study.

We hope that you can join us for this meeting, and we plan to follow this meeting up with an in-person stakeholder and public meeting in January 2024.

Respectfully,

**Scott Ockunzzi, P.E.**

*District Planning Engineer*
District 3 Capital Programs
906 N. Clark Avenue, Ashland, OH 44805
(p) 419.207.7174 (m) 440.590.0068 (f) 614.887.4374
transportation.ohio.gov

OHIO DEPARTMENT OF TRANSPORTATION

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# Microsoft Teams meeting

**Join on your computer, mobile app or room device**
Click here to join the meeting

Meeting ID: 252 080 049 838
Passcode: jhN9di
Download Teams | Join on the web

**Join with a video conferencing device**

682042763@t.plcm.vc
Video Conference ID: 118 769 353 4
Alternate VTC instructions

**Or call in (audio only)**

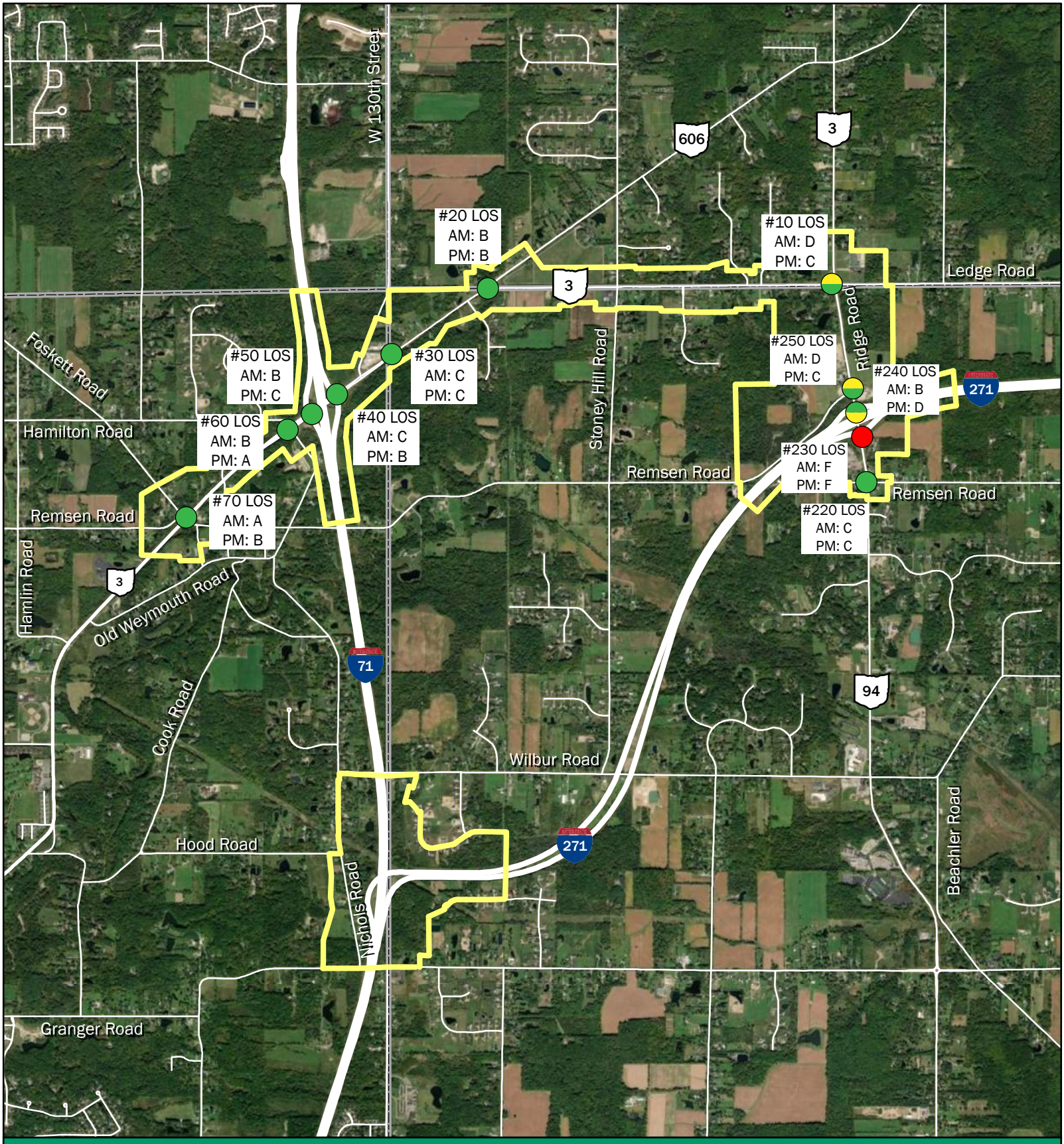
+1 614-721-2972,,767958536# United States, Columbus

Phone Conference ID: 767 958 536#
Find a local number | Reset PIN

The State of Ohio is a disability inclusion state. We promote access to our meetings and trainings. To request a reasonable accommodation due to a disability, please use the Help link to contact the ADA Coordinator for the scheduling agency.

Learn More | Help | Meeting options

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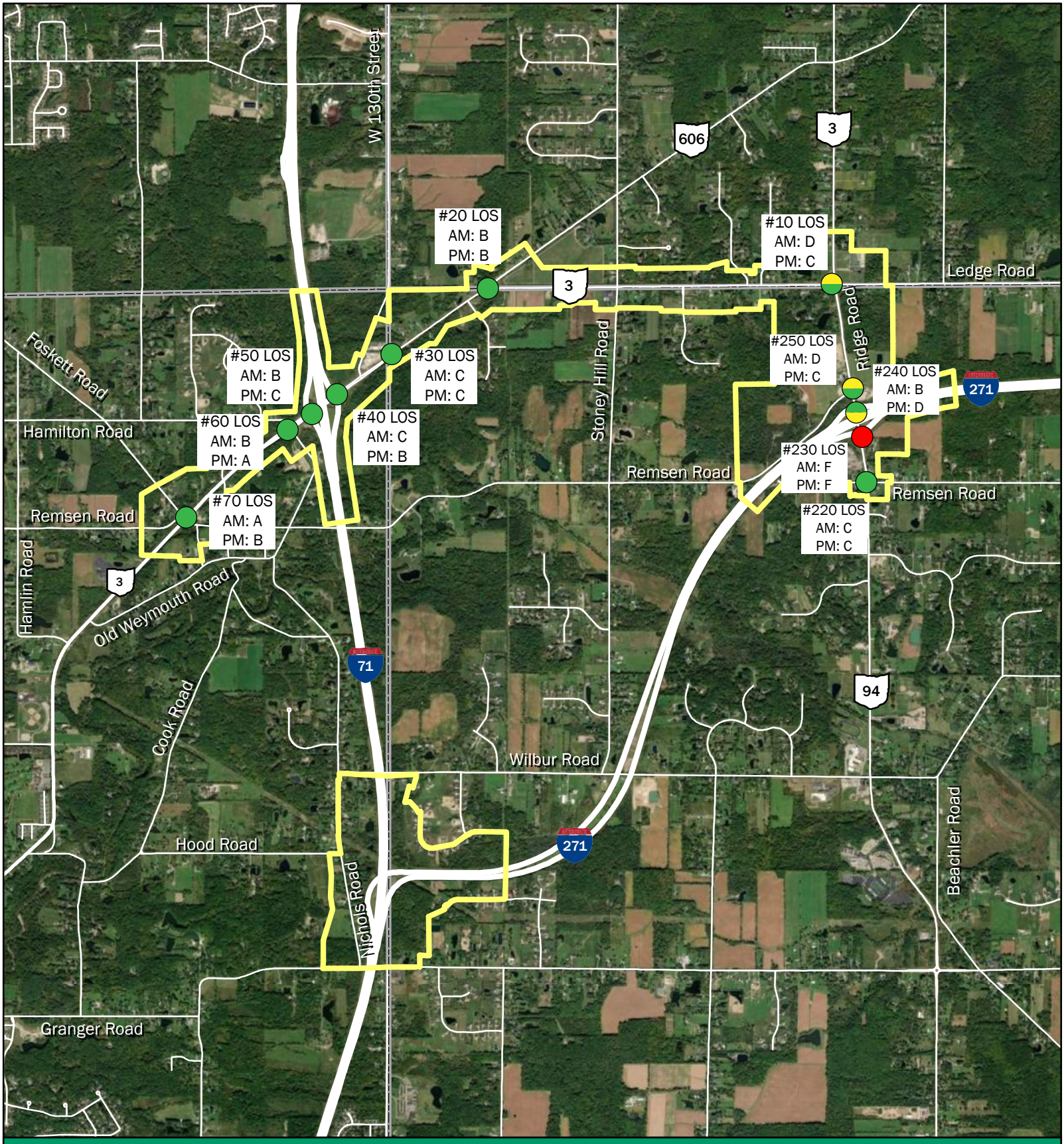

**I-71/I-271 Planning Study in Medina County**
**(PID 117028)**

0 0.5 1 2
Miles

Study Area
Township

**Functional Class**

Interstates
Arterials
Collectors / Local



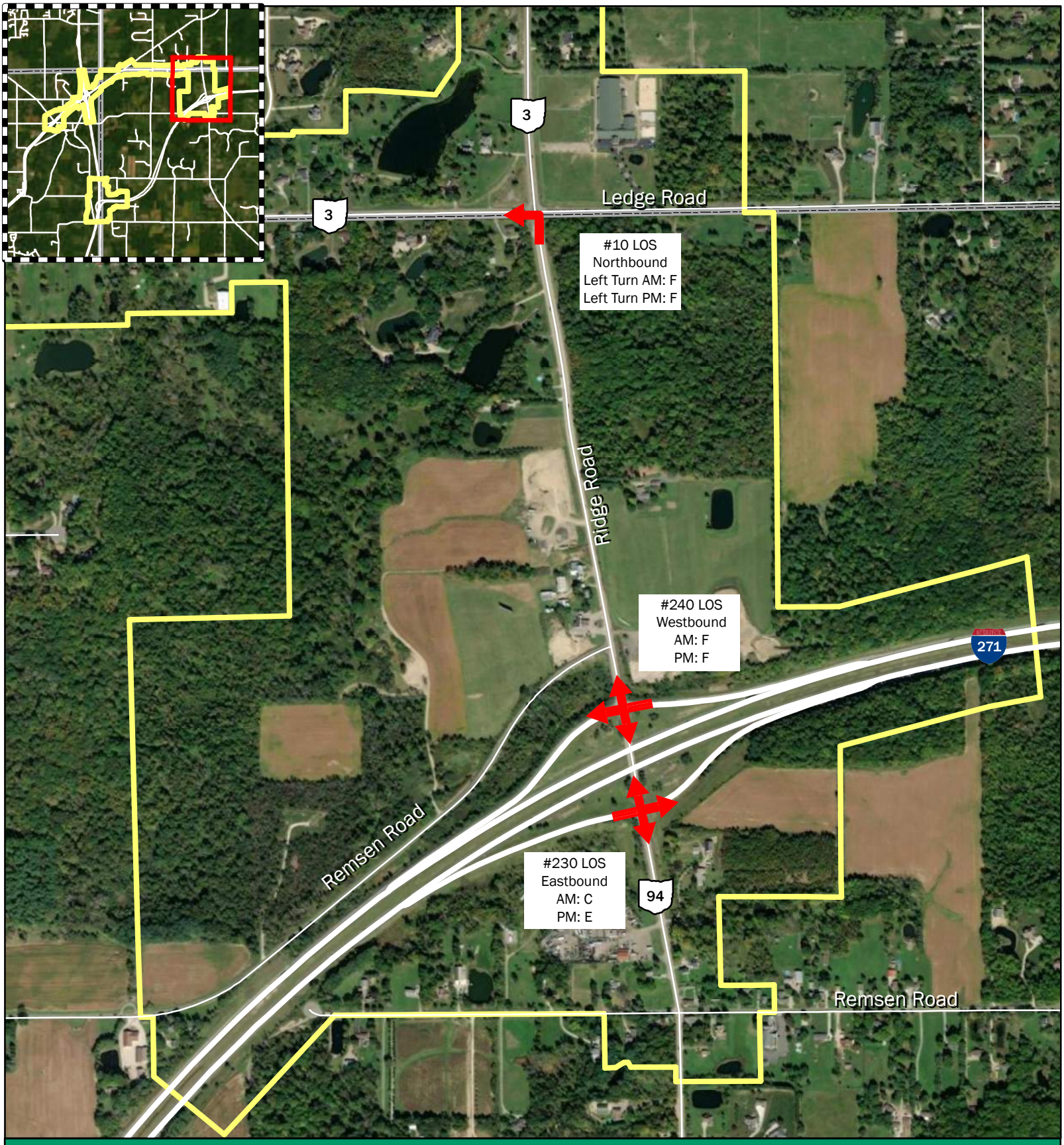

**I-71/I-271 Planning Study in Medina County**
**(PID 117028)**

0 0.5 1 2
Miles

Study Area
Township

**Functional Class**
Interstates
Arterials
Collectors / Local

**Level of Service**
AM | PM
A, B, & C
D
E & F



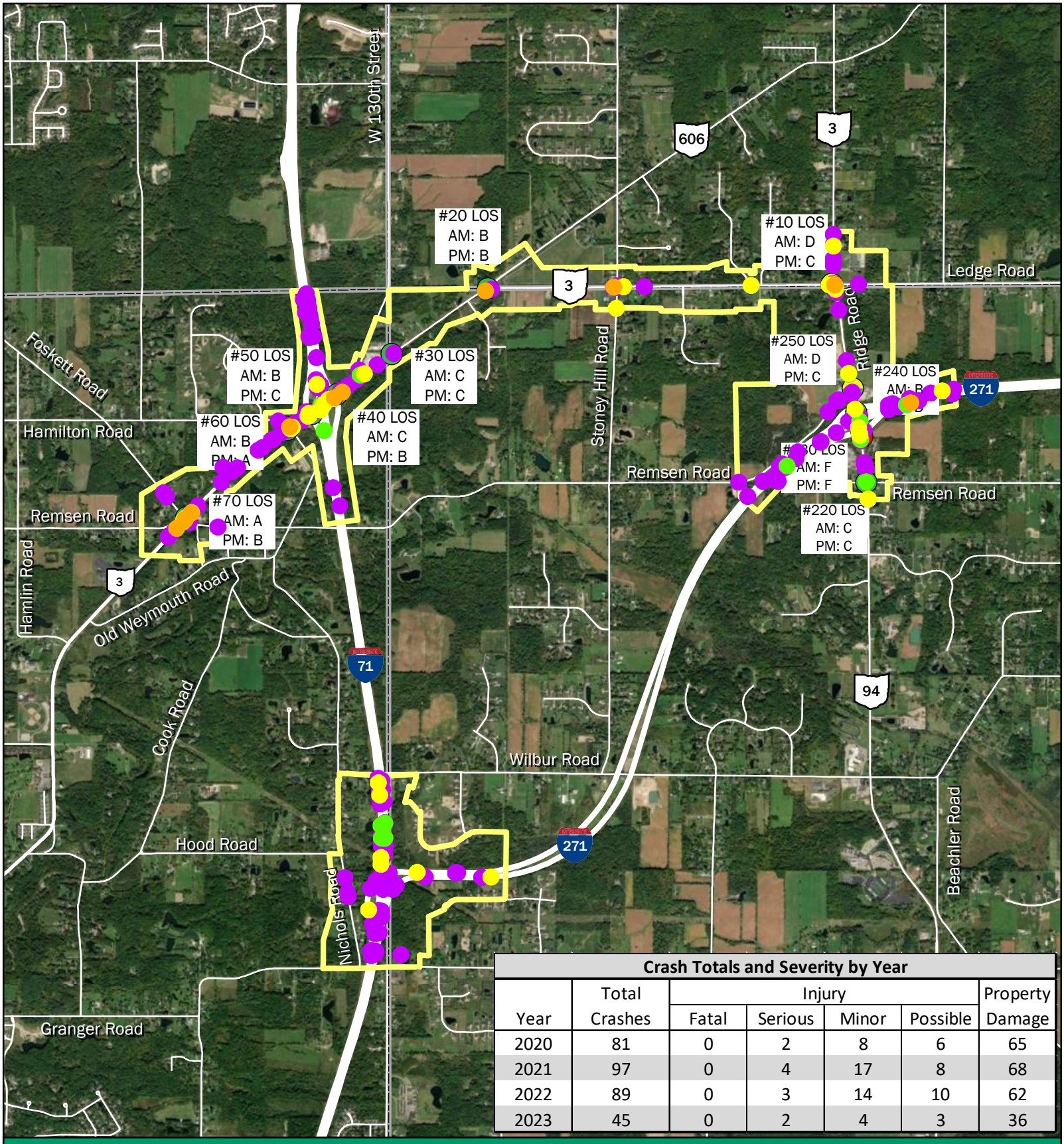

**I-71/I-271 Planning Study in Medina County**
**(PID 117028)**

0 500 1,000 2,000
Feet

Level of Service E & F
Study Area
Township

**Functional Class**

Interstates
Arterials
Collectors / Local




| Crash Totals and Severity by Year | | | | | | |
|---|---|---|---|---|---|---|
| | | Injury | | | | |
| Year | Total Crashes | Fatal | Serious | Minor | Possible | Property Damage |
| 2020 | 81 | 0 | 2 | 8 | 6 | 65 |
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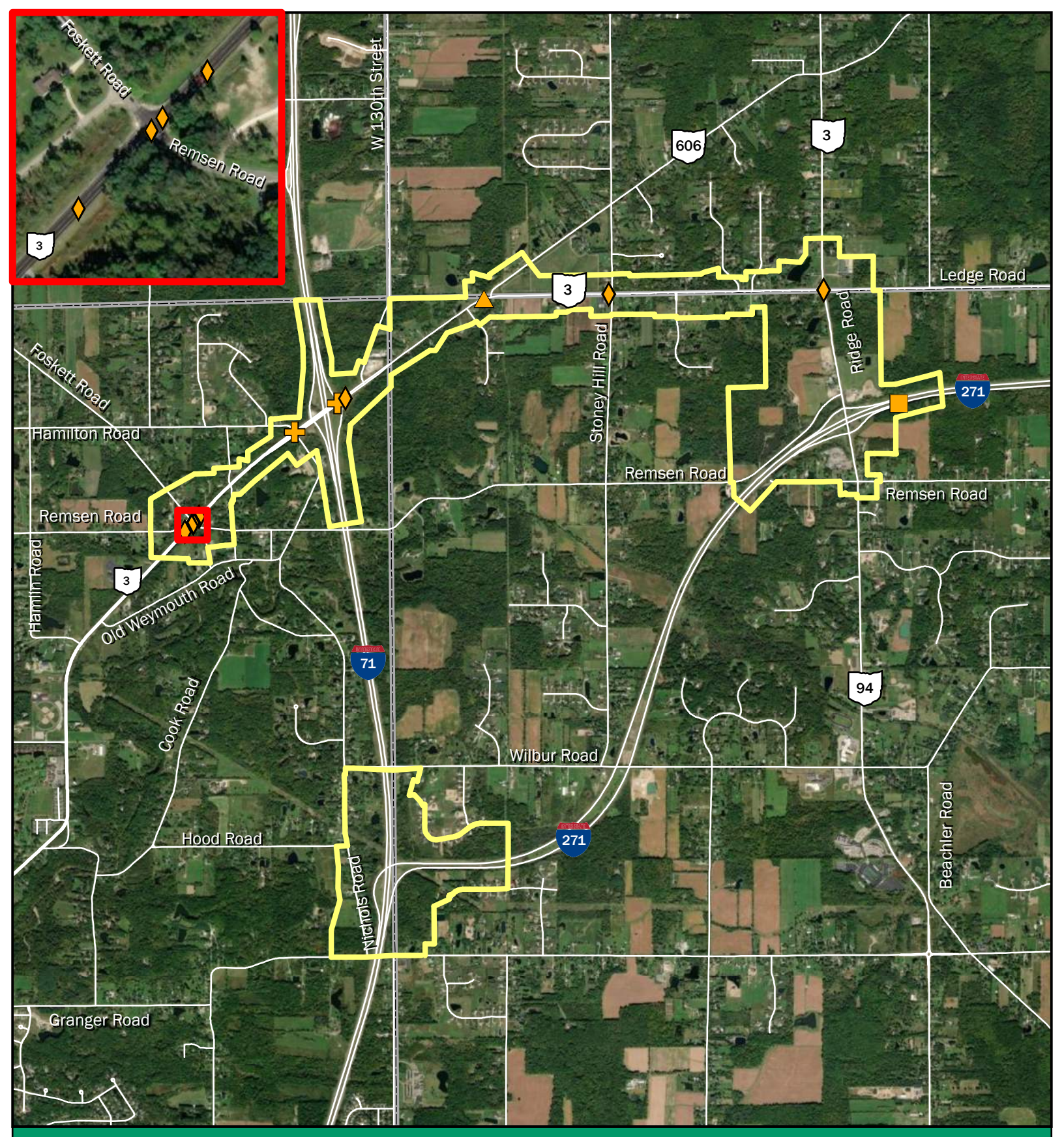
**I-71/I-271 Planning Study in Medina County**
**(PID 117028)**

0 0.5 1 2
Miles

Study Area
Township

**Functional Class**
Interstates
Arterials
Collectors / Local

**Crash Severity**
Fatal
Serious Injury
Minor Injury
Injury Possible
Property Damage Only




**I-71/I-271 Planning Study in Medina County (PID 117028)**

0 0.5 1 2 Miles

Study Area

Township

**Functional Class**

Interstates

Arterials

Collectors / Local

**Crash Type**

Head On

Rear End

Angle

Left Turn

# STAKEHOLDER MEETING #1 • OCTOBER 4, 2023

















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# STAKEHOLDER MEETING #1

## I-71/I-271 PLANNING STUDY IN MEDINA COUNTY (PID 117028)

OCTOBER 4, 2023

Ron Bonnette, Caitlyn Ridge, Todd Stanhope

# WELCOME & INTRODUCTIONS



**Scott Ockunzzi, PE**
District Planning Engineer
ODOT



**Ron Bonnette, PE, PS**
Senior Project Manager,
ADR & Associates



**Todd Stanhope, PE, PTOE**
Director of Traffic Engineering
Smart Services



**Caitlyn Ridge, PE**
Transportation & Environmental Mgr.
Burton Planning Services

# PURPOSE OF MEETING

- Share Information
- Get Feedback and Perspective

**We want to hear from YOU!**

# PROJECT OVERVIEW

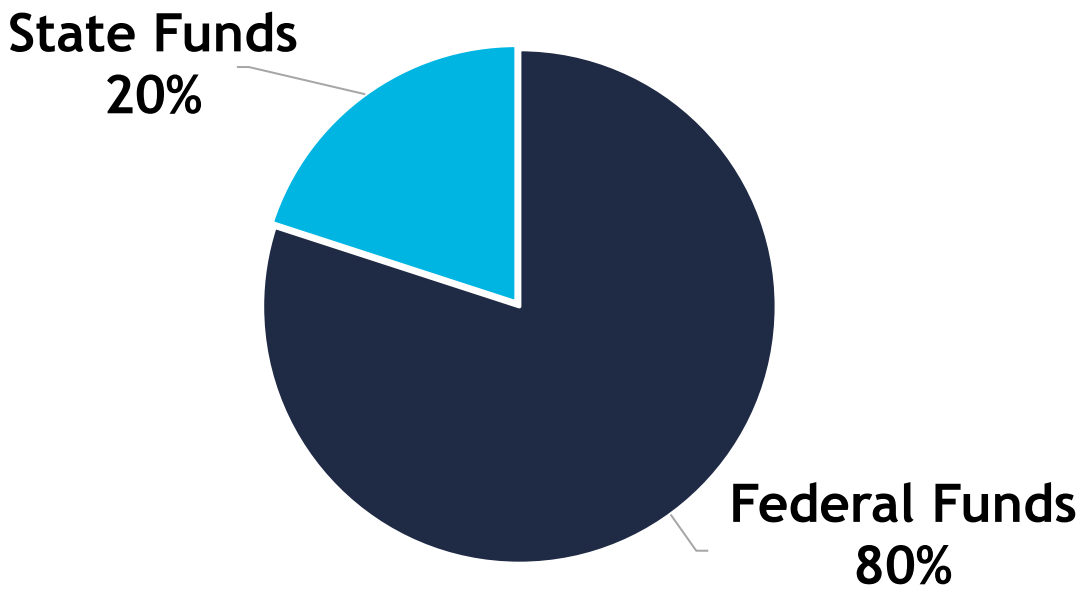
- Project description
- Project history
- Study areas & logical termini

# PROJECT DESCRIPTION

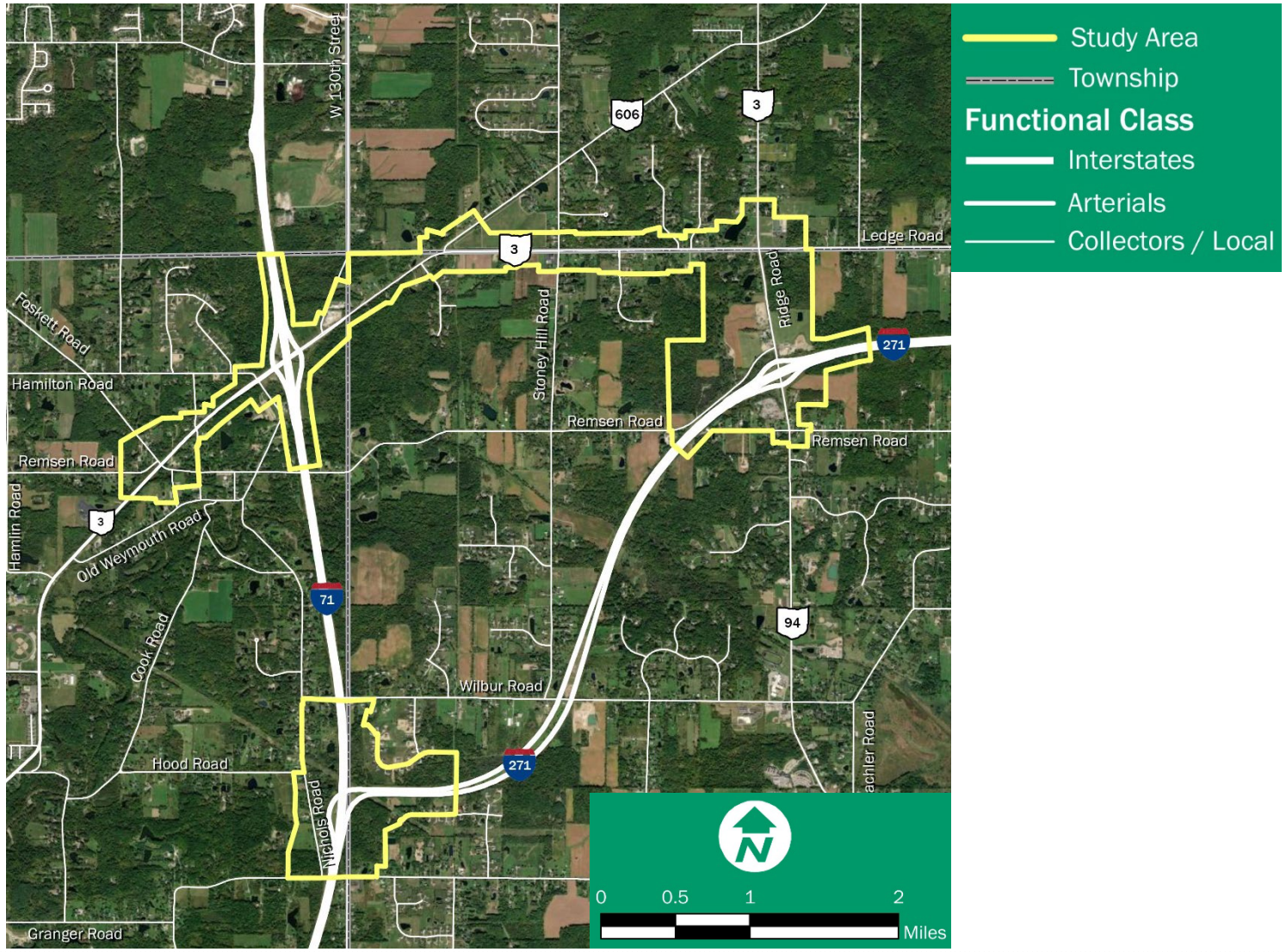
A planning study related to the movement of traffic from I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound in Medina County.

# PROJECT HISTORY

- Public inquiries about missing connection
- Recent study (2020) and improvements (2022) completed on S.R. 3 near the interchange with I-71
- Congestion along SR-3 and SR-94
- ODOT acquired Federal and State funds for planning



# STUDY AREAS & LOGICAL TERMINI



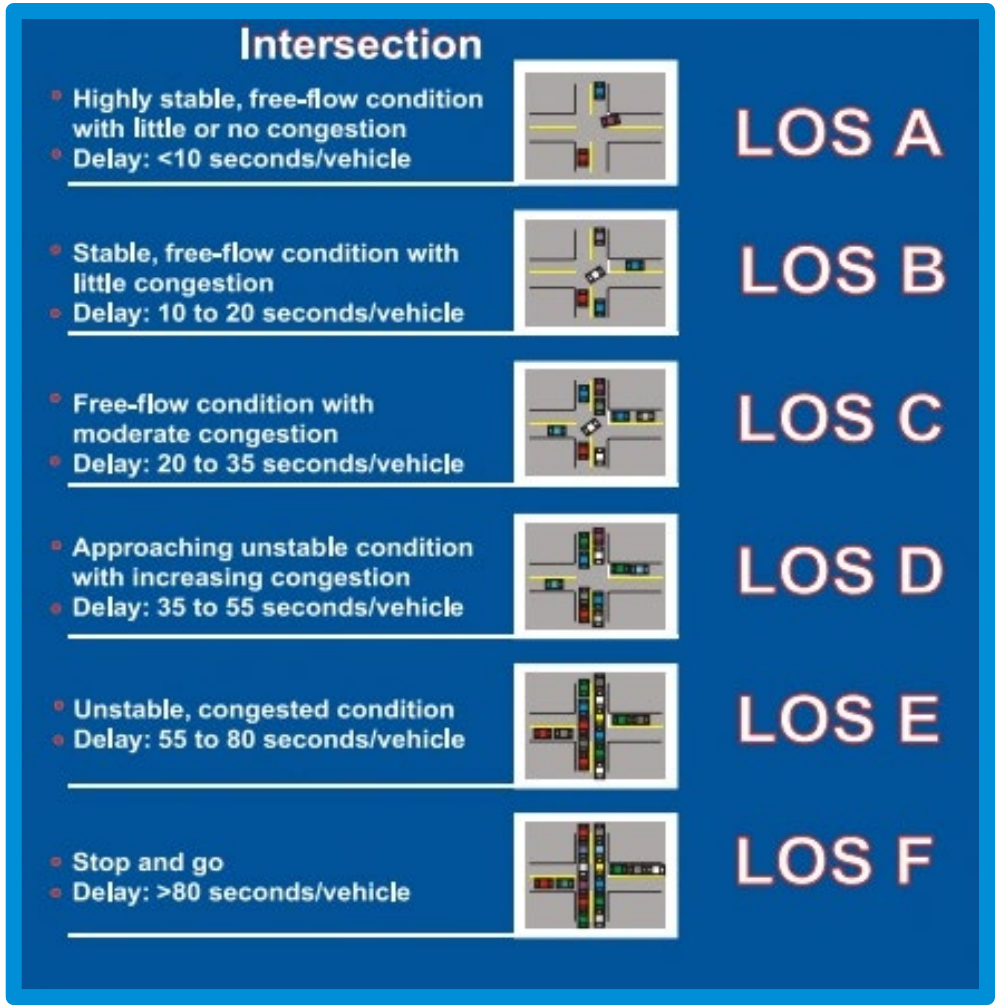
# EXISTING CONDITIONS & DESIGN CONSIDERATIONS

- Traffic operations
- Crash history & trends
- Geometric roadway deficiencies
- Social, economic, and environmental resources

# TRAFFIC OPERATIONS

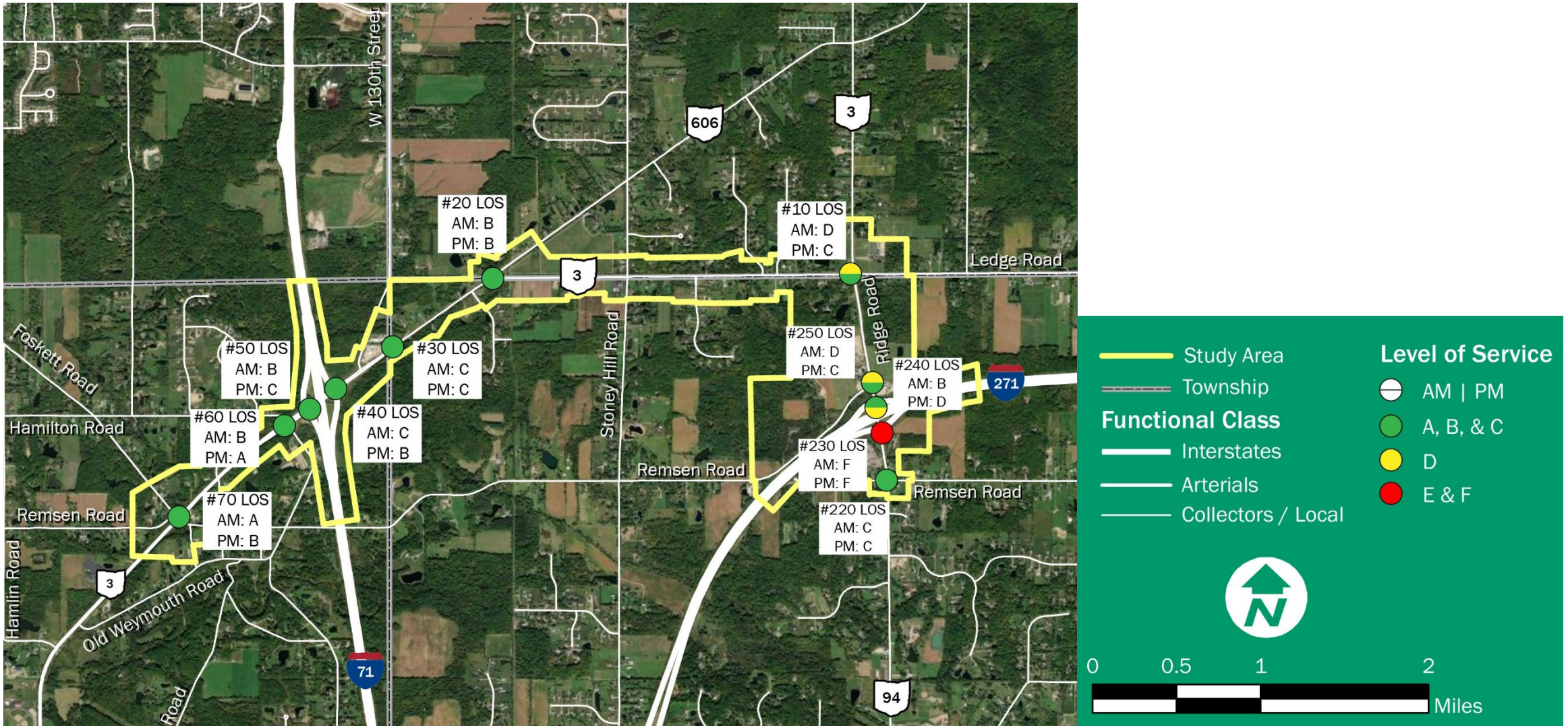
## Level of Service (LOS)

- Measures traffic operational conditions
- 6-level letter designation
  - A = good operating conditions
  - F = unsatisfactory
- ODOT standard is D or better




Source: Maryland DOT

# TRAFFIC OPERATIONS



# TRAFFIC OPERATIONS



# TRAFFIC OPERATIONS

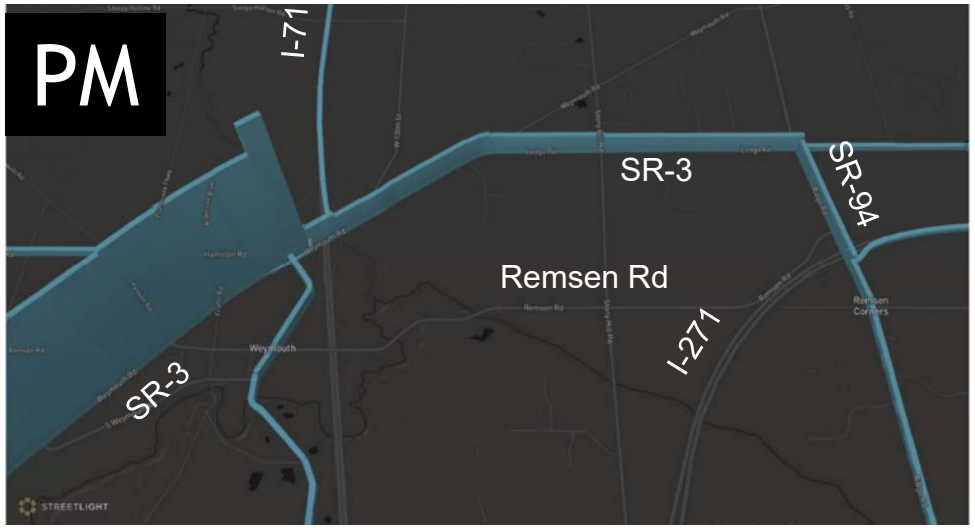



SR-3/I-71 NB On Ramp




SR-3/I-71 NB Off Ramp



# TRAFFIC OPERATIONS

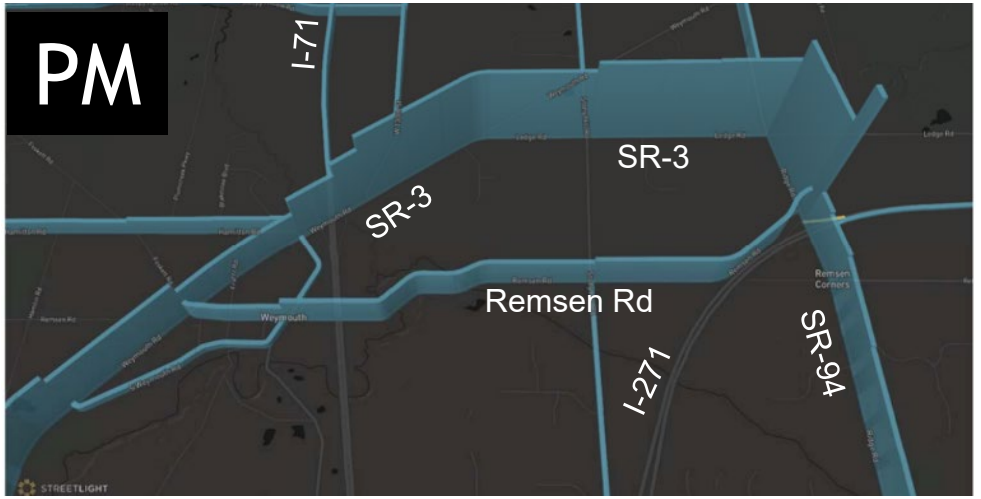



SR-3/I-271 NB On Ramp

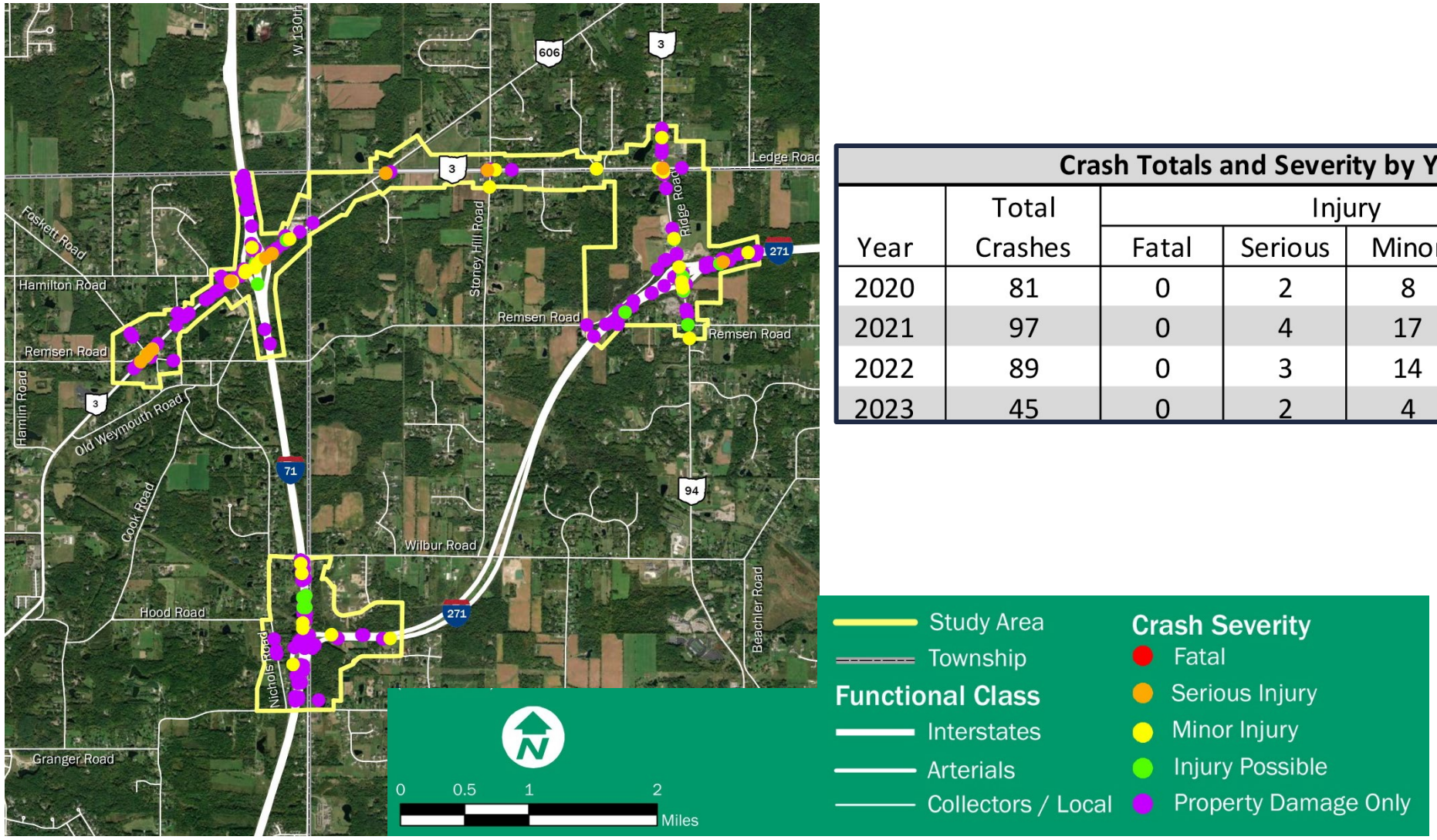



SR-3/I-271 NB Off Ramp



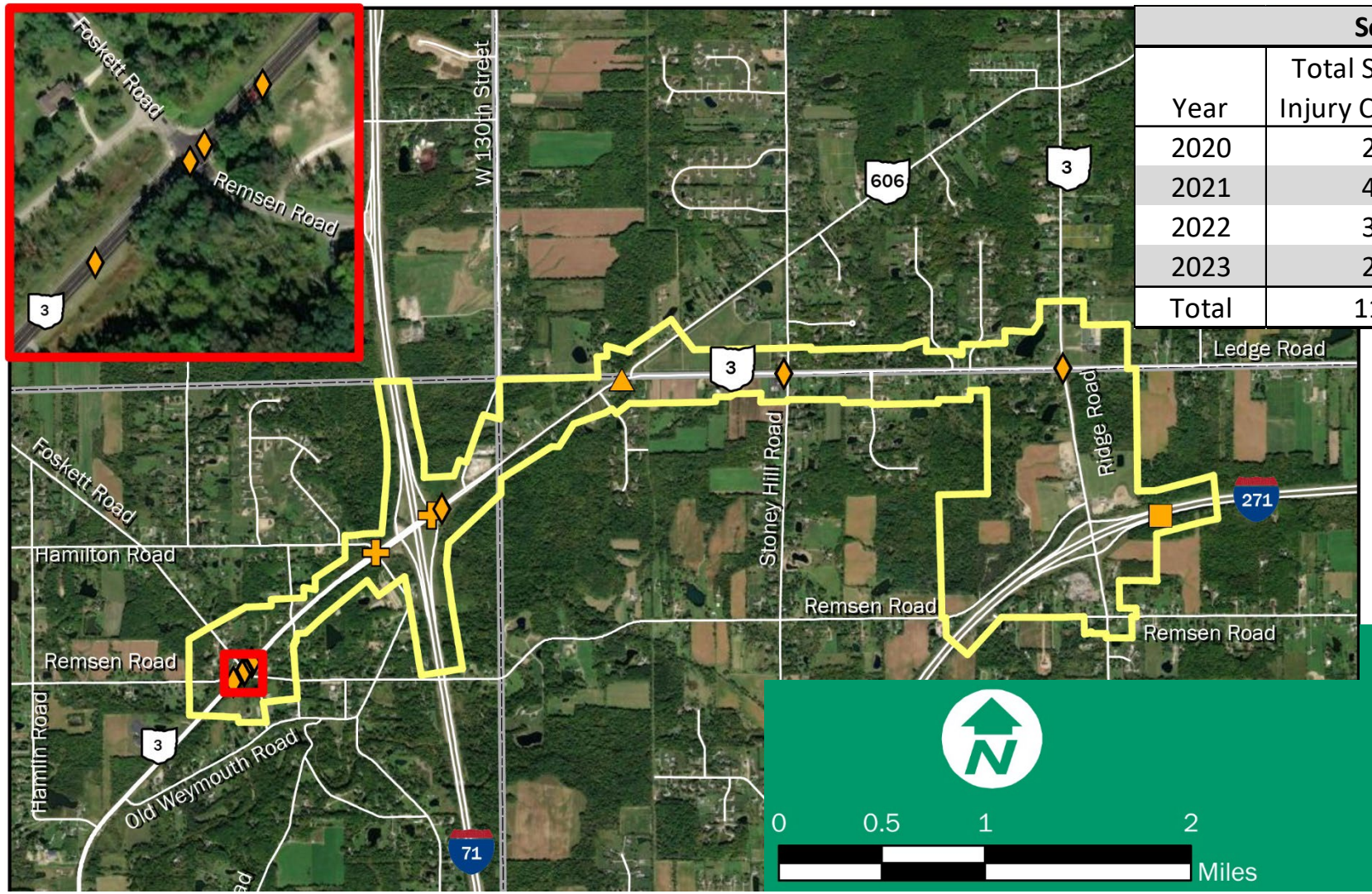



# CRASH HISTORY & TRENDS




| Crash Totals and Severity by Year | | | | | | |
|---|---|---|---|---|---|---|
| Year | Total Crashes | Injury | | | | Property Damage |
| | | Fatal | Serious | Minor | Possible | |
| 2020 | 81 | 0 | 2 | 8 | 6 | 65 |
| 2021 | 97 | 0 | 4 | 17 | 8 | 68 |
| 2022 | 89 | 0 | 3 | 14 | 10 | 62 |
| 2023 | 45 | 0 | 2 | 4 | 3 | 36 |

# CRASH HISTORY & TRENDS




| Severe Injury Crash Types by Year | | | | | |
|---|---|---|---|---|---|
| | Total Severe | Crash Type | | | |
| Year | Injury Crashes | Head On | Rear End | Angle | Left Turn |
| 2020 | 2 | 0 | 0 | 1 | 1 |
| 2021 | 4 | 1 | 1 | 2 | 0 |
| 2022 | 3 | 0 | 0 | 3 | 0 |
| 2023 | 2 | 0 | 0 | 1 | 1 |
| Total | 11 | 1 | 1 | 7 | 2 |

# GEOMETRIC ROADWAY DEFICIENCIES

- Paved shoulder width is less than normal design criteria (NDC) along SR-3
- Intersection sight distance deficiencies along Stony Hill Rd., SR-3, and Remsen Rd.
- Ramp design speed does not meet minimum NDC at I-71 and I-271 intersection
- Investigations still in progress

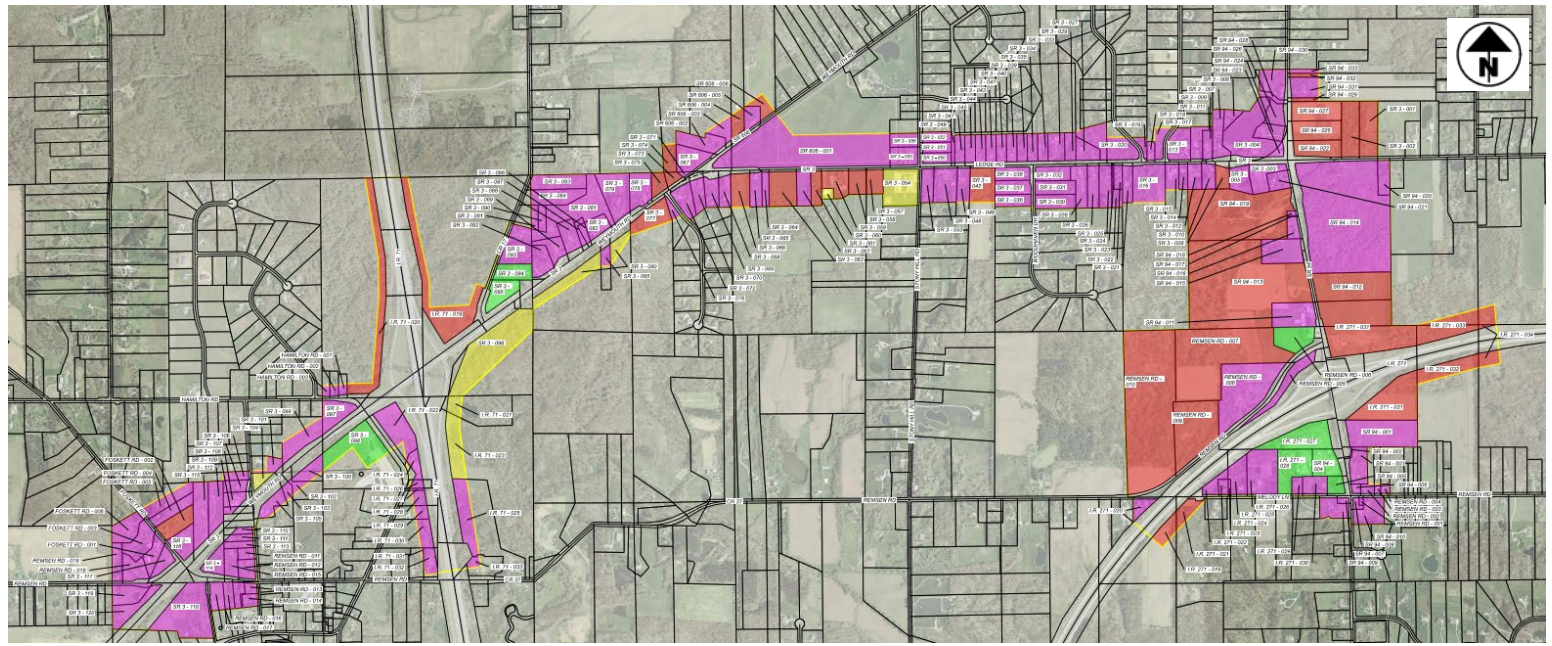
# SOCIAL, ECONOMIC, AND ENVIRONMENTAL RESOURCES

## Population: 10,800 approx.

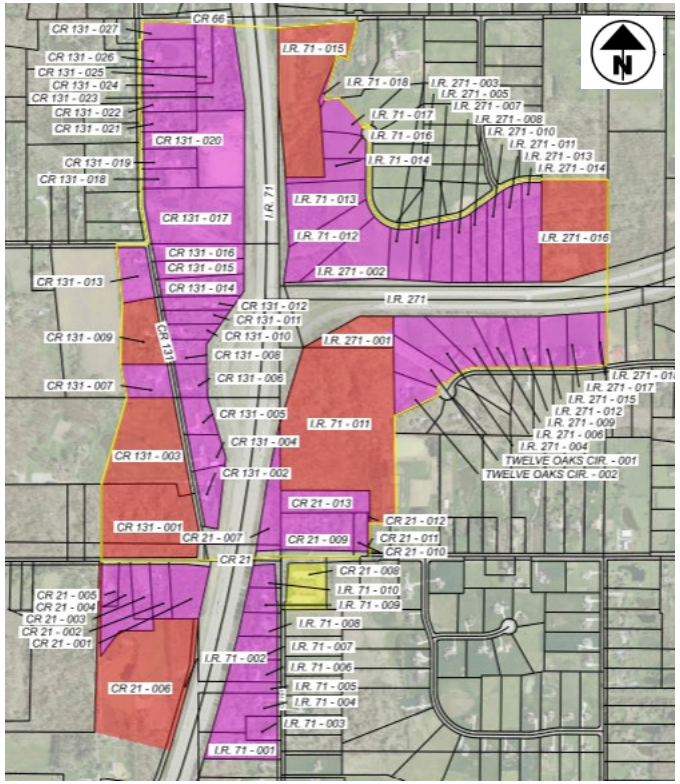
- 6% minority
- 2% Non-English speaking
- 10% low income
- 27% over 64 years of age (84th percentile for state)
- 46% commute 20 to 44 minutes

# SOCIAL, ECONOMIC, AND ENVIRONMENTAL RESOURCES

## Study Area Land Use

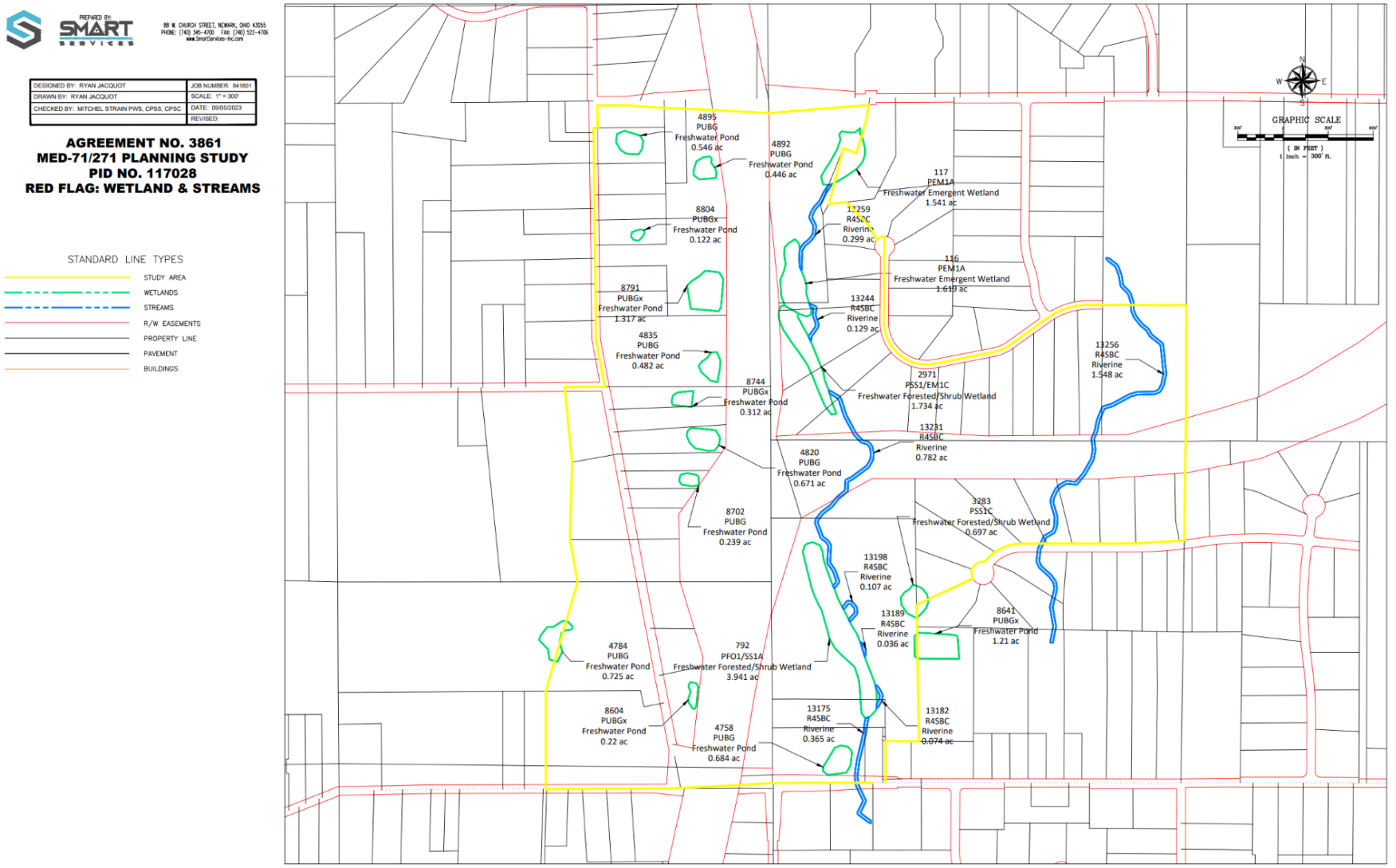



SR-3 and SR-94



I-71 / I-271 Interchange

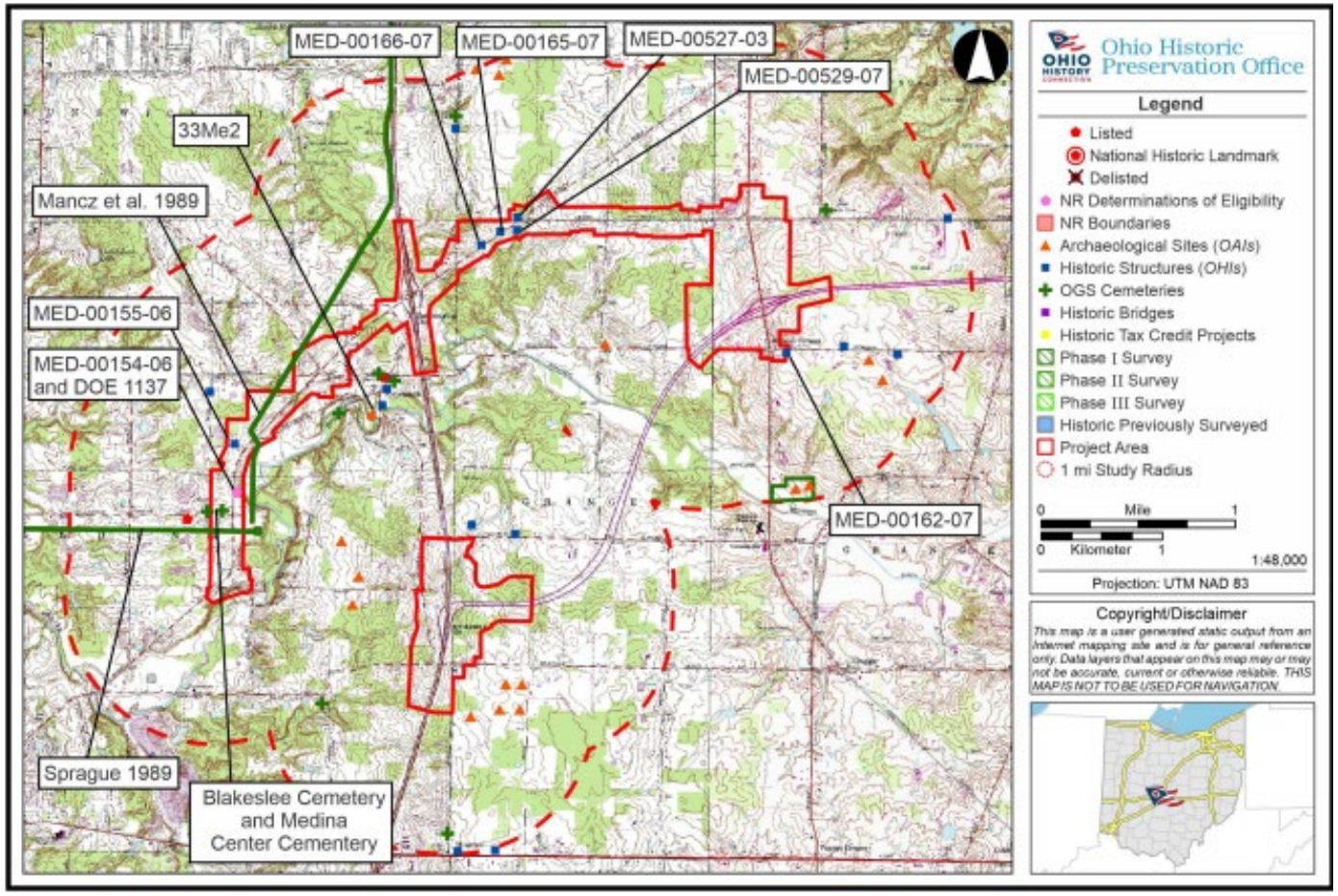
# SOCIAL, ECONOMIC, AND ENVIRONMENTAL RESOURCES



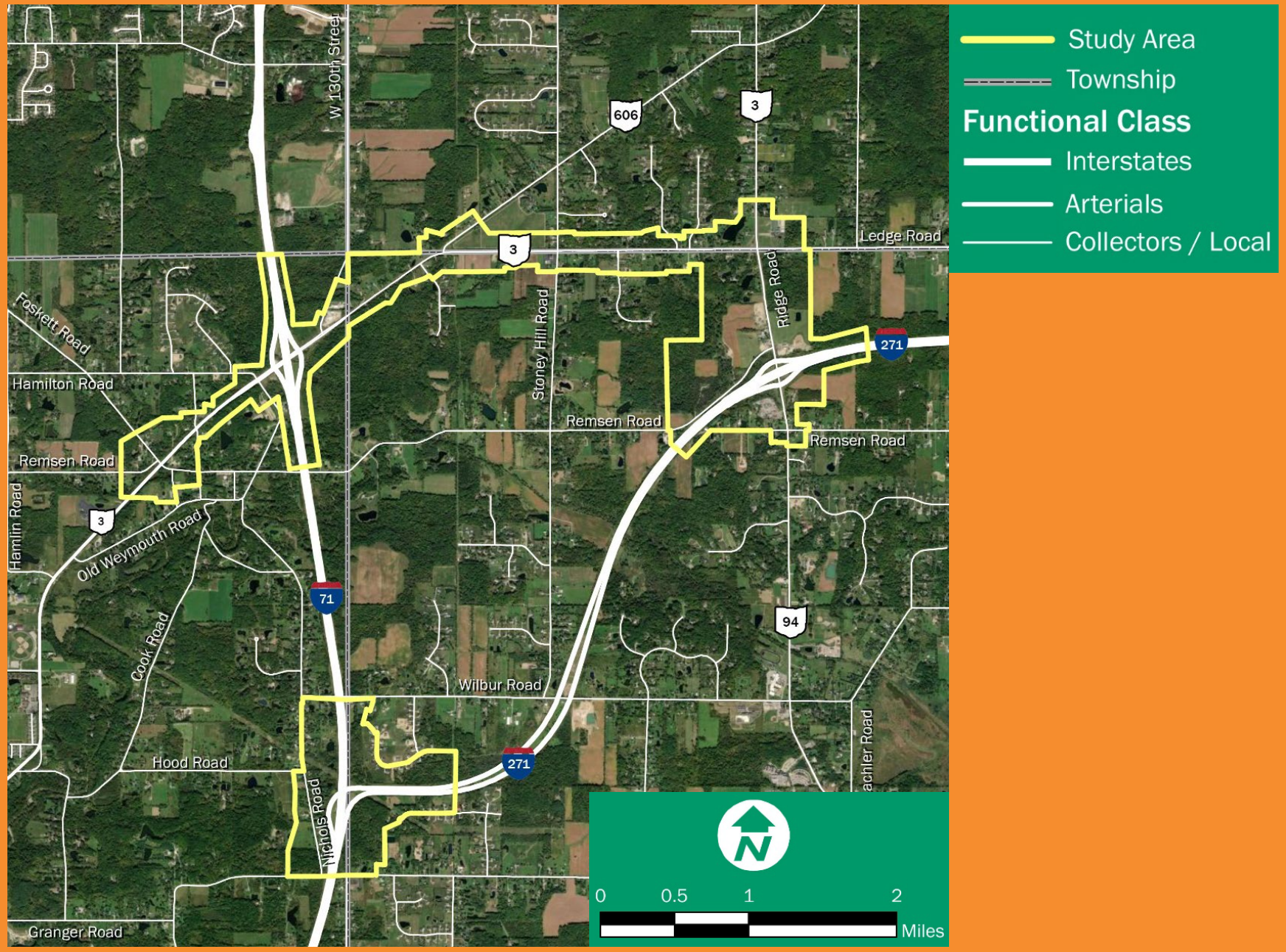
# SOCIAL, ECONOMIC, AND ENVIRONMENTAL RESOURCES

## Cultural Resources

- 19 archaeological sites
- 19 historic buildings
- 9 cemeteries
- Several buildings with historic value



# QUESTIONS & DISCUSSION


Study Area
Township
Functional Class
Interstates
Arterials
Collectors / Local
W 130th Street
606
3
Ledge Road
Foskett Road
Hamilton Road
Stoney Hill Road
Ridge Road
271
Remsen Road
Remsen Road
Remsen Road
Hamlin Road
3
Old Weymouth Road
71
Cook Road
94
Wilbur Road
Hood Road
271
Nichols Road
Granger Road
0
0.5
1
2
Miles

# DECISION-MAKING PROCESS

- Who is involved
- Decision points/engagement
- Criteria or factors used to finalize decisions

# WHO IS INVOLVED

dot

HINCKLEY

Medina Township
Founded 1818

GRANGER TOWNSHIP
Medina, Ohio, USA
Established 1820













HIGHLAND
Local Schools

# DECISION POINTS/ENGAGEMENT

1. Today
2. Jan/Feb 2024
3. Late Spring 2024
4. Summer 2024
5. Fall 2024

# CRITERIA OR FACTORS USED TO FINALIZE DECISIONS

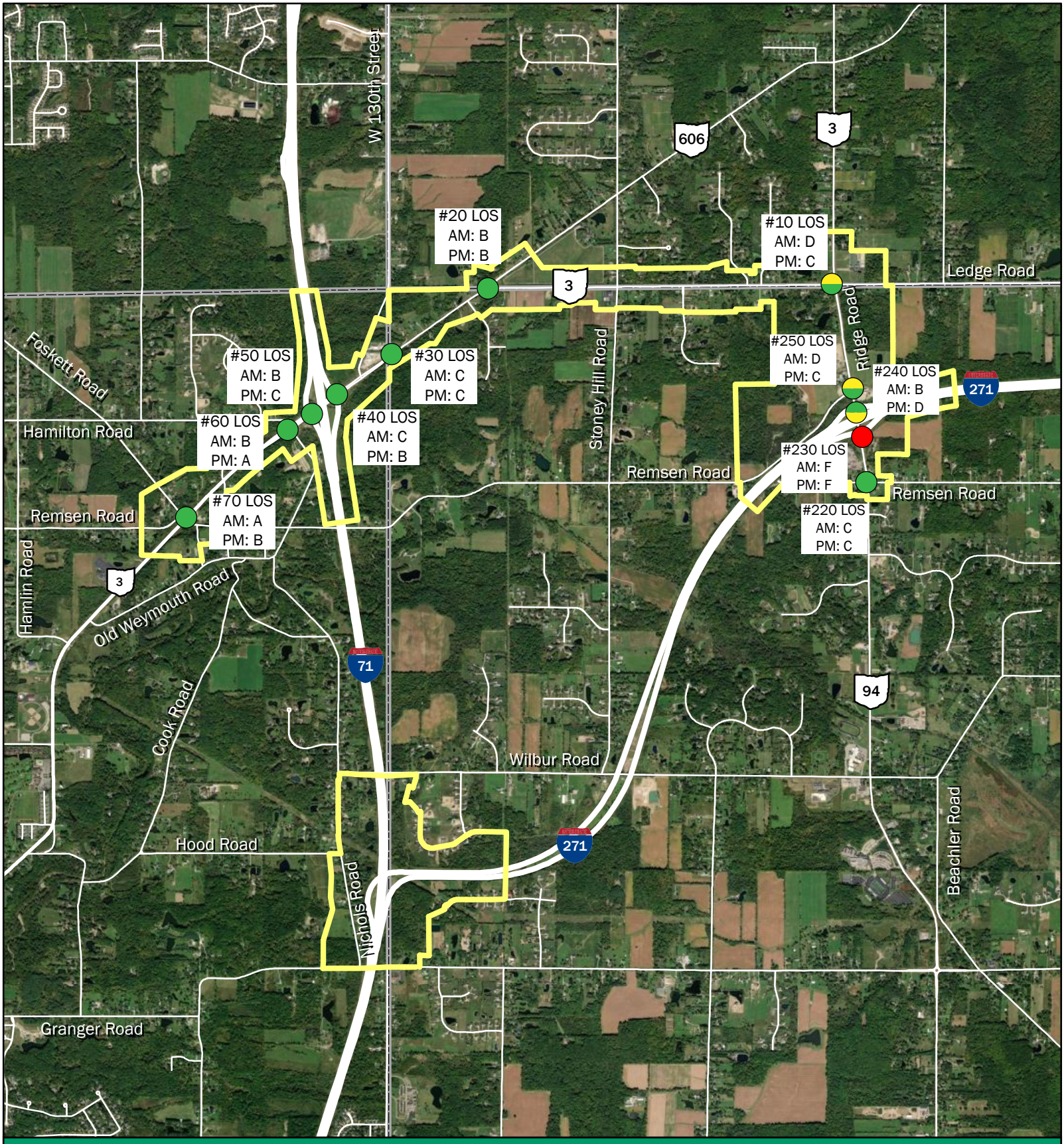
## ODOT makes final decision based on:

- Meeting the Purpose and Need for the project
- Stakeholder & public input
- Social, economic, & environmental impacts
- Estimated cost

# THANK YOU & ADJOURNMENT

Scott Ockunzzi, PE
District Planning Engineer ODOT
Scott.Ockunzzi@dot.ohio.gov
Ph. 419.207.7174

www.transportation.ohio.gov/projects/projects/117028




**I-71/I-271 Planning Study in Medina County**
**(PID 117028)**

0 0.5 1 2
Miles

Study Area
Township

**Functional Class**

Interstates
Arterials
Collectors / Local

*Stakeholder Meeting #2*

**MED I-71/I-271 Planning Study**
**Stakeholder Meeting #2 Summary**
March 27, 2024, 3:00 p.m.
Highland Library Community Room
4160 Ridge Road
Medina, OH 44256

**Attendees:**
*Consultant Team*:
Scott Ockunzzi – ODOT District 3
Julie Cichello – ODOT District 3
Don Rostofer – ODOT
Kaitlyn Thompson – ODOT
Crystal Neelon- ODOT
Ron Bonnette – ADR & Associates
Nick Mill – ADR & Associates
Jared Godwin – Burton Planning Services
Elvin Pinckney – Burton Planning Services
Todd Stanhope – Smart Services

*Community Stakeholders*:
NAME

**Summary:**
The stakeholder meeting commenced at 3 PM EST. A formal presentation was given to the # stakeholders in attendance. Mr. Ockunzzi showcased each of the build alternatives, as well as the No Build alternative. Stakeholders were then given the opportunity to ask questions in a group setting before individually viewing the alternative boards and asking questions one-on-one with members of the project team. Stakeholders were not required to stay throughout the duration of the meeting, but they were welcome to stay and ask the staff any additional questions. Before leaving stakeholders were asked to fill out a comment form to provide their input on the project and meeting.

**Questions:**
Stakeholders had a series of questions and comments for the project team that they presented to the group following the presentation, including:

- Concerns over larger car/truck usage in roundabouts.
    - Mr. Ockunzzi reassured stakeholders that roundabouts are typically smaller than the traffic circles the stakeholders are used to at Sharon Center and Litchfield. The roundabouts proposed would be more similar to the one at SR 94/Granger than the traffic circle at 94/162.
- When are traffic counts done? In the morning only, or during peak travel times?

  - Mr. Ockunzzi shared that the plan was to accommodate peak travel times, to ensure an undisrupted flow under most situations. He also shared that counts were done throughout the day, at various levels of usage.
- What are the next steps?
  - Next Stakeholder meeting in July, 2024.
- What is the schedule?
  - Mr. Ockunzzi stated that the project would not come to fruition for many years, and that no funds had yet been allocated for infrastructure improvements. The plan was exclusively and currently in the "study" phase.
- Is traffic noise going to be considered and studied?
  - Yes, noise would be considered as a part of the overall analysis, and due to ODOT regulations.
- Stakeholders from Hinckley Township expressed a community interest in "Crossing Traffic Does Not Stop" plaques at SR-606 and Stony Hill Rd.
  - Mr. Ockunzzi talked with the trustees about this for a while after the presentation.

# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY
## *MED IR71/IR271 PLANNING STUDY (PID 117028)*

## Project Description

The Ohio Department of Transportation (ODOT) has secured federal and state funding to prepare a feasibility study on the movement of traffic from Interstate (I) 271 southbound to I-71 northbound and I-71 southbound to I-271 northbound. ODOT sought funding for this study due to inquiries from members of the public about the absence of ramps connecting I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound at the I-71/I-271 interchange. Today, the most direct route to make those connections is via State Route (SR) 3 (Ledge Road) and SR-94 (Ridge Road). Funding was also obtained for this study due to congestion along SR-3 and SR-94. Therefore, this study will evaluate the existing and proposed connections from I-271 southbound to I-71 northbound and vice versa.

## Purpose and Need

### Purpose

The purpose of this project is to improve system linkage and safety of travelers between I-71 and I-271 in order to facilitate the movement of traffic in Medina County, Ohio.

### Primary Needs

#### *System Linkage*

The shortest route from I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound for vehicles is about 3.7 miles along SR-3 and SR-94, which takes approximately 10 minutes to travel. Existing data indicates that four percent of all traffic entering the I-71 northbound on-ramp at SR-3 comes from the I-271 southbound off-ramp at SR-94, and seven percent of all traffic entering the I-271 northbound on-ramp at SR-94 comes from the I-71 southbound off-ramp at SR-3.

#### *Safety*

Over the last four years, 312 crashes occurred in the study area, mainly around the SR-3/I-71, I-71/I-271, and the I-271/SR-94 interchanges and the SR-3/Foskett Road/Remsen Road and SR-3/SR-94/Ledge Road intersections. Eleven of the crashes resulted in serious injuries, with notable concentrations near the SR-3/I-71 interchange and SR-3/Foskett Road/Remsen Road intersection. In addition, the 2021 Highway Safety Improvement Program identifies several areas as safety priorities: the SR-3/Foskett Road/Remsen Road intersection, the SR-94/SR-3 intersection, and SR-3 from Fenn Road to Hamilton Road.

### Secondary Needs

#### *Congestion*

Addressing congestion is a secondary need in the study area. Level of Service (LOS) is a grading system used to measure how well traffic flows on roadways, with LOS A indicating smooth flow and LOS F representing congestion and delays. ODOT's standard for acceptable intersection LOS within the project area is LOS D or better. All the intersections within the study area operate at an acceptable intersection LOS under existing conditions except for the intersection of SR-94 and the I-271 northbound ramps that consistently operates at a LOS F. The existing roadway network in the year 2050 (Future No Build

condition) has five intersections with an unacceptable LOS (i.e., LOS E or LOS F) in the AM and/or PM peak periods:

- SR-3/I-71 northbound ramps
- SR-3/West 130th Street
- SR-94/SR-3
- SR-94/Remsen Road (north of I-271)
- SR-94/I-271 southbound ramps
- SR-94/I-271 northbound ramps

*The full Purpose and Need is available for viewing upon request.*

## Improvement Alternatives

Proposed improvements are broken down into three main areas: the I-71/I-271 interchange, SR-3 corridor and interchange with I-71, and SR-94 corridor and interchange with I-271. We are looking for your input on the proposed alternatives for each area. The alternatives for you to consider are a No Build (do nothing) alternative or the improvement alternatives discussed below. Maps of the proposed alternatives are on display at today's meeting and on the project website for you to review. (The project website address is at the bottom of each page of this fact sheet.) Proposed improvements that occur at intersections or interchanges will be accompanied by an intersection identification number in parentheses that is used to reference the intersection/interchange across project documentation and mapping.

### I-71/I-271 Interchange

At the I-71/I-271 interchange there are one to two proposed improvements for each possible movement between I-71 and I-271, as described below and seen in the image to the right.

**I-71 northbound to I-271 northbound**

- Alternative 1
- Alternative 2

**I-71 southbound to I-271 northbound**

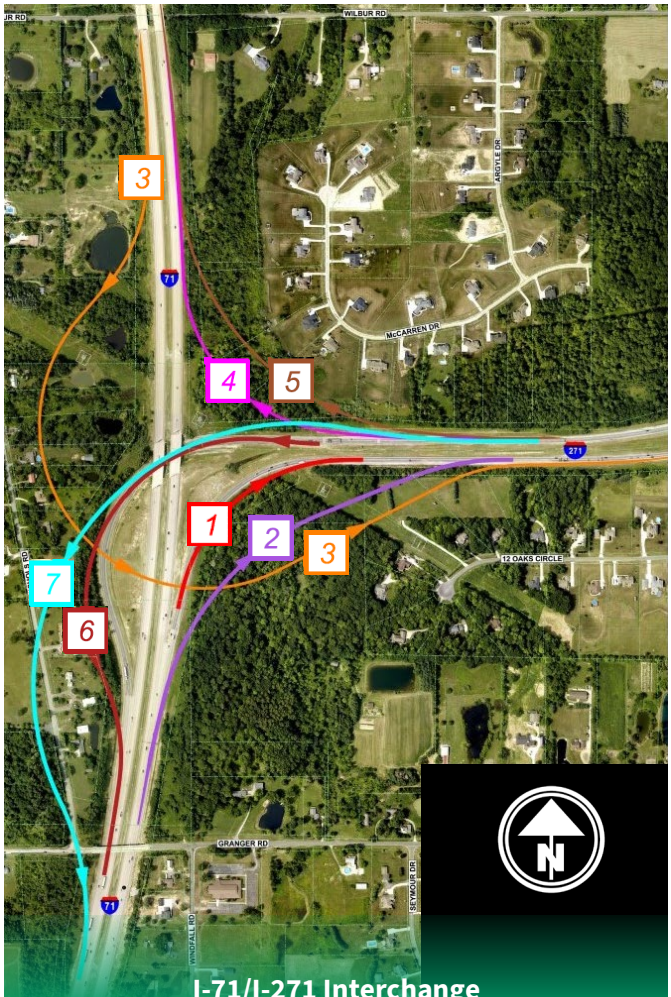
- Alternative 3

**I-271 southbound to I-71 northbound**

- Alternative 4
- Alternative 5

**I-271 southbound to I-71 southbound**

- Alternative 6
- Alternative 7




**I-71/I-271 Interchange Improvement Alternatives**

### SR-3 Corridor

There are two alternatives with proposed improvements along the SR-3 corridor. All proposed improvements are at the intersections/interchanges along the corridor. There are no proposed improvements at the SR-3/I-71 southbound intersection (ID# 50) or SR-3/Hamilton Road/Old Weymouth Road intersection (ID# 60) for either alternative. The intersections/interchanges along SR-3 that have proposed improvements are shown in the table below with their proposed improvements. Alternative A includes addition of turn lanes and traffic signals at intersections/interchanges along the SR-3 corridor. Alternative B is the same as Alternative A except for the improvements at West 130th Street, which proposes a roundabout.

| SR-3 Corridor Proposed Improvements | Alternative | |
|---|---|---|
| | A | B |
| **SR-3/West 130th Street (ID# 30)** | | |
| Add a southbound right turn lane on SR-3. | X | |
| Maintain two southbound SR-3 through lanes and add a roundabout. | | X |
| **SR-3/I-71 northbound ramps (ID# 40)** | | |
| Add a northbound left turn lane on SR-3 and a receiving lane on the I-71 northbound on-ramp. | X | X |
| **SR-3/Foskett Road/Remsen Road (ID# 70)** | | |
| Add a left turn lane on northbound and southbound SR-3 and signalize the intersection. | X | X |

## SR-94 Corridor

There are four alternatives with proposed improvements along the SR-94 corridor, which are described in the table below. All alternatives include two northbound lanes and one southbound lane on SR-94 between the intersections with SR-3 (ID# 10) and Ridge Road/Remsen Road (ID# 250). All remaining proposed improvements are at the intersections/interchanges along the corridor. Only Alternative C includes proposed improvements at the SR-94/Remsen Road/Melody Lane intersection (ID# 220).

| SR-94 Corridor Proposed Improvements | Alternative | | | |
|---|---|---|---|---|
| | A | B-1 | B-2 | C |
| **SR-94/SR-3 (ID# 10)** | | | | |
| Traffic signals at the intersection. | X | | | |
| Add a roundabout with two northbound SR-94 through lanes. | | X | X | X |
| **SR-94/Remsen Road (north of I-270) (ID# 250)** | | | | |
| Add a roundabout with two northbound SR-94 through lanes. | X | | | |
| Add a roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp. | | X | | |
| Combine with the SR-94/I-271 southbound ramps intersection (ID# 240) to create one roundabout with one bypass lane from the I-271 southbound off-ramp to northbound SR-94 north of Remsen Road. | | | X | |
| Add a cul-de-sac, removing the existing intersection with SR-94, and extend Remsen Road with a bridge over I-271 to come out at the SR-94/Remsen Road (south)/Melody Lane intersection (ID# 220). | | | | X |

*The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12/14/2020, and executed by FHWA and ODOT.*

| SR-94 Corridor Proposed Improvements | Alternative | | | |
|---|---|---|---|---|
| | A | B-1 | B-2 | C |
| **SR-94/I-271 southbound ramps (ID# 240)** | | | | |
| Maintain traffic signals at the intersection and add two I-271 southbound right turn lanes onto SR-94 northbound. | X | | | |
| Add a roundabout with two I-271 southbound off-ramp lanes of which one is a bypass lane to northbound SR-94 north of Remsen Road. | | X | | |
| Combine with the SR-94/Remsen Road (ID# 250) to create one roundabout with one bypass lane from the I-271 southbound off-ramp to northbound SR-94 north of Remsen Road. | | | X | |
| Add a roundabout with two I-271 southbound off-ramp lanes of which one is a right turn bypass lane onto SR-94 northbound. | | | | X |
| **SR-94/I-271 northbound ramps (ID# 230)** | | | | |
| Add a roundabout with a SR-94 northbound right turn lane onto the I-271 northbound on-ramp. | X | X | X | X |
| **Remsen Road/Melody Lane (ID# 220)** | | | | |
| Add a roundabout. | | | | X |

## Schedule

This project is in the planning phase of ODOT's Project Development Process. ODOT is currently studying the alternatives and no decisions have been made at this time. Using the results of current study efforts and public input to be gathered at a series of two additional stakeholder meetings and one additional public meeting, ODOT's goal is to identify a preferred alternative by late Summer 2024. The preferred alternative and the decision-making process to arrive at that selection will be presented at a public meeting in early Fall of 2024. The planning study is anticipated to be completed by late Fall 2024.

## Funding

Funding has only been committed for the planning phase. The funding consists of 80 percent federal funds and 20 percent state funds. The selected alternatives will be programmed as separate projects at either a local or state level after the study is completed. Funding will be secured for those projects and further development of those projects will be conducted through design and construction.

## Project Comments

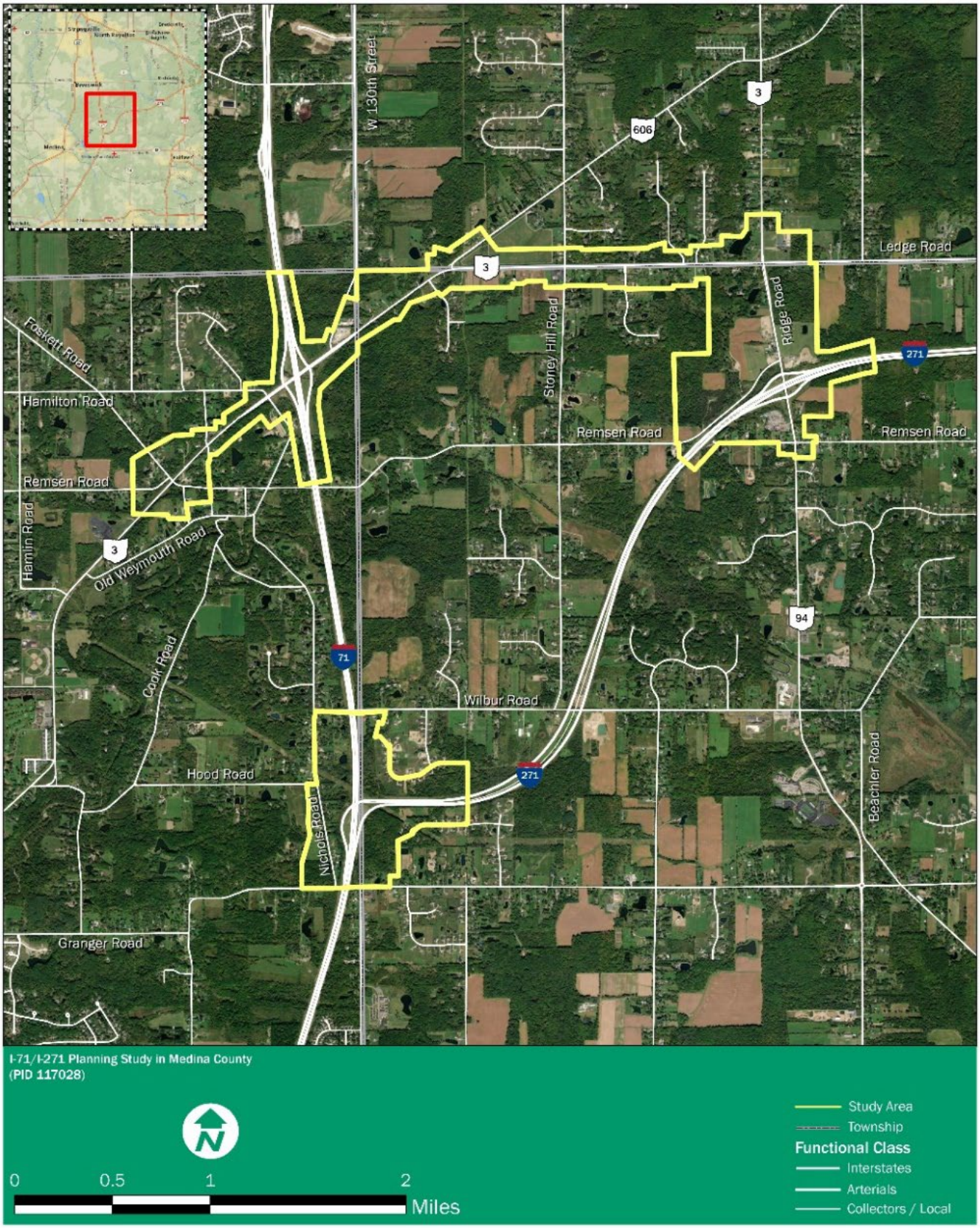
Comments about this project are welcomed and encouraged. Please submit comments via phone, email, or mail to Scott Ockunzzi, P.E., ODOT District 3, Project Manager.

Comments on the proposed alternatives should be submitted by **April 26, 2024,** to be documented in the Public Input Summary Report.

ODOT will respond to all comments received. Please reference **"MED IR71/IR271 PLANNING STUDY (PID 117028)"** in emails and in letters.

**Scott Ockunzzi, P.E.**
**Project Manager**
Scott.Ockunzzi@dot.ohio.gov
419-207-7174
ODOT District 3
906 Clark Avenue
Ashland, OH 44805

## Project Area



*Stakeholder Meeting #3*

Department of Transportation

# SIGN-IN SHEET

## IR 71 & IR 271 Planning Study • PID 117028

Stakeholder Meeting • July 10, 2024 • 3:00 p.m. – 5:00 p.m.

| | Name | Representing | Email | Phone | Signature |
|---|---|---|---|---|---|
| 1. | ~~Terry~~ Grice | Medina County Sherriff | tgrice@ohmedinaco.org | | |
| 2. | Stephen Hambley | Medina County Commissioners | shambley@ohmedinaco.org | | |
| 3. | Colleen Swedyk | Medina County Commissioners | cswedyk@ohmedinaco.org | | |
| 4. | Aaron Harrison | Medina County Commissioners | aharrison@ohmedinaco.org | | |
| 5. | Mark Neff | Ohio State Highway Patrol | MNeff@dps.ohio.gov | | |
| 6. | Teri Berry | Granger Township Trustees | tberry@grangertwp.org | | |
| 7. | Richard Pace | Granger Township Trustees | rpace@grangertwp.org | | |
| 8. | John Ginley | Granger Township Trustees | jginley@grangertwp.org | | |
| 9. | Monique Ascherl | Hinckley Township Trustees | mascherl@HinckleyTwp.org | | |
| 10. | Jack Swedyk | Hinckley Township Trustees | Jswedyk@HinckleyTwp.org | | |
| 11. | Cindy Engleman | Hinckley Township Trustees | cengleman@hinckleytwp.org | | |
| 12. | Doug Eastwood | Medina Township Trustees | deastwood@medinatownship.com | | |
| 13. | Bruce Christopher | Medina Township Trustees | bchristopher@medinatownship.com | | |
| 14. | Chuck Johnson | Medina Township Trustees | cjohnson@medinatownship.com | | |
| 15. | Ben Nau | Medina County EMA | bnau@medinacountyema.org | | |
| 16. | Steven Kamp | Granger Fire Department | grangerfiredept@gmail.com | | |
| 17. | Jestin Grossenbaugh | Hinckley Fire Department | jgrossenbaugh@hinckleyfire.us | | |
| 18. | Larry Walters | Medina Fire Department | lwalters@medinaoh.org | | |
| 19. | John Minek | Medina Township Police Dept. | jminek@mtpd.net | | |
| 20. | Dave Centner | Hinckley Township Police Dept. | DCentner@hinckleypd.us | | |

*Please print clearly • Contact information is optional but must be included if you wish to receive updates.*

Department of Transportation

# SIGN-IN SHEET

## IR 71 & IR 271 Planning Study • PID 117028

Stakeholder Meeting • July 10, 2024 • 3:00 p.m. – 5:00 p.m.

| | Name | Representing | Email | Phone | Signature |
|---|---|---|---|---|---|
| 21. | Bethany Dentler | Medina County Economic Dev. | bdentler@medinacounty.org | | |
| 22. | Brandon Gibson | Medina County Economic Dev. | Brandon@MedinaCounty.org | 330-722-9795 | |
| 23. | Andy Conrad | Medina County Engineer | aconrad@medinaco.org | | |
| 24. | Frank Lawrence | Highland Schools Transportation | flawrence@highlandschools.org | | |
| 25. | Grace Gallucci | NOACA Executive Director | GGallucci@mpo.noaca.org | | |
| 26. | TOM MORACA | MEDINA TWP | TOMMERM@ATT.NET | | |
| 27. | JASON BITTINGER | MEDINA OSP | JBBITTINGER@DPS.OHIO.GOV | | |
| 28. | Elaine Ridgley | Medina Township | Zoning@medinatownship.com | | |
| 29. | ANDY CONRAD | MED. CO. ENG | ACONRAD@MEDINACO.ORG | | |
| 30. | KRIS CONWILL | MEDINA CO. SHERIFF'S OFF. | KCONWILL@OHMEDINACO.ORG | | |
| 31. | Lynn VanDeusen | 1150 Ledge Rd. | vandeusen4256@gmail.com | | Lynn K. VanDeusen |
| 32. | | | | | |
| 33. | | | | | |
| 34. | | | | | |
| 35. | | | | | |
| 36. | | | | | |
| 37. | | | | | |
| 38. | | | | | |
| 39. | | | | | |
| 40. | | | | | |

↑ Not a part of the stakeholder group

*Please print clearly • Contact information is optional but must be included if you wish to receive updates.*

# STAKEHOLDER MEETING #3 • JULY 10, 2024

















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# STAKEHOLDER MEETING #3

## I-71/I-271 PLANNING STUDY IN MEDINA COUNTY (PID 117028)

July 10, 2024

# WELCOME & INTRODUCTIONS



**Scott Ockunzzi, PE**
District Planning Engineer
ODOT



**Todd Stanhope, PE, PTOE**
Director of Traffic Engineering
Smart Services



**Ron Bonnette, PE, PS**
Senior Project Manager,
ADR & Associates



**Caitlyn Ridge, PE**
Transportation & Environmental Mgr.
Burton Planning Services

# PURPOSE OF MEETING

Share Information

**Get Your Feedback and Perspective**

# PROJECT OVERVIEW

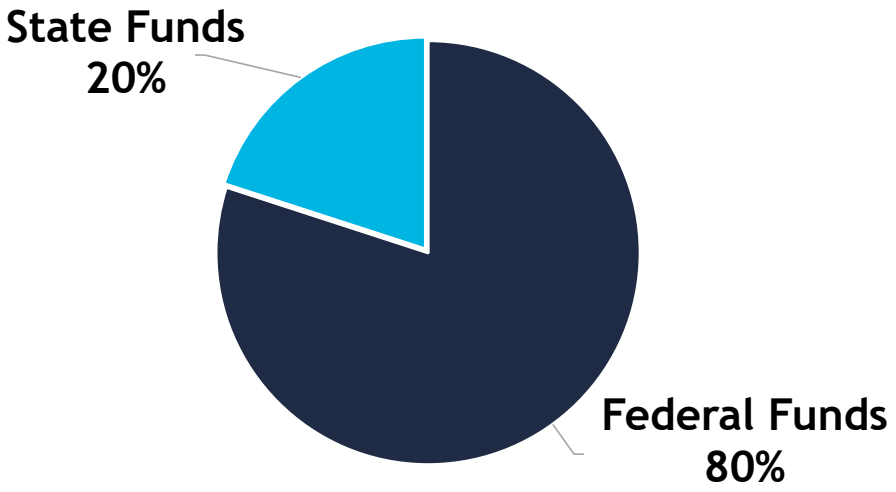
- Project description
- Project history
- Study areas & logical termini

# PROJECT DESCRIPTION

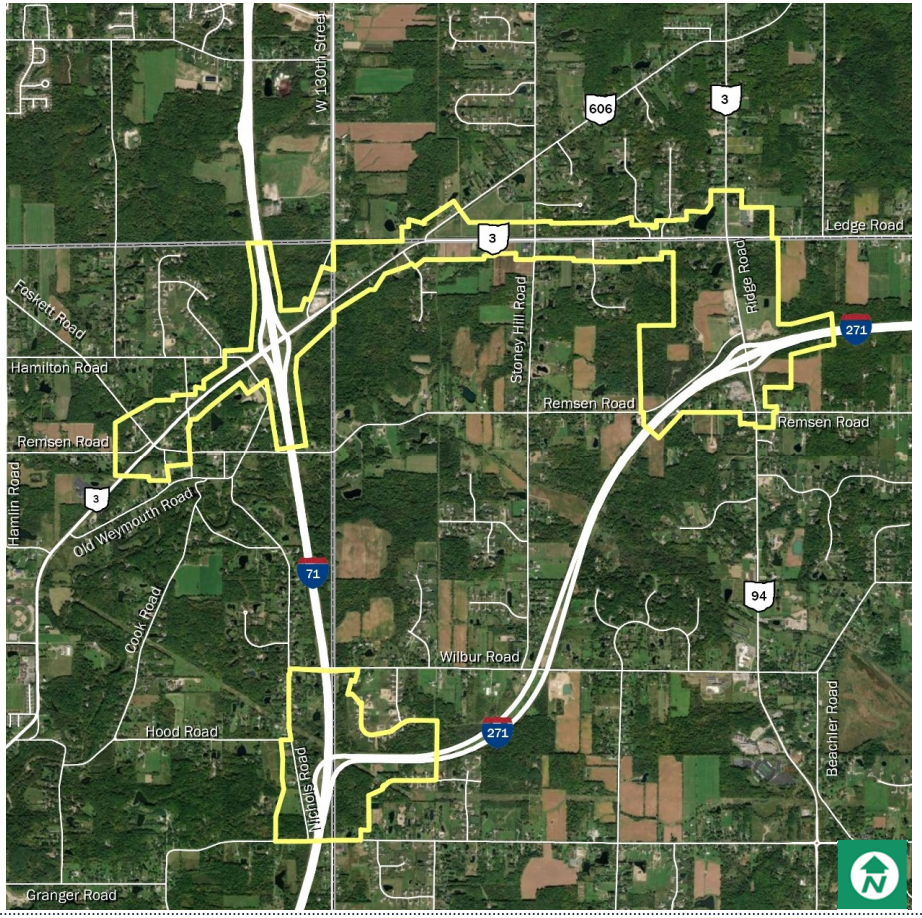
A planning study related to the movement of traffic
from I-271 southbound to I-71 northbound
and I-71 southbound to I-271 northbound
in Medina County.

# PROJECT HISTORY

- Public inquiries about missing connection
- Recent study (2020) and improvements (2022) completed on SR-3 near the interchange with I-71
- Congestion along SR-3 and SR-94
- ODOT acquired Federal and State funds for planning



# STUDY AREAS & LOGICAL TERMINI




Study Area
Township

**Functional Class**

Interstates
Arterials
Collectors / Local

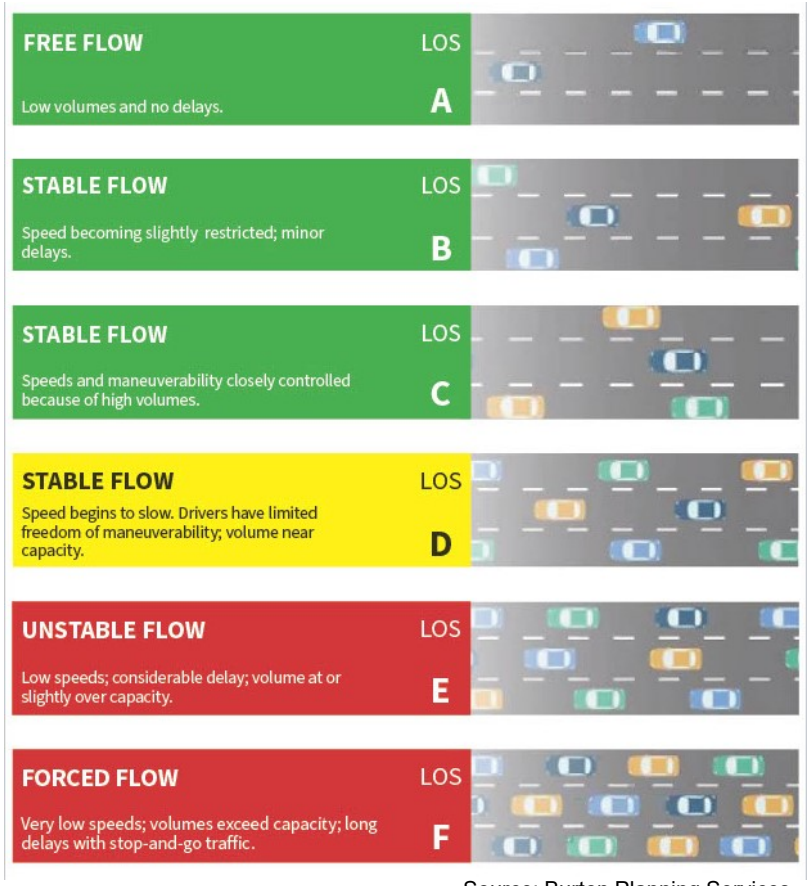
# EXISTING CONDITIONS & DESIGN CONSIDERATIONS

- Traffic operations
- Crash history & trends

# TRAFFIC OPERATIONS

## Level of Service (LOS)

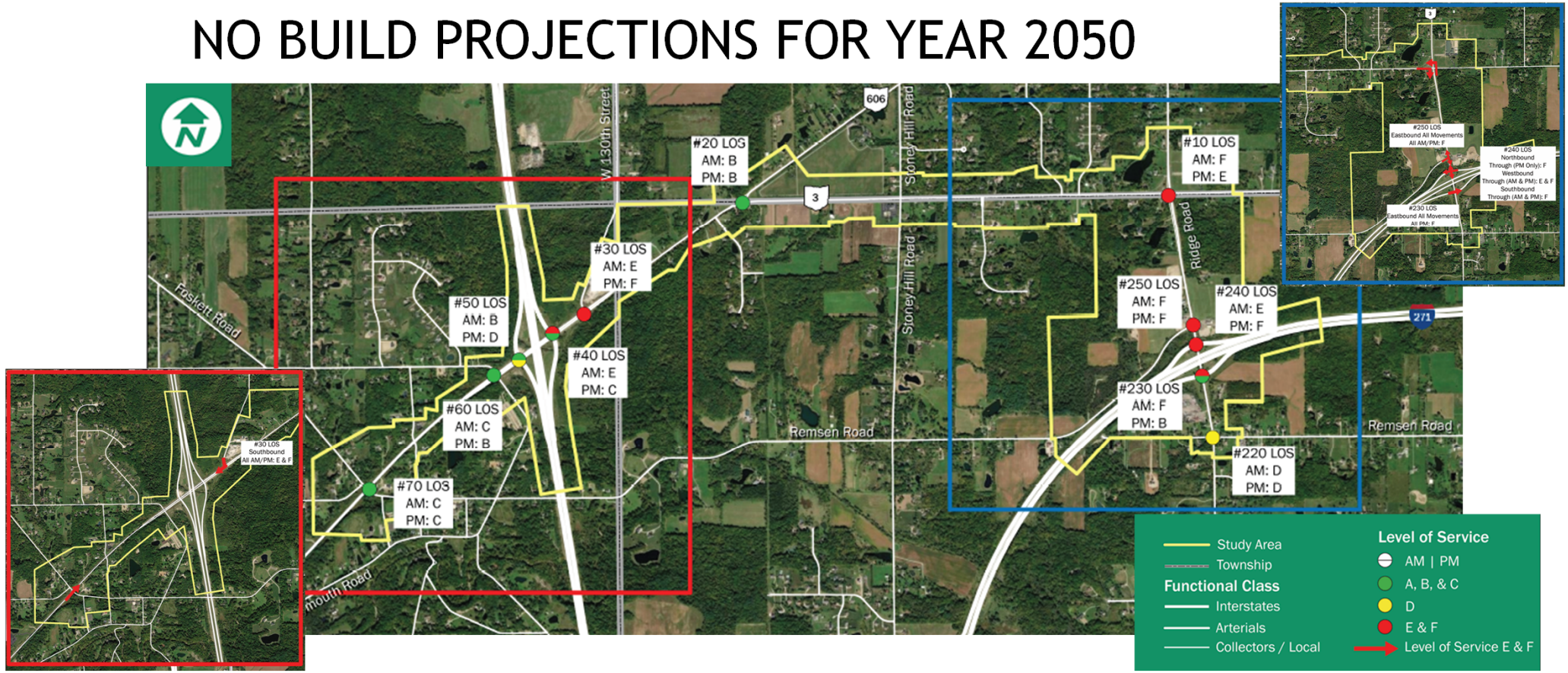
- Measures traffic operational conditions
- 6-level letter designation
  - A = good operating conditions
  - F = unsatisfactory
- ODOT standard is D or better



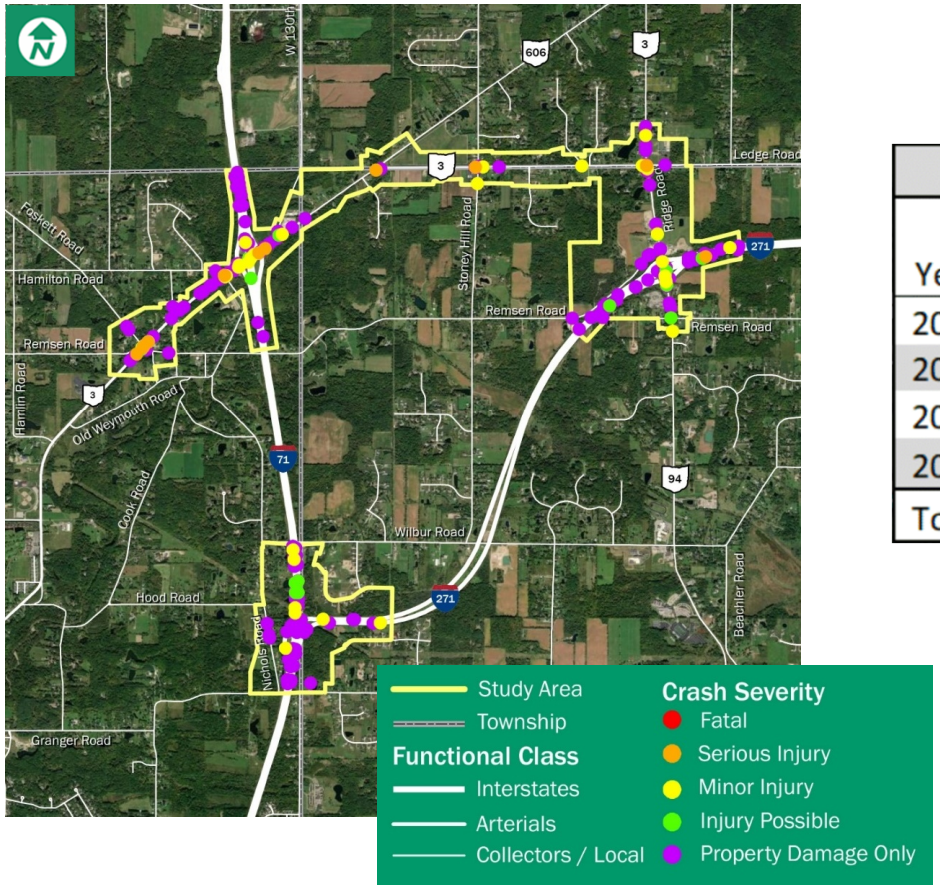

Source: Burton Planning Services

# TRAFFIC OPERATIONS

## NO BUILD PROJECTIONS FOR YEAR 2050

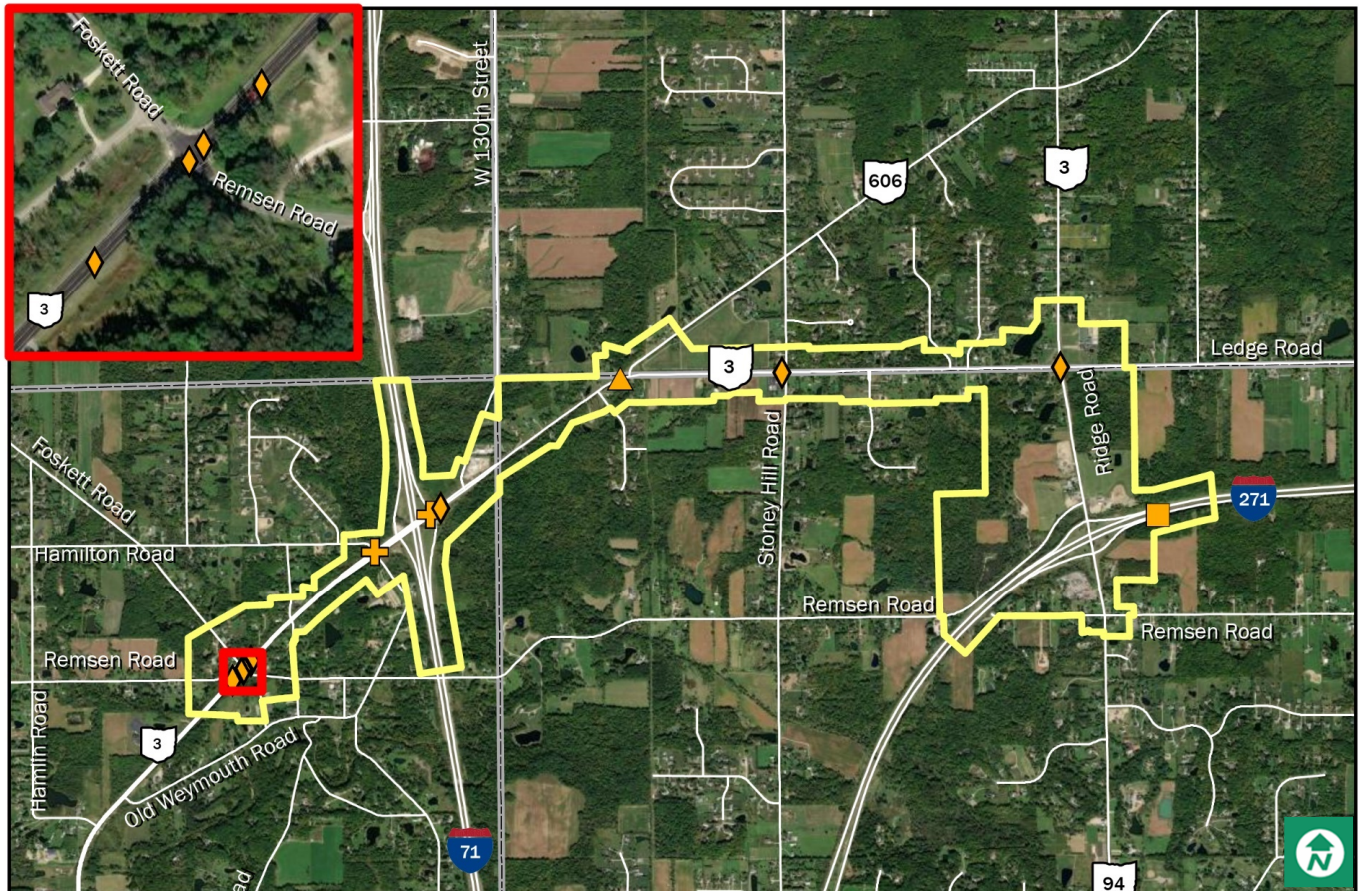


# CRASH HISTORY & TRENDS




| Crash Totals and Severity by Year | | | | | | |
|---|---|---|---|---|---|---|
| | | Injury | | | | |
| Year | Total Crashes | Fatal | Serious | Minor | Possible | Property Damage |
| 2020 | 81 | 0 | 2 | 8 | 6 | 65 |
| 2021 | 97 | 0 | 4 | 17 | 8 | 68 |
| 2022 | 89 | 0 | 3 | 14 | 10 | 62 |
| 2023 | 45 | 0 | 2 | 4 | 3 | 36 |
| Total | 312 | 0 | 11 | 43 | 27 | 231 |

# CRASH HISTORY & TRENDS




| Severe Injury Crash Types by Year | | | | | |
|---|---|---|---|---|---|
| | Total Severe | Crash Type | | | |
| Year | Injury Crashes | Head On | Rear End | Angle | Left Turn |
| 2020 | 2 | 0 | 0 | 1 | 1 |
| 2021 | 4 | 1 | 1 | 2 | 0 |
| 2022 | 3 | 0 | 0 | 3 | 0 |
| 2023 | 2 | 0 | 0 | 1 | 1 |
| Total | 11 | 1 | 1 | 7 | 2 |

Study Area
Township

**Functional Class**
Interstates
Arterials
Collectors / Local

**Crash Type**
Head On
Rear End
Angle
Left Turn

# PURPOSE & NEED

# PURPOSE & NEED

## Purpose

To improve system linkage and safety of travelers between I-71 and I-271 in order to facilitate the movement of traffic in Medina County, Ohio.

# PURPOSE & NEED

## Primary Needs

- **System Linkage**
  Shortest route is about 3.7 miles and takes about 10 minutes to travel.
- **Safety**
  312 crashes occurred in the last 4 years with 11 resulting in serious injuries.

## Secondary Need

### Congestion

- Currently, SR-94/I-271 northbound ramps consistently operate at a LOS F.
- By year 2050 (Future No Build condition) five additional intersections will have a LOS E or F in the AM and/or PM.

# RESOURCES

- Social & Economic
- Environmental
- Cultural

# FEASIBLE ALTERNATIVES

- Public Input
- Major Concerns
- Feasible Alternatives Review

# PUBLIC INPUT

- Alternatives ranking survey: 146 comments.
- General comments: 217 comments.
- **53 percent** of the alternatives ranking surveys indicated **preference for the No Build alternative.**
- General comments were grouped into **12 categories**:
  - No Build
  - Interchanges/Ramps
  - Local Roads/Intersections
  - Roundabouts
  - Congestion
  - Safety
  - Access
  - Traffic Speed
  - Funding
  - Property Impacts
  - Noise Impacts
  - Other Environmental Impacts

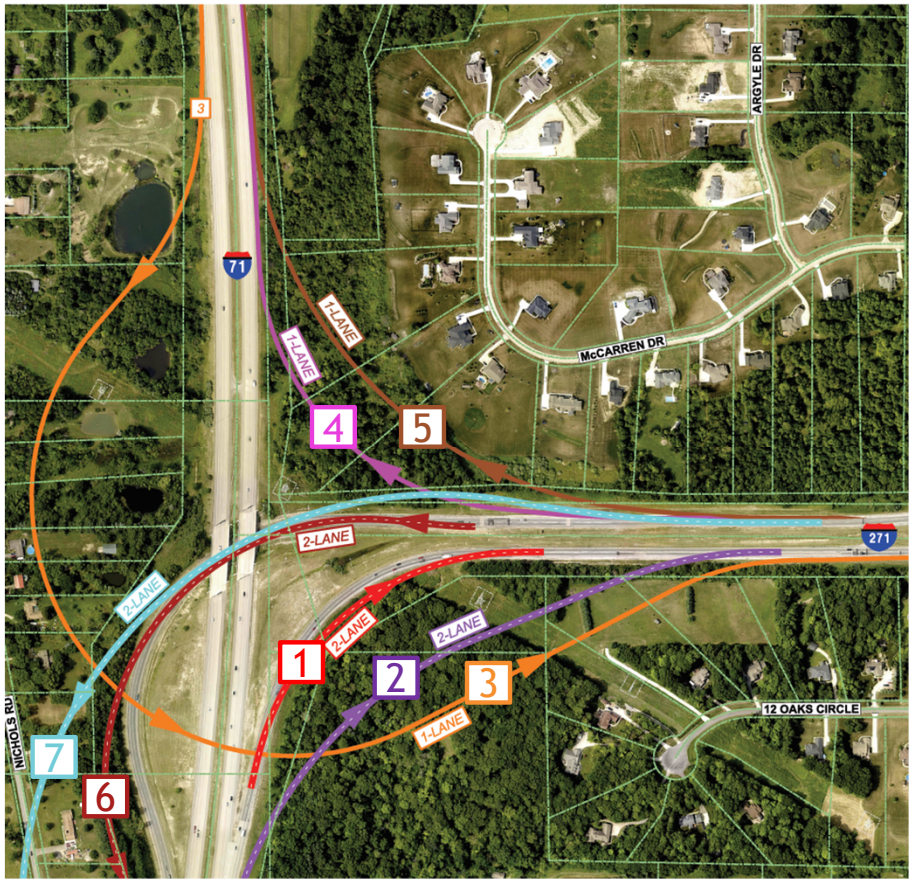
# MAJOR CONCERNS

## General Comments

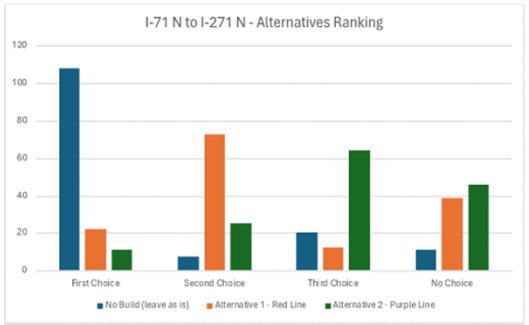
- Reiterated preference for No Build alternative (47%).
- Property impacts from the build alternatives (42%).
- Noise impacts from the build alternatives (16%).
- Other environmental impacts from the build alternatives (18%).
- Funding and the high costs of the build alternatives (12%).
- Losing access to various community destinations and personal property (7%).

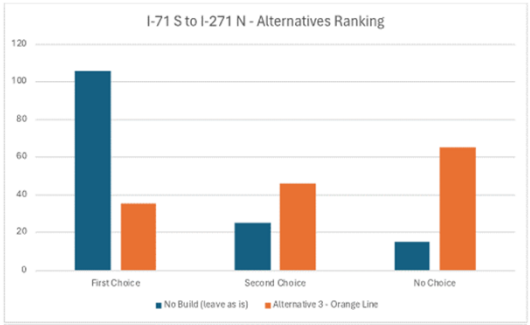
# FEASIBLE ALTERNATIVES REVIEW

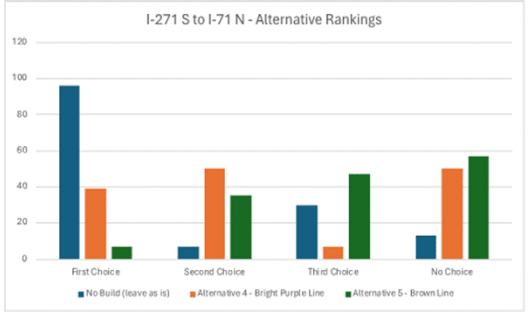
# I-71/I-271 INTERCHANGE

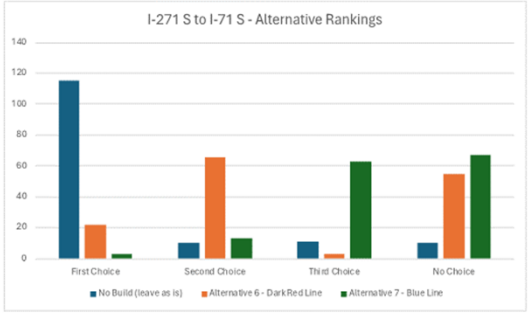



## PUBLIC PREFERS WE **DO NOT BUILD ANY RAMPS** AT THIS INTERCHANGE



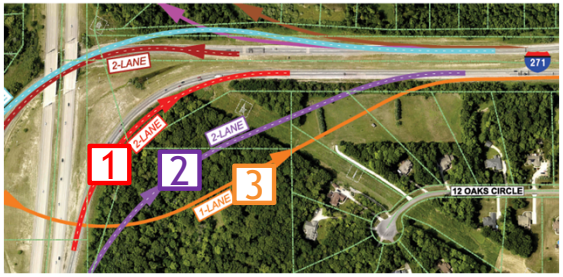



# I-71/I-271 INTERCHANGE

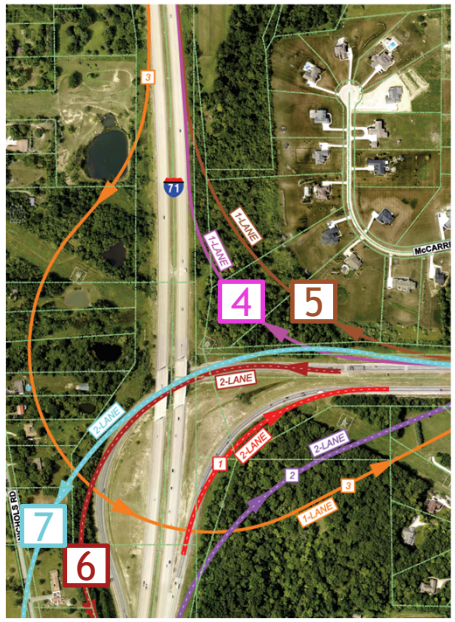
| I-71 Northbound to I-271 Northbound Interchange Ramp | | | |
|---|---|---|---|
| **Alternative ID** | **No Build** | **1** | **2** |
| **Description** | Keep as is. | Smooth horizonal curve to 55 mph design speed. | Smooth horizonal curve to 65 mph design speed. |
| **Project Cost** | - | $4,060,000 | $11,348,000 |
| **Existing No. of Annual Crashes** | 2.619 | - | - |
| **Change in No. of Annual Crashes** | - | -0.076 | -0.121 |
| **% Reduction in Crashes** | - | 2.9% | 4.6% |
| **Safety Benefit** | - | $94,522 | $114,598 |
| **Safety B/C Ratio** | - | 0.02 | 0.01 |
| **2050 LOS (AM/PM)** | - | - | - |
| **Operational Benefit** | - | $0 | $0 |
| **Operational B/C Ratio** | - | 0.00 | 0.00 |
| **Total Benefit** | - | In Progress | In Progress |
| **Total B/C Ratio** | - | | |




| I-71 Southbound to I-271 Northbound Interchange Ramp | | |
|---|---|---|
| **Alternative ID** | **No Build** | **3** |
| **Description** | Keep as is. | Single-lane ramp with 55 mph design speed with bridge over I-71. |
| **Project Cost** | - | $54,564,000 |
| **Existing No. of Annual Crashes** | - | - |
| **Change in No. of Annual Crashes** | - | +4.768 |
| **% Reduction in Crashes** | - | - |
| **Safety Benefit** | - | In Progress |
| **Safety B/C Ratio** | - | |
| **2050 LOS (AM/PM)** | - | - |
| **Operational Benefit** | - | In Progress |
| **Operational B/C Ratio** | - | |
| **Total Benefit** | - | In Progress |
| **Total B/C Ratio** | - | |

# I-71/I-271 INTERCHANGE

| I-271 Southbound to I-71Southbound Interchange Ramp | | | |
|---|---|---|---|
| **Alternative ID** | **No Build** | **6** | **7** |
| **Description** | Keep as is. | Smooth horizonal curve to 55 mph design speed. | Smooth horizonal curve to 65 mph design speed. |
| **Project Cost** | - | $11,615,000 | $23,107,000 |
| **Existing No. of Annual Crashes** | 4.156 | - | - |
| **Change in No. of Annual Crashes** | - | -0.012 | +0.170 |
| **% Reduction in Crashes** | - | 0.3% | -4.1% |
| **Safety Benefit** | - | $4,694 | -$57,539 |
| **Safety B/C Ratio** | - | 0.00 | 0.00 |
| **2050 LOS (AM/PM)** | - | - | - |
| **Operational Benefit** | - | $0 | $0 |
| **Operational B/C Ratio** | - | 0.00 | 0.00 |
| **Total Benefit** | - | In Progress | In Progress |
| **Total B/C Ratio** | - | | |




| I-271 Southbound to I-71 Northbound Interchange Ramp | | | |
|---|---|---|---|
| **Alternative ID** | **No Build** | **4** | **5** |
| **Description** | Keep as is. | Single-lane ramp with 55 mph design speed. | Single-lane ramp with 65 mph design speed. |
| **Project Cost** | - | $6,836,000 | $9,192,000 |
| **Existing No. of Annual Crashes** | - | - | - |
| **Change in No. of Annual Crashes** | - | +3.804 | +1.046 |
| **% Reduction in Crashes** | - | - | - |
| **Safety Benefit** | - | In Progress | In Progress |
| **Safety B/C Ratio** | - | | |
| **2050 LOS (AM/PM)** | - | - | - |
| **Operational Benefit** | - | In Progress | In Progress |
| **Operational B/C Ratio** | - | | |
| **Total Benefit** | - | In Progress | In Progress |
| **Total B/C Ratio** | - | | |

# SR-3/WEST 130TH STREET (ID# 30)

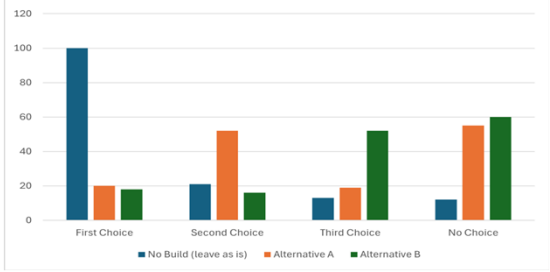
## ALTERNATIVE A




## ALTERNATIVE B




**PUBLIC PREFERS NO BUILD OR ALTERNATIVE A**



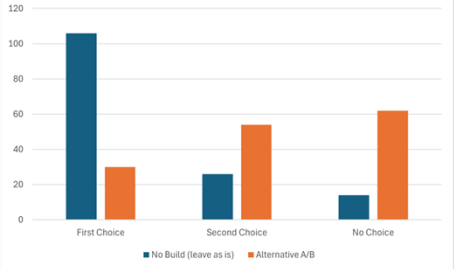

| Alternative ID | No Build | A | B |
|---|---|---|---|
| **Description** | Keep as is. | Add a southbound right turn lane on 130th Street | Maintain two southbound SR-3 through lanes and add a roundabout. |
| **Project Cost** | - | $63,000 | $3,500,000 |
| **Existing No. of Annual Crashes** | 0.686 Predicted/ 0.924 Expected | *(0.924 used for calculation of change in number of annual crashes)* | *(0.686 used for calculation of change in number of annual crashes)* |
| **Change in No. of Annual Crashes** | - | -0.151 | +0.044 |
| **% Reduction in Crashes** | - | 16.3% | -6.4% |
| **Safety Benefit** | - | $106,630 | $329,924 |
| **Safety B/C Ratio** | - | 1.69 | 0.09 |
| **2050 AM LOS** | E | E | A |
| **2050 PM LOS** | F | F | A |
| **Operational Benefit** | - | $208,796 | $83,872 |
| **Operational B/C Ratio** | - | 3.31 | 0.02 |
| **Total Benefit** | - | $315,426 | $413,796 |

# SR-3/I-71 NORTHBOUND RAMP (ID# 40)

## ALTERNATIVE A/B



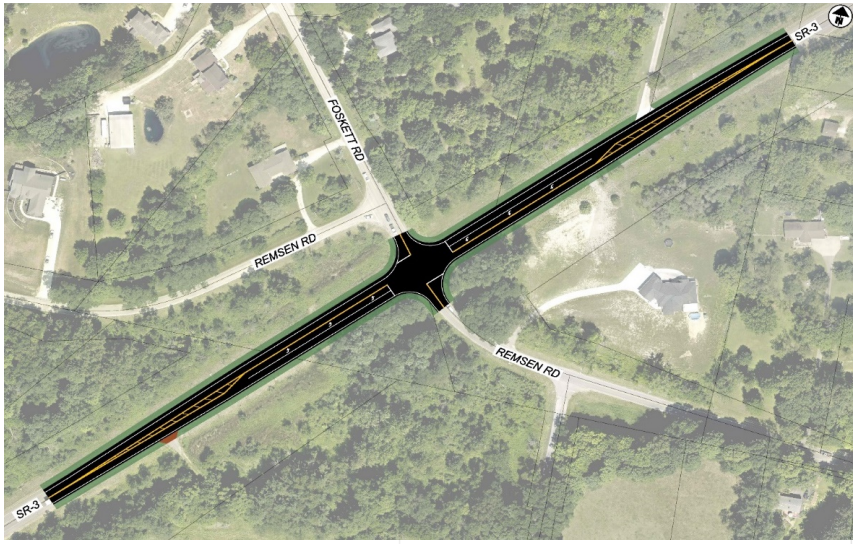

**PUBLIC PREFERS NO BUILD**



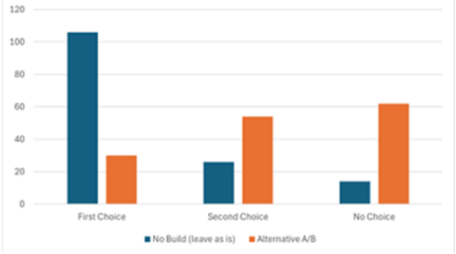

| Alternative ID | No Build | A/B |
|---|---|---|
| **Description** | Keep as is. | Add a northbound left turn lane on SR-3 and a receiving lane on the I-71 northbound on-ramp. |
| **Project Cost** | - | $1,327,000 |
| **Existing No. of Annual Crashes** | 2.659 | 1.979 |
| **Change in No. of Annual Crashes** | - | -0.68 |
| **% Reduction in Crashes** | - | 25.6% |
| **Safety Benefit** | - | $318,616 |
| **Safety B/C Ratio** | - | 0.24 |
| **2050 AM LOS** | E | C |
| **2050 PM LOS** | C | C |
| **Operational Benefit** | - | $5,478,308 |
| **Operational B/C Ratio** | - | 4.13 |
| **Total Benefit** | - | $5,796,924 |
| **Total B/C Ratio** | - | 4.37 |

# SR-3/FOSKETT ROAD/REMSEN ROAD (ID# 70)

## ALTERNATIVE A/B




**PUBLIC PREFERS NO BUILD**

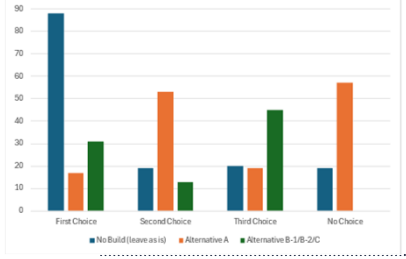



| Alternative ID | No Build | A/B |
|---|---|---|
| **Description** | Keep as is. | Add a left turn lane on northbound and southbound SR-3 and signalize the intersection. |
| **Project Cost** | - | $1,353,000 |
| **Existing No. of Annual Crashes** | 10.506 | 7.039 |
| **Change in No. of Annual Crashes** | - | -3.467 |
| **% Reduction in Crashes** | - | 33.0% |
| **Safety Benefit** | - | $1,480,482 |
| **Safety B/C Ratio** | - | 1.09 |
| **2050 AM LOS** | C | C |
| **2050 PM LOS** | C | C |
| **Operational Benefit** | - | -$321,357 |
| **Operational B/C Ratio** | - | -0.24 |
| **Total Benefit** | - | $1,159,125 |
| **Total B/C Ratio** | - | 0.86 |

# SR-94/SR-3 (ID# 10)

## ALTERNATIVE A




## ALTERNATIVE B-1/B-2/B-2A/C




**PUBLIC PREFERS NO BUILD**
OR ALTERNATIVE A

| Alternative ID | No Build | A | B-1/B-2/B-2a/C |
|---|---|---|---|
| **Description** | Keep as is. | Adjust signal phasing for traffic signals at the intersection. | Convert to a roundabout with two northbound SR-94 through lanes. |
| **Project Cost** | - | $167,000 | $4,378,000 |
| **Existing No. of Annual Crashes** | 7.522 Predicted/ 3.418 Expected | *(3.418 used for calculation of change in number of annual crashes)* | *(7.522 used for calculation of change in number of annual crashes)* |
| **Change in No. of Annual Crashes** | - | -0.068 | -5.661 |
| **% Reduction in Crashes** | - | 2.0% | 75.3% |
| **Safety Benefit** | - | $30,882 | $2,391,244 |
| **Safety B/C Ratio** | - | 0.18 | 0.55 |
| **2050 AM LOS** | F | F | A |
| **2050 PM LOS** | E | E | A |
| **Operational Benefit** | - | -$26,527,807 | $23,352,508 |
| **Operational B/C Ratio** | - | -158.85 | 5.33 |
| **Total Benefit** | - | -$26,496,925 | $25,743,752 |
| **Total B/C Ratio** | - | -158.66 | 5.88 |

# SR-94/REMSEN ROAD (ID# 250)

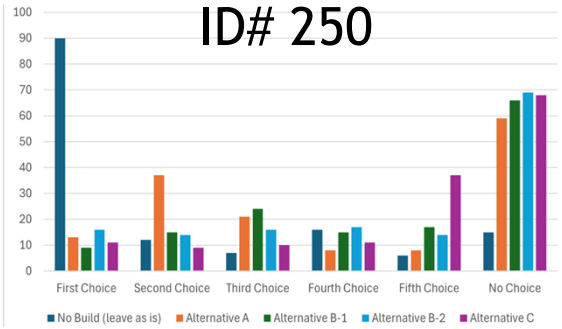
## **NEW** SHORT-TERM ALTERNATIVE



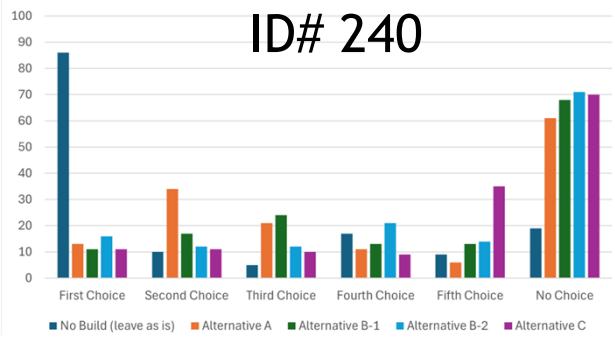

| Alternative ID | No Build | Short-Term (NEW) |
|---|---|---|
| Description | Keep as is. | Add SR-94 northbound left-turn lane at Remsen Road. |
| Project Cost | - | $692,000 |
| Existing No. of Annual Crashes | 2.080 | 1.165 |
| Change in No. of Annual Crashes | - | -0.915 |
| % Reduction in Crashes | - | 44.0% |
| Safety Benefit | - | $601,881 |
| Safety B/C Ratio | - | 0.87 |
| 2050 AM LOS | F | F |
| 2050 PM LOS | F | F |
| Operational Benefit | - | $11,618,096 |
| Operational B/C Ratio | - | 16.79 |
| Total Benefit | - | $12,219,977 |
| Total B/C Ratio | - | 17.66 |

# SR-94/REMSEN ROAD (ID# 250), SR-94/ I-271 SB (ID# 240), & REMSEN ROAD/MELODY LANE (ID# 220)

ID# 250

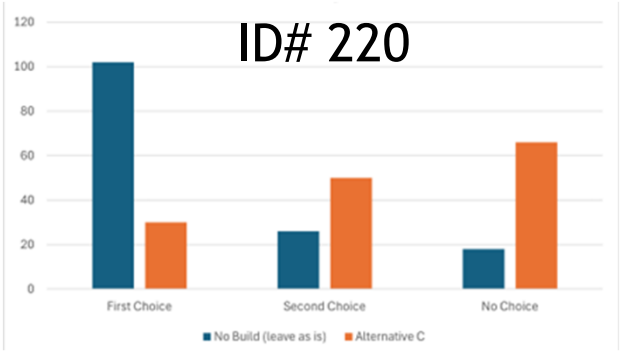



ID# 240




**PUBLIC PREFERS NO BUILD**
OR ALTERNATIVE A

ID# 220




**PUBLIC PREFERS NO BUILD**

ALTERNATIVE A



# SR-94/REMSEN ROAD (ID# 250), SR-94/ I-271 SB (ID# 240), & REMSEN ROAD/MELODY LANE (ID# 220)

| Alternative ID | No Build | A | B-1 | B-2 | B-2a (NEW) | C |
|---|---|---|---|---|---|---|
| **Description** | Keep as is. | ID# 250: Convert to a roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp.<br>ID# 240: Maintain traffic signals at the intersection and add two I-271 southbound right turn lanes onto SR-94 northbound.<br>ID# 220: Keep as is. | ID# 250: Convert to a roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp.<br>ID# 240: Convert to a roundabout with two I-271 southbound off-ramp lanes of which one is a bypass lane to northbound SR-94 north of Remsen Road.<br>ID# 220: Keep as is. | ID#s 250&240: Combine SR-94, Remsen Road, and I-271 SB exit ramp into on 5-point OVAL roundabout.<br>ID# 220: Keep as is. | ID#s 250&240: Combine SR-94, Remsen Road, and I-271 SB exit ramp into on 5-point PEANUT roundabout.<br>ID# 220: Keep as is. | ID# 250: Add a cul-de-sac, removing the existing intersection with SR-94.<br>ID#240: Convert to a roundabout with two I-271 southbound off-ramp lanes of which one is a bypass lane to northbound SR-94 north of Remsen Road.<br>ID# 220: Extend Remsen Road with a bridge over I-271 to come out at the SR-94/Remsen Road (south)/Melody Lane intersection. |
| **Project Cost** | - | $5,058,000 | $5,058,000 | $5,905,000 | $4,668,000 | $21,413,000 |
| **Existing No. of Annual Crashes** | 6.662 | - | - | - | - | - |
| **Change in No. of Annual Crashes** | - | -2.173 | -2.603 | -2.366 | -2.366 | -7.871 |
| **% Reduction in Crashes** | - | 32.6% | 39.1% | 35.5% | 35.5% | 118.1% |
| **Safety Benefit** | - | $1,904,729 | $2,343,590 | $2,367,993 | $2,367,993 | $3,964,541 |
| **Safety B/C Ratio** | - | 0.38 | 0.46 | 0.40 | 0.51 | 0.19 |
| **2050 AM LOS** | ID# 250: F, ID#240: E, ID#220: D | ID# 250: C, ID#240: C, ID#220: D | ID# 250: C, ID#240: C, ID#220: D | In Progress | In Progress | In Progress |
| **2050 PM LOS** | ID# 250: F, ID#240: F, ID#220: D | ID# 250: C, ID#240: B, ID#220: D | ID# 250: A, ID#240: B, ID#220: D | | | |
| **Operational Benefit** | - | $46,821,210 | $49,317,377 | In Progress | In Progress | In Progress |
| **Operational B/C Ratio** | - | 9.26 | 9.75 | | | |
| **Total Benefit** | - | $48,725,939 | $51,660,967 | In Progress | In Progress | In Progress |
| **Total B/C Ratio** | - | 9.63 | 10.21 | | | |

# SR-94/REMSEN ROAD (ID# 250), SR-94/ I-271 SB (ID# 240), & REMSEN ROAD/MELODY LANE (ID# 220)

## ALTERNATIVE A




## ALTERNATIVE B-1



# SR-94/REMSEN ROAD (ID# 250), SR-94/ I-271 SB (ID# 240), & REMSEN ROAD/MELODY LANE (ID# 220)

## ALTERNATIVE B-2




## **NEW** ALTERNATIVE B-2A



# SR-94/REMSEN ROAD (ID# 250), SR-94/ I-271 SB (ID# 240), & REMSEN ROAD/MELODY LANE (ID# 220)

## ALTERNATIVE C

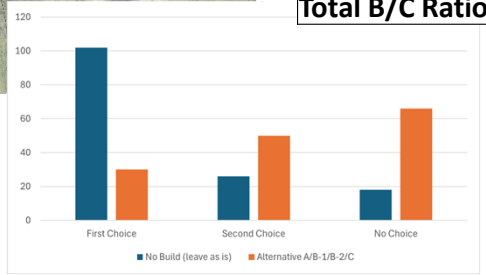


# SR-94/ I-271 NB (ID# 230)

## ALTERNATIVE A/B-1/B-2/C




| Alternative ID | No Build | A/B-1/B-2/B-2a/C |
|---|---|---|
| Description | Keep as is. | Add a roundabout with a SR-94 northbound right turn lane onto the I-271 northbound on-ramp. |
| Project Cost | - | $3,000,000 |
| Existing No. of Annual Crashes | 1.110 | - |
| Change in No. of Annual Crashes | - | -0.338 |
| % Reduction in Crashes | - | 30.5% |
| Safety Benefit | - | $253,912 |
| Safety B/C Ratio | - | 0.08 |
| 2050 AM LOS | F | D |
| 2050 PM LOS | F | A |
| Operational Benefit | - | $24,172,211 |
| Operational B/C Ratio | - | 8.06 |
| Total Benefit | - | $24,426,123 |
| Total B/C Ratio | - | 8.14 |




**PUBLIC PREFERS NO BUILD**

# ACTIVITIES

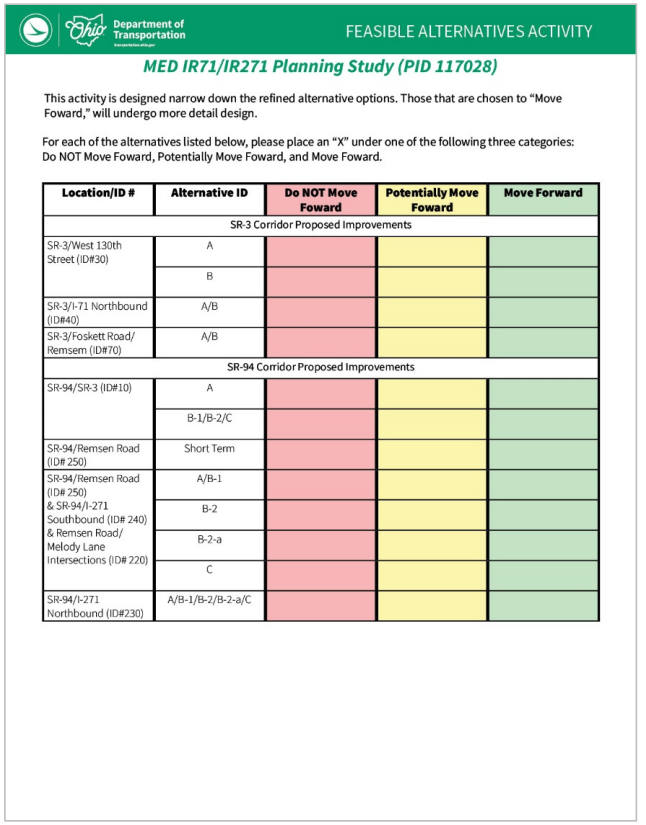
# INDIVIDUAL ACTIVITY

## Feasible Alternatives Preference

Select your preference for each feasible alternative as:

- Red: Do not move forward
- Yellow: Potentially move forward (with adjustments)
- Green: Move forward refining this alternative

Refer to maps in the handout using the Location/ID# and Alternative ID.



Department of Transportation

FEASIBLE ALTERNATIVES ACTIVITY

*MED IR71/IR271 Planning Study (PID 117028)*

This activity is designed narrow down the refined alternative options. Those that are chosen to "Move Foward," will undergo more detail design.

For each of the alternatives listed below, please place an "X" under one of the following three categories: Do NOT Move Foward, Potentially Move Foward, and Move Foward.

| Location/ID # | Alternative ID | Do NOT Move Foward | Potentially Move Foward | Move Forward |
|---|---|---|---|---|
| SR-3 Corridor Proposed Improvements | | | | |
| SR-3/West 130th Street (ID#30) | A | | | |
| | B | | | |
| SR-3/I-71 Northbound (ID#40) | A/B | | | |
| SR-3/Foskett Road/ Remsem (ID#70) | A/B | | | |
| SR-94 Corridor Proposed Improvements | | | | |
| SR-94/SR-3 (ID#10) | A | | | |
| | B-1/B-2/C | | | |
| SR-94/Remsen Road (ID# 250) | Short Term | | | |
| SR-94/Remsen Road (ID# 250) & SR-94/I-271 Southbound (ID# 240) & Remsen Road/ Melody Lane Intersections (ID# 220) | A/B-1 | | | |
| | B-2 | | | |
| | B-2-a | | | |
| | C | | | |
| SR-94/I-271 Northbound (ID#230) | A/B-1/B-2/B-2-a/C | | | |

# SMALL GROUP ACTIVITY

## Share

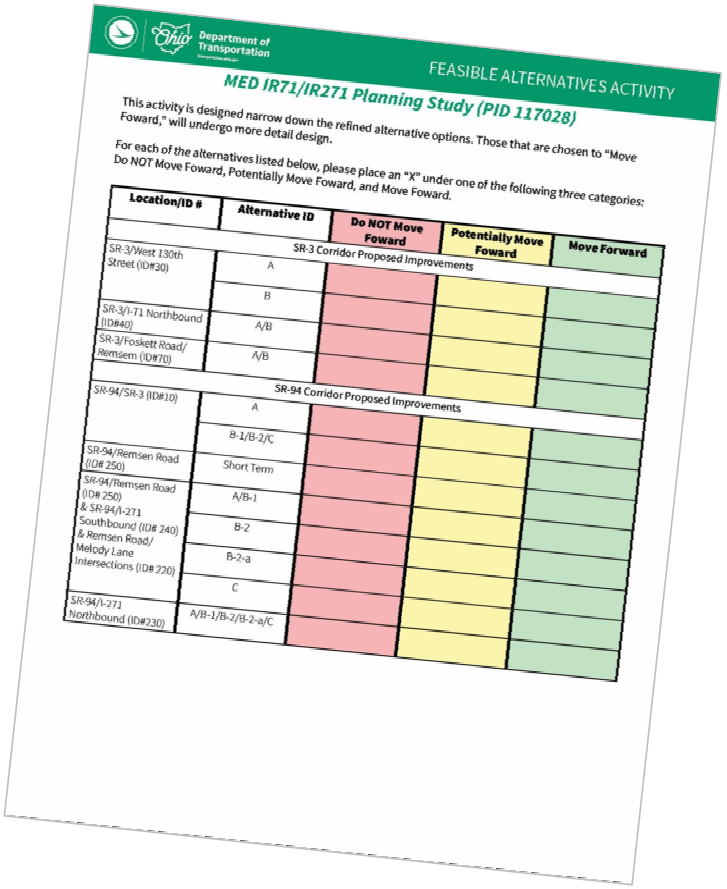
Share your individual preference for each feasible alternative among your small group.

## Discuss

Suggest adjustments to feasible alternatives by drawing and adding notes directly on maps.

## Consensus

As a small group, select and note your small group's preference for each feasible alternative on a new activity sheet. *Make only one selection per alternative.*



Department of Transportation

FEASIBLE ALTERNATIVES ACTIVITY

**MED IR71/IR271 Planning Study (PID 117028)**

This activity is designed narrow down the refined alternative options. Those that are chosen to "Move Foward," will undergo more detail design.

For each of the alternatives listed below, please place an "X" under one of the following three categories: Do NOT Move Foward, Potentially Move Foward, and Move Foward.

| Location/ID # | Alternative ID | Do NOT Move Foward | Potentially Move Foward | Move Forward |
|---|---|---|---|---|
| | SR-3 Corridor Proposed Improvements | | | |
| SR-3/West 130th Street (ID#30) | A | | | |
| | B | | | |
| SR-3/I-71 Northbound (ID#40) | A/B | | | |
| SR-3/Foskett Road/ Remsen (ID#70) | A/B | | | |
| | SR-94 Corridor Proposed Improvements | | | |
| SR-94/SR-3 (ID#10) | A | | | |
| | B-1/B-2/C | | | |
| SR-94/Remsen Road (ID# 250) | Short Term | | | |
| SR-94/Remsen Road (ID# 250) & SR-94/I-271 Southbound (ID# 240) & Remsen Road/ Melody Lane Intersections (ID# 220) | A/B-1 | | | |
| | B-2 | | | |
| | B-2-a | | | |
| | C | | | |
| SR-94/I-271 Northbound (ID#230) | A/B-1/B-2/B-2-a/C | | | |



dot

# LARGE GROUP ACTIVITY

## Share

- Pick a spokesperson for your small group.
- Share your small group's consensus on their preference for each feasible alternative with everyone.



## Discussion

- Compare small groups' preferences.
- Share your small group's ideas for adjustments to alternatives, if any.

## Consensus

Select the stakeholders' (large group's) preference for each feasible alternative.

# DECISION-MAKING PROCESS

- Who is involved
- Decision points/engagement
- Criteria or factors used to finalize decisions

# WHO IS INVOLVED

dot

HINCKLEY

Medina Township
Founded 1818

GRANGER TOWNSHIP
Medina, Ohio, USA
Established 1820

TERRY GRICE SHERIFF MEDINA COUNTY

STATE HIGHWAY PATROL OHIO

HIGHLAND
Local Schools

# DECISION POINTS/ENGAGEMENT

- **Stakeholder Kickoff**
  - Project overview
  - Existing conditions
  - Stakeholder roles

Oct 2023 1

- **Stakeholder and public meetings**
  - Existing conditions
  - Purpose & Need
  - Feasible alternative concepts

Mar 2024 2

- **Stakeholder Workshop**
  - Feasible alternatives vs. Purpose & Need
  - Feasible alternatives for further study

Today 3

- **Stakeholder Workshop**
  - Preferred alternative for further study and refined concept

Fall 2024 4

- **Open house public meeting**
  - Present preferred alternative
  - Decision-making process

Early 2025 5

# CRITERIA OR FACTORS USED TO FINALIZE DECISIONS

Meeting the Purpose and Need for the project

Stakeholder & public input

Social, economic, & environmental impacts

Estimated cost

# THANK YOU & ADJOURNMENT

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Scott.Ockunzzi@dot.ohio.gov
Ph. 419.207.7174

www.transportation.ohio.gov/projects/projects/117028

Department of Transportation
transportation.ohio.gov

PROJECT FACT SHEET

# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY
## *MED IR71/IR271 PLANNING STUDY (PID 117028)*

## Welcome

Welcome to Stakeholder Workshop #3 for the Medina County I-71/I-271 Planning Study. The purpose of this workshop is to review progress on the feasibility study to-date, present additional details about each feasible alternative, and gather input on the feasible alternatives. The format of today's workshop will be a presentation with activities that will be performed individually, in small groups, and as a large group. You are encouraged to participate in today's activities and discussions, as your feedback will be used to help identify which alternatives will undergo further evaluation.

## Project Description

The Ohio Department of Transportation (ODOT) has secured federal and state funding to prepare a feasibility study on the movement of traffic from Interstate (I) 271 southbound to I-71 northbound and I-71 southbound to I-271 northbound. ODOT sought funding for this study due to inquiries from members of the public about the absence of ramps connecting I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound at the I-71/I-271 interchange. Today, the most direct route to make those connections is via State Route (SR) 3 (Ledge Road) and SR-94 (Ridge Road). Funding was also obtained for this study due to congestion along SR-3 and SR-94. Therefore, this study will evaluate the existing and proposed connections from I-271 southbound to I-71 northbound and vice versa.

## Purpose and Need

### Purpose

The purpose of this project is to improve system linkage and safety of travelers between I-71 and I-271 in order to facilitate the movement of traffic in Medina County, Ohio.

### Primary Needs

#### *System Linkage*

The shortest route from I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound for vehicles is about 3.7 miles along SR-3 and SR-94, which takes approximately 10 minutes to travel. Existing data indicates that four percent of all traffic entering the I-71 northbound on-ramp at SR-3 comes from the I-271 southbound off-ramp at SR-94, and seven percent of all traffic entering the I-271 northbound on-ramp at SR-94 comes from the I-71 southbound off-ramp at SR-3.

#### *Safety*

Over the last four years, 312 crashes occurred in the study area, mainly around the SR-3/I-71, I-71/I-271, and the I-271/SR-94 interchanges and the SR-3/Foskett Road/Remsen Road and SR-3/SR-94/Ledge Road intersections. Eleven of the crashes resulted in serious injuries, with notable concentrations near the SR-3/I-71 interchange and SR-3/Foskett Road/Remsen Road intersection. In addition, the 2021 Highway Safety Improvement Program identifies several areas as safety priorities: the SR-3/Foskett Road/Remsen Road intersection, the SR-94/SR-3 intersection, and SR-3 from Fenn Road to Hamilton Road.

### Secondary Needs

*Congestion*

Addressing congestion is a secondary need in the study area. Level of Service (LOS) is a grading system used to measure how well traffic flows on roadways, with LOS A indicating smooth flow and LOS F representing congestion and delays. ODOT's standard for acceptable intersection LOS within the project area is LOS D or better. All the intersections within the study area operate at an acceptable intersection LOS under existing conditions except for the intersection of SR-94 and the I-271 northbound ramps that consistently operate at a LOS F. The existing roadway network in the year 2050 (Future No Build condition) will have six intersections with an unacceptable LOS (i.e., LOS E or LOS F) in the AM and/or PM peak periods:

- SR-3/I-71 northbound ramps
- SR-3/West 130th Street
- SR-94/SR-3
- SR-94/Remsen Road (north of I-271)
- SR-94/I-271 southbound ramps
- SR-94/I-271 northbound ramps

*The full Purpose and Need is available for viewing upon request.*

## Stakeholder and Public Input

To date, there have been two Stakeholder Meetings and one Public Meeting held to get input on this project. During the Public Meeting held on March 27, 2024, attendees had the option to complete a survey that included ranking of feasible alternatives. A total of 146 survey respondents ranked feasible alternatives. The majority of responses (53 percent) indicated preference for the No Build alternative. In addition to the alternative ranking survey, participants also had the opportunity to provide general project comments. A total of 217 general comments were received and were grouped into 12 categories: No Build, Interchanges/Ramps, Local Roads/Intersections, Roundabouts, Congestion, Safety, Access, Traffic Speed, Funding, Property Impacts, Noise Impacts, and Other Environmental Impacts.

Major concerns expressed in the general comments include:

- Reiteration of preference for a No Build alternative (47 percent).
- Property impacts from the build alternatives (42 percent).
- Noise impacts from the build alternatives (16 percent) and other environmental impacts (18 percent).
- Funding and the high cost of the build alternatives (12 percent).
- Losing access to various community destinations and personal property from the build alternatives (7 percent).

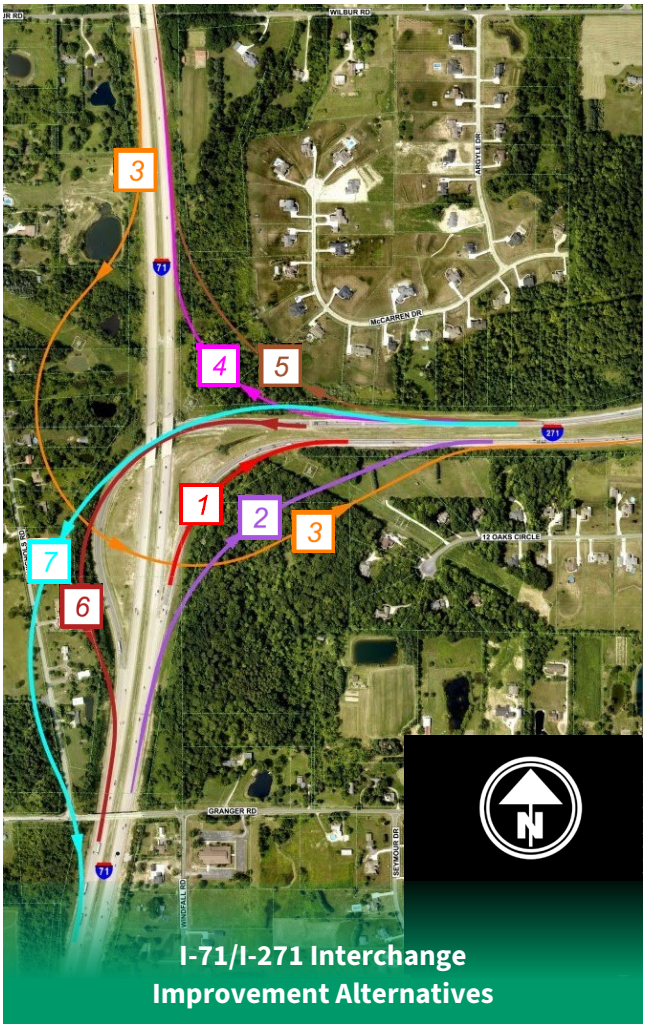
## Improvement Alternatives

Proposed improvements are broken down into three main areas: the I-71/I-271 interchange, SR-3 corridor and interchange with I-71, and SR-94 corridor and interchange with I-271. We are looking for your input on the proposed alternatives for each area, as discussed below. The alternatives for you to consider also include a No Build (do nothing) alternative. Each alternative discussed below is also accompanied by a concept for you to review. Proposed improvements that occur at intersections or interchanges will be accompanied by an intersection identification number in parentheses that is used to reference the intersection/interchange across project documentation and mapping. Most of these alternatives were presented at the last Stakeholder Meeting and Public Meeting. Today, we have provided a matrix with some additional detail about each alternative to aid you in narrowing down the alternatives you believe should move forward for further evaluation. The project cost provided is a preliminary estimate and includes right-of-way, design, and construction. All the information below as well as the public's opinion about each alternative will be discussed as part of today's presentation.

## I-71/I-271 Interchange

At the I-71/I-271 interchange there are one to two alternatives with proposed improvements for each possible movement between I-71 and I-271, as described in the tables below and seen in the image to the right. Based on the analysis completed since the last meeting, all the I-71/I-271 interchange alternatives will not be moved forward for further evaluation.

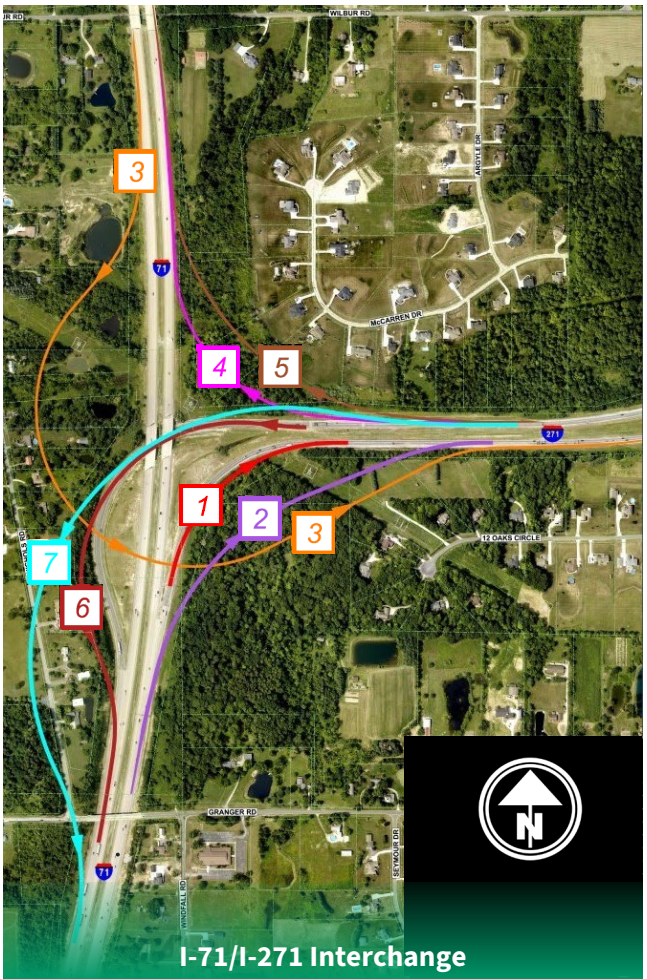
| I-71 Northbound to I-271 Northbound Interchange Ramp | | | |
|---|---|---|---|
| **Alternative ID** | **No Build** | **1** | **2** |
| **Description** | Keep as is. | Smooth horizonal curve to 55 mph design speed. | Smooth horizonal curve to 65 mph design speed. |
| **Project Cost** | - | $4,060,000 | $11,348,000 |
| **Existing No. of Annual Crashes** | 2.619 | - | - |
| **Change in No. of Annual Crashes** | - | -0.076 | -0.121 |
| **% Reduction in Crashes** | - | 2.9% | 4.6% |
| **Safety Benefit** | - | $94,522 | $114,598 |
| **Safety B/C Ratio** | - | 0.02 | 0.01 |
| **2050 LOS (AM/PM)** | - | - | - |
| **Operational Benefit** | - | $0 | $0 |
| **Operational B/C Ratio** | - | 0.00 | 0.00 |
| **Total Benefit** | - | In Progress | In Progress |
| **Total B/C Ratio** | - | | |




**I-71/I-271 Interchange Improvement Alternatives**

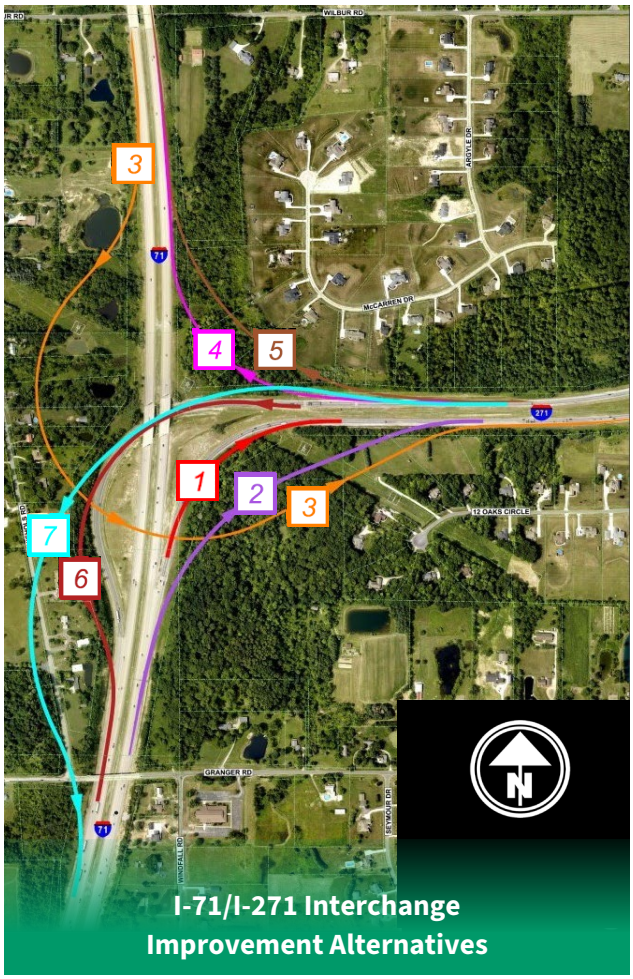
| I-71 Southbound to I-271 Northbound Interchange Ramp | | |
|---|---|---|
| **Alternative ID** | **No Build** | **3** |
| **Description** | Keep as is. | Single-lane ramp with 55 mph design speed with bridge over I-71. |
| **Project Cost** | - | $54,564,000 |
| **Existing No. of Annual Crashes** | - | - |
| **Change in No. of Annual Crashes** | - | +4.768 |
| **% Reduction in Crashes** | - | - |
| **Safety Benefit** | - | In Progress |
| **Safety B/C Ratio** | - | |
| **2050 LOS (AM/PM)** | - | - |
| **Operational Benefit** | - | In Progress |
| **Operational B/C Ratio** | - | |
| **Total Benefit** | - | In Progress |
| **Total B/C Ratio** | - | |

| I-271 Southbound to I-71 Northbound Interchange Ramp | | | |
|---|---|---|---|
| **Alternative ID** | **No Build** | **4** | **5** |
| **Description** | Keep as is. | Single-lane ramp with 55 mph design speed. | Single-lane ramp with 65 mph design speed. |
| **Project Cost** | - | $6,836,000 | $9,192,000 |
| **Existing No. of Annual Crashes** | - | - | - |
| **Change in No. of Annual Crashes** | - | +3.804 | +1.046 |
| **% Reduction in Crashes** | - | - | - |
| **Safety Benefit** | - | In Progress | In Progress |
| **Safety B/C Ratio** | - | | |
| **2050 LOS (AM/PM)** | - | - | - |
| **Operational Benefit** | - | In Progress | In Progress |
| **Operational B/C Ratio** | - | | |
| **Total Benefit** | - | In Progress | In Progress |
| **Total B/C Ratio** | - | | |




**I-71/I-271 Interchange Improvement Alternatives**

| I-271 Southbound to I-71Southbound Interchange Ramp | | | |
|---|---|---|---|
| **Alternative ID** | **No Build** | **6** | **7** |
| **Description** | Keep as is. | Smooth horizonal curve to 55 mph design speed. | Smooth horizonal curve to 65 mph design speed. |
| **Project Cost** | - | $11,615,000 | $23,107,000 |
| **Existing No. of Annual Crashes** | 4.156 | - | - |
| **Change in No. of Annual Crashes** | - | -0.012 | +0.170 |
| **% Reduction in Crashes** | - | 0.3% | -4.1% |
| **Safety Benefit** | - | $4,694 | -$57,539 |
| **Safety B/C Ratio** | - | 0.00 | 0.00 |
| **2050 LOS (AM/PM)** | - | - | - |
| **Operational Benefit** | - | $0 | $0 |
| **Operational B/C Ratio** | - | 0.00 | 0.00 |
| **Total Benefit** | - | In Progress | In Progress |
| **Total B/C Ratio** | - | | |



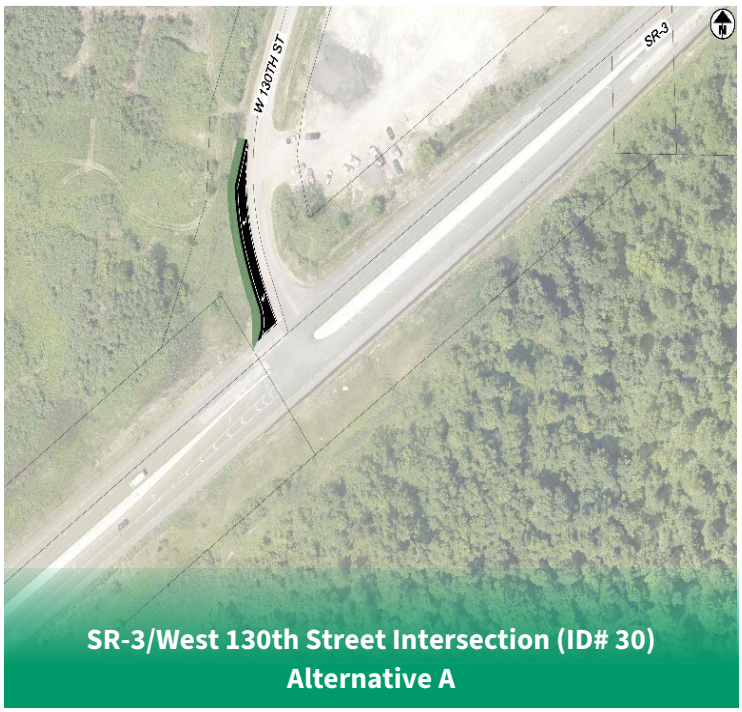

## SR-3 Corridor

All proposed improvements along the SR-3 corridor are at the intersections along the corridor. There are no proposed improvements at the SR-3/I-71 southbound intersection (ID# 50) or SR-3/Hamilton Road/Old Weymouth Road intersection (ID# 60). At the SR-3/I-71 northbound intersection (ID#40) and SR-3/Foskett Road/Remsen Road intersection (ID#70) there is only one proposed improvement alternative, which includes the addition of turn lanes and/or traffic signals. At the SR-3/West 130th Street intersection there are two alternatives with proposed improvements: Alternative A includes addition of turn lanes and traffic signals, and Alternative B proposes a roundabout. More information about each of the alternatives along SR-3 is on the next two pages.

| SR-3/West 130th Street Intersection (ID# 30) | | | |
|---|---|---|---|
| **Alternative ID** | **No Build** | **A** | **B** |
| **Description** | Keep as is. | Add a southbound right turn lane on 130th Street | Maintain two southbound SR-3 through lanes and add a roundabout. |
| **Project Cost** | - | $63,000 | $3,500,000 |
| **Existing No. of Annual Crashes** | 0.686 Predicted/ 0.924 Expected | *(0.924 used for calculation of change in number of annual crashes)* | *(0.686 used for calculation of change in number of annual crashes)* |
| **Change in No. of Annual Crashes** | - | -0.151 | +0.044 |
| **% Reduction in Crashes** | - | 16.3% | -6.4% |
| **Safety Benefit** | - | $106,630 | $329,924 |
| **Safety B/C Ratio** | - | 1.69 | 0.09 |
| **2050 AM LOS** | E | E | A |
| **2050 PM LOS** | F | F | A |
| **Operational Benefit** | - | $208,796 | $83,872 |
| **Operational B/C Ratio** | - | 3.31 | 0.02 |
| **Total Benefit** | - | $315,426 | $413,796 |
| **Total B/C Ratio** | - | 5.01 | 0.12 |




**SR-3/West 130th Street Intersection (ID# 30)**
**Alternative B**




**SR-3/West 130th Street Intersection (ID# 30)**
**Alternative A**

**SR-3/I-71 Northbound Intersection (ID# 40)**

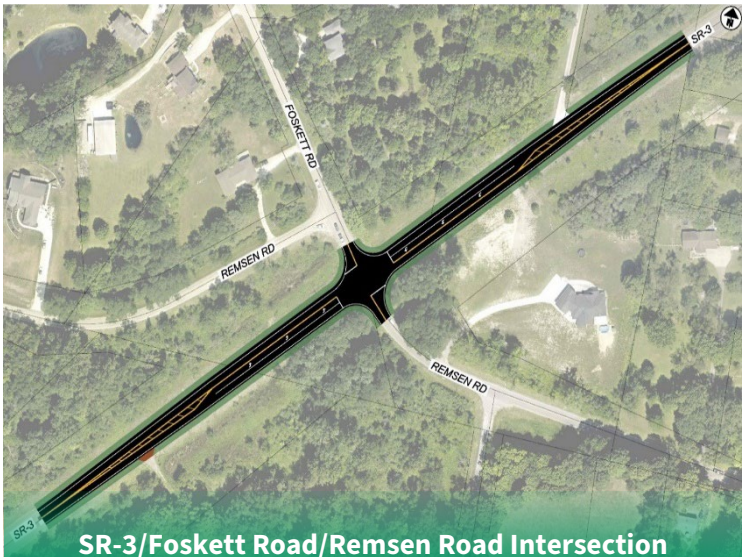
| Alternative ID | No Build | A/B |
|---|---|---|
| **Description** | Keep as is. | Add a northbound left turn lane on SR-3 and a receiving lane on the I-71 northbound on-ramp. |
| **Project Cost** | - | $1,327,000 |
| **Existing No. of Annual Crashes** | 2.659 | 1.979 |
| **Change in No. of Annual Crashes** | - | -0.68 |
| **% Reduction in Crashes** | - | 25.6% |
| **Safety Benefit** | - | $318,616 |
| **Safety B/C Ratio** | - | 0.24 |
| **2050 AM LOS** | E | C |
| **2050 PM LOS** | C | C |
| **Operational Benefit** | - | $5,478,308 |
| **Operational B/C Ratio** | - | 4.13 |
| **Total Benefit** | - | $5,796,924 |
| **Total B/C Ratio** | - | 4.37 |

**SR-3/Foskett Road/Remsem Intersection (ID# 70)**

| Alternative ID | No Build | A/B |
|---|---|---|
| **Description** | Keep as is. | Add a left turn lane on northbound and southbound SR-3 and signalize the intersection. |
| **Project Cost** | - | $1,353,000 |
| **Existing No. of Annual Crashes** | 10.506 | 7.039 |
| **Change in No. of Annual Crashes** | - | -3.467 |
| **% Reduction in Crashes** | - | 33.0% |
| **Safety Benefit** | - | $1,480,482 |
| **Safety B/C Ratio** | - | 1.09 |
| **2050 AM LOS** | C | C |
| **2050 PM LOS** | C | C |
| **Operational Benefit** | - | -$321,357 |
| **Operational B/C Ratio** | - | -0.24 |
| **Total Benefit** | - | $1,159,125 |
| **Total B/C Ratio** | - | 0.86 |




**SR-3/I-71 Northbound Intersection (ID# 40) Build Alternative**




**SR-3/Foskett Road/Remsen Road Intersection (ID# 70) Build Alternative**

## SR-94 Corridor

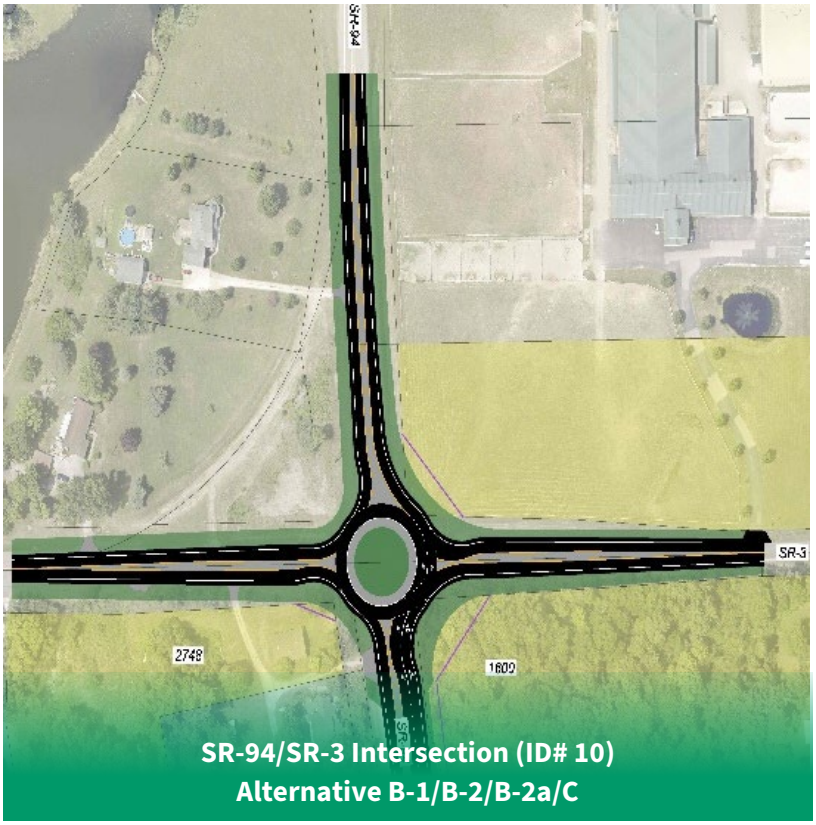
All alternatives with proposed improvements along the SR-94 corridor include two northbound lanes and one southbound lane on SR-94 between the intersections with SR-3 (ID# 10) and Ridge Road/Remsen Road (ID# 250). Additional improvements are located at intersections along the SR-94 corridor. Each intersection, identified in the tables below, includes one to five alternatives with proposed improvements. There were a couple additions/modifications to the alternatives at the SR-94/Remsen Road (ID# 250) and SR-94/I-271 southbound (ID# 240) intersections since the last Stakeholder Meeting. After the last stakeholder and public meeting, the project team decided to consider modifying the oval roundabout (presented as Alternative B-2) to a peanut roundabout (Alternative B-2a) in order to reduce the footprint and impacts. Since the alternatives for the SR-94/Remsen Road (ID# 250), SR-94/I-271 southbound (ID# 240) and the SR-94/Remsen Road (south)/Melody Lane (ID# 220) intersections are combined or rely on one another, the information for those alternatives is shown in a table together, with the exception of the newly added short-term alternative at SR-94/Remsen Road (ID# 250). The short-term alternative was added to _____.

**SR-94/SR-3 Intersection (ID# 10)**

| Alternative ID | No Build | A | B-1/B-2/B-2a/C |
|---|---|---|---|
| **Description** | Keep as is. | Adjust signal phasing for traffic signals at the intersection. | Convert to a roundabout with two northbound SR-94 through lanes. |
| **Project Cost** | - | $167,000 | $4,378,000 |
| **Existing No. of Annual Crashes** | 7.522 Predicted/ 3.418 Expected | *(3.418 used for calculation of change in number of annual crashes)* | *(7.522 used for calculation of change in number of annual crashes)* |
| **Change in No. of Annual Crashes** | - | -0.068 | -5.661 |
| **% Reduction in Crashes** | - | 2.0% | 75.3% |
| **Safety Benefit** | - | $30,882 | $2,391,244 |
| **Safety B/C Ratio** | - | 0.18 | 0.55 |
| **2050 AM LOS** | F | F | A |
| **2050 PM LOS** | E | E | A |
| **Operational Benefit** | - | -$26,527,807 | $23,352,508 |
| **Operational B/C Ratio** | - | -158.85 | 5.33 |
| **Total Benefit** | - | -$26,496,925 | $25,743,752 |
| **Total B/C Ratio** | - | -158.66 | 5.88 |




**SR-94/SR-3 Intersection (ID# 10)**
**Alternative A**




**SR-94/SR-3 Intersection (ID# 10)**
**Alternative B-1/B-2/B-2a/C**

| SR-94/Remsen Road Intersection (ID# 250) | | |
|---|---|---|
| **Alternative ID** | **No Build** | **Short Term** |
| **Description** | Keep as is. | Add SR-94 northbound left-turn lane at Remsen Road. |
| **Project Cost** | - | $692,000 |
| **Existing No. of Annual Crashes** | 2.080 | 1.165 |
| **Change in No. of Annual Crashes** | - | -0.915 |
| **% Reduction in Crashes** | - | 44.0% |
| **Safety Benefit** | - | $601,881 |
| **Safety B/C Ratio** | - | 0.87 |
| **2050 AM LOS** | F | F |
| **2050 PM LOS** | F | F |
| **Operational Benefit** | - | $11,618,096 |
| **Operational B/C Ratio** | - | 16.79 |
| **Total Benefit** | - | $12,219,977 |
| **Total B/C Ratio** | - | 17.66 |




**SR-94/Remsen Road Intersection (ID# 250)**
**Alternative Short Term**

| SR-94/Remsen Road (ID# 250) & SR-94/I-271 Southbound (ID# 240) & Remsen Road/Melody Lane Intersections (ID# 220) | | | | | | |
|---|---|---|---|---|---|---|
| **Alternative ID** | **No Build** | **A** | **B-1** | **B-2** | **B-2a** | **C** |
| **Description** | Keep as is. | ID# 250: Convert to a roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp.<br>ID# 240: Maintain traffic signals at the intersection and add two I-271 southbound right turn lanes onto SR-94 northbound.<br>ID# 220: Keep as is. | ID# 250: Convert to a roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp.<br>ID# 240: Convert to a roundabout with two I-271 southbound off-ramp lanes of which one is a bypass lane to northbound SR-94 north of Remsen Road.<br>ID# 220: Keep as is. | ID#s 250&240: Combine SR-94, Remsen Road, and I-271 SB exit ramp into on 5-point OVAL roundabout.<br>ID# 220: Keep as is. | ID#s 250&240: Combine SR-94, Remsen Road, and I-271 SB exit ramp into on 5-point PEANUT roundabout.<br>ID# 220: Keep as is. | ID# 250: Add a cul-de-sac, removing the existing intersection with SR-94.<br>ID#240: Convert to a roundabout with two I-271 southbound off-ramp lanes of which one is a bypass lane to northbound SR-94 north of Remsen Road.<br>ID# 220: Extend Remsen Road with a bridge over I-271 to come out at the SR-94/Remsen Road (south)/Melody Lane intersection. |
| **Project Cost** | - | $5,058,000 | $5,058,000 | $5,905,000 | $4,668,000 | $21,413,000 |
| **Existing No. of Annual Crashes** | 6.662 | - | - | - | - | - |
| **Change in No. of Annual Crashes** | - | -2.173 | -2.603 | -2.366 | -2.366 | -7.871 |
| **% Reduction in Crashes** | - | 32.6% | 39.1% | 35.5% | 35.5% | 118.1% |
| **Safety Benefit** | - | $1,904,729 | $2,343,590 | $2,367,993 | $2,367,993 | $3,964,541 |
| **Safety B/C Ratio** | - | 0.38 | 0.46 | 0.40 | 0.51 | 0.19 |
| **2050 AM LOS** | ID# 250: F<br>ID#240: E<br>ID#220: D | ID# 250: C<br>ID#240: C<br>ID#220: D | ID# 250: C<br>ID#240: C<br>ID#220: D | In Progress | In Progress | In Progress |
| **2050 PM LOS** | ID# 250: F<br>ID#240: F<br>ID#220: D | ID# 250: C<br>ID#240: B<br>ID#220: D | ID# 250: A<br>ID#240: B<br>ID#220: D | | | |
| **Operational Benefit** | - | $46,821,210 | $49,317,377 | In Progress | In Progress | In Progress |
| **Operational B/C Ratio** | - | 9.26 | 9.75 | | | |
| **Total Benefit** | - | $48,725,939 | $51,660,967 | In Progress | In Progress | In Progress |
| **Total B/C Ratio** | - | 9.63 | 10.21 | | | |




SR-94/Remsen Road Intersection (ID# 250 & 240 & 220)
Alternative A



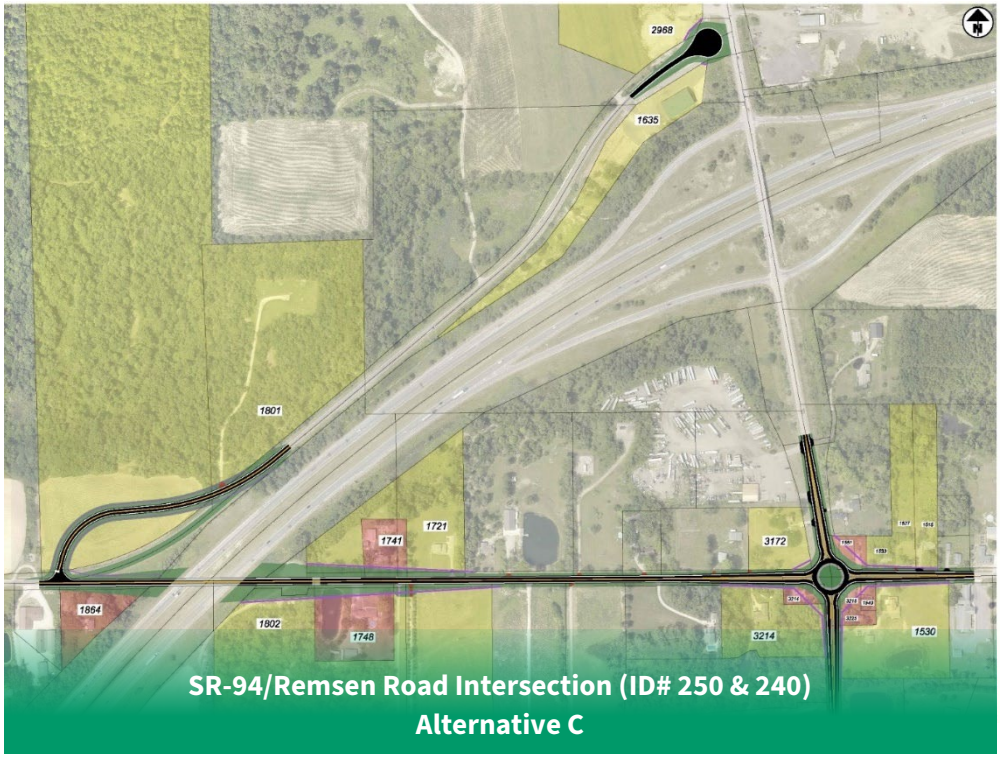

SR-94/Remsen Road Intersection (ID# 250 & 240 & 220)
Alternative B-1




SR-94/Remsen Road & SR-94/ I-271 Southbound Intersections (ID# 250 & 240)-
Alternative B-2




SR-94/Remsen Road & SR-94/ I-271 Southbound Intersections (ID# 250 & 240) - Alternative B-2a




SR-94/Remsen Road Intersection (ID# 250 & 240)
Alternative C

| SR-94/I-271 Northbound Intersection (ID# 230) | | |
|---|---|---|
| **Alternative ID** | **No Build** | **A/B-1/B-2/B-2a/C** |
| **Description** | Keep as is. | Add a roundabout with a SR-94 northbound right turn lane onto the I-271 northbound on-ramp. |
| **Project Cost** | - | $3,000,000 |
| **Existing No. of Annual Crashes** | 1.110 | - |
| **Change in No. of Annual Crashes** | - | -0.338 |
| **% Reduction in Crashes** | - | 30.5% |
| **Safety Benefit** | - | $253,912 |
| **Safety B/C Ratio** | - | 0.08 |
| **2050 AM LOS** | F | D |
| **2050 PM LOS** | F | A |
| **Operational Benefit** | - | $24,172,211 |
| **Operational B/C Ratio** | - | 8.06 |
| **Total Benefit** | - | $24,426,123 |
| **Total B/C Ratio** | - | 8.14 |




**SR-94/I-271 Northbound Intersection (ID# 230)**
**Build Alternative**

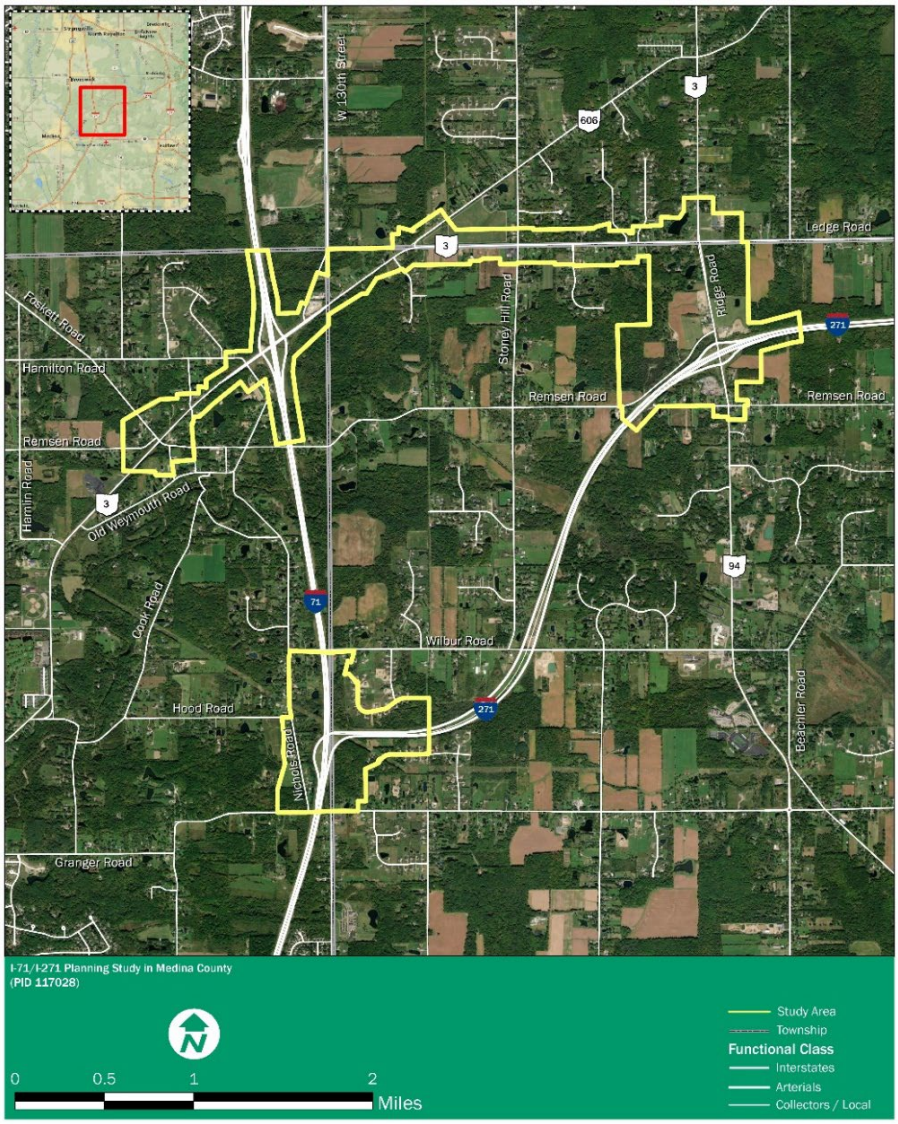
## Schedule

This project is in the planning phase of ODOT's Project Development Process. ODOT is currently studying the alternatives and no decisions have been made at this time. Using the results of current study efforts and past and future input gathered at stakeholder and public meetings, ODOT's goal is to identify a preferred alternative by early Fall 2024. The preferred alternative and the decision-making process to arrive at that selection will be presented at a public meeting in mid-January 2025. The planning study is anticipated to be completed by early Spring 2025.

## Funding

Funding has only been committed for the planning phase. The funding is typically 80 percent federal funds and 20 percent state funds. The selected alternatives will be programmed as separate projects at either a local or state level after the study is completed. Funding will be secured for those projects and further development of those projects will be conducted through design and construction.

## Project Area



Department of Transportation
transportation.ohio.gov

SIGN-IN SHEET

# I-71/I-271 PLANNING STUDY • PID 117028

Stakeholder Meeting • July 10, 2024 • 3 - 5 p.m.

| | Name | Representing | Mailing Address | Phone | Email |
|---|---|---|---|---|---|
| 1. | | | | | |
| 2. | | | | | |
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*Please print clearly • Contact information is optional but must be included if you wish to receive updates.*

OHIO DEPARTMENT OF TRANSPORTATION

# STAKEHOLDER MEETING #3 SUMMARY

## Meeting Location and Time

July 10, 2024, 3:00 PM
Highland Library Community Room
4160 Ridge Road
Medina, OH 44256

## Attendees

**Project Team**
Scott Ockunzzi – ODOT District 3
Julie Cichello – ODOT District 3
Don Rostofer – ODOT
Kaitlyn Thompson – ODOT
Crystal Neelon- ODOT
Ron Bonnette – ADR & Associates
Nick Mill – ADR & Associates
Caitlyn Ridge– Burton Planning Services
Elvin Pinckney – Burton Planning Services
Todd Stanhope – Smart Services

**Community Member**
Lynn Van Deuser – Resident (Ledge Road)

**Community Stakeholders**
Stephen Hambley – Medina County Commissioners
Teri Berry – Granger Township Trustees
Richard Pace – Granger Township Trustees
Cindy Engleman – Hinckley Township Trustees
Doug Eastwood – Medina Township Trustees
Bruce Christopher – Hinckley Township Trustees
Ben Nau – Medina County EMA
Brandon Gibson – Medina County Economic Development
Tom Moraca – Medina Township
Jason Bittinger – Ohio State Patrol
Elaine Ridgley – Medina Township Zoning
Andy Conrad – Medina County Engineer
Kris Conwill – Medina County Sheriff's Office

## Meeting Summary

The stakeholder meeting commenced at 3 PM EST. A formal presentation was given to the 12 stakeholders and one community member in attendance. An overview of the project description, history, and location was given followed by an examination of the existing conditions and design considerations. Key takeaways from the public input survey were presented for all of the project alternatives as well as major concerns. Alternative comparisons including projected costs and safety benefits were then discussed.

After the presentation, about half of the attendees left the meeting. Following the presentation, the remaining stakeholders were asked to individually complete the Feasible Alternatives Preference activity. Next, they were split into small groups where they shared and discussed the results from the individual preference activity. As a small group, they selected their preference for each feasible alternative on a new activity sheet. Lastly, the groups reconvened to share each group's consensus on the preference for each feasible alternative with everyone. A final large group preference for each feasible alternative was then determined.

The meeting concluded after the activity, and the presentation was not resumed. Thus, several slides were skipped including a review of who is involved in the decision-making process, the criteria used to finalize decisions, and the project timeline.

Before leaving stakeholders were asked to fill out a comment form to provide their input on the project and meeting. No written comment sheets, nor additional verbal comments, were received at

the meeting. After the meeting, an email was sent to all the stakeholders to get input from those who didn't attend or left early with a deadline of July 24, 2024 to submit any input.

## Questions & Discussion

Resident Comments:

- Resident requested the diminishing lane from SB I-71 to EB I-271 to be continued.
- Resident is in favor of further study on SR-94 improvements.
- Resident is in favor of improvements on SR-3 and SR-94.
- Resident is not in favor of improvements on SR-3 and SR-94. They felt that that improvement wouldn't benefit Ledge Road traffic.

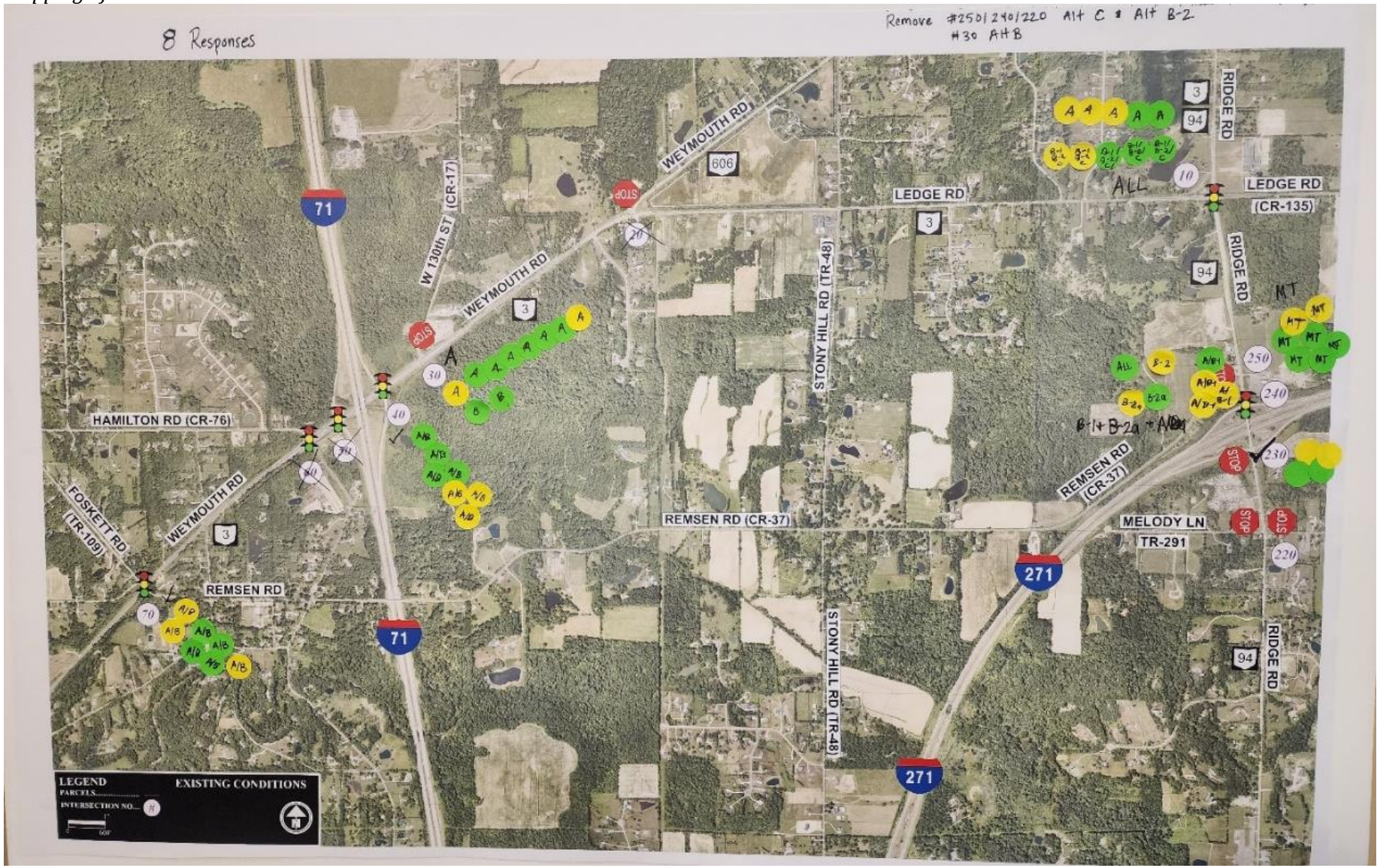
Additional Comments:

- ODOT stated that traffic circles are normally designed for heavy trucks. ODOT is now looking at other types of traffic (e.g., special tractor trailers, long campers, trucks carrying wind turbine blades).
- The bridge over I-271 is not a popular improvement due to cost and traffic disruption.

## In-Person Activity Results

During the meeting stakeholders agreed as a group that the project would not move forward with the 271-71 interchange update. Sherrif Grice concurred via e-mail with the no-go option. Likewise, stakeholders agreed to remove Alternative C as an option for the I-271/SR-94 intersection area (ID#250/240/220) and Alternative A/B for the I-71/Weymouth Road intersection area (ID#30). The stakeholders provided input on the remaining alternatives, by stating whether they would like each alternative to not be moved forward, be moved forward with minor modifications, or to be move forward. Eight stakeholders participate in the activity. The alternative preference activity results are shown in the photo and table below.

*Mapping of Results*



OHIO DEPARTMENT OF TRANSPORTATION

# STAKEHOLDER MEETING #3 SUMMARY

| Location/ID# | Alternative ID | Do NOT Move Forward | Potentially Move Forward | Move Forward | Alternative To Study Further |
|---|---|---|---|---|---|
| | | # of Votes | | | |
| **SR-3/West 130th Street (ID# 30)** | **A** - Add a southbound right turn lane on 130th Street | 0 | 2 | 6 | A |
| | **B** - Maintain two southbound SR-3 through lanes and add a roundabout | 0 | 0 | 2 | |
| **SR-3/I-71 Northbound (ID# 40)** | **A/B** - Add a northbound left turn lane on SR-3 and receiving lane on the I-71 northbound on-ramp | 0 | 3 | 4 | A/B |
| **SR-3/Foskett Road/Remsen Road (ID# 70)** | **A/B -** Add a left turn lane on northbound and southbound SR-3 and signalize the intersection | 0 | 3 | 4 | A/B |
| **SR-94/SR-3 (ID# 10)** | **A** - Adjust signal phasing for traffic signals at the intersection. | 0 | 3 | 2 | A & B-1/B-2/C |
| | **B-1/B-2/C** - Convert to a roundabout with two northbound SR-94 through lanes | 0 | 2 | 3 | |
| **SR-94/Remsen Road (ID# 250)** | **Medium Term** - Add SR-94 northbound left-turn lane at Remsen Road | 0 | 2 | 5 | Medium Term |
| **SR-94/Remsen Road (ID# 250) & SR-94/I-271 Southbound (ID# 240)** | **A/B-1** - Add roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp / Add a roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp | 0 | 3 | 2 | A/B-1 |
| | **B-2a** - Combine SR-94, Remsen Road, and I-271 SB exit ramp into on 5-point PEANUT roundabout. | 0 | 2 | 2 | |
| **SR-94/I-271 Northbound (ID#230)** | **A/B-1/B-2/B-2a/C** - Add a roundabout with a SR-94 northbound right turn lane onto the I-271 northbound on-ramp | 0 | 2 | 2 | A/B-1/B-2/B-2a/C |

*Stakeholder Meeting #4*

OHIO DEPARTMENT OF TRANSPORTATION

# STAKEHOLDER MEETING #4 SUMMARY

## Meeting Location and Time

October 1, 2024, 3:00 PM
Highland Library Community Room
4160 Ridge Road
Medina, OH 44256

## Attendees

**Project Team**
Scott Ockunzzi – ODOT District 3
Julie Cichello – ODOT District 3
Don Rostofer – ODOT
Kaitlyn Thompson – ODOT
Crystal Neelon - ODOT
Ron Bonnette – ADR & Associates
Nick Mill – ADR & Associates
Dan Schmuhl – Burton Planning Services
Jared Godwin – Burton Planning Services
Todd Stanhope – Smart Services

**Community Stakeholders**
Cindy Engleman – Hinckley Township Trustee
Doug Eastwood – Medina Township Trustee
Bruce Cristopher – Medina Township Trustee
Ben Nau – Medina County EMA

## Meeting Summary

The fourth stakeholder meeting was held in the Highland Library's Community Room in Medina, Ohio at 3:00 pm EST on October 1st, 2024. The purpose of the meeting was to summarize all proposed improvement alternatives at all intersections in the study area and decide on a final preferred alternative for one SR-94/I-271 area of the study.

A formal presentation was given to the four stakeholders in attendance. An overview of the project background was given, followed by a review of the project's purpose and need. Next, the proposed build alternatives were shown for each intersection along with a decision matrix showing the comparative benefits of each. The SR-94/I-271 interchange area was the only area where multiple possible alternatives still existed.

Next, the Stakeholders were provided an activity where they could rank the remaining advanced build alternatives. The meeting concluded after the activity, and the project team was available to answer individual questions. Before leaving, stakeholders were asked to fill out a comment form to provide their input on the project and meeting. No written comment sheets were received at the meeting.

## Questions & Discussion

There was general discussion around the low attendance which the stakeholders believe may have been due to misinterpretation of the results of the previous stakeholder meeting. The previous meeting summary notified all involved parties that the I-71/I-271 interchange build alternatives would not be progressed. The stakeholders believe that this message was interpreted as a halt of the entire study. The summary also indicated that alternatives at other intersections would still be advanced for consideration, but the stakeholders believe this was not communicated clearly enough.

Stemming from this general discussion, stakeholders further questioned why the study was still moving forward if the group and the general public was in favor of no-build options at all locations and the interchange options were no longer being considered. This led into a discussion about the essential considerations of the study, including operational, safety, social, economic, and environmental considerations. ODOT highlighted that the purpose and need of the project must be addressed by its results and recommending no-build for the whole study area would not fulfill that goal.

The stakeholder group expressed interest in an additional stakeholder meeting to go over the build alternatives with a wider audience, as they believed others in the group were like them and thought the project was not moving forward any further. The project team explained that the project scope did not include an extra meeting and said that they would investigate the possibility of hosting a more informal virtual event instead.

Additionally, the group had the following statements and questions about each build alternative for the SR-94/I-271 area:

**Alternative A**

- Concerns for truck navigation through roundabouts.
- Concerns about shifting the roundabout and allowing drivers to speed.
- Concerns about queueing in the roundabout.
- Will there still be a traffic signal at the interchange?
- Preferred Alternative

**Alternative B-1**

- Concerns about the "double roundabout" shape and driver usability.
- Discussed the potential of adjusting the design to make it more efficient.
- Suggested for removal from consideration.

**Alternative B-2a**

- ODOT shared that the impacts of a peanut roundabout will be greater.
- Is the alternative with a signal better for traffic management? If not, preference for Alternative A.
- Alternative B-2a has the greatest right of way impact and middle cost.

**General comments and questions not related to a specific build alternative**:

- The community is aware of the issues, but there is a heightened level of distrust with ODOT and the project team.
- The group was reminded that if an alternative is advanced, it does not mean it is guaranteed to happen.
- Preference for Alternative A

## In-Person Activity Results

While the stakeholders were under the impression that all locations would be receiving no build alternatives, the project team reminded the group that "no build" alternatives are not satisfactory under current conditions, and under the project purpose and need. After hearing this, the group shared a strong preference for Alternative A (S.R. 94/I-271SB and Remsen Road North, two right turn lanes and a roundabout).

Department of Transportation

# SIGN-IN SHEET

## IR 71 & IR 271 Planning Study • PID 117028

Stakeholder Meeting • October 1, 2024 • 3:00 p.m. – 5:00 p.m.

| | Name | Representing | Email | Phone | Signature |
|---|---|---|---|---|---|
| 1. | Terry Grice | Medina County Sherriff | tgrice@ohmedinaco.org | | |
| 2. | Stephen Hambley | Medina County Commissioners | shambley@ohmedinaco.org | | |
| 3. | Colleen Swedyk | Medina County Commissioners | cswedyk@ohmedinaco.org | | |
| 4. | Aaron Harrison | Medina County Commissioners | aharrison@ohmedinaco.org | | |
| 5. | Mark Neff | Ohio State Highway Patrol | MNeff@dps.ohio.gov | | |
| 6. | Teri Berry | Granger Township Trustees | tberry@grangertwp.org | | |
| 7. | Richard Pace | Granger Township Trustees | rpace@grangertwp.org | | |
| 8. | John Ginley | Granger Township Trustees | jginley@grangertwp.org | | |
| 9. | Monique Ascherl | Hinckley Township Trustees | mascherl@HinckleyTwp.org | | |
| 10. | Jack Swedyk | Hinckley Township Trustees | Jswedyk@HinckleyTwp.org | | |
| 11. | Cindy Engleman | Hinckley Township Trustees | cengleman@hinckleytwp.org | ~~330~~ | Cindy Engleman |
| 12. | Doug Eastwood | Medina Township Trustees | deastwood@medinatownship.com | 330 416 3130 | Doug Eastwood |
| 13. | Bruce Christopher | Medina Township Trustees | bchristopher@medinatownship.com | 803-389-9088 | Bruce Christopher |
| 14. | Chuck Johnson | Medina Township Trustees | cjohnson@medinatownship.com | | |
| 15. | Ben Nau | Medina County EMA | bnau@medinacountyema.org | 330-722-9240 | BN |
| 16. | Steven Kamp | Granger Fire Department | grangerfiredept@gmail.com | | |
| 17. | Jestin Grossenbaugh | Hinckley Fire Department | jgrossenbaugh@hinckleyfire.us | | |
| 18. | Larry Walters | Medina Fire Department | lwalters@medinaoh.org | | |
| 19. | John Minek | Medina Township Police Dept. | jminek@mtpd.net | | |
| 20. | Dave Centner | Hinckley Township Police Dept. | DCentner@hinckleypd.us | | |

*Please print clearly • Contact information is optional but must be included if you wish to receive updates.*

Department of Transportation

SIGN-IN SHEET

# IR 71 & IR 271 Planning Study • PID 117028

Stakeholder Meeting • October 1, 2024 • 3:00 p.m. – 5:00 p.m.

| | Name | Representing | Email | Phone | Signature |
|---|---|---|---|---|---|
| 21. | Bethany Dentler | Medina County Economic Dev. | bdentler@medinacounty.org | | |
| 22. | Brandon Gibson | Medina County Economic Dev. | Brandon@MedinaCounty.org | | |
| 23. | Andy Conrad | Medina County Engineer | aconrad@medinaco.org | | |
| 24. | Frank Lawrence | Highland Schools Transportation | flawrence@highlandschools.org | | |
| 25. | Grace Gallucci | NOACA Executive Director | GGallucci@mpo.noaca.org | | |
| 26. | Patrick Patton | City of Medina | ppatton@medinaoh.org | | |
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*Please print clearly • Contact information is optional but must be included if you wish to receive updates.*

# STAKEHOLDER MEETING #4 • OCTOBER 1, 2024

















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# STAKEHOLDER MEETING #4

## I-71/I-271 PLANNING STUDY IN MEDINA COUNTY (PID 117028)

October 1, 2024

# AGENDA

- Welcome & introductions
- Presentation
- Breakout Group Activity
- Discuss Group Activity results
- Fill out comment sheets
- Adjourn

# WELCOME & INTRODUCTIONS



**Scott Ockunzzi, PE**
District Planning Engineer
ODOT



**Todd Stanhope, PE, PTOE**
Director of Traffic Engineering
Smart Services



**Ron Bonnette, PE, PS**
Senior Project Manager,
ADR & Associates



**Dan Schmuhl, PE**
Senior Transportation Engineer
Burton Planning Services

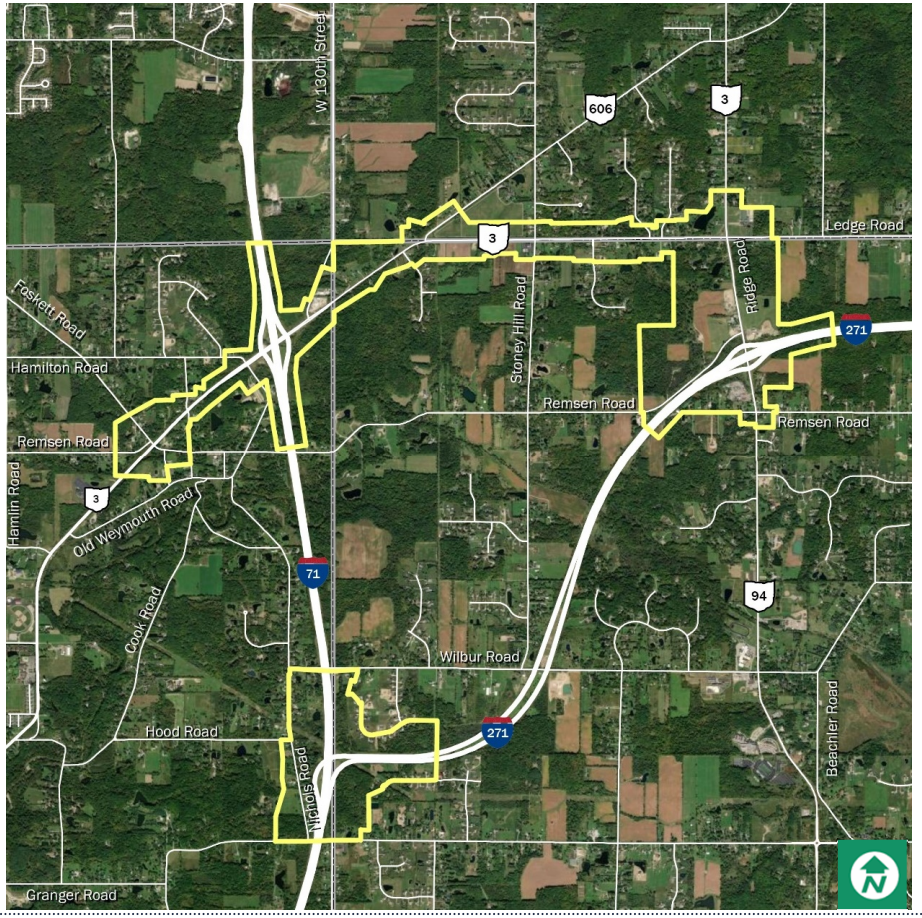
# PURPOSE OF MEETING

Consensus on final preferred alternatives

# PROJECT OVERVIEW

- Study areas & logical termini
- Project background

# STUDY AREAS & LOGICAL TERMINI




Study Area
Township

**Functional Class**

Interstates
Arterials
Collectors / Local

# PROJECT BACKGROUND

## Recent work

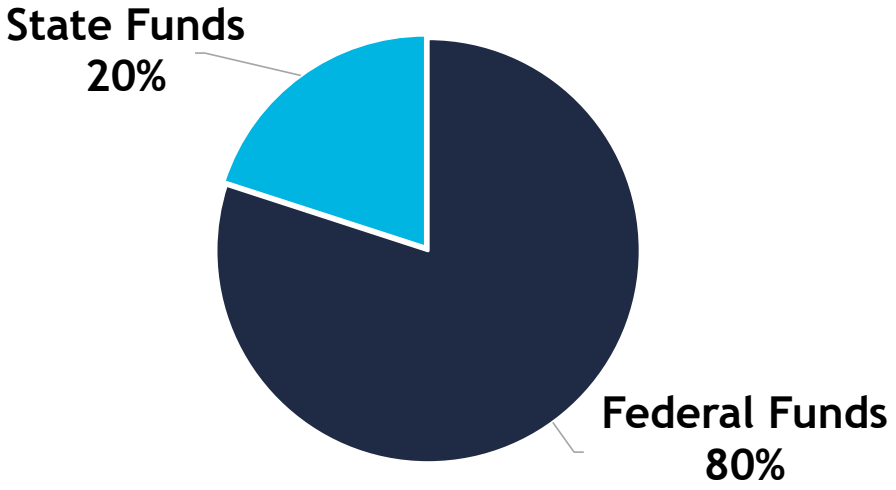
- 2020 safety study
- 2022 improvements on SR-3 near the interchange with I-71

## Reasons for project

- Public inquiries about missing connection
- Congestion along SR-3 and SR-94

## Project funding

- ODOT acquired Federal and State funds for planning



# PURPOSE & NEED

# PURPOSE & NEED

## Purpose

To improve system linkage and safety of travelers between I-71 and I-271 in order to facilitate the movement of traffic in Medina County, Ohio.

## Primary Needs

- **System Linkage**
- **Safety**

## Secondary Need

- **Congestion**

# STUDY CONSIDERATIONS

- Operations & Safety
- Social & Economic
- Environmental

# STUDY CONSIDERATIONS

## Operations & Safety

- Improve travel time and enhance safety along corridors

## Social & Economic

- Ensure unique needs of various socio-economic groups are met

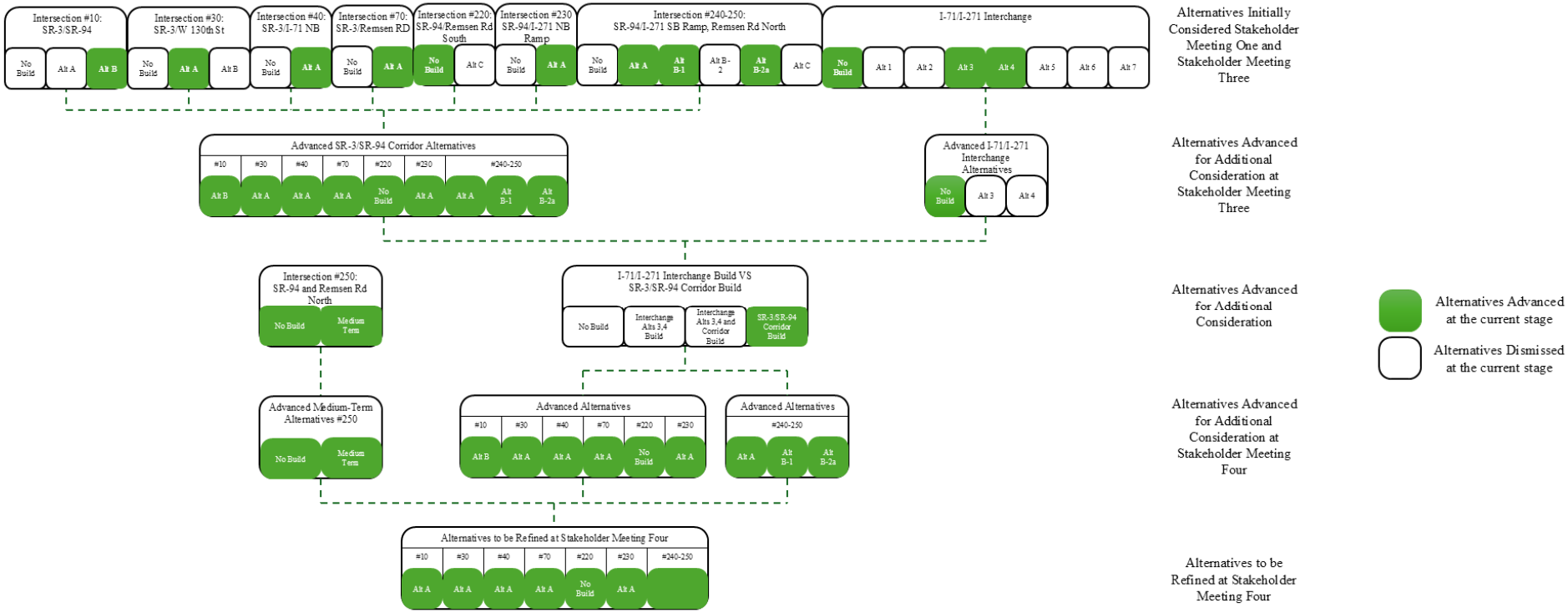
## Environmental

- Identify and engage Environmental Justice populations in planning
- Seek inclusion and equitable outcomes for all

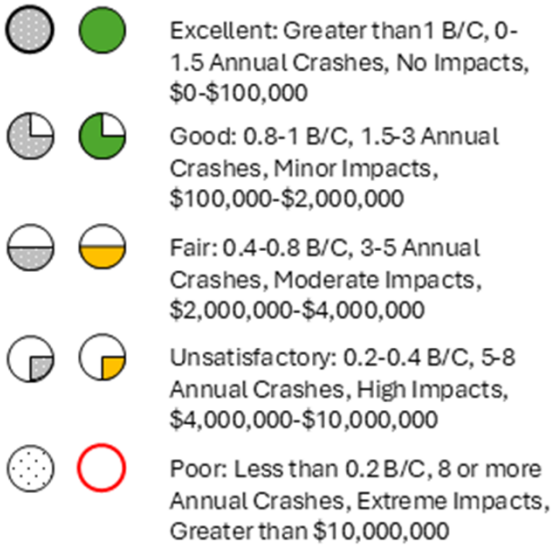
# PROPOSED ALTERNATIVES

- Alternative Decision Process
- I-71 & I-271 Interchange Summary
- Recommended Preferred Alternatives

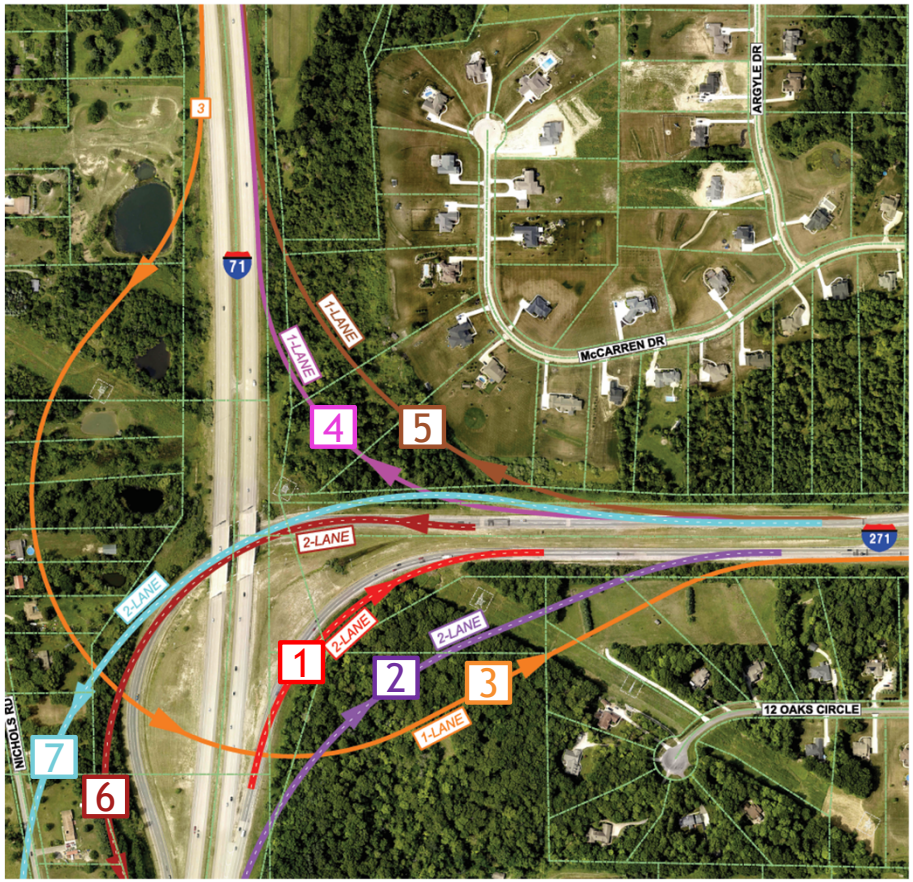
# ALTERNATIVE DECISION PROCESS



# ALTERNATIVE MATRICES LEGEND



# I-71/I-271 INTERCHANGE SUMMARY

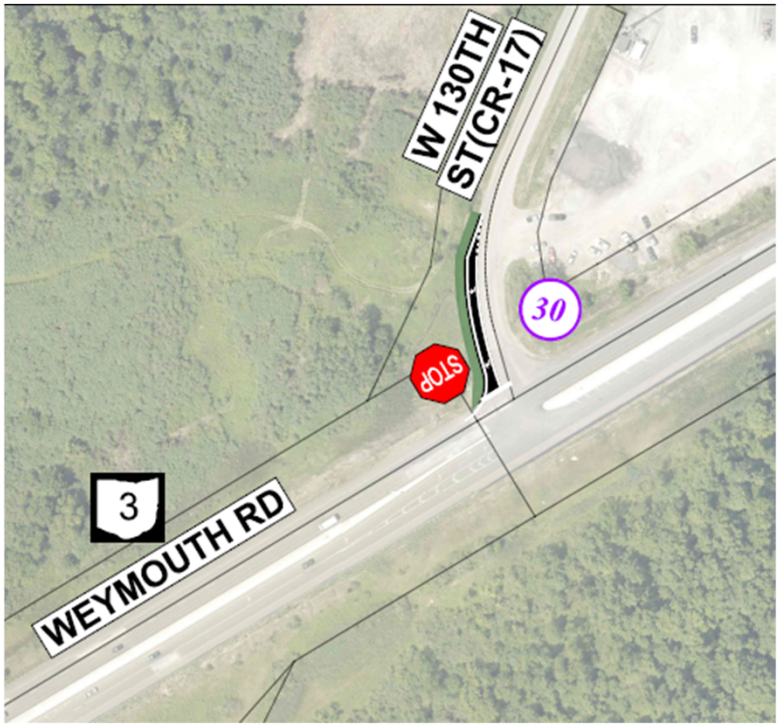



| I-71/I-271 Interchange | | SR-3/SR-94 | I-71 NB to I-271 NB | | I-71 SB to I-271 NB | I-271 SB to I-71 NB | | I-271 SB to I-71 NB | |
|---|---|---|---|---|---|---|---|---|---|
| Alternatives | Interchange No Build | Corridor Build | Alternative 1: Smooth to 55 MPH | Alternative 2: Smooth to 65 MPH | Alternative 3: New 55 MPH Ramp | Alternative 4: New 55 MPH Ramp | Alternative 5: New 65 MPH Ramp | Alternative 6: Smooth to 55 MPH | Alternative 7: Smooth to 65 MPH |
| Traffic Analysis | | | Not Available | Not Available | | | Not Available | Not Available | Not Available |
| Safety Analysis | | | | | | | | | |
| Environmental Analysis | | | | | | | | | |
| Right-of-Way Impacts | | | | | | | | | |
| Utility Impacts | | | | | | | | | |
| Public Involvement | | | | | | | | | |
| Preliminary Construction Cost | N/A | $15,209,000 | $4,060,000 | $11,348,000 | $54,564,000 | $6,836,000 | $9,192,000 | $11,615,000 | $23,107,000 |

- Majority of public comments preferred no build
- Stakeholder workshop #3 participants agreed on corridor build option

# ADVANCED ALTERNATIVES
## SR-3/WEST 130TH STREET (ID# 30)

### ALTERNATIVE A




| Intersection #30: SR-3/W 130th St | | | |
|---|---|---|---|
| Alternatives | No Build | Alternative A<br>SB Right Turn Lane | Alternative B<br>Roundabout |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | N/A | $68,000 | $3,500,000 |

# ADVANCED ALTERNATIVES
## SR-3/I-71 NORTHBOUND RAMP (ID# 40)

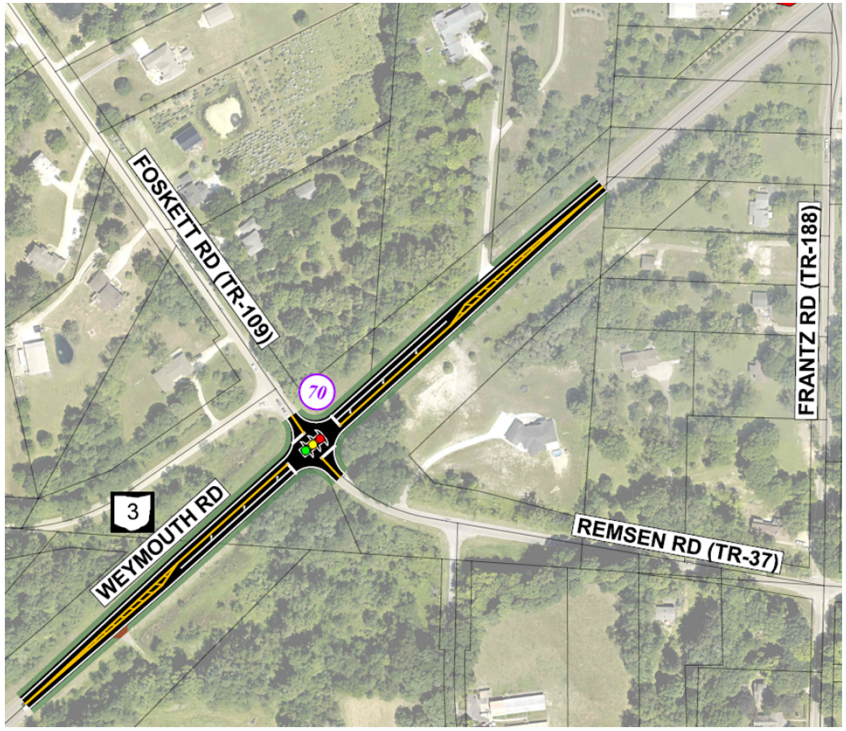
### ALTERNATIVE A




| Intersection #40: SR-3/I-71 NB | | |
|---|---|---|
| Alternatives | No Build | Alternative A<br>NB Left Turn Lane |
| Traffic Analysis | ○ | ● |
| Safety Analysis | ◔ | ◔ |
| Environmental Analysis | ● | ● |
| Right-of-Way Impacts | ● | ◔ |
| Utility Impacts | ● | ◔ |
| Public Involvement | ○ | ◔ |
| Preliminary Construction Cost | ● N/A | ◔ $1,327,000 |

# ADVANCED ALTERNATIVES
## SR-3/FOSKETT ROAD/REMSEN ROAD (ID# 70)

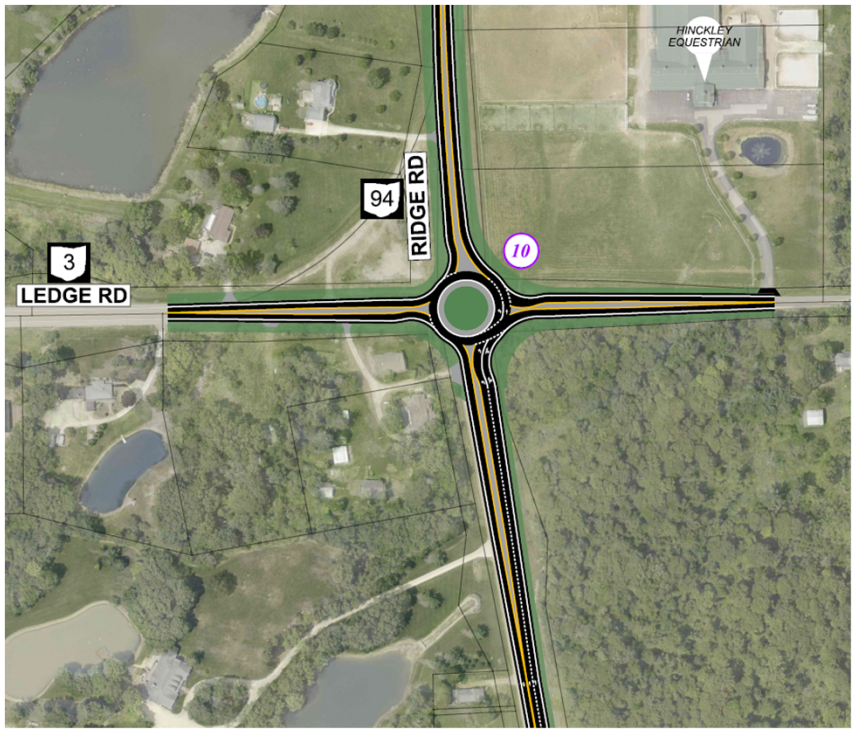
### ALTERNATIVE A




| Intersection #70: SR-3/Remsen Rd | | |
|---|---|---|
| Alternatives | No Build | Alternative A Left Turn Lanes on SR-3 |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,353,000 |

# ADVANCED ALTERNATIVES
## SR-94/SR-3 (ID# 10)

### ALTERNATIVE B




| Intersection #10: SR-94/SR-3 | | | |
|---|---|---|---|
| Alternatives | No Build | Alternative A Signal Retiming RTL Lengthening | Alternative B Roundabout |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | N/A | $167,000 | $4,378,000 |

# ADVANCED ALTERNATIVES
## SR-94/REMSEN ROAD (ID# 250)

### **NEW** MEDIUM-TERM ALTERNATIVE




| Intersection #250: SR-94/Remsen Rd North Medium-Term Solution | | |
|---|---|---|
| Alternatives | No Build | Medium Term Left Turn Lane |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $692,000 |

# ADVANCED ALTERNATIVES
## SR-94/I-271 NB RAMP (ID# 230)

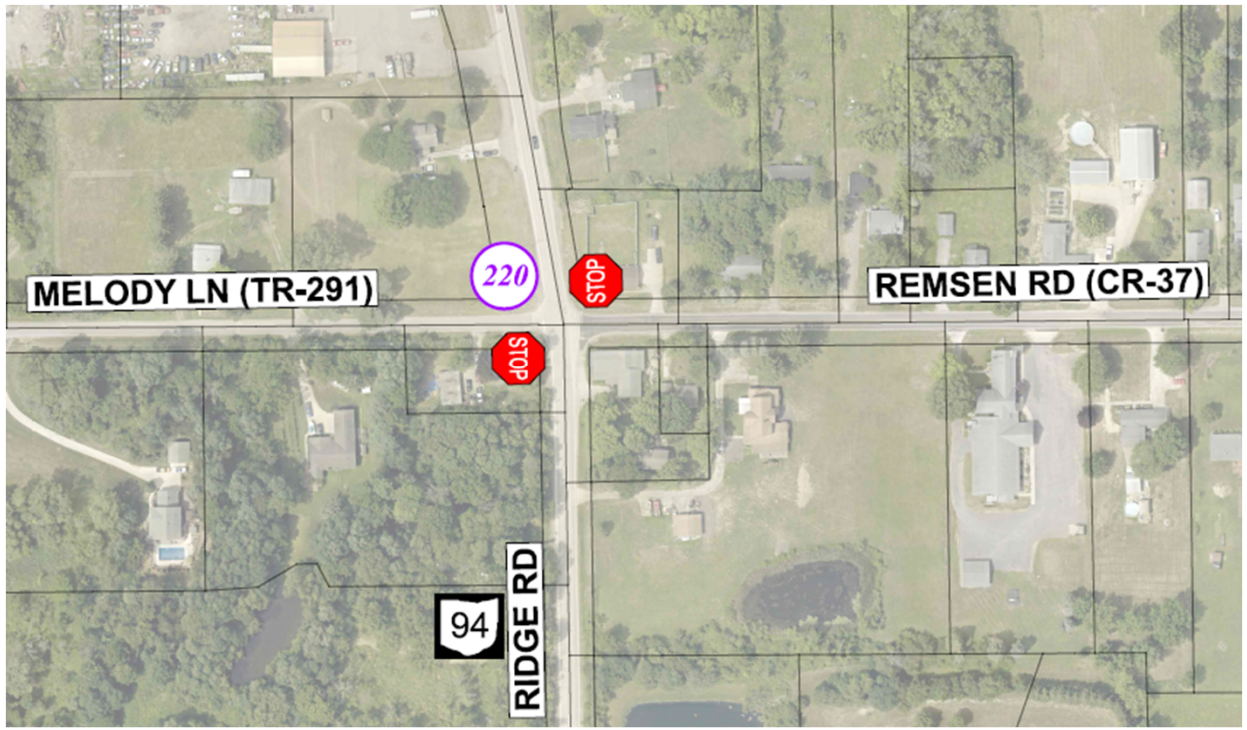
### ALTERNATIVE A




| Intersection #230: SR-94/I-271 NB Ramp | | |
|---|---|---|
| Alternatives | No Build | Alternative A Roundabout |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $3,000,000 |

# ADVANCED ALTERNATIVES
## REMSEN ROAD/MELODY LANE (ID# 220)

### NO BUILD




| Intersection #220: SR-94/Remsen Rd South | | |
|---|---|---|
| Alternatives | No Build | Alternative C Roundabout, road realignment |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $21,413,000 |

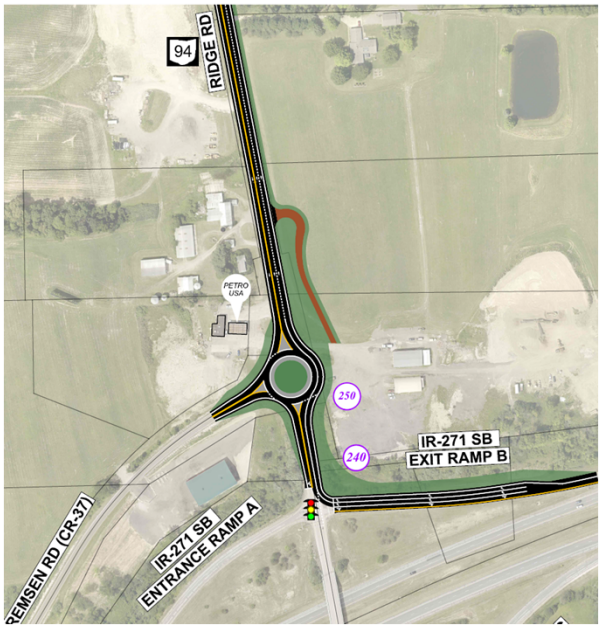
# ACTIVITY

# ADVANCED ALTERNATIVES
## SR-94/REMSEN ROAD (ID# 250) & SR-94/ I-271 SB (ID# 240)

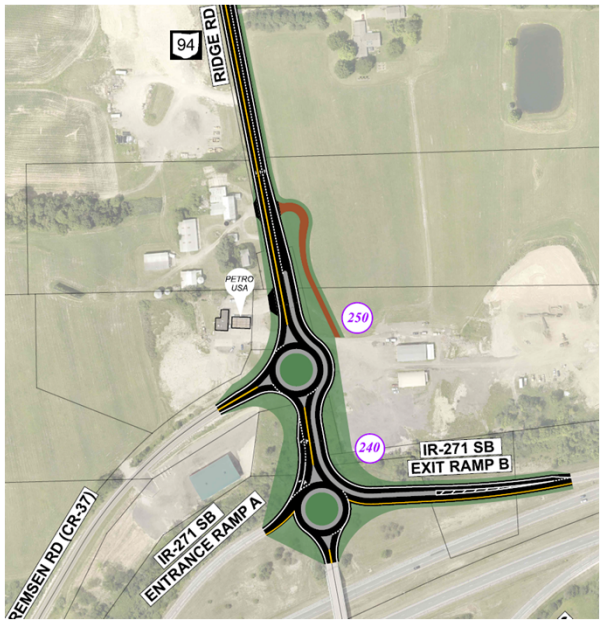
| Intersection #240-250: SR-94/I-271 SB Ramp, Remsen Rd North | | | | | | |
|---|---|---|---|---|---|---|
| Alternatives | No Build | Alternative A 2 Right Turn Lanes and Roundabout | Alternative B-1 Double Roundabout | Alternative B-2 Oval Roundabout | Alternative B-2a: Peanut Roundabout | Alternative C Roundabout, Cul-De-Sac |
| Traffic Analysis | | | | Not Available | | Not Available |
| Safety Analysis | | | | | | |
| Environmental Analysis | | | | | | |
| Right-of-Way Impacts | | | | | | |
| Utility Impacts | | | | | | |
| Public Involvement | | | | Not available | | |
| Preliminary Construction Cost | N/A | $3,000,000 | $5,088,000 | $5,905,000 | $4,668,000 | $21,413,000 |

# ADVANCED ALTERNATIVES
## SR-94/REMSEN ROAD (ID# 250) & SR-94/ I-271 SB (ID# 240)

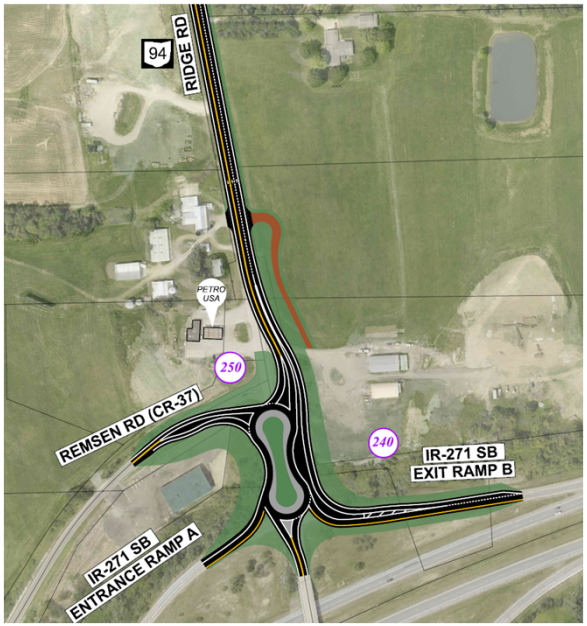
### ALTERNATIVE A




### ALTERNATIVE B-1




### ALTERNATIVE B-2A



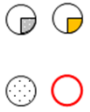
# ADVANCED ALTERNATIVES
## SUMMARY



Excellent: Greater than 1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000

Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000

Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts.



Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000

Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

| Alternatives Advanced for Further Consideration | | | | | |
|---|---|---|---|---|---|
| Intersection | 10: SR-3/SR-94 | 30: SR-3/W 130th St | 40: SR-3/I-71 NB Ramp | 70: SR-3/Remsen Rd | 230: SR-94/I-271 NB Ramp |
| Alternatives | B: Roundabout | A: SB Right Turn Lane | A,: NB Left Turn Lane | A: Left Turn Lanes on SR-3 | A: Roundabout |
| Traffic Analysis | | | | | |
| Safety Analysis | | | | | |
| Environmental Analysis | | | | | |
| Right-of-Way Impacts | | | | | |
| Utility Impacts | | | | | |
| Public Involvement | | | | | |
| Preliminary Construction Cost | $4,378,000 | $68,000 | $1,327,000 | $1,353,000 | $3,000,000 |

| Alternatives Advanced for Further Consideration at Intersection #250: SR-94/Remsen Rd North Medium-Term Solution | | |
|---|---|---|
| Alternatives | No Build | Medium Term Left Turn Lane |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $692,000 |



Excellent: Greater than 0.5 Safety B/C, Greater than 11 Traffic B/C, Minor Impacts, $0-$3,000,000

Good: 0.4-0.5 Safety B/C, 10-11 Traffic B/C, Moderate Impacts, $3,000,000-5,000,000

Fair: High Impacts, $5,000,000-$10,000,000

Unsatisfactory: Extreme Impacts

| Alternatives Advanced for Further Consideration at Intersection 240-250: SR-94/I-271 SB and Remsen Rd North | | | |
|---|---|---|---|
| Alternatives | A: 2 Right Turn Lanes and Roundabout | B-1: Double Roundabout | B-2a Peanut Roundabout |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | $3,000,000 | $5,088,000 | $4,668,000 |

# DECISION-MAKING PROCESS

- Who is involved
- Decision points/engagement

# WHO IS INVOLVED

odot

HINCKLEY

Medina Township
Founded 1818

GRANGER TOWNSHIP
Medina, Ohio, USA
Established 1820

TERRY GRICE SHERIFF MEDINA COUNTY

STATE HIGHWAY PATROL OHIO

HIGHLAND Local Schools

# DECISION POINTS/ENGAGEMENT

- **Stakeholder Kickoff**
  - Project overview
  - Existing conditions
  - Stakeholder roles

**Oct 2023** 1

- **Stakeholder and public meetings**
  - Existing conditions
  - Purpose & Need
  - Feasible alternative concepts

**Mar 2024** 2

- **Stakeholder Workshop**
  - Feasible alternatives vs. Purpose & Need
  - Feasible alternatives for further study

**Jul 2024** 3

- **Stakeholder Workshop**
  - Preferred alternative for further study and refined concept

**Today** 4

- **Open house public meeting**
  - Present preferred alternative
  - Decision-making process

**Early 2025** 5

# THANK YOU & ADJOURNMENT

Scott Ockunzzi, PE
District Planning Engineer ODOT
Scott.Ockunzzi@dot.ohio.gov
Ph. 419.207.7174

www.transportation.ohio.gov/projects/projects/117028

# I-71/I-271 Planning Study (PID 117028)

Detailed Benefit/Cost Analysis Matrix

| INT. # | ALT(s) | DESCRIPTION | ESTIMATED PROJECT COST (2024 DOLLARS) | ECAT ANALYSIS \| SAFETY & CRASHES | | | | | | | | ICE ANALYSIS \| OPERATIONS & DELAYS | | | | No-Build to Build Comparison: How the "Build" conditions would affect the safety and delay benefits of the preferred improvements along the corridor | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | "No-Build" (No I-71/I-271 ramps) | | | | "Build" (After impact of I-71/I-271 ramps) | | | | "No-Build" (No I-71/I-271 ramps) | | "Build" (I-71/I-271 ramps present) | | | | |
| | | | | ECAT CRASH ANALYSIS METHOD | SOCIETY SAFETY BENEFIT (2024 DOLLARS) | SAFETY B/C RATIO | NO. OF ANNUAL CRASHES | ANNUAL CRASH REDUCTION | SOCIETY SAFETY BENEFIT (2024 DOLLARS) | SAFETY B/C RATIO | NO. OF ANNUAL CRASHES | ANNUAL CRASH REDUCTION | SOCIETY DELAY BENEFIT (2024 DOLLARS) | DELAY B/C RATIO | SOCIETY DELAY BENEFIT (2024 DOLLARS) | DELAY B/C RATIO | % CHANGE IN SAFETY BENEFIT | % CHANGE IN TOTAL CRASH REDUCTION | % CHANGE IN DELAY BENEFIT |
| 40 | Existing | Keep as is. | - | Expected | - | - | 2.690 | - | - | - | 2.356 | - | - | - | - | - | - | - | - |
| | A, B | Add a northbound left turn lane on SR-3 and a receiving lane on the I-71 northbound on-ramp. | $1,327,000 | | $314,665 | 0.24 | 2.017 | -0.673 | $263,335 | 0.20 | 1.781 | -0.575 | $5,478,308 | 4.13 | $5,815,219 | 4.38 | -16.3% | -14.5% | 6.1% |
| 30 | Existing | Keep as is. | - | Expected | - | - | 0.973 | - | - | - | 0.837 | -0.136 | - | - | - | - | - | -4% | - |
| | A | Add a southbound right turn lane on 130th Street. | $68,000 | | $111,419 | 1.64 | 0.814 | -0.159 | $96,442 | 1.42 | 0.700 | -0.137 | $363,141 | 5.34 | $350,159 | 5.15 | -13.4% | -13.9% | -3.6% |
| 10 | Existing | Keep as is. | - | Predicted | - | - | 7.938 | - | - | - | 7.038 | -0.900 | - | - | - | - | - | - | - |
| | B-1, B-2, B-2a, C | Add a roundabout with two northbound SR-94 through lanes. | $4,378,000 | | $2,487,758 | 0.57 | 1.942 | -5.996 | $2,218,361 | 0.51 | 1.713 | -5.326 | $23,352,509 | 5.33 | $1,981,678 | 0.45 | -10.8% | -11.2% | -91.5% |
| 240-250 | Existing | Keep as is. | - | Predicted | - | - | 4.976 | - | - | - | 4.431 | -0.545 | - | - | - | - | - | -3% | - |
| | A | At SR-94 & Remsen Rd., add a roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp. At I-271 exit ramp maintain traffic signals at the intersection and add two I-271 southbound right turn lanes onto SR-94. | $3,724,000 | | $2,036,399 | 0.55 | 2.575 | -2.401 | $1,787,299 | 0.48 | 2.335 | -2.095 | #240: $33,871,341 #250: $12,949,869 | 12.57 | #240: $44,147,427 #250: $4,794,721 | 13.14 | -12.2% | -12.7% | 4.5% |
| | B-1 | Add a roundabout with two northbound SR-94 through lanes of which one is a bypass lane from the I-271 southbound off-ramp. Add a roundabout with two I-271 southbound off-ramp lanes of which one is a bypass lane to northbound SR-94 north of Remsen Road. | $5,088,000 | | $2,521,891 | 0.50 | 2.002 | -2.974 | $2,202,705 | 0.43 | 1.868 | -2.563 | #240: $36,367,508 #250: $12,949,869 | 9.69 | #240: $44,849,787 #250: $4,794,721 | 9.76 | -12.7% | -13.8% | 0.7% |
| | B-2a | Combine SR-94, Remsen Road, and I-271 SB exit ramp into on 5-point PEANUT roundabout | $4,668,000 | | $2,550,447 | 0.55 | 2.288 | -2.689 | $2,222,216 | 0.48 | 2.105 | -2.325 | #240: $36,496,154 #250: $10,544,762 | 10.08 | #240: $46,486,220 #250: $5,643,831 | 11.17 | -12.9% | -2% | 10.8% |
| 230 | Existing | Keep as is. | - | Predicted | - | - | 1.163 | - | - | - | 0.944 | -0.219 | - | - | - | - | - | -5% | - |
| | A, B-1, B-2, B-2a, C | Add a roundabout with a SR-94 northbound right turn lane onto the I-271 northbound on-ramp. | $3,000,000 | | $265,991 | 0.09 | 0.785 | -0.378 | $223,246 | 0.07 | 0.739 | -0.205 | $17,564,023 | 5.85 | $1,564,679 | 0.52 | -16.1% | -45.7% | -91.1% |
| 250 | Existing | Keep as is. | - | Expected | - | - | 2.080 | - | - | - | - | - | - | - | - | - | - | - | - |
| | Medium Term | Add SR-94 northbound left-turn lane at Remsen Road | $692,000 | | $544,688 | 0.79 | 1.218 | -0.862 | - | - | - | - | $11,618,096 | 16.79 | - | - | - | - | - |
| 70 | Existing | - | - | Expected | - | - | 10.554 | - | - | - | - | - | - | - | - | - | - | - | - |
| | A, B | Add left turn lanes on NB and SB SR-3 and signalize the intersection. | $1,353,000 | | $1,493,342 | 1.10 | 7.071 | -3.483 | - | - | - | - | **-$321,357** | **-0.24** | | | | | |
| I-71/I-271 | Existing | keep as is. | - | Predicted | Not included in option | | | | - | - | 22.323 | - | Not Included in Option | | - | - | | | |
| | 3,4 | I-71/I-271 Interchange Ramps | $61,400,000 | | | | | | $158,021 | 0.003 | 21.845 | -0.478 | | | $104,004,000 | 1.69 | | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Summary | all | Preferred Corridor alternatives summed together | Summed Preferred Cost | Predicted/Expected | Summed Preferred Safety Benefit | Combined Preferred Safety Benefit | | Summed Crash Reduction | Summed Preferred Safety Benefit W/Ramps | Combined Preferred Safety Benefit | | Summed Crash Reduction W/Ramps | Summed Preferred Delay Benefit | Combined Preferred Delay Benefit | Summed Preferred Delay Benefit W/Ramps | Combined Preferred Safety Benefit | | |
| | | | $15,214,000 | | $7,195,065 | 0.47 | | -9.606 | $6,655,453 | 0.09 | | -8.816 | $95,754,001 | 6.29 | $163,038,886 | 2.13 | | |

# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY
## *MED IR71/IR271 PLANNING STUDY (PID 117028)*

## Welcome

Welcome to Stakeholder Workshop #4 for the Medina County I-71/I-271 Planning Study. The purpose of this workshop is to review progress on the feasibility study to-date, present the recommended preferred alternatives, and discuss details of each. The format of today's workshop will be a presentation with activities that will be performed individually, in small groups, and as a large group. You are encouraged to participate in today's activities and discussions, as your feedback will be used to help identify which projects will move forward as the preferred alternatives.

## Project Description

The Ohio Department of Transportation (ODOT) has secured federal and state funding to prepare a feasibility study on the movement of traffic from Interstate (I) 271 southbound to I-71 northbound and I-71 southbound to I-271 northbound. ODOT sought funding for this study due to inquiries from members of the public about the absence of ramps connecting I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound at the I-71/I-271 interchange. Today, the most direct route to make those connections is via State Route (SR) 3 (Ledge Road) and SR-94 (Ridge Road). Funding was also obtained for this study due to congestion along SR-3 and SR-94. Therefore, this study will evaluate the existing and proposed connections from I-271 southbound to I-71 northbound and vice versa.

## Purpose and Need

### Purpose

The purpose of this project is to improve system linkage and safety of travelers between I-71 and I-271 in order to facilitate the movement of traffic in Medina County, Ohio.

### Primary Needs

#### *System Linkage*

The shortest route from I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound for vehicles is about 3.7 miles along SR-3 and SR-94, which takes approximately 10 minutes to travel. Existing data indicates that four percent of all traffic entering the I-71 northbound on-ramp at SR-3 comes from the I-271 southbound off-ramp at SR-94, and seven percent of all traffic entering the I-271 northbound on-ramp at SR-94 comes from the I-71 southbound off-ramp at SR-3.

#### *Safety*

Over the last four years, 312 crashes occurred in the study area, mainly around the SR-3/I-71, I-71/I-271, and the I-271/SR-94 interchanges and the SR-3/Foskett Road/Remsen Road and SR-3/SR-94/Ledge Road intersections. Eleven of the crashes resulted in serious injuries, with notable concentrations near the SR-3/I-71 interchange and SR-3/Foskett Road/Remsen Road intersection. In addition, the 2021 Highway Safety Improvement Program identifies several areas as safety priorities: the SR-3/Foskett Road/Remsen Road intersection, the SR-94/SR-3 intersection, and SR-3 from Fenn Road to Hamilton Road.

### Secondary Needs

*Congestion*

Addressing congestion is a secondary need in the study area. Level of Service (LOS) is a grading system used to measure how well traffic flows on roadways, with LOS A indicating smooth flow and LOS F representing congestion and delays. ODOT's standard for acceptable intersection LOS within the project area is LOS D or better. All intersections within the study area operate at an acceptable LOS under existing conditions except for the intersection of SR-94 and the I-271 northbound ramps that consistently operate at LOS F. The existing roadway network in the year 2050 (Future No Build condition) will have six intersections with an unacceptable LOS (i.e., LOS E or LOS F) in the AM and/or PM peak periods:

- SR-3/I-71 northbound ramps
- SR-3/West 130th Street
- SR-94/SR-3
- SR-94/Remsen Road (north of I-271)
- SR-94/I-271 southbound ramps
- SR-94/I-271 northbound ramps

*The full Purpose and Need is available for viewing upon request.*

## Stakeholder and Public Input

To date, there have been three Stakeholder Meetings and one Public Meeting held to gather input on the project alternatives. During the Public Meeting held on March 27, 2024, attendees had the option to complete a survey that included ranking of feasible alternatives. A total of 146 survey respondents ranked feasible alternatives. Over half of the responses (53 percent) indicated preference for the No Build alternative. In addition to the alternative ranking survey, participants had the opportunity to provide general project comments. A total of 217 general comments were received and grouped into 12 categories: No Build, Interchanges/Ramps, Local Roads/Intersections, Roundabouts, Congestion, Safety, Access, Traffic Speed, Funding, Property Impacts, Noise Impacts, and Other Environmental Impacts.

Major concerns expressed in the general comments include:

- Reiteration of preference for a No Build alternative (47 percent).
- Property impacts from the build alternatives (42 percent).
- Noise impacts from the build alternatives (16 percent) and other environmental impacts (18 percent).
- Funding and the high cost of the build alternatives (12 percent).
- Losing access to various community destinations and personal property from the build alternatives (7 percent).

Based on feedback during and after the last Stakeholder Meeting held July 10, 2024, it was determined that there would be no additional consideration of the proposed improvements to the I-71/I-271 Interchange alternatives due to strong public opposition, overall project cost, and minimal safety outcomes from the recommended alternatives. Additionally, stakeholders agreed to remove Alternative C as an option for the I-271/SR-94 intersection area (ID#250/240/220) and Alternative B for the I-71/Weymouth Road intersection area (ID#30). The stakeholders provided input on the remaining alternatives, by stating whether they would like each alternative not to be moved forward, to be moved forward with minor modifications, or to be moved forward.

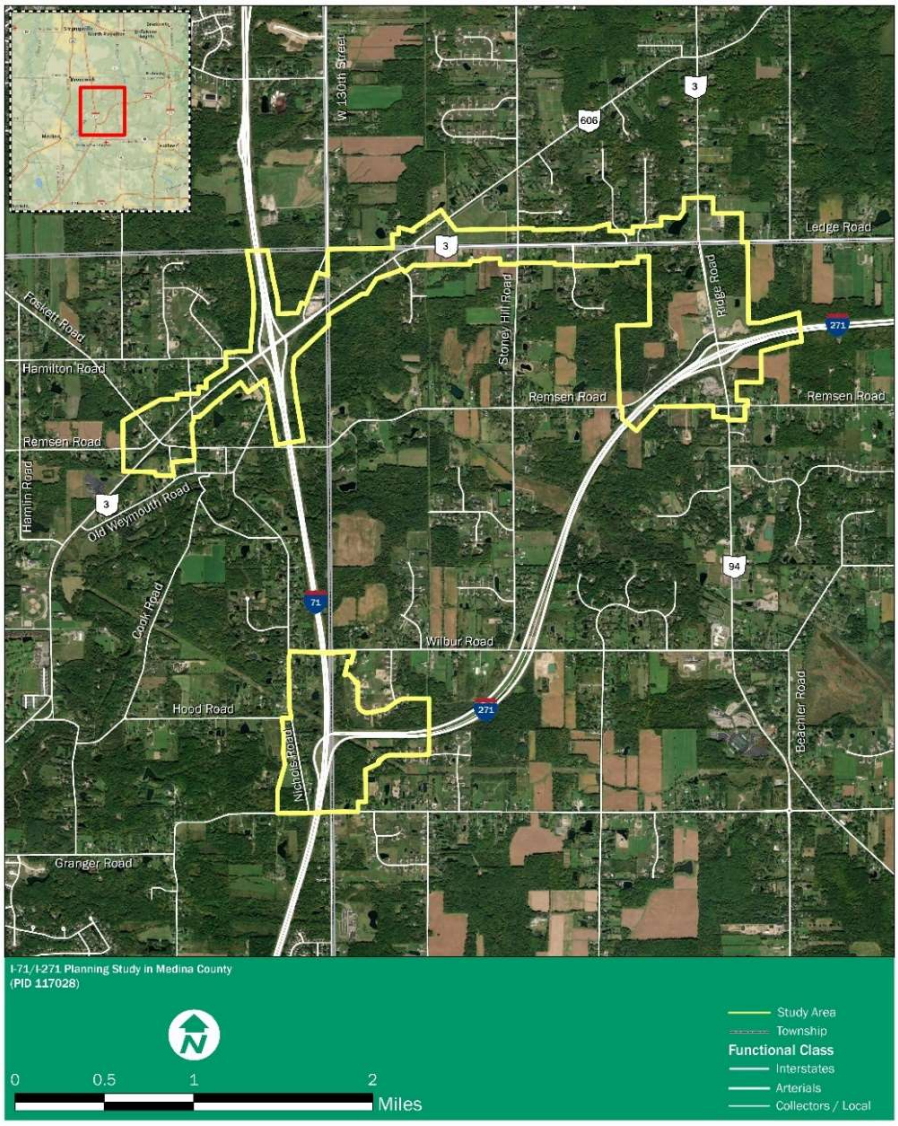
## Schedule

This project is in the planning phase of ODOT's Project Development Process. ODOT is continuing to study the alternatives, and no decisions have been made at this time. Using the results of current study efforts and past and future input gathered at stakeholder and public meetings, ODOT's goal is to identify preferred alternatives by early Fall 2024. The preferred alternative and the decision-making process to arrive at that selection will be presented at a public meeting in mid-January 2025. The planning study is anticipated to be completed by early Spring 2025.

## Funding

Funding has only been committed for the planning phase. The funding is typically 80 percent federal funds and 20 percent state funds. The selected alternatives will be programmed as separate projects at either a local or state level after the study is completed. Funding will be secured for those projects and further development of those projects will be conducted through design and construction.

## Project Area

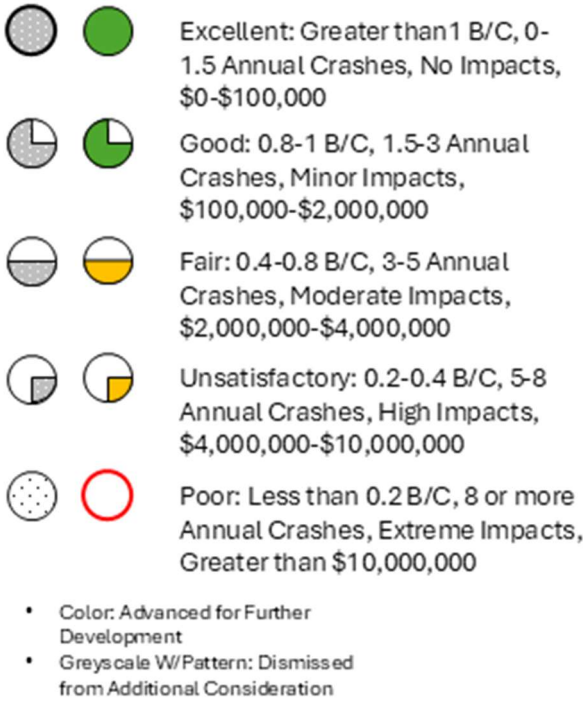


## Recommended Preferred Alternatives

Proposed improvements are broken down into two main areas: (1) the SR-3 corridor and interchange with I-71 and (2) the SR-94 corridor and interchange with I-271. Today, we are looking for your input on the recommended preferred alternatives for each area, and want to better understand your concerns with any of them. Proposed improvements that occur at intersections or interchanges are accompanied by an intersection identification number in parentheses that is used to reference the intersection/interchange across project documentation and mapping. We have provided project matrices with associated maps and additional detail about each recommended preferred alternative to aid you in narrowing down the alternatives you believe should move forward as the preferred alternatives. The project costs provided are preliminary estimates and include right-of-way, design, and construction. All the information below as well as the public's opinion about each favored alternative will be discussed as part of today's presentation. Throughout your review, we encourage you to weigh the trade-offs of each recommended preferred alternative carefully, considering both the short-term and long-term impacts on traffic efficiency, safety, and the surrounding communities. Ultimately, the goal is to implement solutions that not only address current traffic challenges but also contribute to a more sustainable and efficient transportation network for the future.

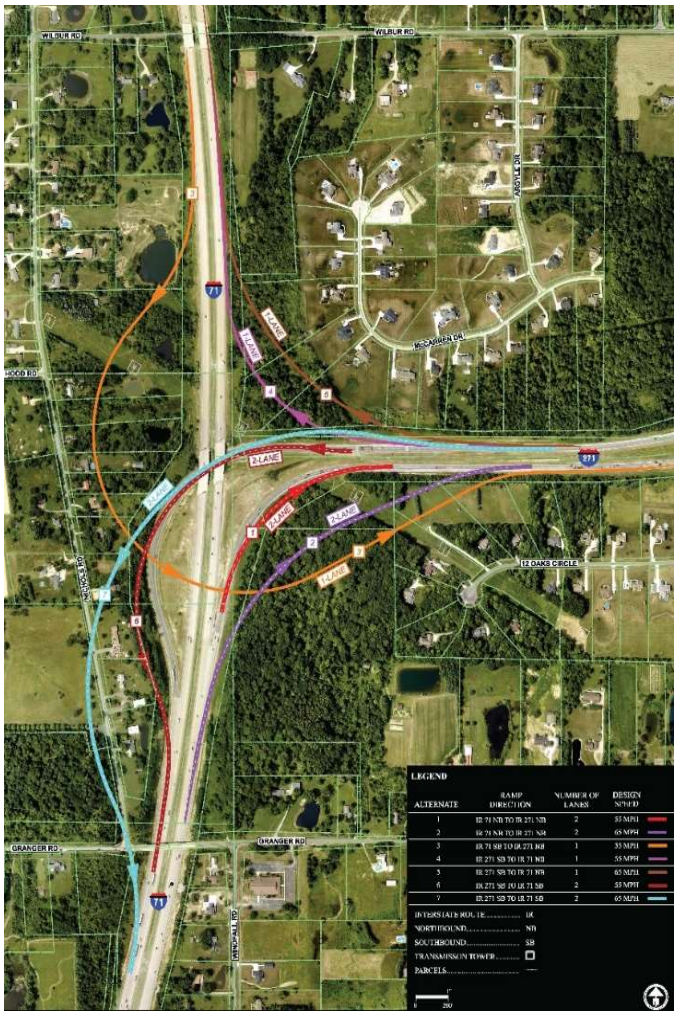
## Project Matrix Legend

Each of the recommended preferred alternatives are presented in the subsequent sections in the form of a project matrix. A legend to assist in better understanding the information presented in the matrices is included below.



## I-71/I-271 Interchange

The interchange between the I-71 and I-271 routes is a critical juncture that significantly impacts traffic flow and safety. Based on feedback received at previous stakeholder meetings, additional public input, and anticipated impacts of improvements, all I-71/I-271 interchange improvements have been removed from further consideration. The main reason for implementing the I-71/I-271 interchange ramps was to relieve traffic and improve safety on the SR-3/SR-94 corridor that exists between the I-71/SR-3 interchange and the I-271/SR-94 interchange. The ramps would have to divert enough traffic and crashes to justify their construction. Projections expect the ramps to only divert a minor amount of traffic and prevent only a minor number of crashes. This diversion does not reduce the volume of traffic on the SR-3/SR-94 corridor enough to dismiss improvements on SR-3 and SR-94. Due to the ramps being under-utilized and the low traffic and crash relief on the SR-3/SR-94 corridor, the ramps would not be a good investment. Additional information about the previously considered improvements at the I-71/I-271 interchange including improvement location, estimated costs, and potential impacts, can be found in the matrix below.




| I-71/I-271 Interchange | | SR-3/SR-94 | I-71 NB to I-271 NB | | I-71 SB to I-271 NB | I-271 SB to I-71 NB | | I-271 SB to I-71 NB | |
|---|---|---|---|---|---|---|---|---|---|
| Alternatives | Interchange No Build | Corridor Build | Alternative 1: Smooth to 55 MPH | Alternative 2: Smooth to 65 MPH | Alternative 3: New 55 MPH Ramp | Alternative 4: New 55 MPH Ramp | Alternative 5: New 65 MPH Ramp | Alternative 6: Smooth to 55 MPH | Alternative 7: Smooth to 65 MPH |
| Traffic Analysis | | | Not Available | Not Available | | | Not Available | Not Available | Not Available |
| Safety Analysis | | | | | | | | | |
| Environmental Analysis | | | | | | | | | |
| Right-of-Way Impacts | | | | | | | | | |
| Utility Impacts | | | | | | | | | |
| Public Involvement | | | | | | | | | |
| Preliminary Construction Cost | N/A | $15,209,000 | $4,060,000 | $11,348,000 | $54,564,000 | $6,836,000 | $9,192,000 | $11,615,000 | $23,107,000 |

## SR-3 Corridor

Proposed improvements have been considered at four key intersections along the SR-3 corridor throughout the study process. The recommended preferred alternatives that have been identified through stakeholder and public engagement input are highlighted in green in the matrices below. Additional information about the previously considered alternatives including improvement locations, estimated costs, and potential impacts, can also be found in these matrices. A map depicting the proposed improvements can be found on the following page.

**Intersection #10: SR-94/SR-3**

| Alternatives | No Build | Alternative A Signal Retiming RTL Lengthening | Alternative B Roundabout |
|---|---|---|---|
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | N/A | $167,000 | $4,378,000 |

**Intersection #30: SR-3/W 130th St**

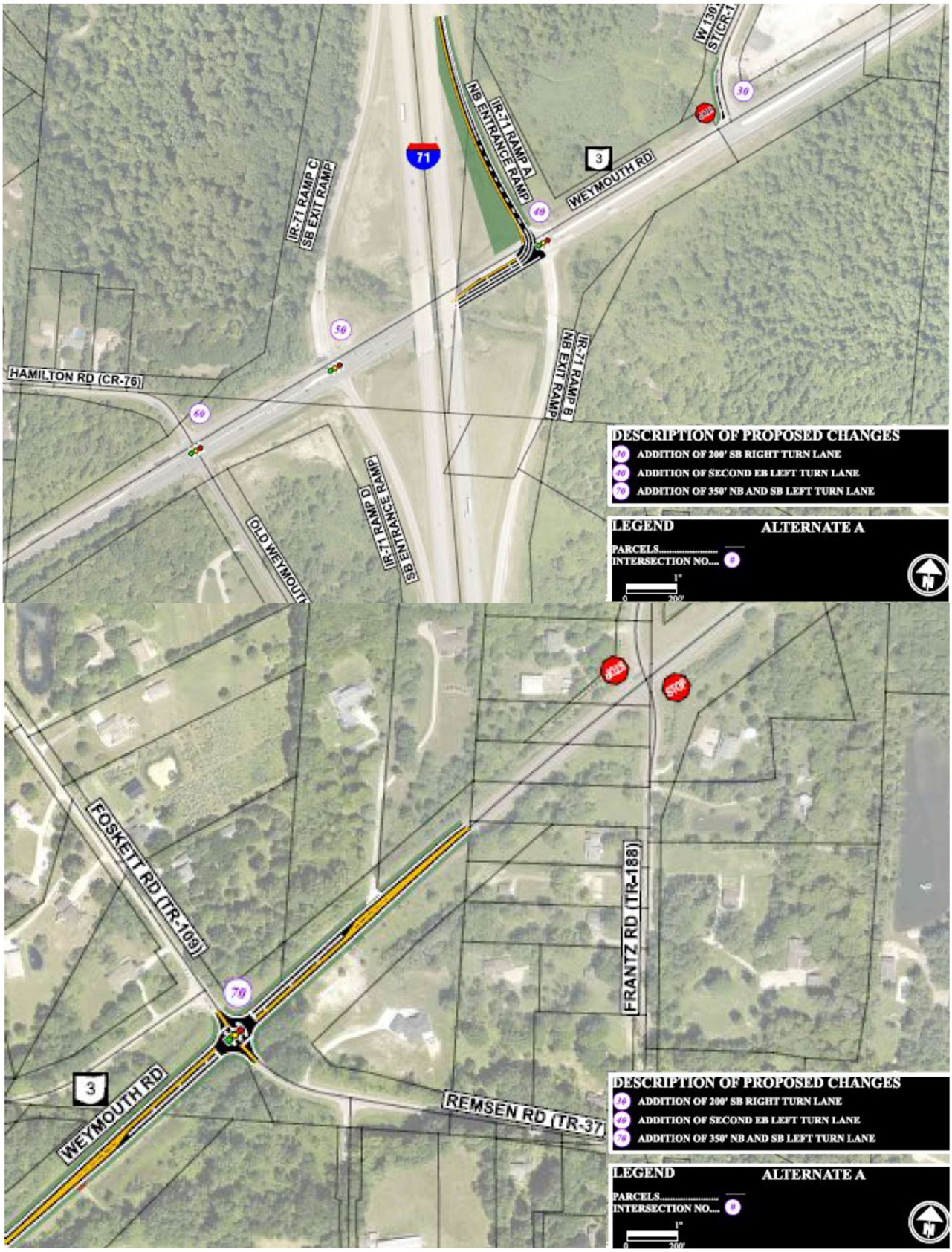
| Alternatives | No Build | Alternative A SB Right Turn Lane | Alternative B Roundabout |
|---|---|---|---|
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | N/A | $68,000 | $3,500,000 |

**Intersection #40: SR-3/I-71 NB**

| Alternatives | No Build | Alternative A NB Left Turn Lane |
|---|---|---|
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,327,000 |

**Intersection #70: SR-3/Remsen Rd**

| Alternatives | No Build | Alternative A Left Turn Lanes on SR-3 |
|---|---|---|
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,353,000 |


71
3
WEYMOUTH RD
IR-71 RAMP A
NB ENTRANCE RAMP
IR-71 RAMP C
SB EXIT RAMP
IR-71 RAMP B
NB EXIT RAMP
IR-71 RAMP D
SB ENTRANCE RAMP
HAMILTON RD (CR-76)
OLD WEYMOUTH
W 130
ST (CR-1
DESCRIPTION OF PROPOSED CHANGES
10 ADDITION OF 200' SB RIGHT TURN LANE
40 ADDITION OF SECOND EB LEFT TURN LANE
70 ADDITION OF 350' NB AND SB LEFT TURN LANE
LEGEND
ALTERNATE A
PARCELS.....
INTERSECTION NO.... #
1"
0
200'
N
FOSKETT RD (TR-109)
FRANTZ RD (TR-188)
REMSEN RD (TR-37)
WEYMOUTH RD
3
70
DESCRIPTION OF PROPOSED CHANGES
10 ADDITION OF 200' SB RIGHT TURN LANE
40 ADDITION OF SECOND EB LEFT TURN LANE
70 ADDITION OF 350' NB AND SB LEFT TURN LANE
LEGEND
ALTERNATE A
PARCELS.....
INTERSECTION NO.... #
1"
0
200'
N

## SR-94 Corridor

Four key intersections along the SR-94 Corridor have been considered for proposed improvements throughout this planning process. The recommended preferred alternatives that have been identified through stakeholder and public engagement input are highlighted in green in the matrices below. Additional information about the previously considered alternatives including improvement location, estimated costs, and potential impacts, can also be found in these matrices. Maps depicting the proposed improvements can be found on the following pages.

**Intersection #220: SR-94/Remsen Rd South**

| Alternatives | No Build | Alternative C Roundabout, road realignment |
|---|---|---|
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $21,413,000 |

**Intersection #230: SR-94/I-271 NB Ramp**

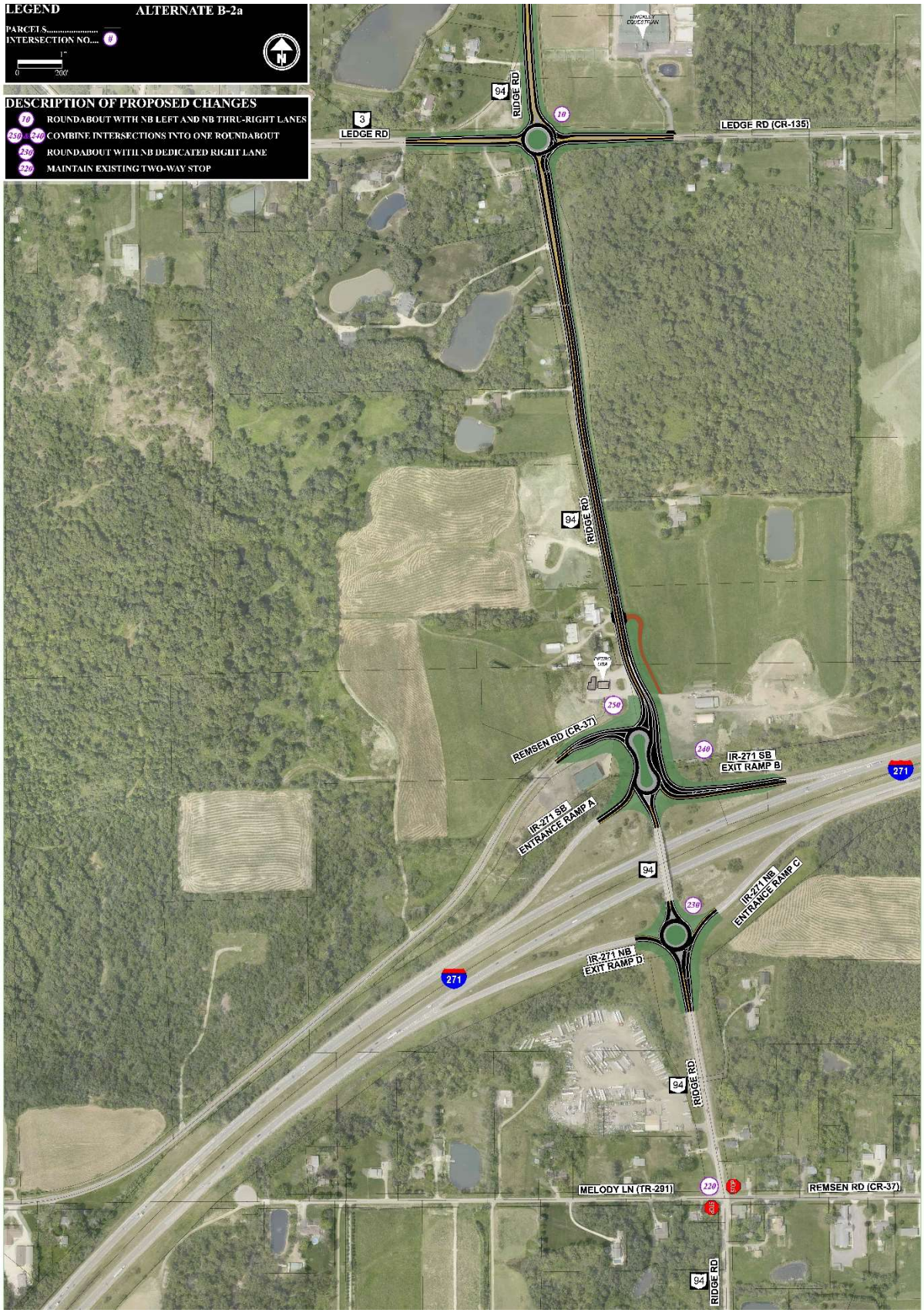
| Alternatives | No Build | Alternative A Roundabout |
|---|---|---|
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $3,000,000 |

**Intersection #240-250: SR-94/I-271 SB Ramp, Remsen Rd North**

| Alternatives | No Build | Alternative A 2 Right Turn Lanes and Roundabout | Alternative B-1 Double Roundabout | Alternative B-2 Oval Roundabout | Alternative B-2a: Peanut Roundabout | Alternative C Roundabout, Cul-De-Sac |
|---|---|---|---|---|---|---|
| Traffic Analysis | | | | Not Available | | Not Available |
| Safety Analysis | | | | | | |
| Environmental Analysis | | | | | | |
| Right-of-Way Impacts | | | | | | |
| Utility Impacts | | | | | | |
| Public Involvement | | | | Not available | | |
| Preliminary Construction Cost | N/A | $3,000,000 | $5,088,000 | $5,905,000 | $4,668,000 | $21,413,000 |


LEGEND
ALTERNATIVE A
PARCELS.....
INTERSECTION NO.... 6
1"
0
200'
DESCRIPTION OF PROPOSED CHANGES
10 ROUNDABOUT WITH NB LEFT AND NB THRU-RIGHT LANES
250 ROUNDABOUT WITH TWO NB LANES
240 TRAFFIC SIGNAL WITH TWO WB RIGHT TURN LANES
230 ROUNDABOUT WITH NB DEDICATED RIGHT LANE
220 MAINTAIN EXISTING TWO-WAY STOP
94
RIDGE RD
3
LEDGE RD
LEDGE RD (CR-135)
10
250
240
IR-271 SB
EXIT RAMP B
271
REMSEN RD (CR-37)
IR-271 SB
ENTRANCE RAMP A
230
IR-271 NB
ENTRANCE RAMP C
IR-271 NB
EXIT RAMP D
MELODY LN (TR-291)
220
REMSEN RD (CR-37)


LEGEND
ALTERNATE B-1
PARCELS.....
INTERSECTION NO.... #
0
200'
DESCRIPTION OF PROPOSED CHANGES
10 ROUNDABOUT WITH NB LEFT AND NB THRU-RIGHT LANES
230 ROUNDABOUT WITH TWO NB LANES
240 ROUNDABOUT WITH TWO WB LANES
250 ROUNDABOUT WITH NB DEDICATED RIGHT LANE
220 MAINTAIN EXISTING TWO-WAY STOP
3
LEDGE RD
94
RIDGE RD
LEDGE RD (CR-135)
10
250
240
IR-271 SB EXIT RAMP B
IR-271 SB ENTRANCE RAMP A
REMSEN RD (CR-37)
271
230
IR-271 NB ENTRANCE RAMP C
IR-271 NB EXIT RAMP D
MELODY LN (TR-291)
220
REMSEN RD (CR-37)


LEGEND
ALTERNATE B-2a
PARCEL S.....
INTERSECTION NO.... #
0
200'
DESCRIPTION OF PROPOSED CHANGES
10 ROUNDABOUT WITH NB LEFT AND NB THRU-RIGHT LANES
250 & 240 COMBINE INTERSECTIONS INTO ONE ROUNDABOUT
230 ROUNDABOUT WITH NB DEDICATED RIGHT LANE
220 MAINTAIN EXISTING TWO-WAY STOP
3
LEDGE RD
94
RIDGE RD
10
LEDGE RD (CR-135)
94
RIDGE RD
250
REMSEN RD (CR-37)
240
IR-271 SB
EXIT RAMP B
271
IR-271 SB
ENTRANCE RAMP A
94
230
IR-271 NB
ENTRANCE RAMP C
IR-271 NB
EXIT RAMP D
271
94
RIDGE RD
MELODY LN (TR-291)
220
REMSEN RD (CR-37)
94
RIDGE RD

# Alternatives Advanced for Further Consideration

## Study Area Alternatives Advanced for Further Consideration

| Alternatives Advanced for Further Consideration | | | | | |
|---|---|---|---|---|---|
| Intersection | 10: SR-3/SR-94 | 30: SR-3/W 130th St | 40: SR-3/I-71 NB Ramp | 70: SR-3/Remsen Rd | 230: SR-94/I-271 NB Ramp |
| Alternatives | B: Roundabout | A: SB Right Turn Lane | A,: NB Left Turn Lane | A: Left Turn Lanes on SR-3 | A: Roundabout |
| Traffic Analysis | | | | | |
| Safety Analysis | | | | | |
| Environmental Analysis | | | | | |
| Right-of-Way Impacts | | | | | |
| Utility Impacts | | | | | |
| Public Involvement | | | | | |
| Preliminary Construction Cost | $4,378,000 | $68,000 | $1,327,000 | $1,353,000 | $3,000,000 |

| Alternatives Advanced for Further Consideration at Intersection #250: SR-94/Remsen Rd North Medium-Term Solution | | |
|---|---|---|
| Alternatives | No Build | Medium Term Left Turn Lane |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $692,000 |

| Alternatives Advanced for Further Consideration at Intersection 240-250: SR-94/I-271 SB and Remsen Rd North | | | |
|---|---|---|---|
| Alternatives | A: 2 Right Turn Lanes and Roundabout | B-1: Double Roundabout | B-2a Peanut Roundabout |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | $3,000,000 | $5,088,000 | $4,668,000 |

Excellent: Greater than1 B/C, No Impacts, $0-$100,000

Good: 0.8-1 B/C, Minor Impacts, $100,000-$2,000,000

Fair: 0.4-0.8 B/C, Moderate Impacts, $2,000,000-$4,000,000

Unsatisfactory: 0.2-0.4 B/C, High Impacts, $4,000,000-$10,000,000

Poor: Less than 0.2 B/C, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

Excellent: Greater than 0.5 Safety B/C, Greater than 11 Traffic B/C, Minor Impacts, $0-$3,000,000

Good: 0.4-0.5 Safety B/C, 10-11 Traffic B/C, Moderate Impacts, $3,000,000-5,000,000

Fair: High Impacts, $5,000,000-$10,000,000

Unsatisfactory: Extreme Impacts, $4,000,000-$10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

Department of Transportation
transportation.ohio.gov

MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# IR-71/I-271 Interchange

## Alternative Matricies I-71/I-271 Interchange

Excellent: Greater than1 B/C, No Impacts, $0-$100,000

Good: 0.8-1 B/C, Minor Impacts, $100,000-$2,000,000

Fair: 0.4-0.8 B/C, Moderate Impacts, $2,000,000-$4,000,000

Unsatisfactory: 0.2-0.4 B/C, High Impacts, $4,000,000-$10.000.000

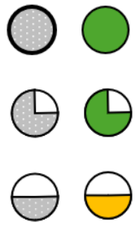
Poor: Less than 0.2 B/C, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

| I-71/I-271 Interchange | | SR-3/SR-94 | I-71 NB to I-271 NB | | I-71 SB to I-271 NB | I-271 SB to I-71 NB | | I-271 SB to I-71 NB | |
|---|---|---|---|---|---|---|---|---|---|
| Alternatives | Interchange No Build | Corridor Build | Alternative 1: Smooth to 55 MPH | Alternative 2: Smooth to 65 MPH | Alternative 3: New 55 MPH Ramp | Alternative 4: New 55 MPH Ramp | Alternative 5: New 65 MPH Ramp | Alternative 6: Smooth to 55 MPH | Alternative 7: Smooth to 65 MPH |
| Traffic Analysis | | | Not Available | Not Available | | | Not Available | Not Available | Not Available |
| Safety Analysis | | | | | | | | | |
| Environmental Analysis | | | | | | | | | |
| Right-of-Way Impacts | | | | | | | | | |
| Utility Impacts | | | | | | | | | |
| Public Involvement | | | | | | | | | |
| Preliminary Construction Cost | N/A | $15,209,000 | $4,060,000 | $11,348,000 | $54,564,000 | $6,836,000 | $9,192,000 | $11,615,000 | $23,107,000 |

# SR-3 Corridor

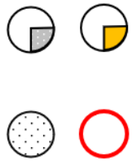
## Alternative Matricies SR-3 Corridor



Excellent: Greater than1 B/C, No Impacts, $0-$100,000

Good: 0.8-1 B/C, Minor Impacts, $100,000-$2,000,000

Fair: 0.4-0.8 B/C, Moderate Impacts, $2,000,000-$4,000,000



Unsatisfactory: 0.2-0.4 B/C, High Impacts, $4,000,000-$10.000.000

Poor: Less than 0.2 B/C, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

**Intersection #40: SR-3/I-71 NB**

| Alternatives | No Build | Alternative A NB Left Turn Lane |
|---|---|---|
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,327,000 |

**Intersection #30: SR-3/W 130th St**

| Alternatives | No Build | Alternative A SB Right Turn Lane | Alternative B Roundabout |
|---|---|---|---|
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | N/A | $68,000 | $3,500,000 |

**Intersection #70: SR-3/Remsen Rd**

| Alternatives | No Build | Alternative A Left Turn Lanes on SR-3 |
|---|---|---|
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,353,000 |

# SR-94 Corridor

## Alternative Matricies SR-94 Corridor

| Intersection #250: SR-94/Remsen Rd North Medium-Term Solution | | |
|---|---|---|
| Alternatives | No Build | Medium Term Left Turn Lane |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $692,000 |

| Intersection #220: SR-94/Remsen Rd South | | |
|---|---|---|
| Alternatives | No Build | Alternative C Roundabout, road realignment |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $21,413,000 |

| Intersection #230: SR-94/I-271 NB Ramp | | |
|---|---|---|
| Alternatives | No Build | Alternative A Roundabout |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $3,000,000 |

| Intersection #240-250: SR-94/I-271 SB Ramp, Remsen Rd North | | | | | | |
|---|---|---|---|---|---|---|
| Alternatives | No Build | Alternative A 2 Right Turn Lanes and Roundabout | Alternative B-1 Double Roundabout | Alternative B-2 Oval Roundabout | Alternative B-2a: Peanut Roundabout | Alternative C Roundabout, Cul-De-Sac |
| Traffic Analysis | | | | Not Available | | Not Available |
| Safety Analysis | | | | | | |
| Environmental Analysis | | | | | | |
| Right-of-Way Impacts | | | | | | |
| Utility Impacts | | | | | | |
| Public Involvement | | | | Not available | | |
| Preliminary Construction Cost | N/A | $3,000,000 | $5,088,000 | $5,905,000 | $4,668,000 | $21,413,000 |

| Intersection #10: SR-94/SR-3 | | | |
|---|---|---|---|
| Alternatives | No Build | Alternative A Signal Retiming RTL Lengthening | Alternative B Roundabout |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | N/A | $167,000 | $4,378,000 |

- Excellent: Greater than1 B/C, No Impacts, $0-$100,000
- Good: 0.8-1 B/C, Minor Impacts, $100,000-$2,000,000
- Fair: 0.4-0.8 B/C, Moderate Impacts, $2,000,000-$4,000,000
- Unsatisfactory: 0.2-0.4 B/C, High Impacts, $4,000,000-$10,000,000
- Poor: Less than 0.2 B/C, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

*Stakeholder Meeting #5*

# STAKEHOLDER MEETING #5 • JUNE 24, 2025

















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# STAKEHOLDER MEETING #5

## IR-71/IR-271 PLANNING STUDY IN MEDINA COUNTY
## (PID 117028)

JUNE 24, 2025

# AGENDA

- **Welcome & introductions**
- **Presentation**
- **Fill out comment sheets**
- **Adjourn**

# WELCOME & INTRODUCTIONS



**Scott Ockunzzi, PE**
District Planning Engineer
ODOT



**Todd Stanhope, PE, PTOE**
Director of Traffic Engineering
Smart Services



**Ron Bonnette, PE, PS**
Senior Project Manager,
ADR & Associates



**Dan Schmuhl, PE**
Senior Transportation Engineer
Burton Planning Services

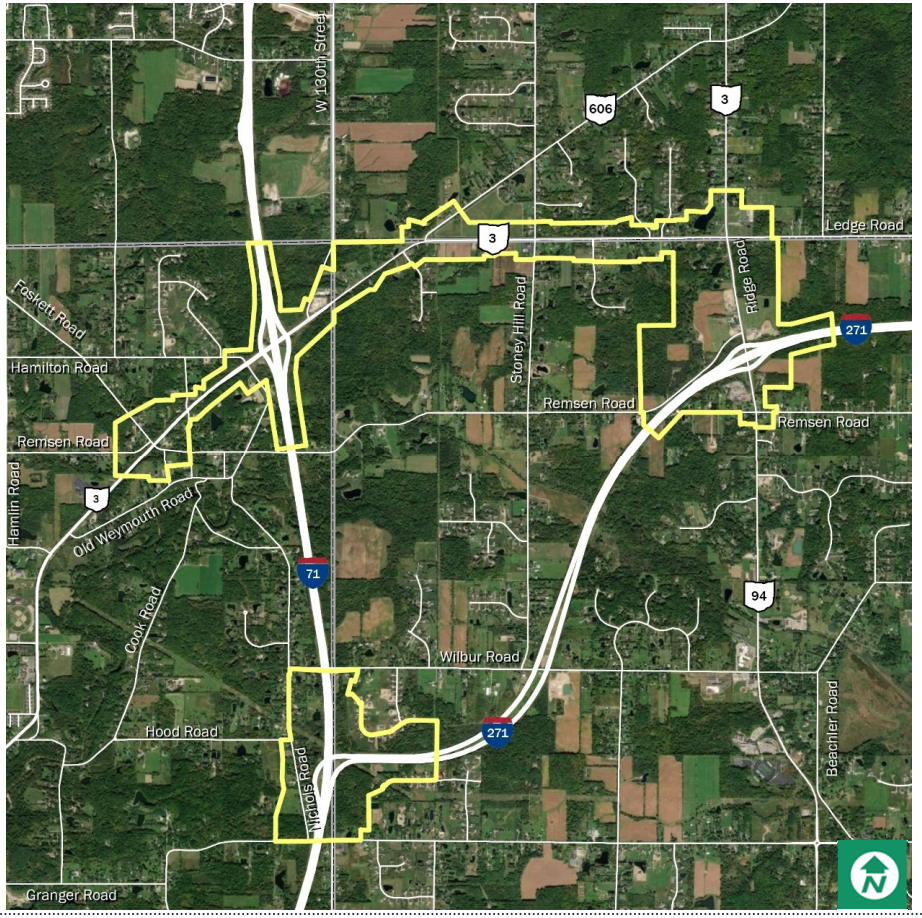
# PURPOSE OF MEETING

Presentation of final preferred alternatives

# PROJECT OVERVIEW

- Study areas & logical termini
- Project background

# STUDY AREAS & LOGICAL TERMINI




Study Area
Township

**Functional Class**

Interstates
Arterials
Collectors / Local

# PROJECT BACKGROUND

## Recent work

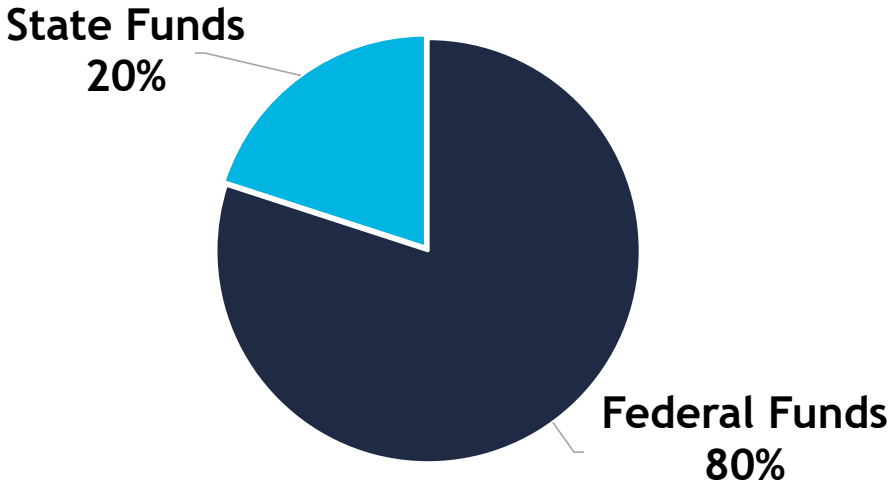
- 2020 safety study
- 2022 improvements on SR-3 near the interchange with IR-71

## Reasons for project

- Public inquiries about missing connection
- Congestion along SR-3 and SR-94

## Project funding

- ODOT acquired Federal and State funds for planning



# PURPOSE & NEED

# PURPOSE & NEED

## Purpose

To improve system linkage and safety of travelers between IR-71 and IR-271 in order to facilitate the movement of traffic in Medina County, Ohio.

## Primary Needs

- **System Linkage**
- **Safety**

## Secondary Need

- **Congestion**

# STUDY CONSIDERATIONS

- Operations & Safety
- Social & Economic
- Environmental

# STUDY CONSIDERATIONS

## Operations & Safety

- Improve travel time and enhance safety along corridors

## Social & Economic

- Ensure unique needs of various socio-economic groups are met

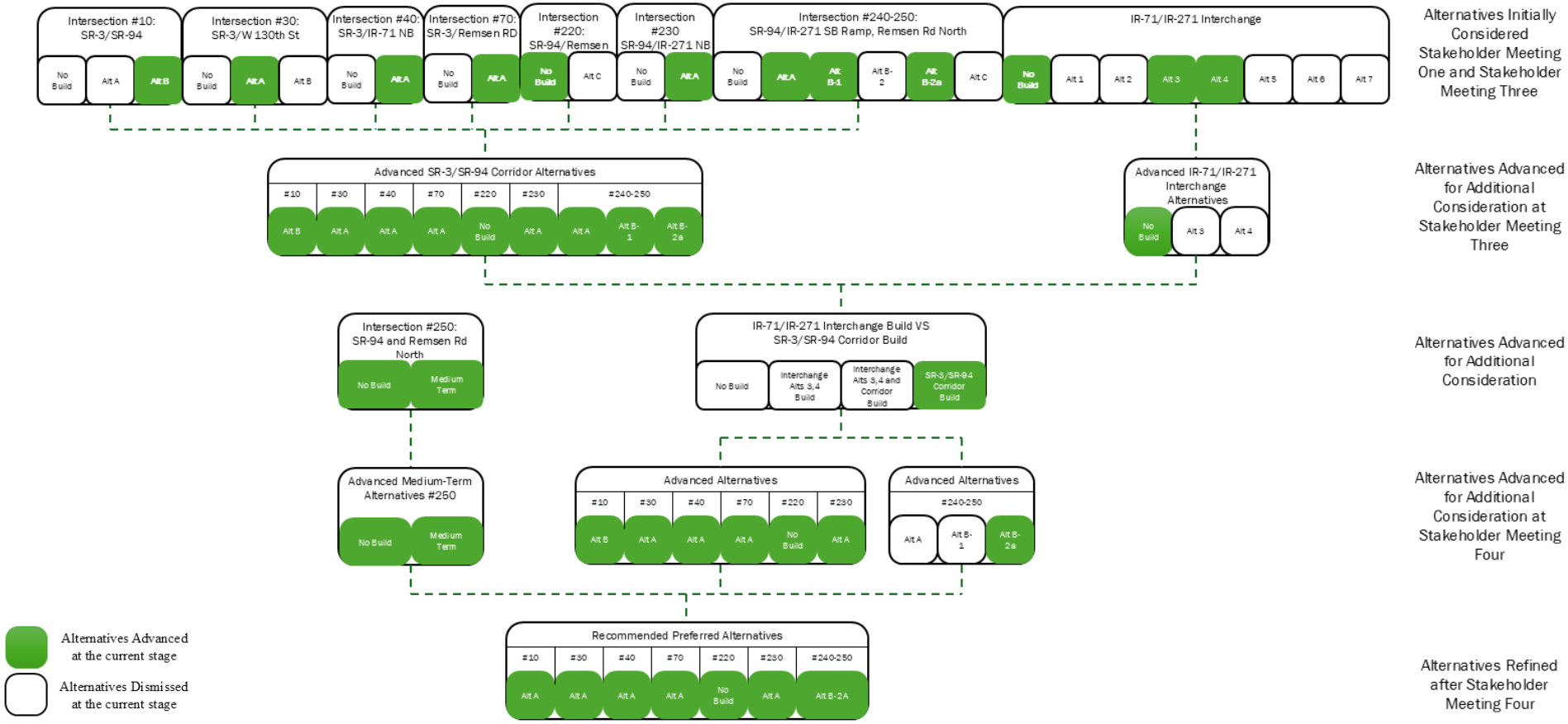
## Environmental

- Identify and engage disadvantaged populations in planning
- Seek inclusion and fair outcomes for all

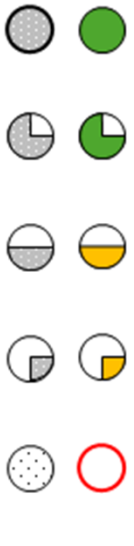
# ADVANCED ALTERNATIVES

- Alternative Decision Process
- IR-71 & IR-271 Interchange Summary
- Recommended Preferred Alternatives

# ALTERNATIVE DECISION PROCESS



# ALTERNATIVE MATRICES LEGEND



Excellent: Greater than 1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000

Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000

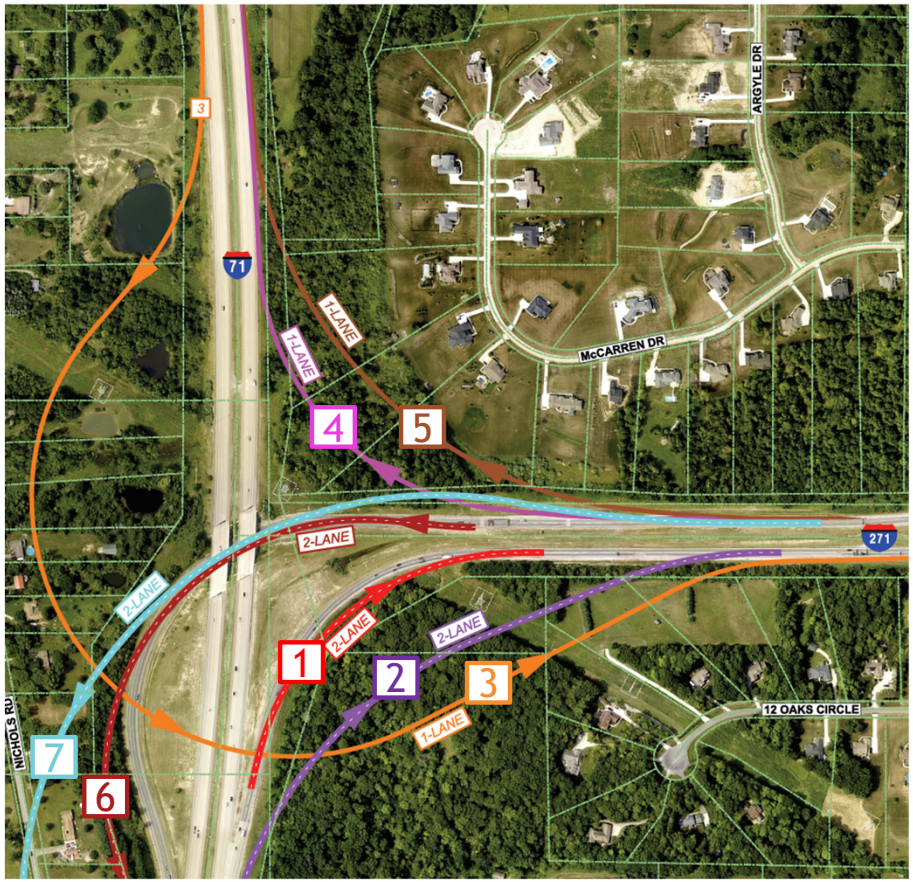
Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000

Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000

Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

# IR-71/IR-271 INTERCHANGE SUMMARY

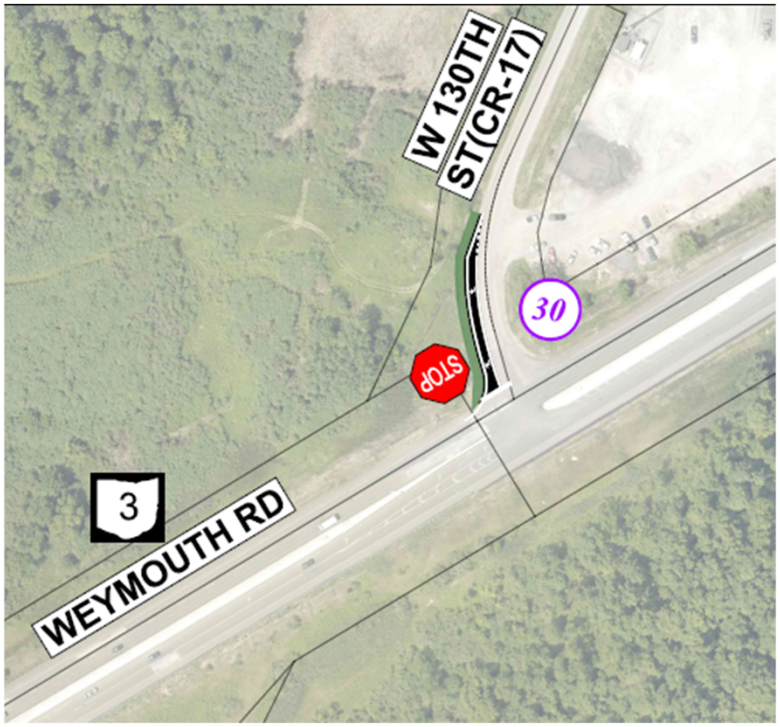



| IR-71/IR-271 Interchange | | SR-3/SR-94 | IR-71 NB to IR-271 NB | | IR-71 SB to IR-271 NB | IR-271 SB to IR-71 NB | | IR-271 SB to IR-71 NB | |
|---|---|---|---|---|---|---|---|---|---|
| Alternatives | Interchange No Build | Corridor Build | Alternative 1: Smooth to 55 MPH | Alternative 2: Smooth to 65 MPH | Alternative 3: New 55 MPH Ramp | Alternative 4: New 55 MPH Ramp | Alternative 5: New 65 MPH Ramp | Alternative 6: Smooth to 55 MPH | Alternative 7: Smooth to 65 MPH |
| Traffic Analysis | | | Not Available | Not Available | | | Not Available | Not Available | Not Available |
| Safety Analysis | | | | | | | | | |
| Environmental Analysis | | | | | | | | | |
| Right-of-Way Impacts | | | | | | | | | |
| Utility Impacts | | | | | | | | | |
| Public Involvement | | | | | | | | | |
| Preliminary Construction Cost | N/A | $15,209,000 | $4,060,000 | $11,348,000 | $54,564,000 | $6,836,000 | $9,192,000 | $11,615,000 | $23,107,000 |

- Majority of public comments preferred no build
- Stakeholder workshop #3 participants agreed on corridor build option

# RECOMMENDED ALTERNATIVES
## SR-3/WEST 130TH STREET (ID# 30)

### ALTERNATIVE A




| Intersection #30: SR-3/W 130th St | | | |
|---|---|---|---|
| Alternatives | No Build | Alternative A<br>SB Right Turn Lane | Alternative B<br>Roundabout |
| Traffic Analysis | ○ | ● | ○ |
| Safety Analysis | ◔ | ● | ◔ |
| Environmental Analysis | ◔ | ● | ◔ |
| Right-of-Way Impacts | ◔ | ◔ | ◔ |
| Utility Impacts | ◔ | ● | ◔ |
| Public Involvement | ○ | ◔ | ◔ |
| Preliminary Construction Cost | ◔<br>N/A | ●<br>$68,000 | ◔<br>$3,500,000 |

# RECOMMENDED ALTERNATIVES
## SR-3/IR-71 NORTHBOUND RAMP (ID# 40)

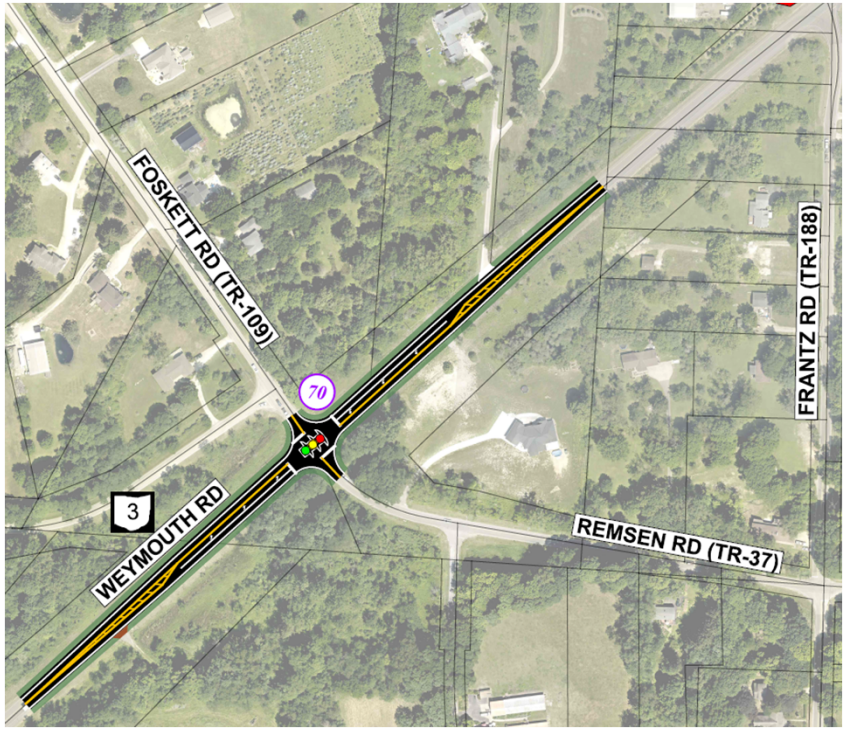
### ALTERNATIVE A




| Intersection #40: SR-3/IR-71 NB | | |
|---|---|---|
| Alternatives | No Build | Alternative A<br>NB Left Turn Lane |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,327,000 |

# RECOMMENDED ALTERNATIVES
## SR-3/FOSKETT ROAD/REMSEN ROAD (ID# 70)

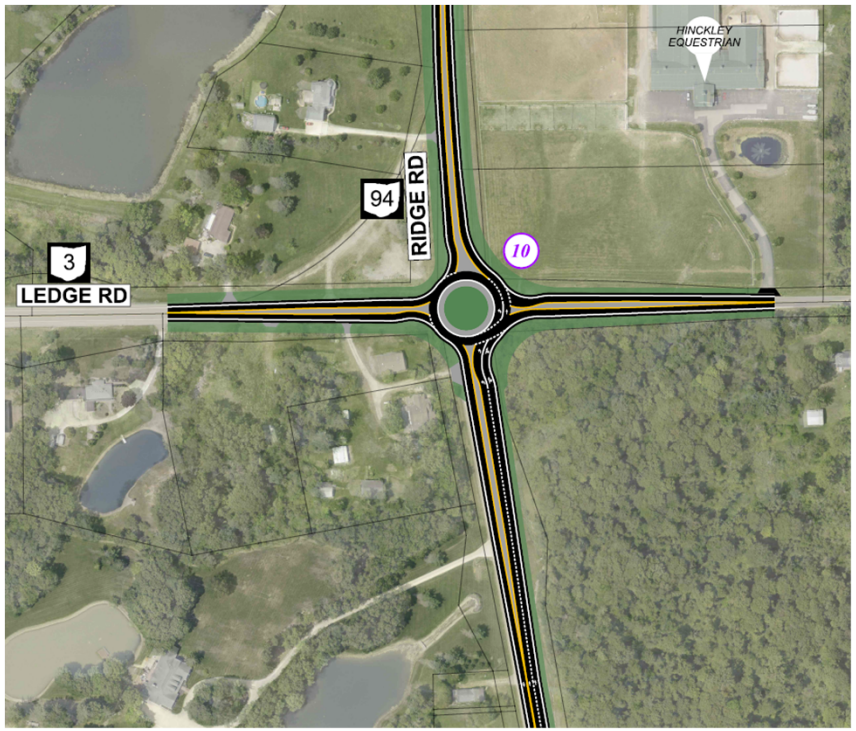
### ALTERNATIVE A




| Intersection #70: SR-3/Remsen Rd | | |
|---|---|---|
| Alternatives | No Build | Alternative A Left Turn Lanes on SR-3 |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,353,000 |

# RECOMMENDED ALTERNATIVES
## SR-94/SR-3 (ID# 10)

### ALTERNATIVE B




| Intersection #10: SR-94/SR-3 | | | |
|---|---|---|---|
| Alternatives | No Build | Alternative A Signal Retiming RTL Lengthening | Alternative B Roundabout |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | N/A | $167,000 | $4,378,000 |

# RECOMMENDED ALTERNATIVES
## SR-94/REMSEN ROAD (ID# 250)

### MEDIUM-TERM ALTERNATIVE




| Alternatives Advanced for Further Consideration at Intersection #250: SR-94/Remsen Rd North Medium-Term Solution | | |
|---|---|---|
| Alternatives | No Build | Medium Term Left Turn Lane |
| Traffic Analysis | ○ | ● |
| Safety Analysis | ◔ | ● |
| Environmental Analysis | ● | ● |
| Right-of-Way Impacts | ● | ● |
| Utility Impacts | ● | ◔ |
| Public Involvement | ◒ | ◔ |
| Preliminary Construction Cost | ● N/A | ◔ $692,000 |

# RECOMMENDED ALTERNATIVES
## SR-94/IR-271 NB RAMP (ID# 230)

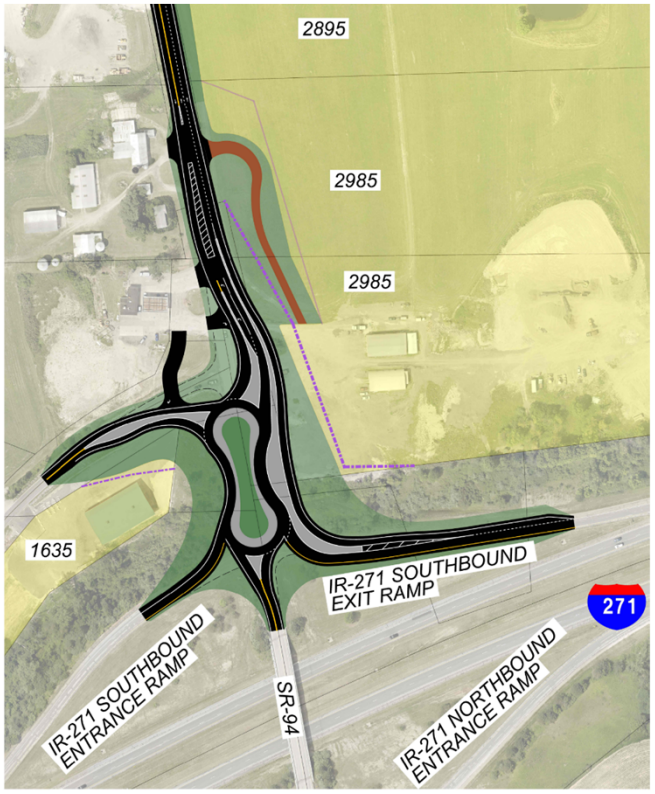
### ALTERNATIVE A




| Intersection #230: SR-94/IR-271 NB Ramp | | |
|---|---|---|
| Alternatives | No Build | Alternative A Roundabout |
| Traffic Analysis | ○ | ● |
| Safety Analysis | ● | ● |
| Environmental Analysis | ● | ◔ |
| Right-of-Way Impacts | ● | ◔ |
| Utility Impacts | ● | ◔ |
| Public Involvement | ○ | ◔ |
| Preliminary Construction Cost | ● N/A | ◒ $3,000,000 |

# RECOMMENDED ALTERNATIVES
## SR-94/REMSEN ROAD (ID# 250) & SR-94/ IR-271 SB (ID# 240)

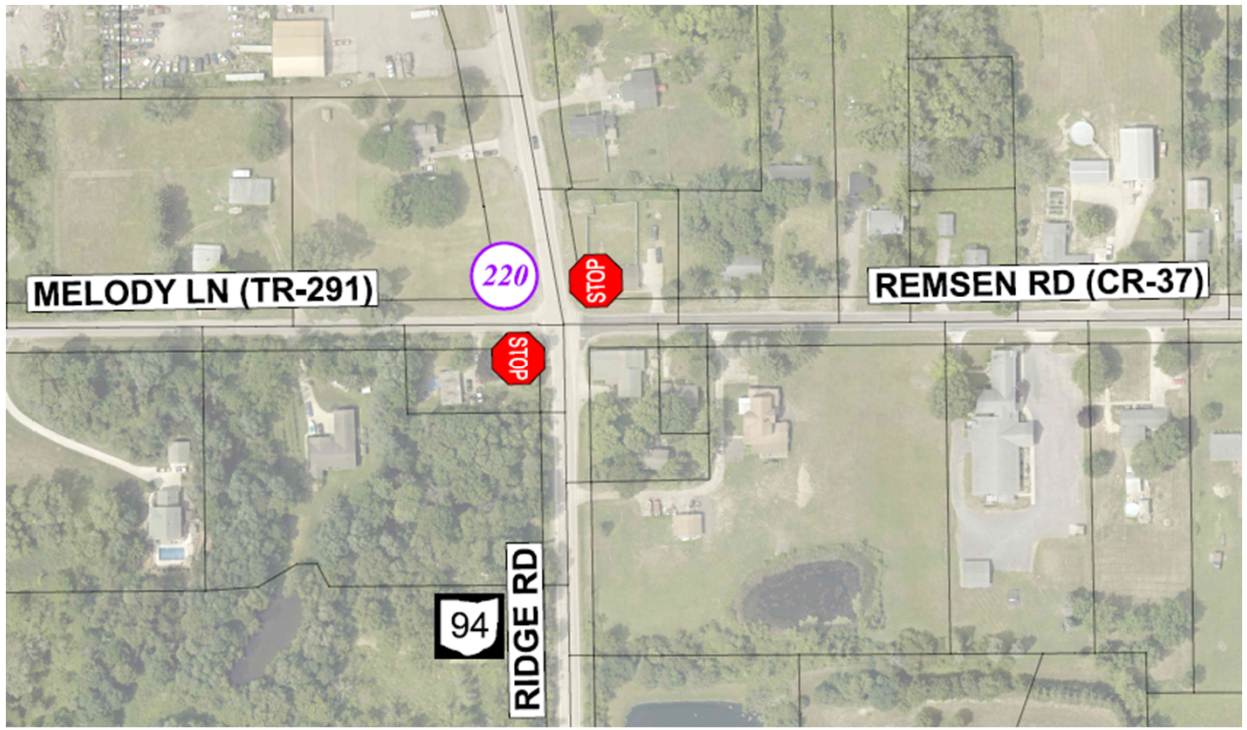
### ALTERNATIVE B-2A




| Intersection #240-250: SR-94/IR-271 SB Ramp, Remsen Rd North | | | | | | |
|---|---|---|---|---|---|---|
| Alternatives | No Build | Alternative A 2 Right Turn Lanes and Roundabout | Alternative B-1 Double Roundabout | Alternative B-2 Oval Roundabout | Alternative B-2a: Peanut Roundabout | Alternative C Roundabout, Cul-De-Sac |
| Traffic Analysis | | | | Not Available | | Not Available |
| Safety Analysis | | | | | | |
| Environmental Analysis | | | | | | |
| Right-of-Way Impacts | | | | | | |
| Utility Impacts | | | | | | |
| Public Involvement | | | | Not available | | |
| Preliminary Construction Cost | N/A | $3,000,000 | $5,088,000 | $5,905,000 | $4,668,000 | $21,413,000 |

# ADVANCED ALTERNATIVES
## REMSEN ROAD/MELODY LANE (ID# 220)

### NO BUILD




| Intersection #220: SR-94/Remsen Rd South | | |
|---|---|---|
| Alternatives | No Build | Alternative C Roundabout, road realignment |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $21,413,000 |

# ADVANCED ALTERNATIVES
## SUMMARY

| SR-3/SR-94 Preferred Corridor Alternatives | | | | | | |
|---|---|---|---|---|---|---|
| Intersection | 10: SR-3/SR-94 | 30: SR-3/W 130th St | 40: SR-3/IR-71 NB Ramp | 70: SR-3/Remsen Rd | 230: SR-94/IR-271 NB Ramp | 240-250: SR-94/IR-271 SB Ramp, Remsen Rd North |
| Alternatives | B: Roundabout | A: SB Right Turn Lane | A: NB Left Turn Lane | A: Left Turn Lanes on SR-3 | A: Roundabout | B-2a: 5 Point Peanut Roundabout |
| Traffic Analysis |  |  |  |  |  |  |
| Safety Analysis |  |  |  |  |  |  |
| Environmental Analysis |  |  |  |  |  |  |
| Right-of-Way Impacts |  |  |  |  |  |  |
| Utility Impacts |  |  |  |  |  |  |
| Public Involvement |  |  |  |  |  |  |
| Preliminary Construction Cost |  $4,378,000 |  $68,000 |  $1,327,000 |  $1,353,000 |  $3,000,000 |  $4,668,000 |



Excellent: Greater than 1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000



Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000



Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000



Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000



Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

# DECISION-MAKING PROCESS

- Who is involved
- Decision points/engagement

# WHO IS INVOLVED

dot

HINCKLEY

Medina Township
Founded 1818

GRANGER TOWNSHIP
Medina, Ohio, USA
Established 1820

TERRY GRICE SHERIFF MEDINA COUNTY

STATE HIGHWAY PATROL OHIO

HIGHLAND
Local Schools

# DECISION POINTS/ENGAGEMENT

- **Stakeholder Kickoff**
  - Project overview
  - Existing conditions
  - Stakeholder roles

**Oct 2023** 1

- **Stakeholder and public meetings**
  - Existing conditions
  - Purpose & Need
  - Feasible alternative concepts

**Mar 2024** 2

- **Stakeholder Workshop**
  - Feasible alternatives vs. Purpose & Need
  - Feasible alternatives for further study

**Jul 2024** 3

- **Stakeholder Workshop**
  - Preferred alternative for further study and refined concept

**Oct 2024** 4

- **Open house public meeting**
  - Present preferred alternative
  - Decision-making process

**Today** 5

# THANK YOU & ADJOURNMENT

Scott Ockunzzi, PE
District Planning Engineer ODOT
Scott.Ockunzzi@dot.ohio.gov
Ph. 419.207.7174

www.transportation.ohio.gov/projects/projects/117028

*Public Meeting #1*

# PUBLIC MEETING SUMMARY

**Project Name:** Medina I-71/I-271 Planning Study
**Project ID #:** *117028*
**Meeting Date:** *03/27/2024*
**Meeting Format:** In-Person; Open House
**End of Comment Period:** *04/26/2024*

**Comments Submitted via:**
- Project Website: 216
- Phone: 0
- Email: 1
- Social Media: 0

**Public Meeting Attendees:** *##*
**Comment Forms Mailed:** *##*
**Comment Forms Submitted at Public Meeting:** *##*

**Opposed to Project (No Build preference):** 102

**Supportive of Project/Uncommitted/Conditional (All other comments):** 115

Major Concerns:
- A large number of comments (47 percent) indicated a No Build preference.
- A large number of comments (42 percent) expressed concerns about property impacts from the build alternatives.
- Some comments (18 percent) expressed concerns about environmental impacts, and 16 percent specifically mentioned concerns about noise impacts from the build alternatives.
- Some comments (12 percent) expressed concerns about funding and the high cost of the build alternatives.
- Some comments (7 percent) expressed concerns about losing access to various community destinations and personal property from the build alternatives.

**Public Officials in Attendance:**
1. Scott Ockunzzi, ODOT District 3
2. Julie Cichello, ODOT District 3
3. Don Rostofer, ODOT
4. Kaitlyn Thompson, ODOT

**Consultant Team in Attendance:**
1. Ron Bonnette, ADR & Associates
2. Nick Mill, ADR & Associates
3. Jared Godwin, Burton Planning Services
4. Elvin Pinckney, Burton Planning Services
5. Todd Stanhope, Smart Services

**Media in Attendance:**
- Sara Crawford, Medina Post-Gazette

## Meeting Notifications

| Type of Notification | Publication Date | Publication Location |
|---|---|---|
| Legal advertisement | | |
| Print advertisement | | |
| Invitations | | |
| Press release | | |
| News article | | |
| Flyer | | |
| Social Media Post | | |
| Website Post | | |
| Publicly Available Documents | | |

**Meeting Details**

The first public meeting of the Medina I-71/I-271 Planning Study was scheduled to commence at 6:00PM on March 27, 2024 and end at 8:00 PM. However, attendees from the public began to arrive earlier than the 6:00PM start time, leading to an informal commencement around 5:30PM. The meeting was held at Highland Library, located at 4160 Ridge Road, Medina, Ohio 44256. The open house public meeting was set with display boards, outlining the build alternatives along I-71, I-271, and SR-3, as well as the No Build alternative and existing conditions renderings for reference. Attendees were free to circulate around the room, and members of either the client team (ODOT) or the consulting team (ADR & Associates, Smart Solutions) were available to answer questions. Those in attendance were also handed a fact sheet about the project as well as a survey in which they were asked to rank the No Build and proposed build alternatives in terms of preference. Members of the consulting team (BPS) served as door greeters and helped usher attendees into the meeting space. No formal presentation was given, so attendees were free to engage with whichever materials were of importance to them. There was some difficulty with the meeting space being too small for the number of people who attended – the line of people to attend the meeting at the Highland Library extended outside of the building and around it as attendees waited to enter the meeting space. There were concerns among attendees about wait times and the general lack of space once inside the meeting room.

**Meeting Summary**

Chronology of Proposed Project

For this Planning/Feasibility Study, several steps in the Planning and Preliminary Engineering phases of project have been completed since the start of the project in June 2023 through Public Meeting #1/Stakeholder Meeting #2 in May 2024, including:

- Developing the Stakeholder and Public Involvement Plan
- Preparing the Purpose & Need Statement
- Preparing mapping
- Developing the Conceptual Feasible Alternatives
- Performing a Traffic Analysis on the Feasible Alternatives
- Holding a public meeting and stakeholder meeting

Next, the meeting results will be finalized, and information will be shared with the public and stakeholders from the meeting, after which the Planning Phase will be complete. Then, Preliminary Engineering Phase will proceed to perform capacity analyses on the feasible alternatives, and a stakeholder meeting will be held for input in July 2024. From that meeting, additional studies and preliminary engineering will be conducted, and a Feasibility Study Report will be prepared, followed by additional stakeholder and public engagement opportunities in September 2024 and January 2025. This project will be completed in April 2025. The results of this project will be used to determine if this project is feasible to continue with further design, funding, and construction tasks, or if this project is not feasible. If feasible, then a schedule for design and construction will be identified at that time, in addition to funding.

Meeting Materials

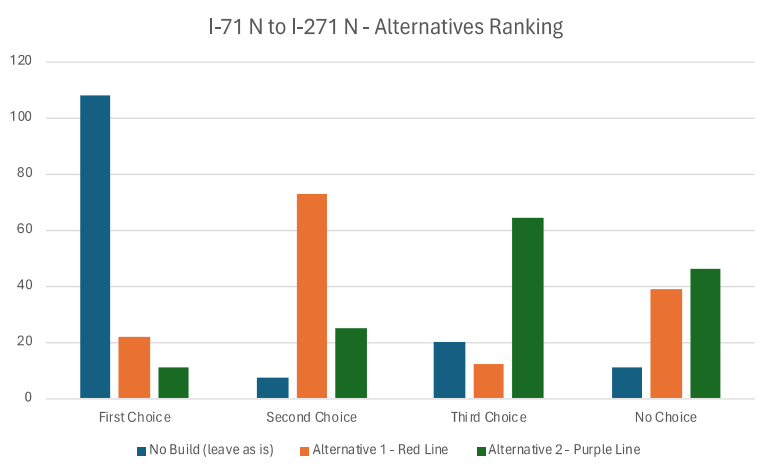
The following materials were provided at the meeting. (Please see the Appendix for copies of each item.)

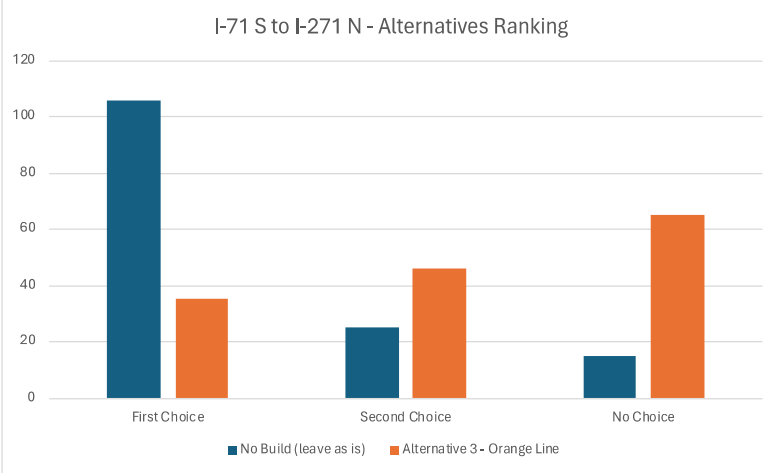
- Sign-In Sheets
- Fact Sheets
- In-Person Surveys
- Comment Sheets
- Presentation Boards
    1. "Crashes" Board
    2. "Project Overview" Board
    3. "Level of Service" Boards
        a. "What is Level of Service?" / "Acceptable Levels of Service" Board
        b. "Future Year 2050 No Build" Board
    4. "I-71/I-271 Interchange" Boards
        a. "No Build Alternative (Existing Conditions)" Board
        b. "All Build Alternatives" Board
    5. "I-71/SR-3 Corridor" Boards
        a. No Build Alternatives (Existing Conditions) – East" Board
        b. "Alternatives A & B – West" Board
        c. "Alternative A – East" Board
        d. "Alternative B – East" Board
    6. "I-271/SR-94 Corridor" Boards

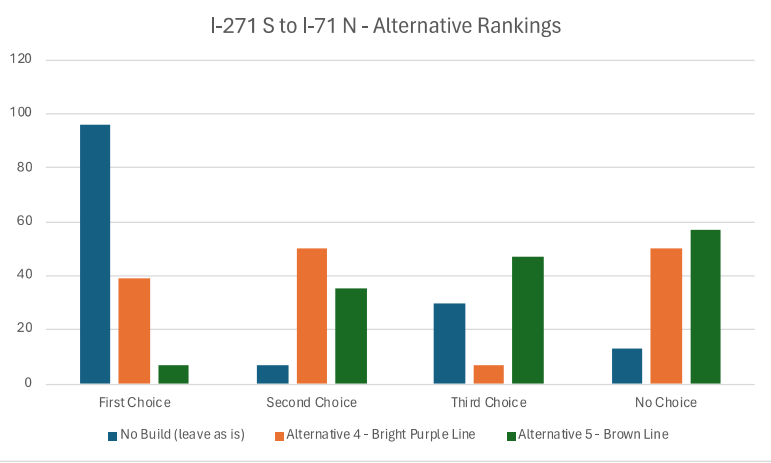
a. “No Build Alternatives (Existing Conditions)” Board
b. “Alternative A” Board
c. “Alternative B-1” Board
d. “Alternative B-2” Board
e. “Alternative C” Board

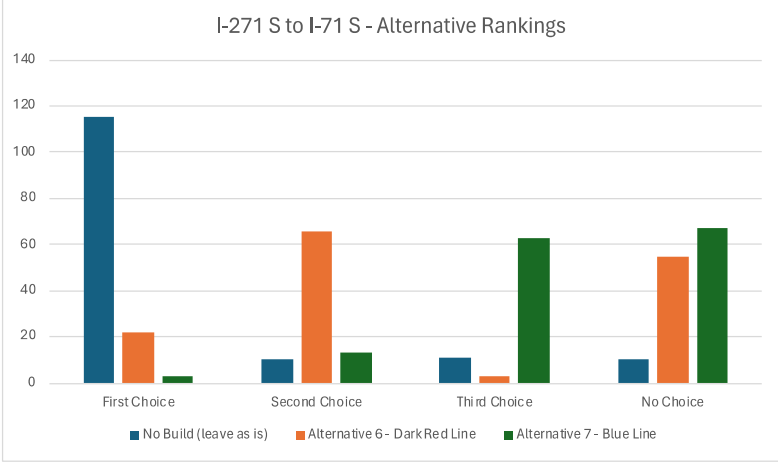
## Summary of Alternative Ranking Survey Results

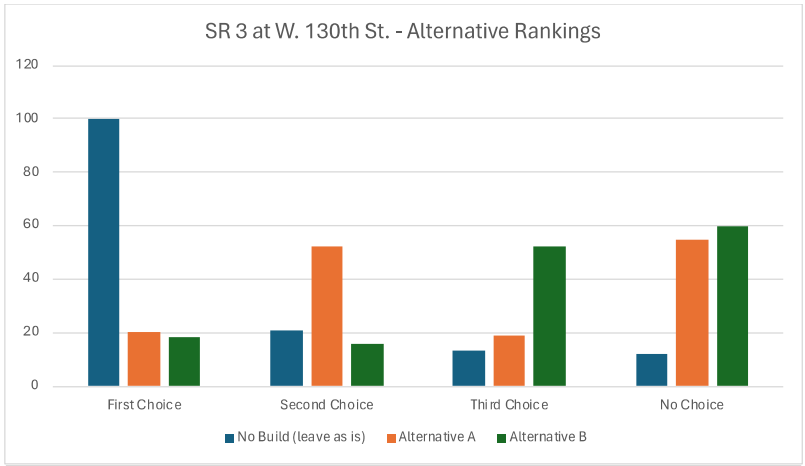
Meeting attendees were given a survey that asked respondents to rank the alternatives at each location in the study area being considered for No Build and build alternatives. A total of 146 responses were recorded. Below are graphs that show the respondents’ ranking of each alternative at each location.

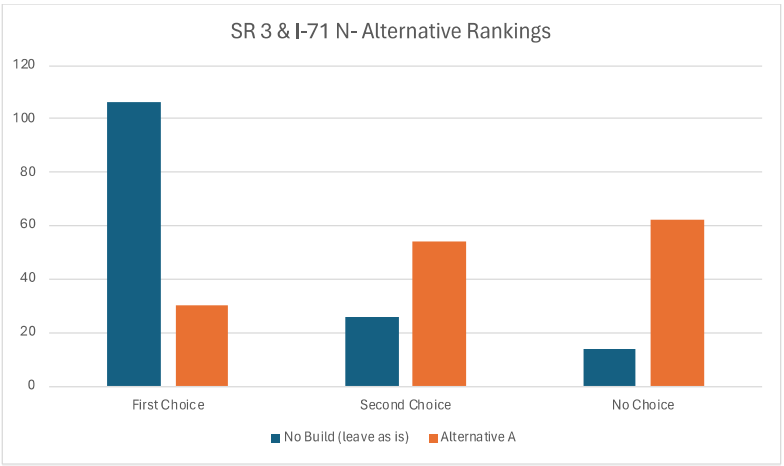


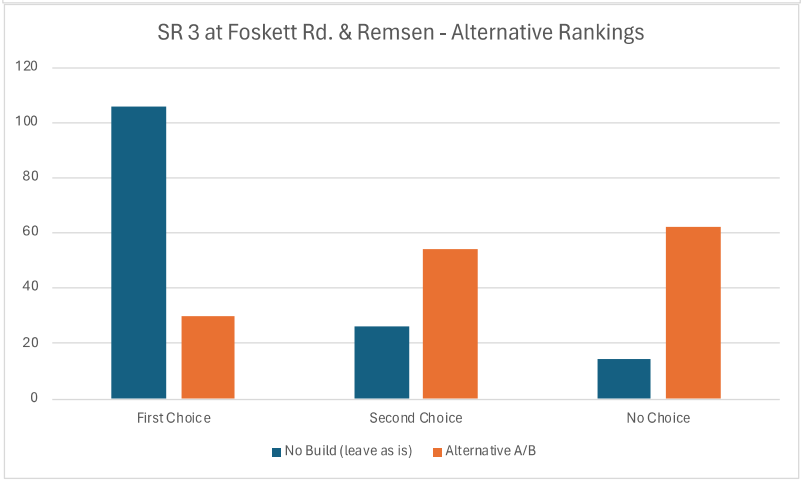



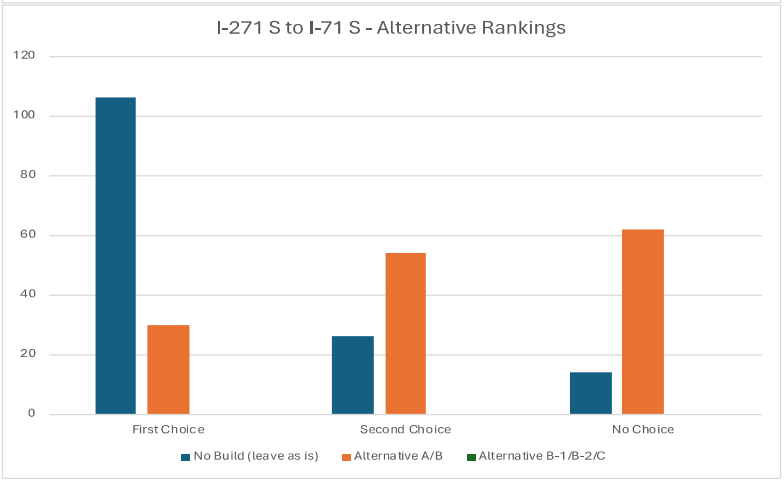



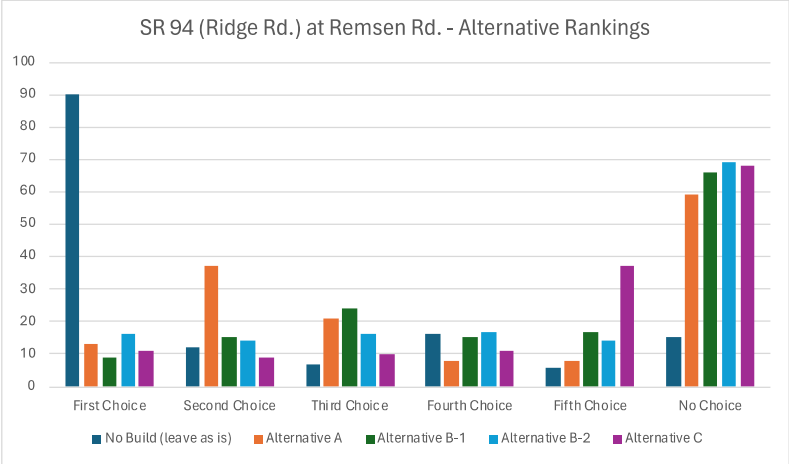



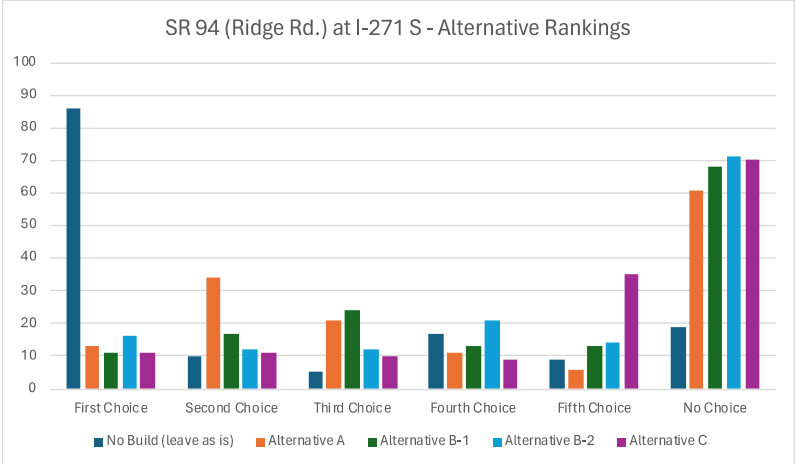

SR 3 at W. 130th St. - Alternative Rankings
120
100
80
60
40
20
0
First Choice
Second Choice
Third Choice
No Choice
No Build (leave as is)
Alternative A
Alternative B

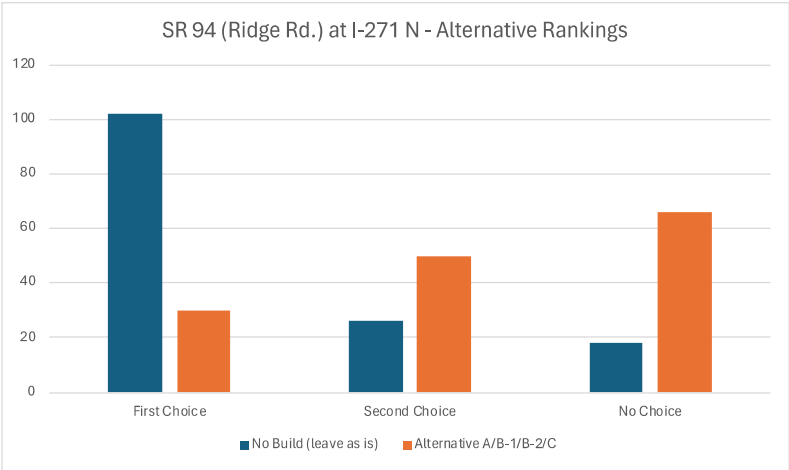

SR 3 & I-71 N- Alternative Rankings
120
100
80
60
40
20
0
First Choice
Second Choice
No Choice
No Build (leave as is)
Alternative A

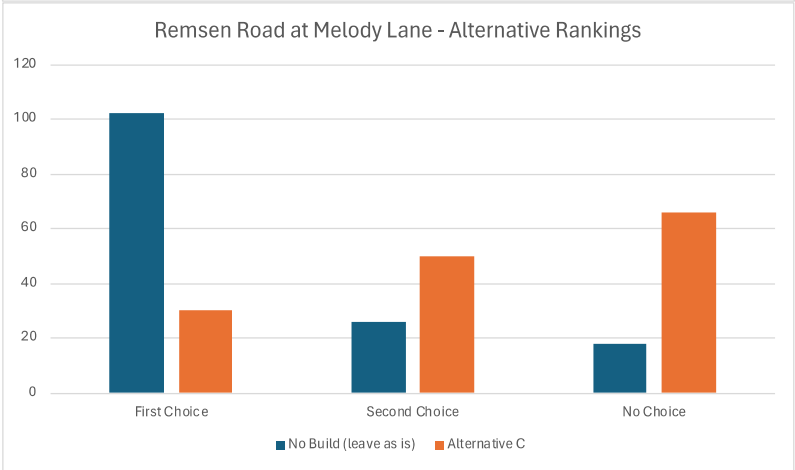

SR 3 at Foskett Rd. & Remsen - Alternative Rankings
120
100
80
60
40
20
0
First Choice
Second Choice
No Choice
No Build (leave as is)
Alternative A/B


I-271 S to I-71 S - Alternative Rankings
120
100
80
60
40
20
0
First Choice
Second Choice
No Choice
No Build (leave as is)
Alternative A/B
Alternative B-1/B-2/C




For all of the locations, the graphs show that the largest number of respondents preferred the No Build alternative as their first choice. Additionally, many of the respondents who picked the No Build alternative as their first choice did not pick a second or third choice (indicated as “No Choice” in the graphs); therefore, most of the other (build) alternatives at the various locations received similar but low response rates. However, there were clear second choices at all of the locations:

- I-71N to I-271N - Alternative 1/Red Line
- I-71S to I-271N - Alternative 3/Orange Line (no additional choices available)

- I-271S to I-71N - Alternative 4/Bright Purple Line
- I-271S to I-71S - Alternative 6/Dark Red Line
- SR-3 at W. 130 St - Alternative A
- SR-3 & I-71N - Alternative A (no additional choices available)
- SR-3 at Foskett Rd. & Remsen Rd. - Alternative A/B (no additional choices available)
- *I-271S to I-71S - Alternative A/B (no additional choices available)
- SR-94 (Ridge Rd.) at Remsen Rd. - Alternative A
- SR-94 (Ridge Rd.) at I-271S - Alternative A
- SR-94 (Ridge Rd.) at I-271N - Alternative A/B-1/B-2/C (no additional choices available)
- Remsen Rd. at Melody Ln. - Alternative C (no additional choices available)

Six of the locations listed above only had two alternatives (as noted) – the No Build alternative or one build alternative. Also, at all of the locations, the No Build alternative was selected more than the other alternatives.

Summary of Comments Received & Responses Provided

In addition to the alternative ranking survey, attendees were provided a second comment opportunity, comprised of a general comment field, where they could share their opinions on the project. The comments received were grouped into 12 categories, including:

1. No Build
2. Interchanges/Ramps
3. Local Roads/Intersections
4. Roundabouts
5. Congestion
6. Safety
7. Access
8. Traffic Speed
9. Funding
10. Property Impacts
11. Noise Impacts
12. Other Environmental Impacts

A summary of the comments received in each of these categories is described below, as well as the response associated with that comment category.

*No Build Comments & Response*

The "No Build" category includes comments that expressed interest in no build or existing conditions alternatives. A large number comments, 102 of 217 (47 percent), discussed this topic and indicated a No Build preference, mostly due to concerns about the impacts to properties. Others indicated they preferred a No Build alternative because they believed these improvements should have been made with the initial construction of the freeway or see it as paying a substantial price for traffic resultant of development in other communities. Other No Build comments did not provide specific reasoning for their preference of No Build.

- No Build Comments Response: All of the IR 71 and IR 271 interchange alternatives presented at the March 27 public meeting were concepts only to encourage discussion amongst the stakeholders and public about possible new ramp configurations at the interchange. Given the amount of feedback we received and support for the "No Build" alternatives, it is clear that the majority of the public and stakeholders would prefer not to construct any new or realigned ramps at the interchange. We hear you. We are currently developing projected traffic volumes to see how much traffic would be diverted off of the local roadway network to any proposed interchange ramps. Based on our initial findings, we do not anticipate that any benefits gained by the construction of those ramps would justify the property, environmental, and construction costs it would take to install those ramps.

*Interchanges/Ramps Comments & Response*

The "Interchanges/Ramps" category was established to identify comments about the build alternatives that occur at an interchange and/or ramps. Of the total 217 comments received, 38 (18 percent) included comments about interchanges and/or ramps. Overall, the comments were generally supportive of one or more of the proposed interchange alternatives but indicated a lack of support of an expansion of access between the I-71 and I-271 interchanges. Some comments also did not prefer the proposed on-/off-ramp roundabouts and had general approval of the project but wished to see alternatives that consumed less personal property.

- Interchanges/Ramps Comments Response: The Purpose and Need of the study has established that improving safety and congestion are needs of the study area. Where operational and safety deficiencies are identified throughout the study area, we will be looking at ways to improve those performance measures, some of which will include changes to "service interchanges" – SR 3 at IR 71 and SR 94 at IR 271. Throughout the next two stakeholder meetings, we will be taking a closer look at several potential improvements, including adding turn lanes and installing roundabouts, among others.

*Local Roads/Intersections Comments & Response*

The "Local Roads/Intersections" category was established to sort comments about the local roads and intersections. Fifty-one (51) of the 217 total comments (24 percent) mentioned opinions on local roads or intersections. Comments in this category primarily addressed varying degrees of alterations to local roads and intersections in response to current traffic congestion levels. Others pointed out a general fear of associated burdens that come with improving the corridor too much, as they believe more development will bring more issues in the future. Some respondents indicated that they do not see the need for improvement or heavy congestion on local roads and opposed the build alternatives of the project.

- Local Roads/Intersection Comments Response: Based on existing crash data, traffic counts, and projected traffic, there are some existing traffic movements and locations that currently perform poorly or are projected to perform poorly in the future. This study aims to install countermeasures so that traffic can move through the corridor safely and efficiently. We do not seek to spur or discourage development, only to address existing and potential future traffic issues. The role of allowing and encouraging or discouraging development is best addressed by engaging with local zoning and economic development entities, all of whom are stakeholders in this study.

*Roundabouts Comments & Response*

The "Roundabouts" category included comments about the proposed roundabouts. Of the 217 total received comments, 44 (20 percent) explicitly mentioned roundabouts. Many comments in this category expressed a strong opposition to roundabouts, expressing the opinion that roundabouts are not needed. Other comments expressed concerns over the size of the roundabouts, and worried about the maneuvering of larger vehicles through roundabouts.

- Roundabouts Comments Response: We understand that some folks are concerned about how roundabouts would function at some of the study locations as depicted at the public meeting. For many rural and suburban applications, roundabouts improve safety and operations when replacing stop-control and traffic signals. When a roundabout was installed at SR 94 and Granger Rd, crashes reduced by 47% and total traffic increased by 11% compared to the stop-controlled condition. Moving forward in the study, any proposed roundabout will only be advanced as a feasible alternative if it can improve operations at the intersection and be designed to handle semi-truck traffic turning movements.

*Congestion/Traffic Comments & Response*

The "Congestion" category included comments about vehicular congestion levels in and around the study area. Forty-seven (47) of the 217 total comments (22 percent) fit into this category. These comments tended to be in response to busy traffic levels on Remsen and Ridge roads but varied on their alternative preferences. Other comments indicated that some level of improvement is necessary to alleviate current stress on the network but are not supportive of the proposed build alternatives. Further comments expressed an interest in receiving further traffic data to determine the need of the alternatives, specifically for Nichols Road near build Alternative #7 for the I-71/I-271 interchange.

- Congestion/Traffic Comments Response: After performing preliminary future traffic projections for new ramp connections at IR 71 and IR 271, we have found that the amount of traffic diverted to those proposed movements would not significantly decrease traffic on any of the local roads like SR 3 or Remsen Rd. If any of those ramp alternatives would be found to change the local road network, like the Granger Rd and Nichols Rd intersection, we would need to account for that change in the local road network by revising the future traffic projections and designing the revised local road network accordingly.

*Safety Comments & Response*

The "Safety" category included comments about traffic safety concerns associated with both No Build and the proposed build alternatives. Of the 217 total comments received, 39 (18 percent) expressed concerns about safety. Comments in this category expressed safety concerns from traffic speed, lane width of local roads and interchanges, as well as concerns of crashes at the intersection of SR-94 and SR-3. Some respondents indicated safety concerns with the construction associated with the proposed build alternatives and preferred to leave the infrastructure as-is to prevent further stress on the network. Regardless of support for the proposed alternatives, most comments expressed that there is a general lack of safety in this area due to unsafe vehicle operations.

- Safety Comments Response: We appreciate that the public shares our commitment to traffic safety within the study area. We are looking at several safety countermeasures at the SR 3 / SR 94 / Ledge Rd intersection, including added turn lanes and the installation of a roundabout. If any of the proposed alternatives are advanced to construction, we would ensure that major traffic movements would be maintained as much as possible throughout construction. We are currently in the design phase for a very similar project near Cedar Point and have come up with innovative solutions to maintain traffic on that project. We would apply similar strategies for any future construction project here as well.

*Access Comments & Response*

The "Access" category included comments about access throughout the study area. Sixteen (16) of the 217 total comments (seven percent) were regarding access. Many comments indicated a strong disapproval of the project, as access to churches, parks, and residences would be affected by many of the build alternatives – specifically, along Windfall Road and Granger Road/Nettleton Road from Nichols Road.

- Access Comments Response: As stated above, we do not anticipate that any benefits gained by the construction of proposed ramps at the IR 71 and IR 271 interchange would justify the property, environmental, and construction costs it would take to install those ramps. Even so, we always seek to make sure that access to community assets and residences are maintained, and that is required by our environmental processes.

*Traffic Speed Comments & Response*

The "Traffic Speed" category included comments about vehicle speed throughout the area. Of the 217 total comments received, 14 (six percent) explicitly mentioned traffic speed. Many comments expressed concerns with current vehicle speed and proposed various solutions. Some believe that the completion of the interchange system in all directions will cause an increase in speed, especially if wider on-ramp alternatives are being considered. Others believe that traffic speed can be resolved with signage or increased police presence in the area, but that the build alternatives are excessive for the area. A few responses indicated favorable responses to the build alternatives, as they believe keeping the bulk of the traffic on the interstate will reduce the amount of regional traffic on local roads.

- Traffic Speed Comments Response: A lot of comments we received were about vehicle speeds and speed limits on some of the local roads. ODOT is bound by the Ohio Revised Code on what speeds can and cannot be established on state and local roads. Any specific requests for speed limit changes should be addressed to ODOT for state routes and the Medina County Engineer's office for local roads outside municipalities. State and local roadways can be reviewed to ensure that speed limits are clearly posted after major intersections, and to ensure that warning signs are adequate.

*Funding Comments & Response*

The "Funding" category included comments about project funding. Twenty-five (25) of the 217 total comments (12 percent) were related to funding, with a majority expressing concerns over the project's larger scope and associated cost. Other responses stated that the funds that could be used on the project, would be put to better use throughout the community.

- Funding Comments Response: Before moving any alternative forward for implementation, we would first make sure that the benefits for that alternative justified the costs. There is currently no funding set aside for any of the alternatives presented at the public meeting. If any of the alternatives were advanced to a funding application, those funds would not be the same as those that are currently used to perform roadway maintenance work such as pothole patching, resurfacing, and bridge rehabilitation and replacement. Any funding for these alternatives would come from state or federal programs that we would have to specifically apply for these funds and compete against other areas in Ohio and the US. The people reviewing any of these funding applications would, like us, make sure that the benefits for any of the proposed projects justified the costs before awarding funds for any of the alternatives.

*Property Impacts Comments & Response*

The "Property Impacts" category included comments about the impact to properties by the proposed build alternatives. Ninety-one (91) of the 217 comments (42 percent) mentioned concerns about the impact of properties associated with the proposed interchange alternatives. The comments expressed concerns about impacts to their own property and other properties, in addition to opinions that eminent domain should not be used.

- Property Impacts Comments Response: As stated above, we do not anticipate that any benefits gained by the construction of proposed ramps at the IR 71 and IR 271 interchange would justify the property, environmental, and construction costs it would take to install those ramps. If any of the alternatives resulted in any property acquisition from any owner, we have to follow a process of environmental study, appraisal, appraisal review, and negotiation before any property can be purchased.

*Noise Impacts Comments & Response*

The "Noise Impacts" category included comments about traffic noise. Thirty-five (35) of the 217 total responses (16 percent) indicated some degree of noise-related project concerns. Many of these comments mentioned concerns of increased noise associated with the proposed build alternatives, with some indicating the interchange alternatives bring traffic, and its noise, closer to their homes.

- Noise Impacts Comments Response: As stated above, we do not anticipate that any benefits gained by the construction of proposed ramps at the IR 71 and IR 271 interchange would justify the property, environmental, and construction costs it would take to install those ramps. If any of the alternatives would bring a proposed roadway closer to existing residences, a noise analysis study would be performed and any "beneficial receptors" of a noisewall would be identified, then those residents would vote on whether they wanted a noisewall to be installed, and the local community would have input on the aesthetics of any proposed noisewall.

*Other Environmental Impacts Comments & Response*

The "Other Environmental Impacts" category included comments about other environmental concerns. Forty (40) of the 217 total comments (18 percent) mentioned other environmental concerns, including impacts to wildlife and watersheds from the build alternatives.

- Other Environmental Impacts Comments Response: With the selection of the "no build" alternative at 71/271, the environmental impacts left at the remaining locations will be very minimal to wildlife and the watersheds. At most locations, there will not be any stream, wetland, and T&E species impacts. There could be impacts to trees, which would be very minor. We would commit to cutting trees between October 1 and March 31 to avoid impacts to summer roosting habitat for listed bat species. If there are any wetland impacts, those impacts would be very minimal and covered under the ODOT Regional General Permit. We do not believe stream or wetland mitigation would be required. The percentage of impervious surfaces added by the remaining alternative would be negligible and would not cause an increase in runoff and impacts to the watersheds. We would include post-construction best management practices (BMPs) where necessary to control pollution and runoff generated from the projects. We also do not foresee any Cultural Resource or Hazardous Material Impacts associated with any of the alternatives. In summary, ODOT will complete environmental studies, engage the stakeholders and public, and environmental documents before constructing any of the alternatives.

*Unique Comments & Response*
Additionally, there were seven comments of the 217 total comments (three percent) that included unique comments that did not fit in the categories. These comments included a "thank you", suggestions for Highway Patrol, a suggested different interchange configuration, and documents and information requests.

Conclusion
This meeting resulted in a number of public comments – 146 for the alternatives ranking survey and 217 for the general comments. A majority of the alternative ranking surveys (53 percent) indicated that the public would prefer the No Build alternative; however, the general comments included a wide range of opinions, insights, concerns, and support. The general comments were grouped into 12 categories: No Build, Interchanges/Ramps, Local Roads/Intersections, Roundabouts, Congestion, Safety, Access, Traffic Speed, Funding, Property Impacts, Noise Impacts, and Other Environmental Impacts.

# I-271/SR-94 Corridor

## Alternative B-2




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# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY

# I-271/SR-94 Corridor

## Alternative C




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MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# Project Overview

## PROJECT PURPOSE

The purpose of this project is to improve system linkage and safety of travelers between I-71 and I-271 in order to facilitate the movement of traffic in Medina County, Ohio.

## NEED FOR THE PROJECT

### Primary Needs

#### *System Linkage*

The shortest route from I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound for vehicles is about 3.7 miles along SR-3 and SR-94, which takes approximately 10 minutes to travel. Existing data indicates that four percent of all traffic entering the I-71 northbound on-ramp at SR-3 comes from the I-271 southbound off-ramp at SR-94, and seven percent of all traffic entering the I-271 northbound on-ramp at SR-94 comes from the I-71 southbound off-ramp at SR-3.

#### *Safety*

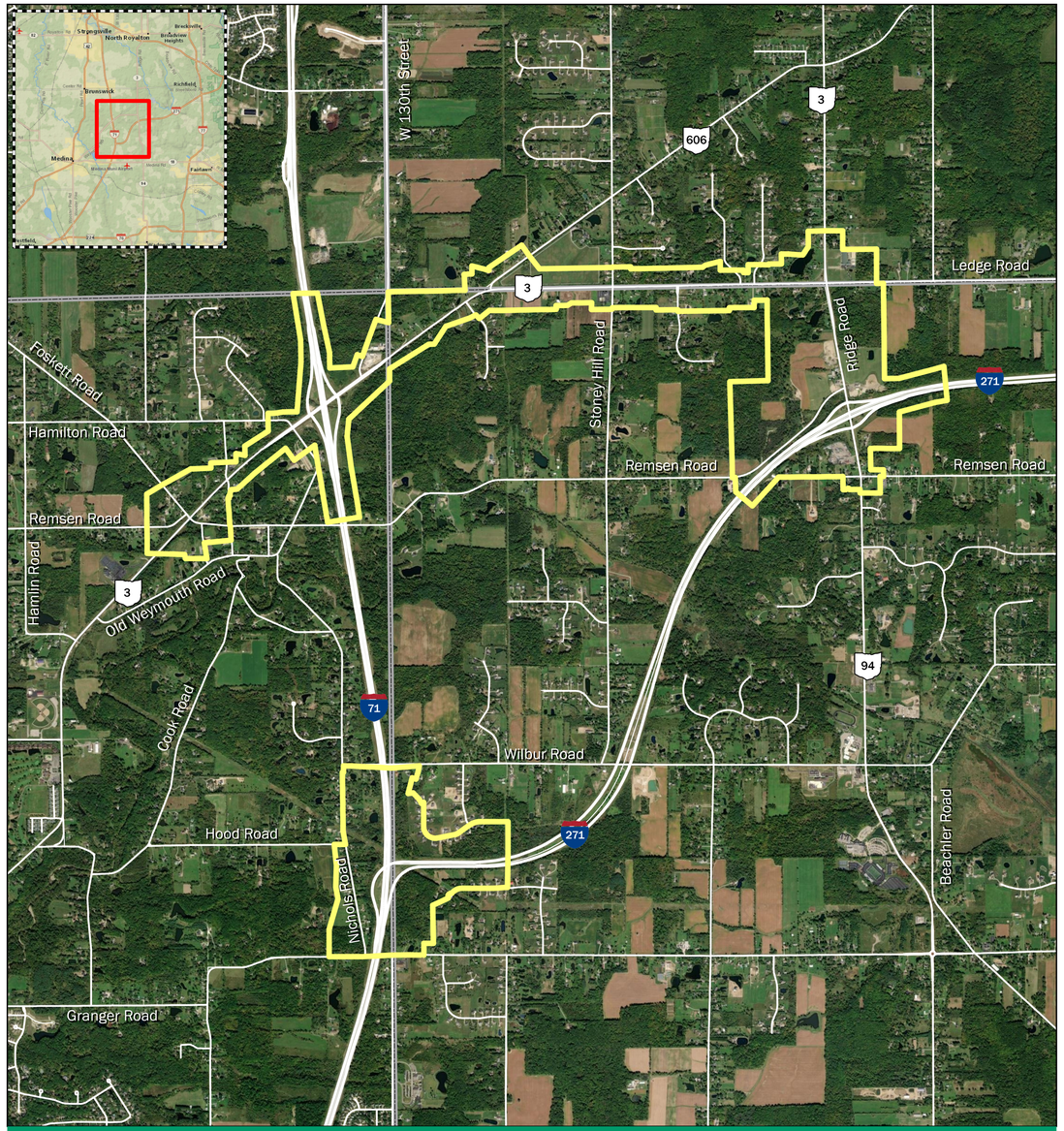
Over the last four years, 312 crashes occurred in the study area, mainly around the SR-3/I-71, I-71/I-271, and the I-271/SR-94 interchanges and the SR-3/Foskett Road/Remsen Road and SR-3/SR-94/Ledge Road intersections. Eleven of the crashes resulted in serious injuries, with notable concentrations near the SR-3/I-71 interchange and SR-3/Foskett Road/Remsen Road intersection. In addition, the 2021 Highway Safety Improvement Program identifies several areas as safety priorities: the SR-3/Foskett Road/Remsen Road intersection, the SR-94/SR-3 intersection, and SR-3 from Fenn Road to Hamilton Road.

### Secondary Needs

#### *Congestion*

Addressing congestion is a secondary need in the study area. All the intersections within the study area have acceptable delays (per ODOT standards) under existing conditions except for the intersection of SR-94 and the I-271 northbound ramps.The existing roadway network in the year 2050 (Future No Build condition) has five intersections with unacceptable delays:

- SR-3/I-71 northbound ramps
- SR-3/West 130th Street
- SR-94/SR-3
- SR-94/Remsen Road (north of I-271)
- SR-94/I-271 southbound ramps
- SR-94/I-271 northbound ramps




I-71/I-271 Planning Study in Medina County
(PID 117028)

0 0.5 1 2 Miles

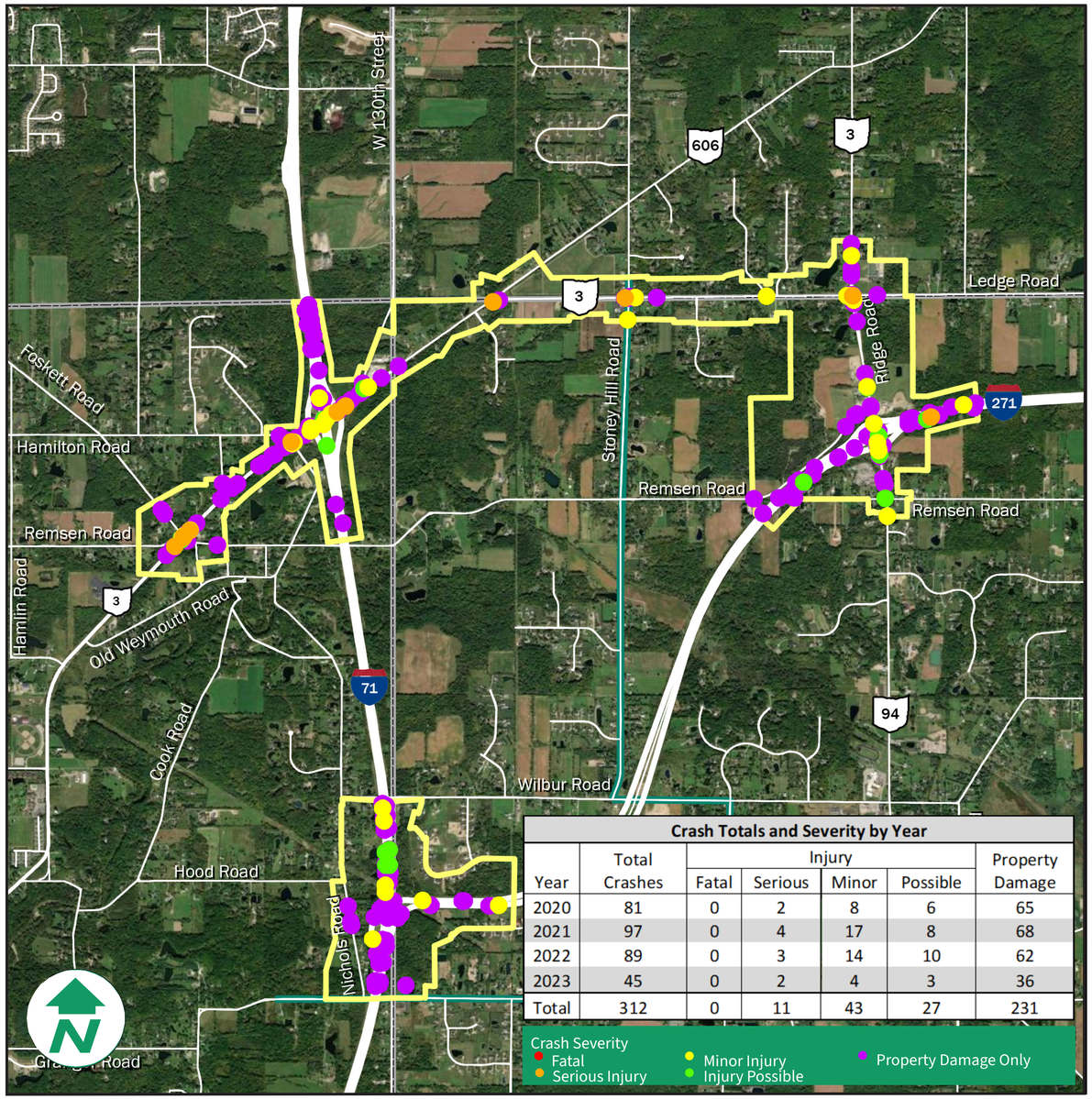
Study Area
Township
Functional Class
Interstates
Arterials
Collectors / Local

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MEDINA COUNTY I-71/I-271 PLANNING STUDY

# CRASHES

## CRASH LOCATIONS AND SEVERITY

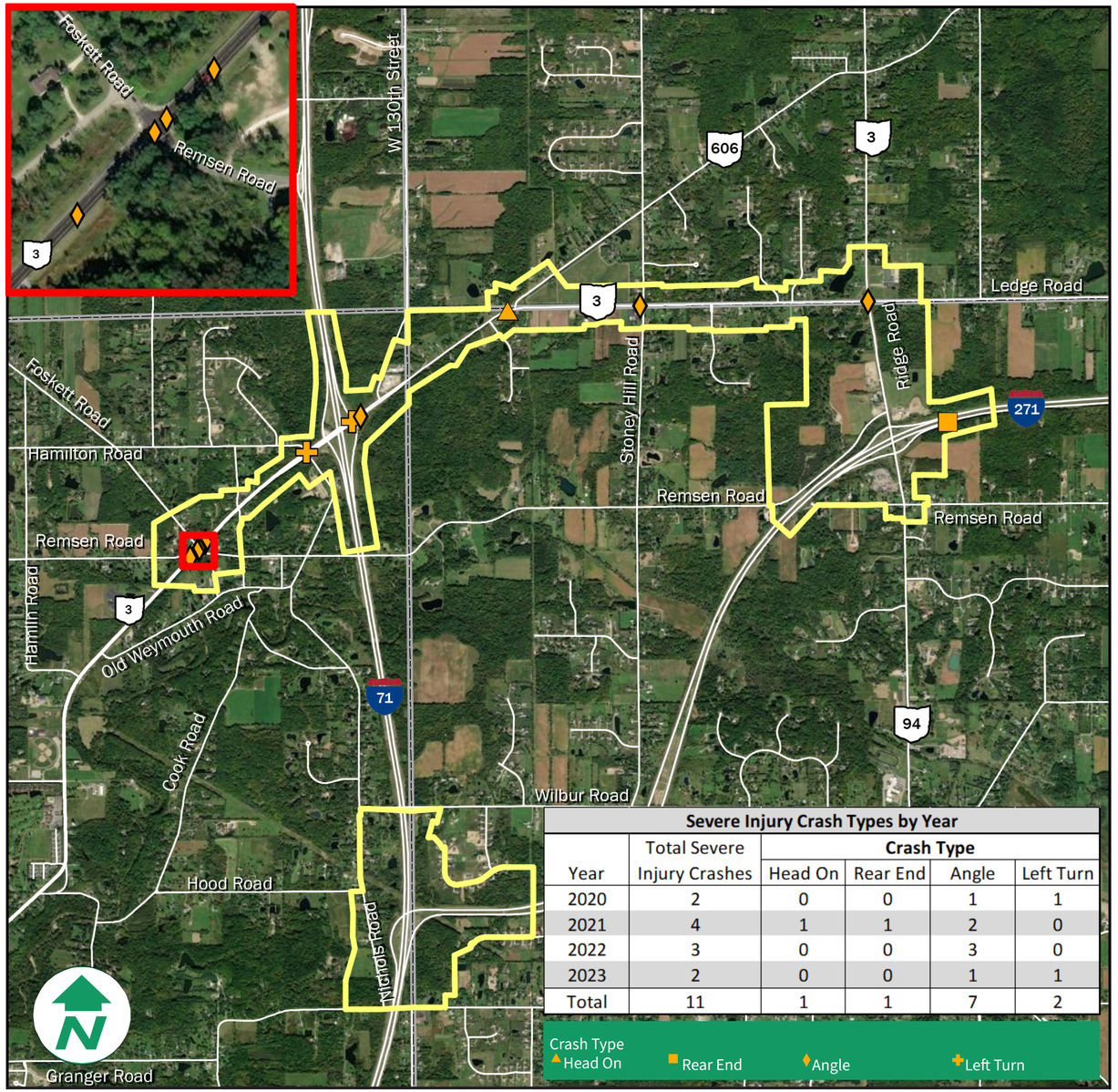



**Crash Totals and Severity by Year**

| Year | Total Crashes | Injury | | | | Property Damage |
|---|---|---|---|---|---|---|
| | | Fatal | Serious | Minor | Possible | |
| 2020 | 81 | 0 | 2 | 8 | 6 | 65 |
| 2021 | 97 | 0 | 4 | 17 | 8 | 68 |
| 2022 | 89 | 0 | 3 | 14 | 10 | 62 |
| 2023 | 45 | 0 | 2 | 4 | 3 | 36 |
| Total | 312 | 0 | 11 | 43 | 27 | 231 |

Crash Severity
- Fatal
- Serious Injury
- Minor Injury
- Injury Possible
- Property Damage Only

## SEVERE INJURY CRASH TYPES




**Severe Injury Crash Types by Year**

| Year | Total Severe Injury Crashes | Crash Type | | | |
|---|---|---|---|---|---|
| | | Head On | Rear End | Angle | Left Turn |
| 2020 | 2 | 0 | 0 | 1 | 1 |
| 2021 | 4 | 1 | 1 | 2 | 0 |
| 2022 | 3 | 0 | 0 | 3 | 0 |
| 2023 | 2 | 0 | 0 | 1 | 1 |
| Total | 11 | 1 | 1 | 7 | 2 |

Crash Type
- Head On
- Rear End
- Angle
- Left Turn

# LEVEL OF SERVICE

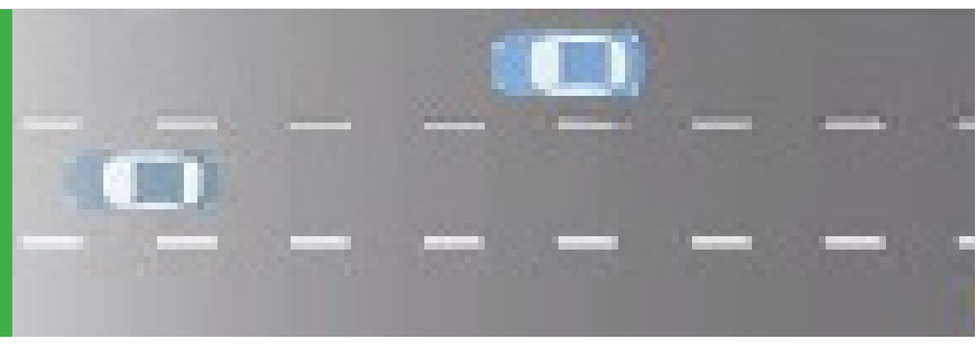
## WHAT IS LEVEL OF SERVICE?

Level of Service (LOS) is a grading system used to measure how well traffic flows on roads, with A indicating smooth flow and F representing congestion and delays. Below are the designations for LOS.

**FREE FLOW**

LOS **A**

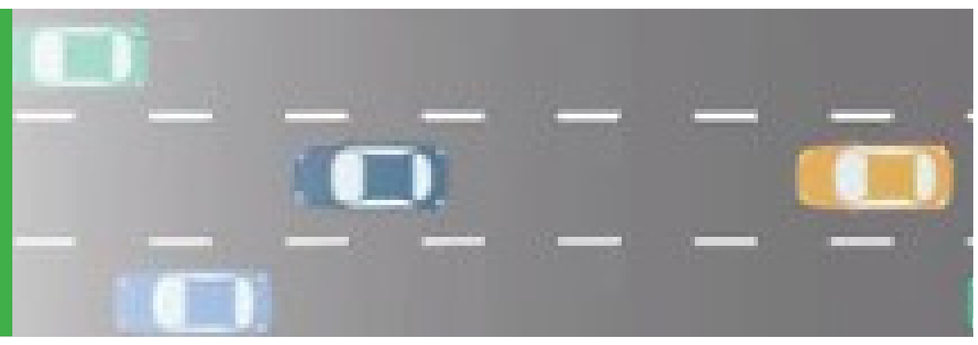
Low volumes and no delays.



**STABLE FLOW**

LOS **B**

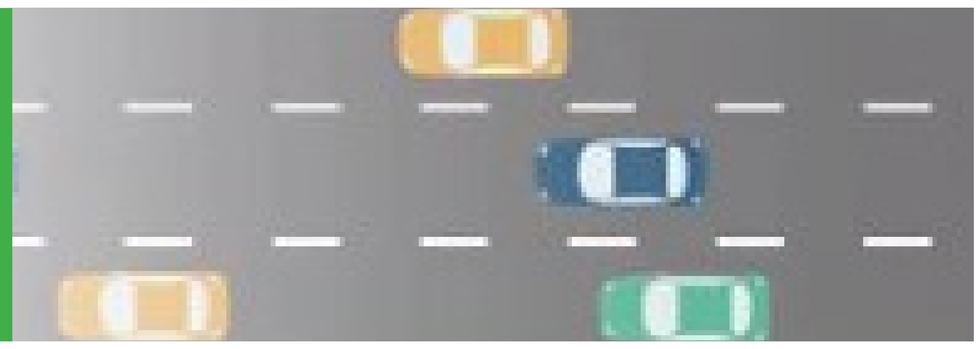
Speed becoming slightly restricted; minor delays.



**STABLE FLOW**

LOS **C**

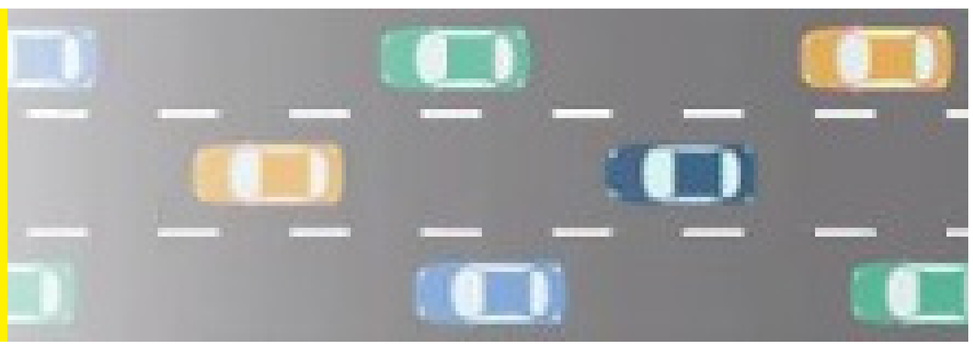
Speeds and maneuverability closely controlled because of high volumes.



**STABLE FLOW**

LOS **D**

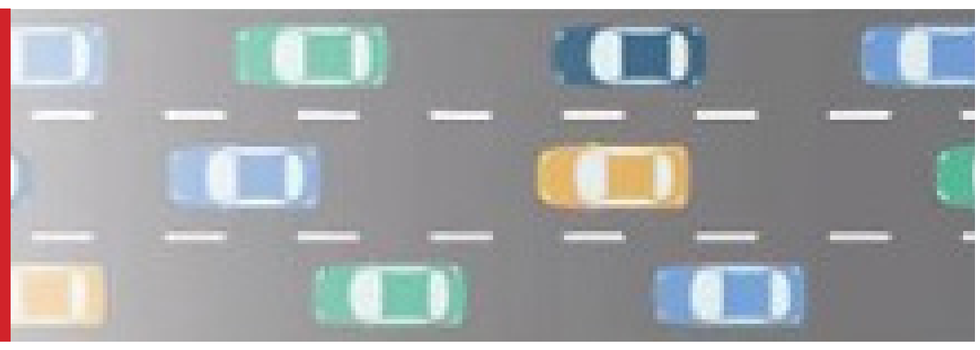
Speed begins to slow. Drivers have limited freedom of maneuverability; volume near capacity.



**UNSTABLE FLOW**

LOS **E**

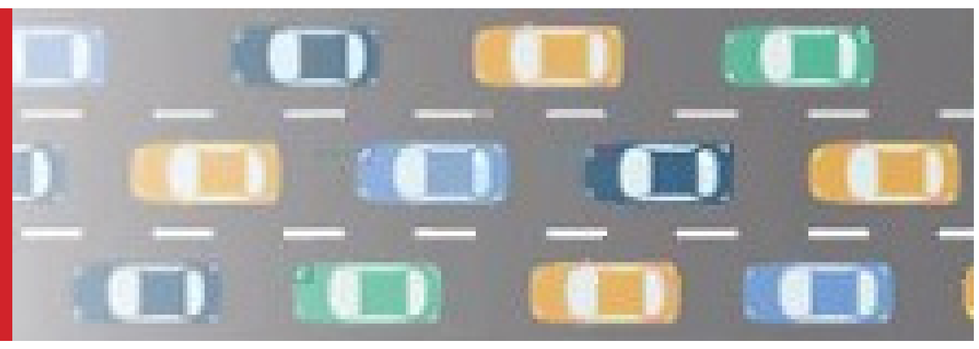
Low speeds; considerable delay; volume at or slightly over capacity.



**FORCED FLOW**

LOS **F**

Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

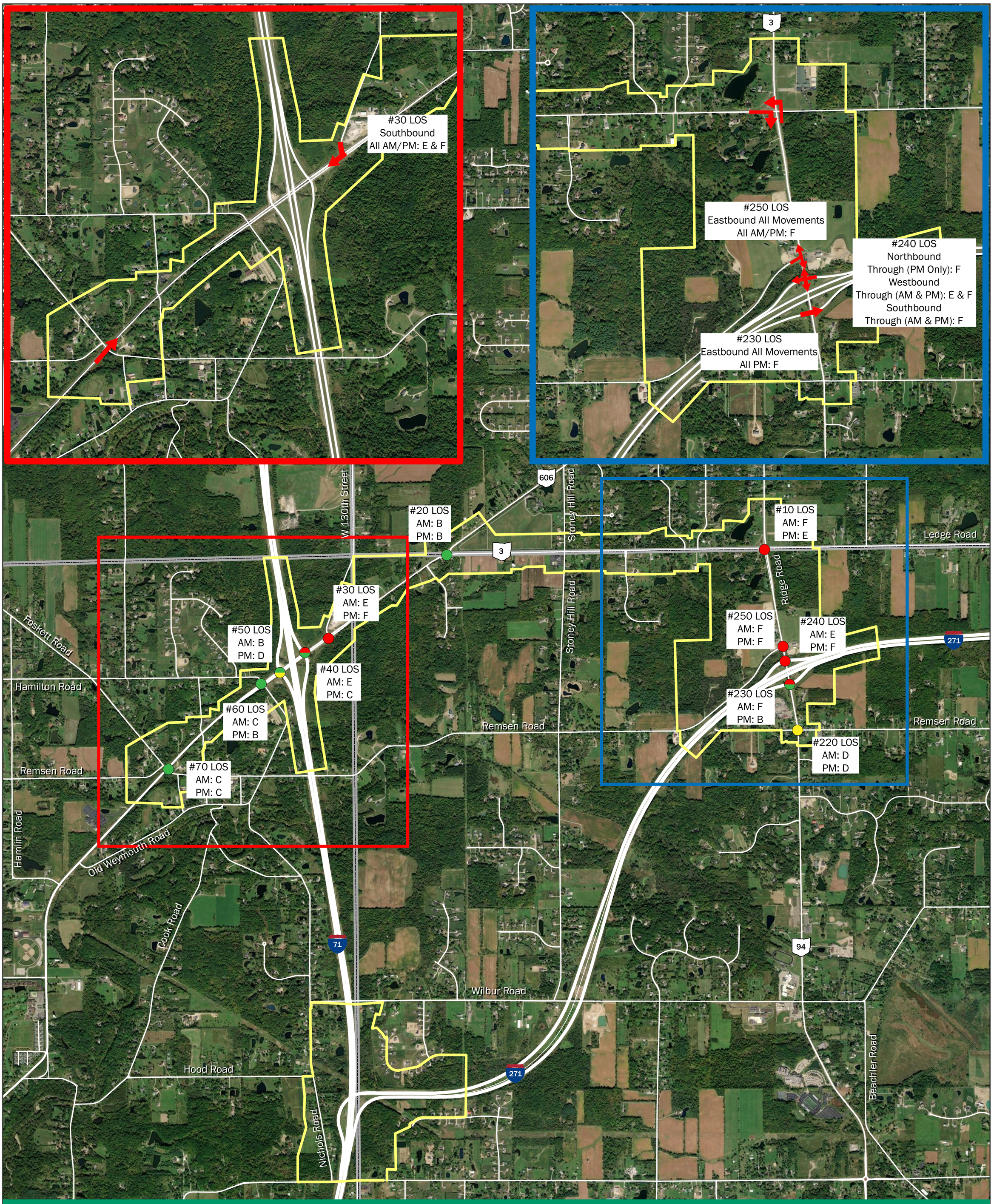


## ACCEPTABLE LEVELS OF SERVICE

ODOT's standard for acceptable intersection LOS inside of an MPO is LOS D or better according to the ODOT Analysis and Traffic Simulation Manual (OATS).

# LEVEL OF SERVICE

## FUTURE YEAR 2050 NO BUILD




I-71/I-271 Planning Study in Medina County
(PID 117028)

0 0.25 0.5 1 Miles

Study Area
Township

**Functional Class**
Interstates
Arterials
Collectors / Local

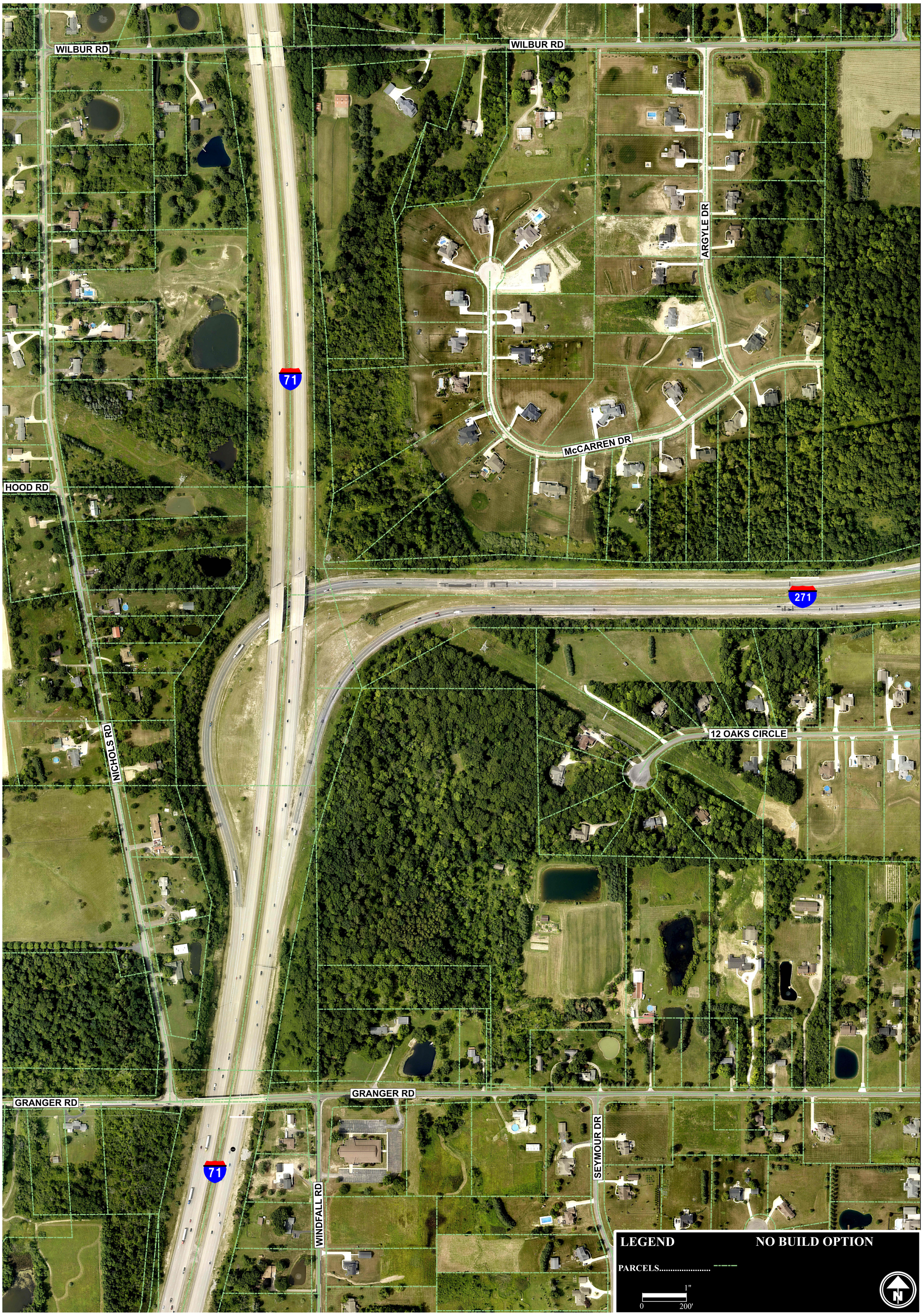
**Level of Service**
AM | PM
A, B, & C
D
E & F
Level of Service E & F

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# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY

# I-71/I-271 Interchange

## No Build Alternative (Existing Conditions)

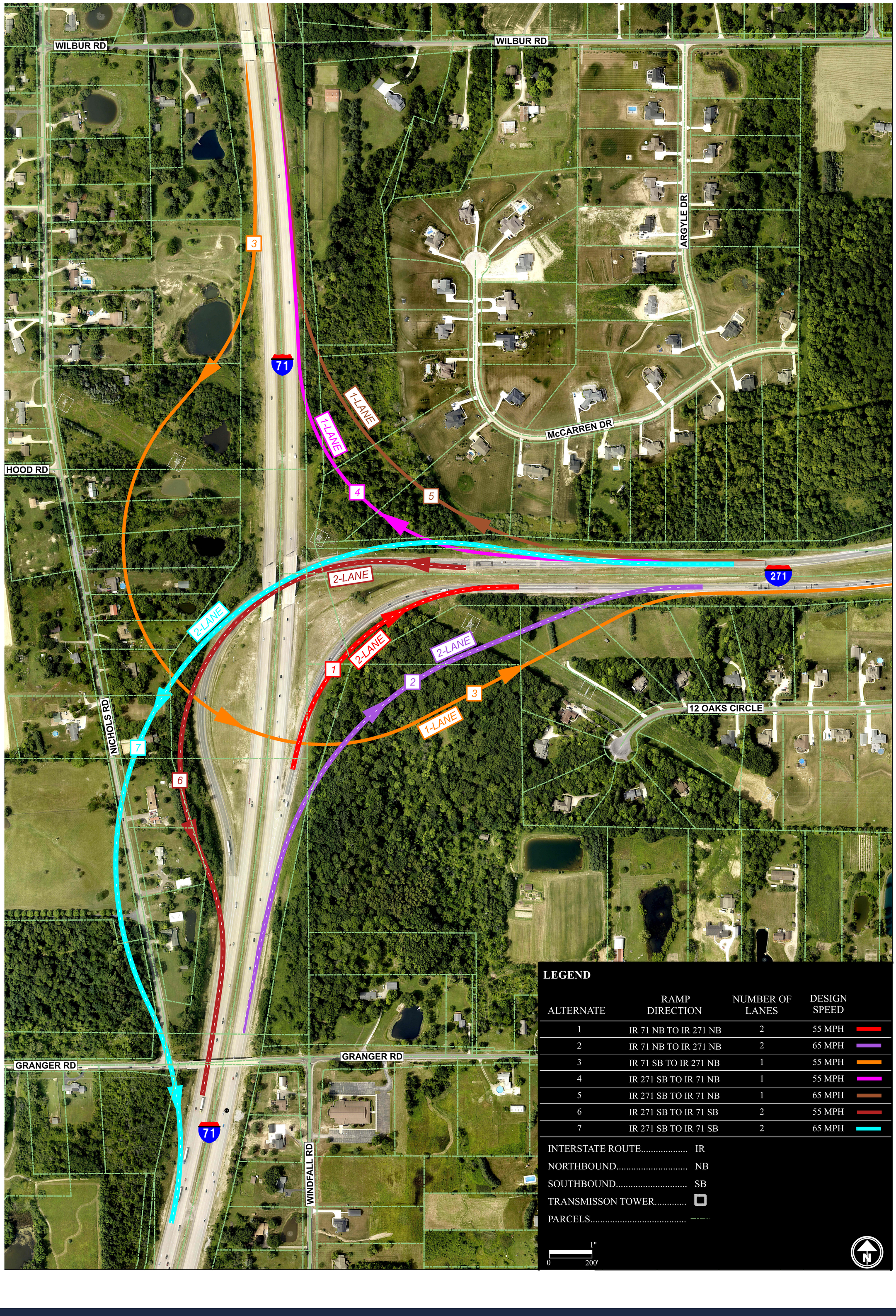



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# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY

# I-71/I-271 Interchange

## All Build Alternatives

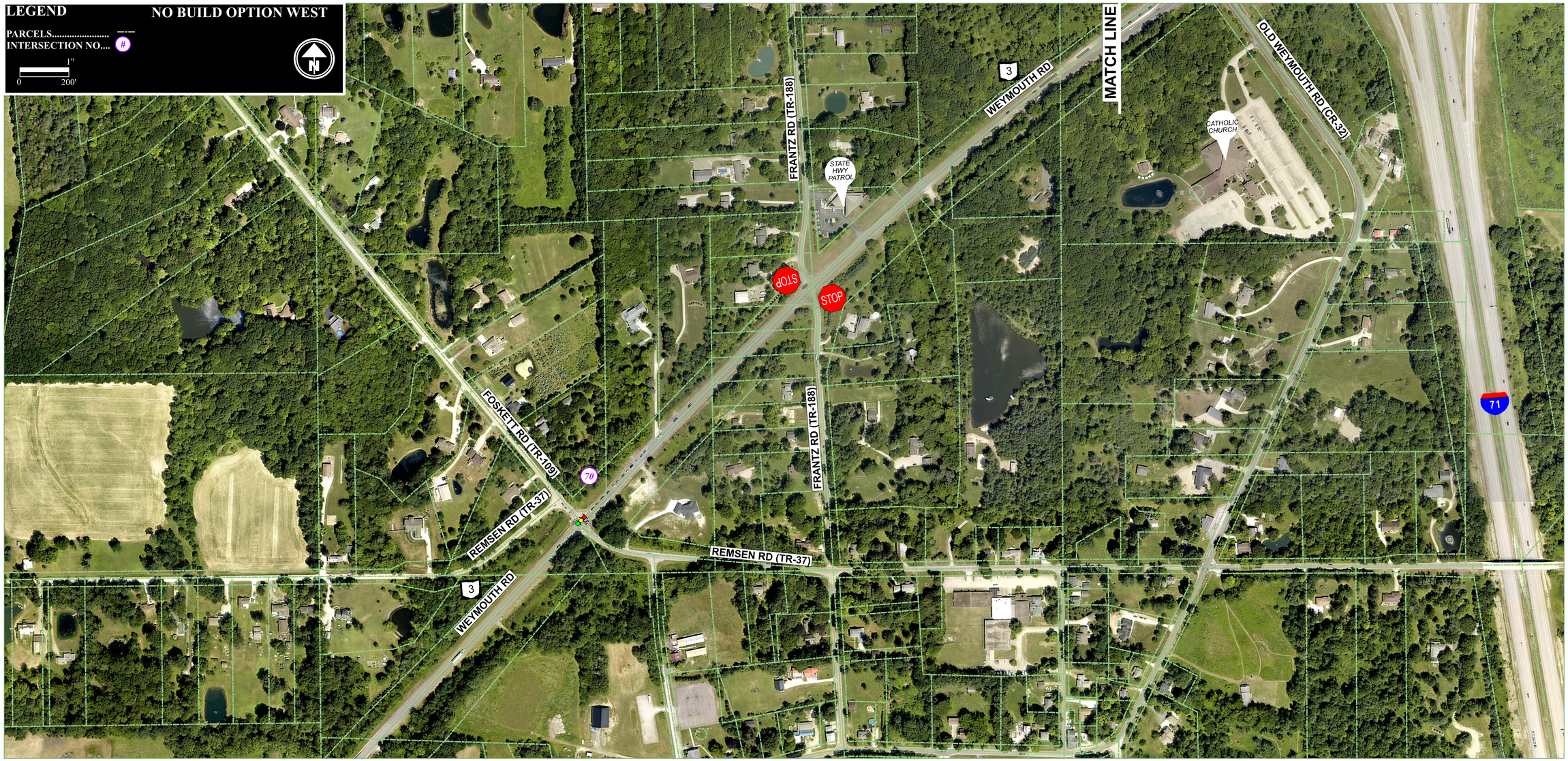



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# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY

# IR-71/SR-3 Corridor

## No Build Alternatives (Exisiting Conditions) - West



# IR-71/SR-3 Corridor

## No Build Alternatives (Exisiting Conditions) - East

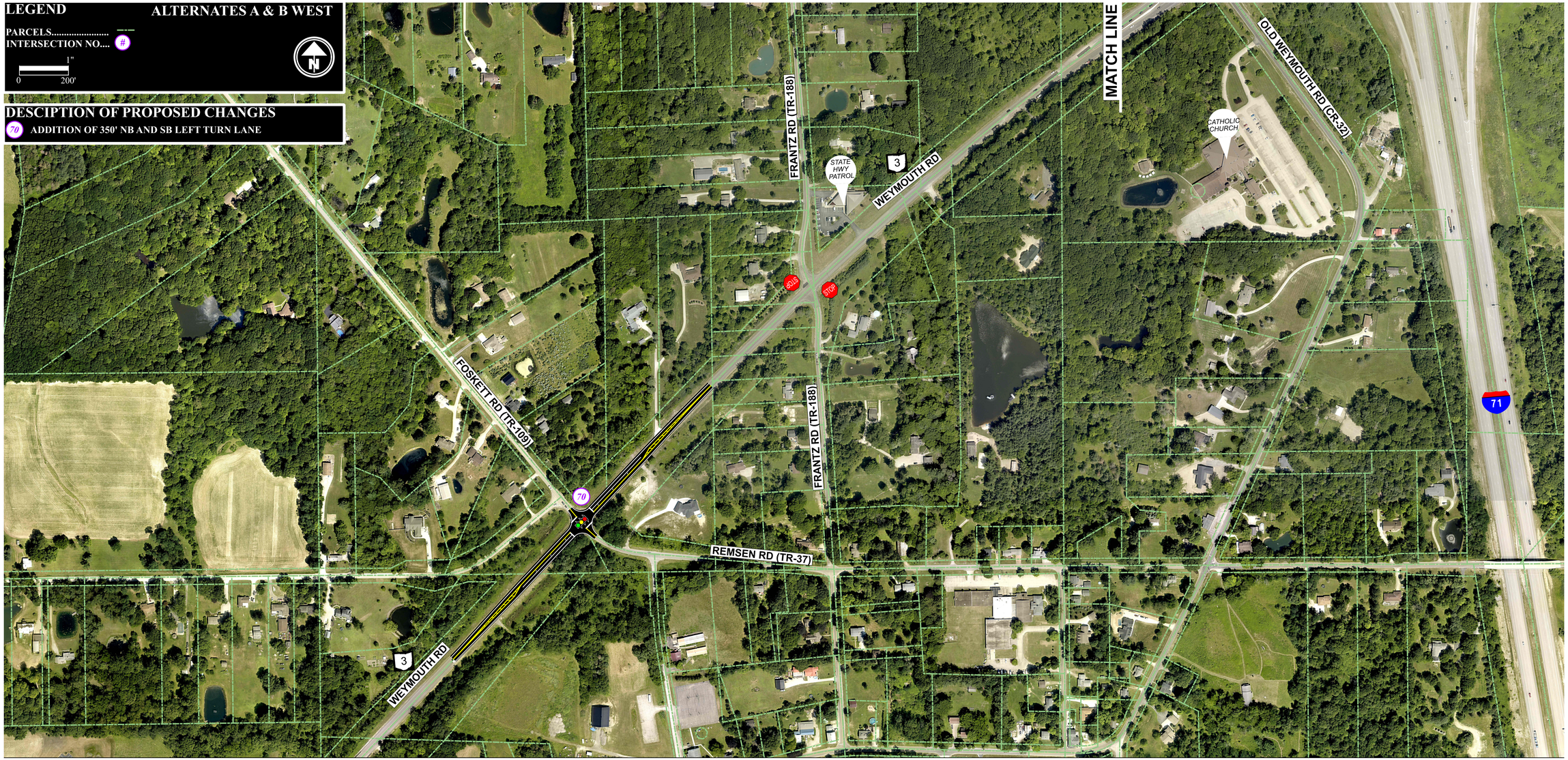



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MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# IR-71/SR-3 Corridor

## Alternatives A & B - West



# IR-71/SR-3 Corridor

## Alternative A - East




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MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# IR-71/SR-3 Corridor

## Alternative B - East




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MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# I-271/SR-94 Corridor

## No Build Alternatives (Existing Conditons)




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MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# I-271/SR-94 Corridor

## Alternative A




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MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# I-271/SR-94 Corridor

## Alternative B-1



# I-271/SR-94 Corridor

## Alternative B-2




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# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY

# I-271/SR-94 Corridor

## Alternative C




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MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# Project Overview

## PROJECT PURPOSE

The purpose of this project is to improve system linkage and safety of travelers between I-71 and I-271 in order to facilitate the movement of traffic in Medina County, Ohio.

## NEED FOR THE PROJECT

### Primary Needs

#### *System Linkage*

The shortest route from I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound for vehicles is about 3.7 miles along SR-3 and SR-94, which takes approximately 10 minutes to travel. Existing data indicates that four percent of all traffic entering the I-71 northbound on-ramp at SR-3 comes from the I-271 southbound off-ramp at SR-94, and seven percent of all traffic entering the I-271 northbound on-ramp at SR-94 comes from the I-71 southbound off-ramp at SR-3.

#### *Safety*

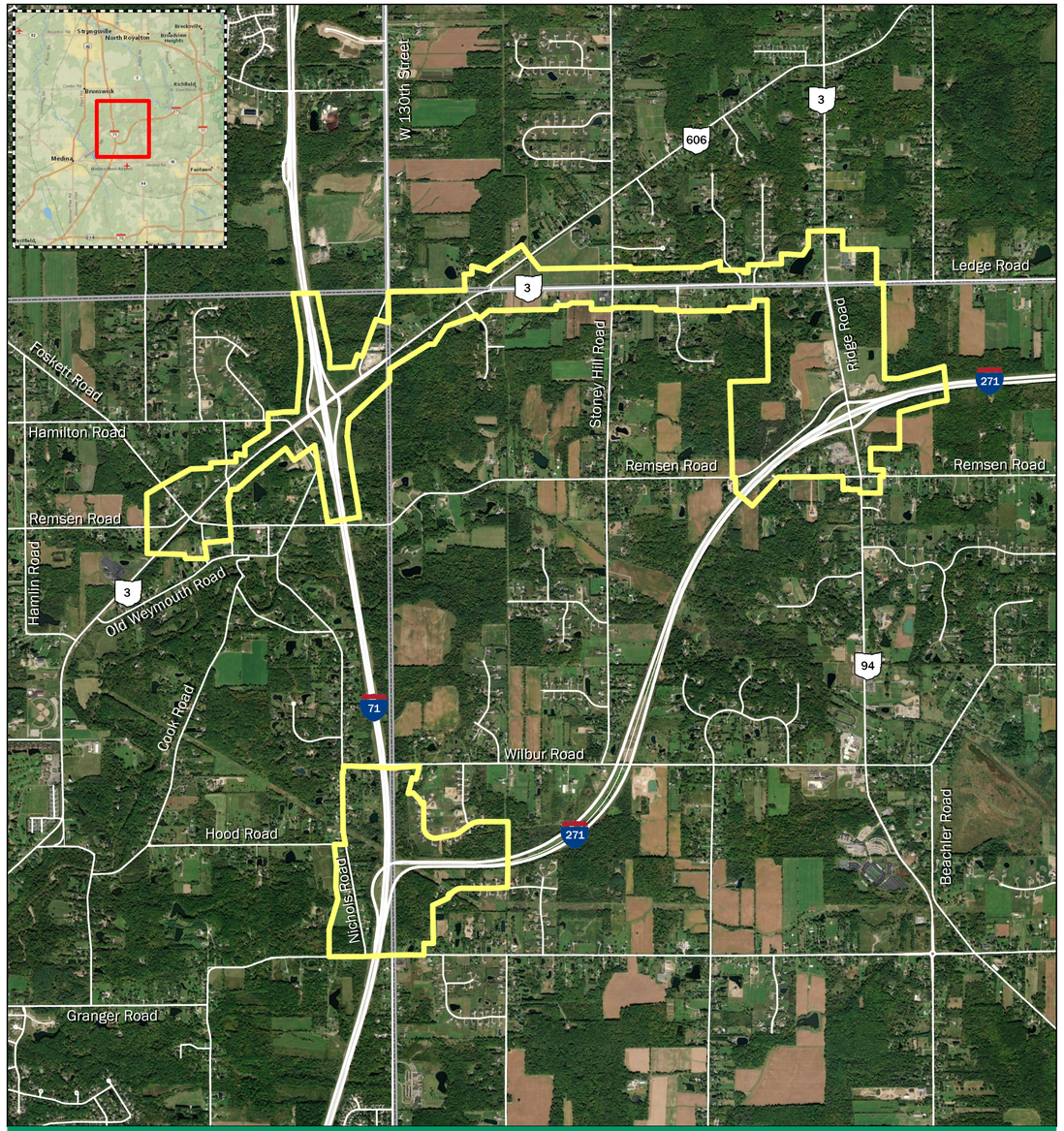
Over the last four years, 312 crashes occurred in the study area, mainly around the SR-3/I-71, I-71/I-271, and the I-271/SR-94 interchanges and the SR-3/Foskett Road/Remsen Road and SR-3/SR-94/Ledge Road intersections. Eleven of the crashes resulted in serious injuries, with notable concentrations near the SR-3/I-71 interchange and SR-3/Foskett Road/Remsen Road intersection. In addition, the 2021 Highway Safety Improvement Program identifies several areas as safety priorities: the SR-3/Foskett Road/Remsen Road intersection, the SR-94/SR-3 intersection, and SR-3 from Fenn Road to Hamilton Road.

### Secondary Needs

#### *Congestion*

Addressing congestion is a secondary need in the study area. All the intersections within the study area have acceptable delays (per ODOT standards) under existing conditions except for the intersection of SR-94 and the I-271 northbound ramps.The existing roadway network in the year 2050 (Future No Build condition) has five intersections with unacceptable delays:

- SR-3/I-71 northbound ramps
- SR-3/West 130th Street
- SR-94/SR-3
- SR-94/Remsen Road (north of I-271)
- SR-94/I-271 southbound ramps
- SR-94/I-271 northbound ramps




I-71/I-271 Planning Study in Medina County
(PID 117028)

0 0.5 1 2 Miles

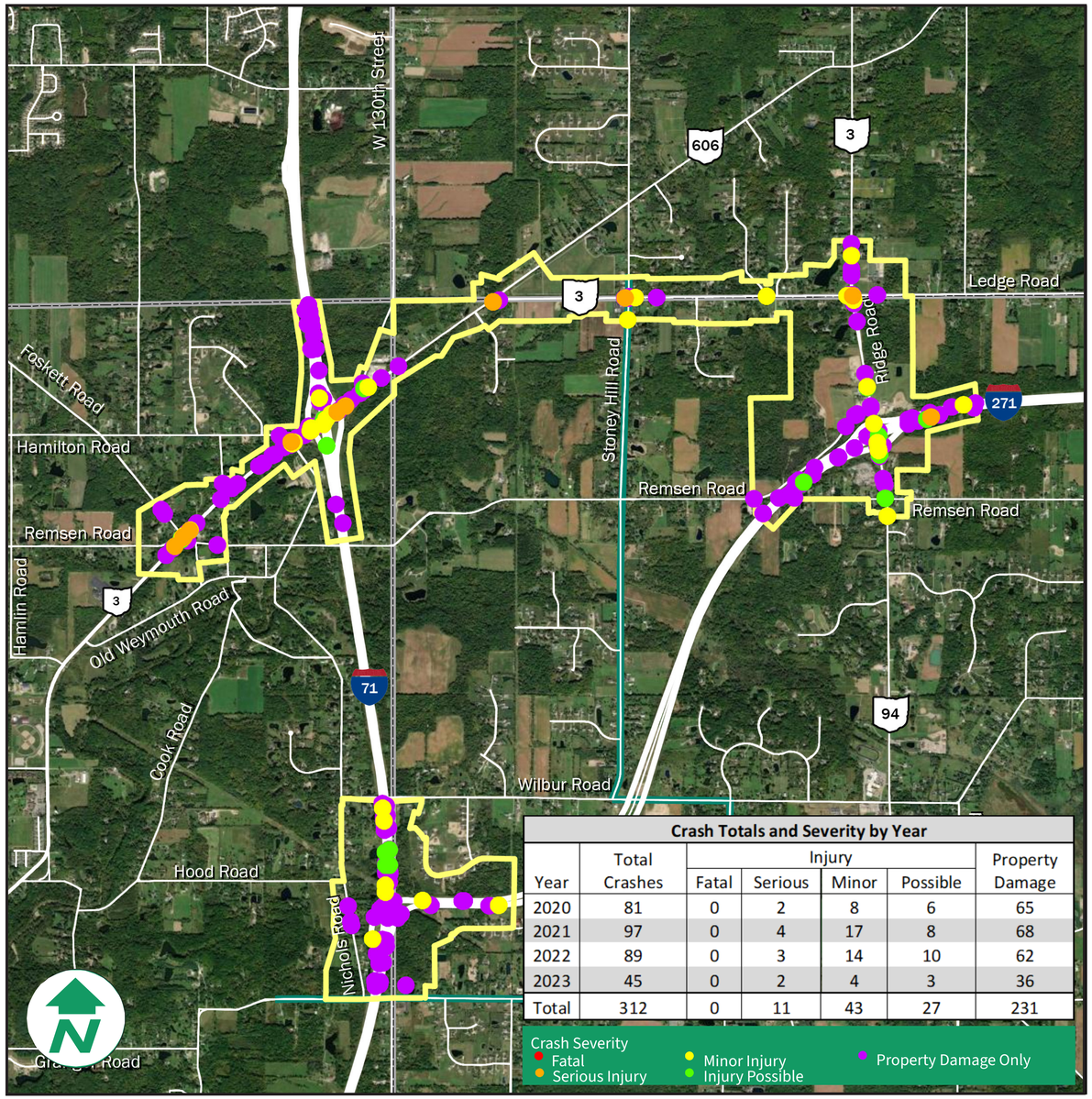
Study Area
Township
Functional Class
Interstates
Arterials
Collectors / Local

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MEDINA COUNTY I-71/I-271 PLANNING STUDY

# CRASHES

## CRASH LOCATIONS AND SEVERITY

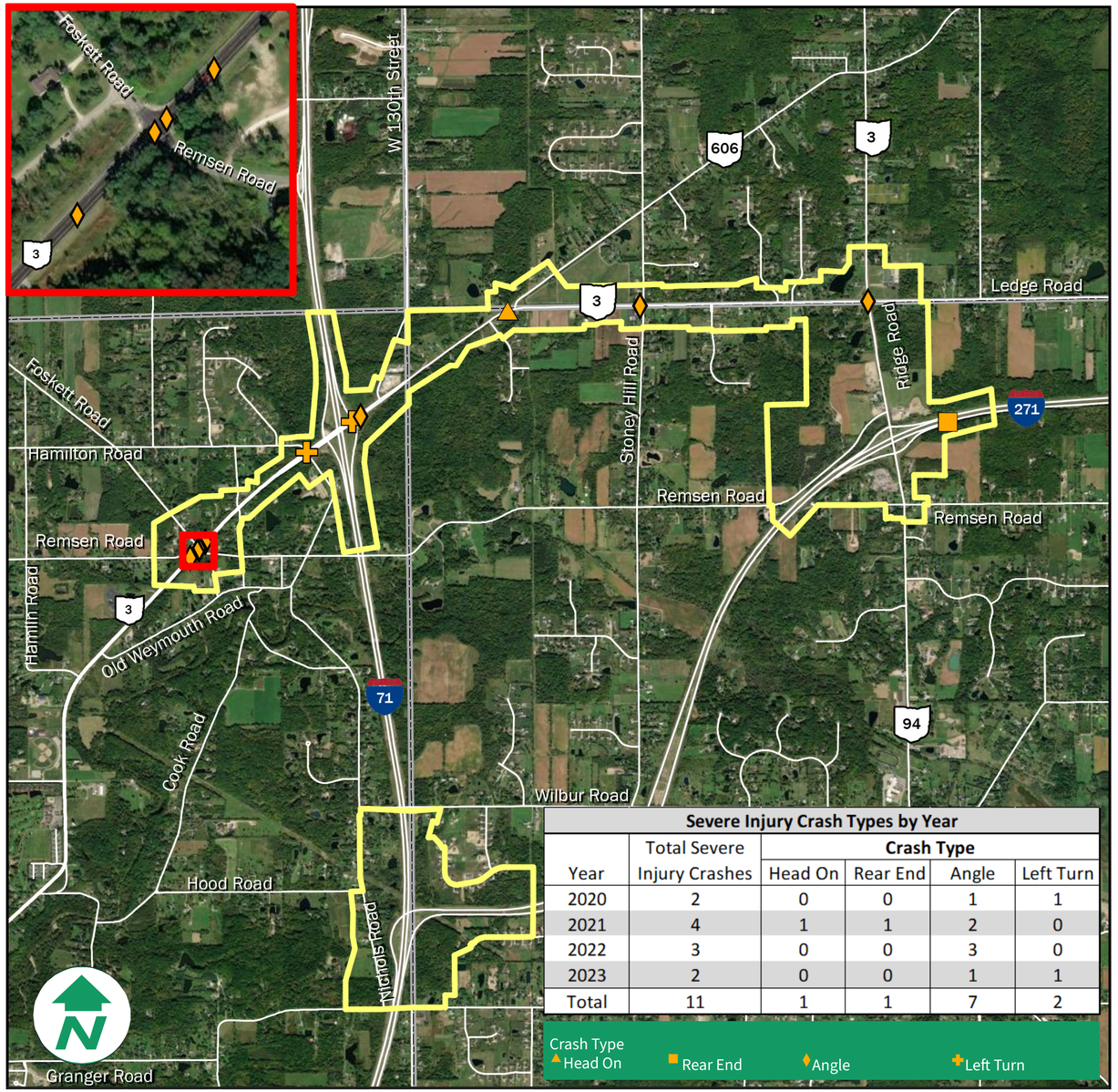



**Crash Totals and Severity by Year**

| Year | Total Crashes | Injury | | | | Property Damage |
|---|---|---|---|---|---|---|
| | | Fatal | Serious | Minor | Possible | |
| 2020 | 81 | 0 | 2 | 8 | 6 | 65 |
| 2021 | 97 | 0 | 4 | 17 | 8 | 68 |
| 2022 | 89 | 0 | 3 | 14 | 10 | 62 |
| 2023 | 45 | 0 | 2 | 4 | 3 | 36 |
| Total | 312 | 0 | 11 | 43 | 27 | 231 |

Crash Severity
- Fatal
- Serious Injury
- Minor Injury
- Injury Possible
- Property Damage Only

## SEVERE INJURY CRASH TYPES




**Severe Injury Crash Types by Year**

| Year | Total Severe Injury Crashes | Crash Type | | | |
|---|---|---|---|---|---|
| | | Head On | Rear End | Angle | Left Turn |
| 2020 | 2 | 0 | 0 | 1 | 1 |
| 2021 | 4 | 1 | 1 | 2 | 0 |
| 2022 | 3 | 0 | 0 | 3 | 0 |
| 2023 | 2 | 0 | 0 | 1 | 1 |
| Total | 11 | 1 | 1 | 7 | 2 |

Crash Type
- Head On
- Rear End
- Angle
- Left Turn

# LEVEL OF SERVICE

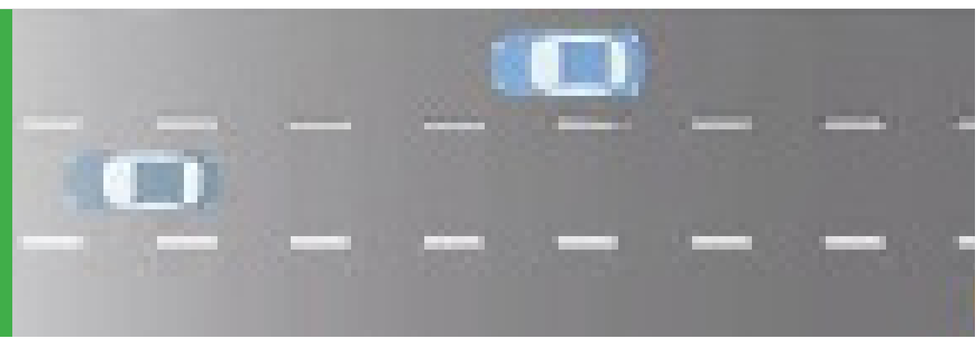
## WHAT IS LEVEL OF SERVICE?

Level of Service (LOS) is a grading system used to measure how well traffic flows on roads, with A indicating smooth flow and F representing congestion and delays. Below are the designations for LOS.

**FREE FLOW**

LOS **A**

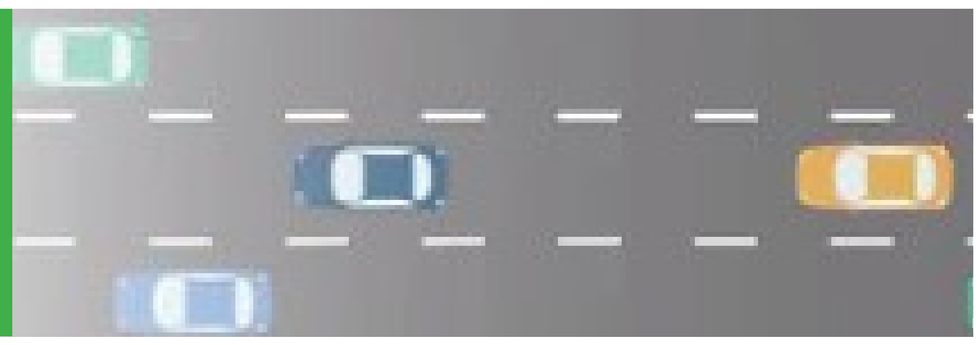
Low volumes and no delays.



**STABLE FLOW**

LOS **B**

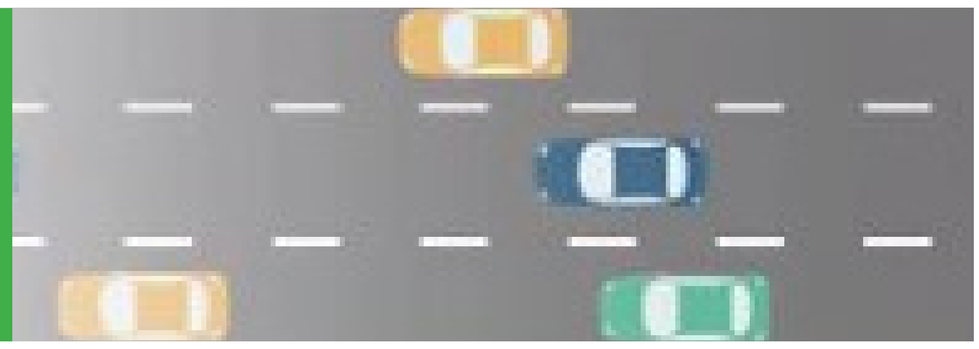
Speed becoming slightly restricted; minor delays.



**STABLE FLOW**

LOS **C**

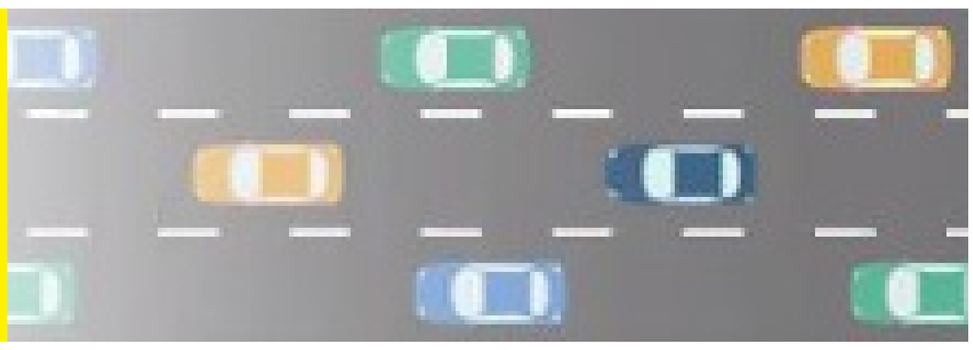
Speeds and maneuverability closely controlled because of high volumes.



**STABLE FLOW**

LOS **D**

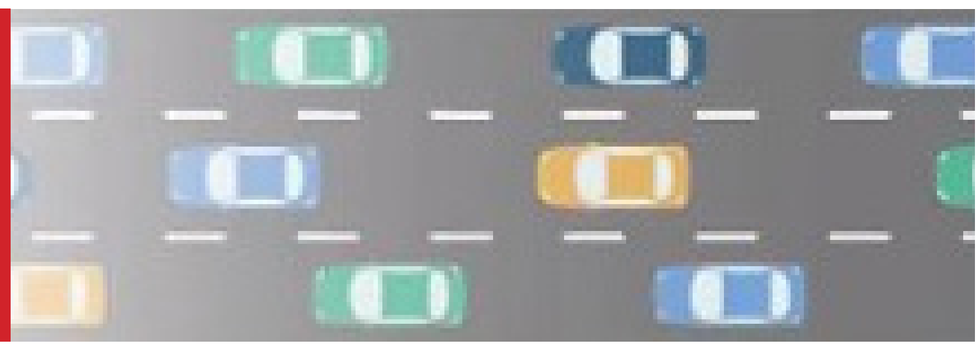
Speed begins to slow. Drivers have limited freedom of maneuverability; volume near capacity.



**UNSTABLE FLOW**

LOS **E**

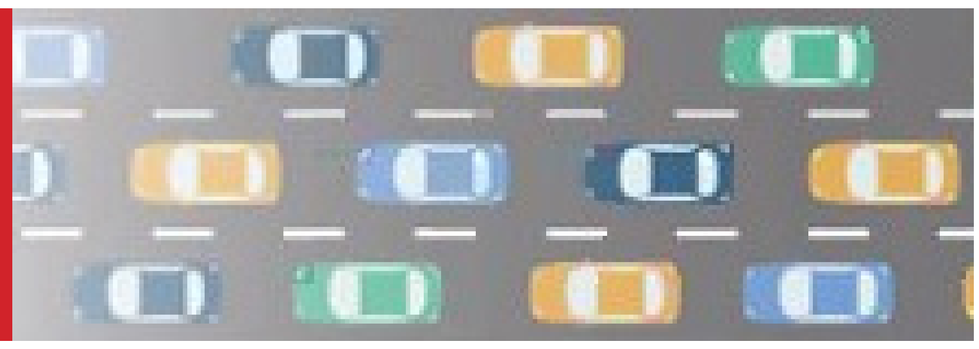
Low speeds; considerable delay; volume at or slightly over capacity.



**FORCED FLOW**

LOS **F**

Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

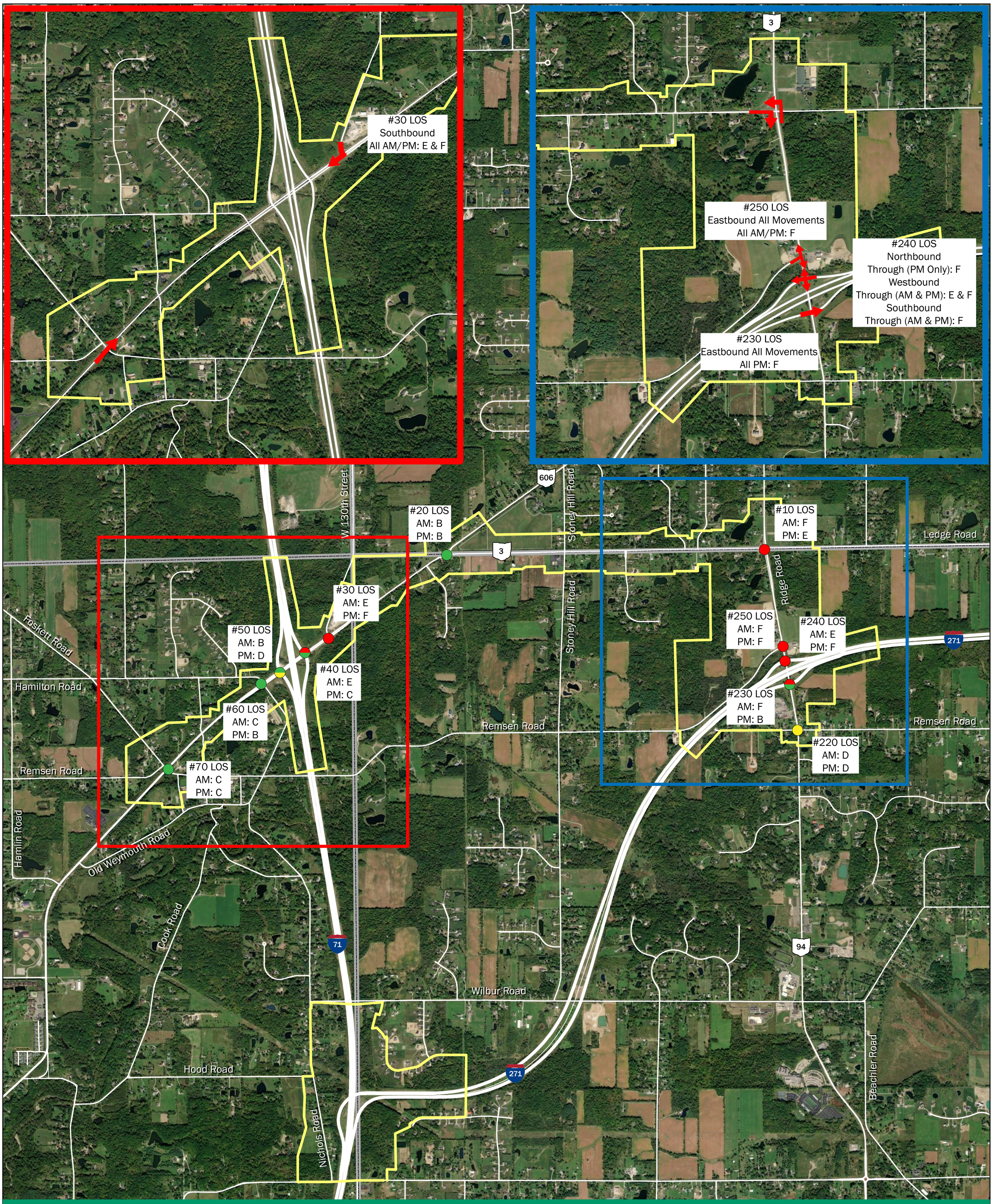


## ACCEPTABLE LEVELS OF SERVICE

ODOT's standard for acceptable intersection LOS inside of an MPO is LOS D or better according to the ODOT Analysis and Traffic Simulation Manual (OATS).

# LEVEL OF SERVICE

## FUTURE YEAR 2050 NO BUILD




I-71/I-271 Planning Study in Medina County
(PID 117028)

0 0.25 0.5 1 Miles

Study Area
Township

**Functional Class**
Interstates
Arterials
Collectors / Local

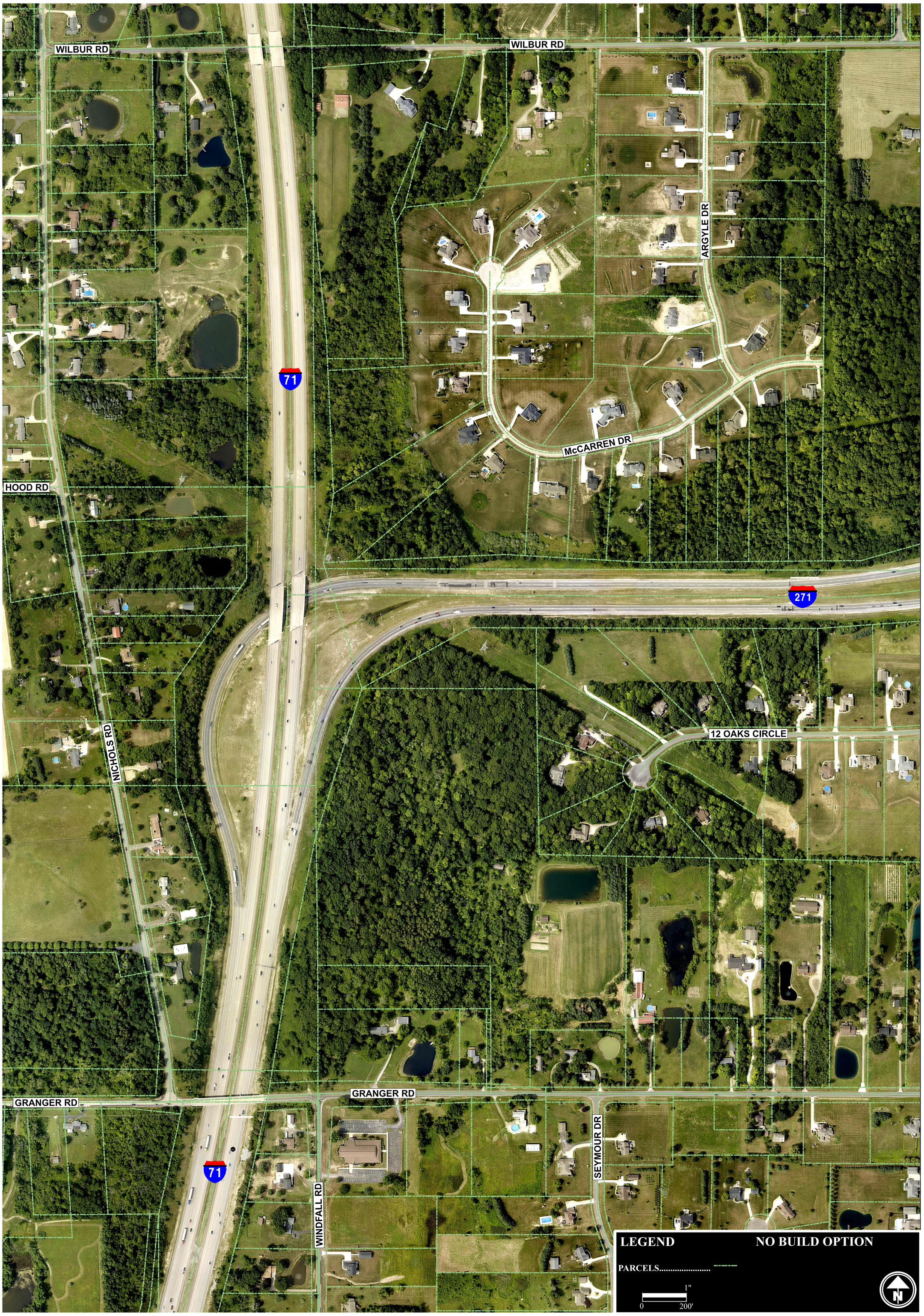
**Level of Service**
AM | PM
A, B, & C
D
E & F
Level of Service E & F

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# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY

# I-71/I-271 Interchange

## No Build Alternative (Existing Conditions)

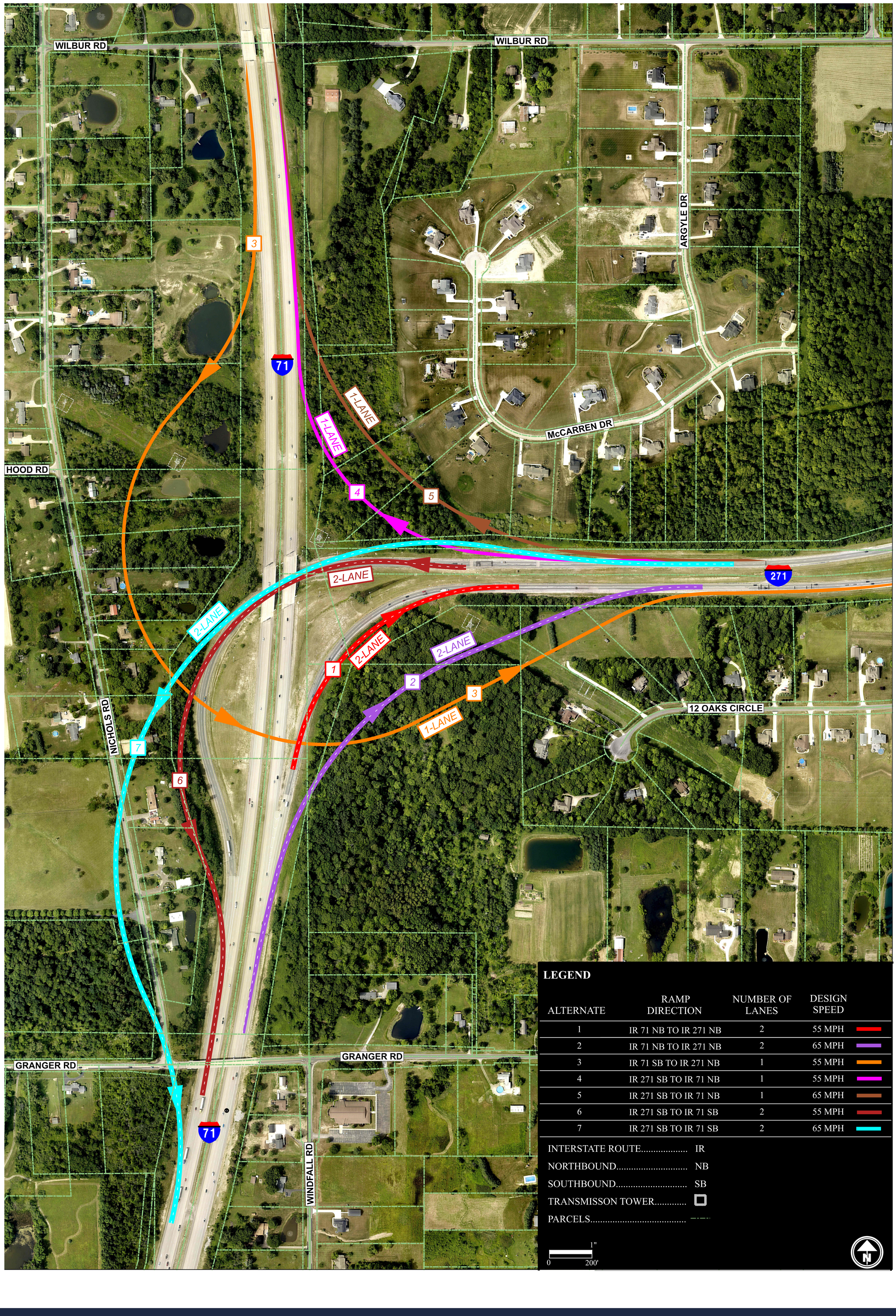



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# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY

# I-71/I-271 Interchange

## All Build Alternatives

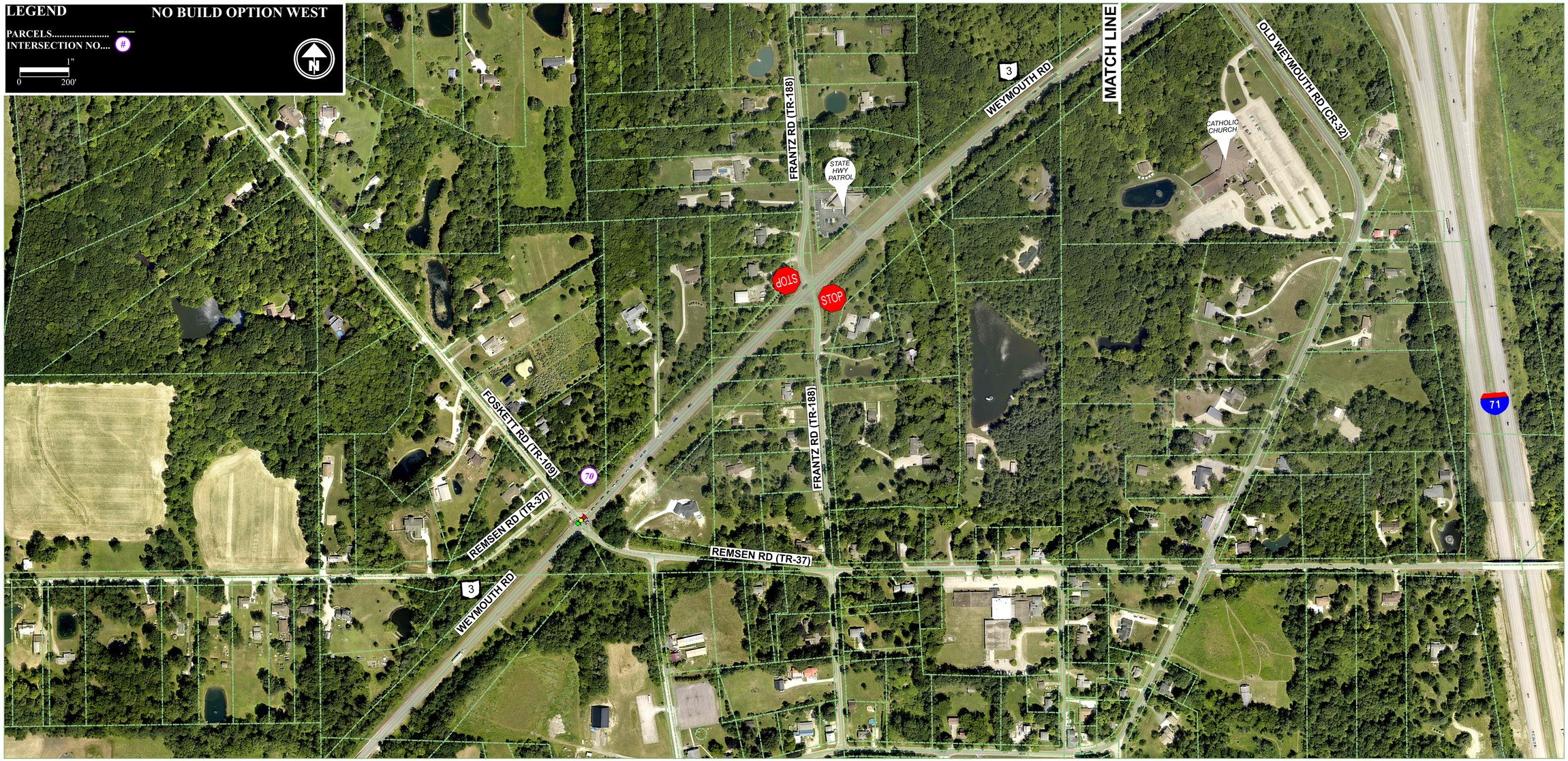



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# MEDINA COUNTY
# I-71/I-271 PLANNING STUDY

# IR-71/SR-3 Corridor

## No Build Alternatives (Exisiting Conditions) - West



# IR-71/SR-3 Corridor

## No Build Alternatives (Exisiting Conditions) - East

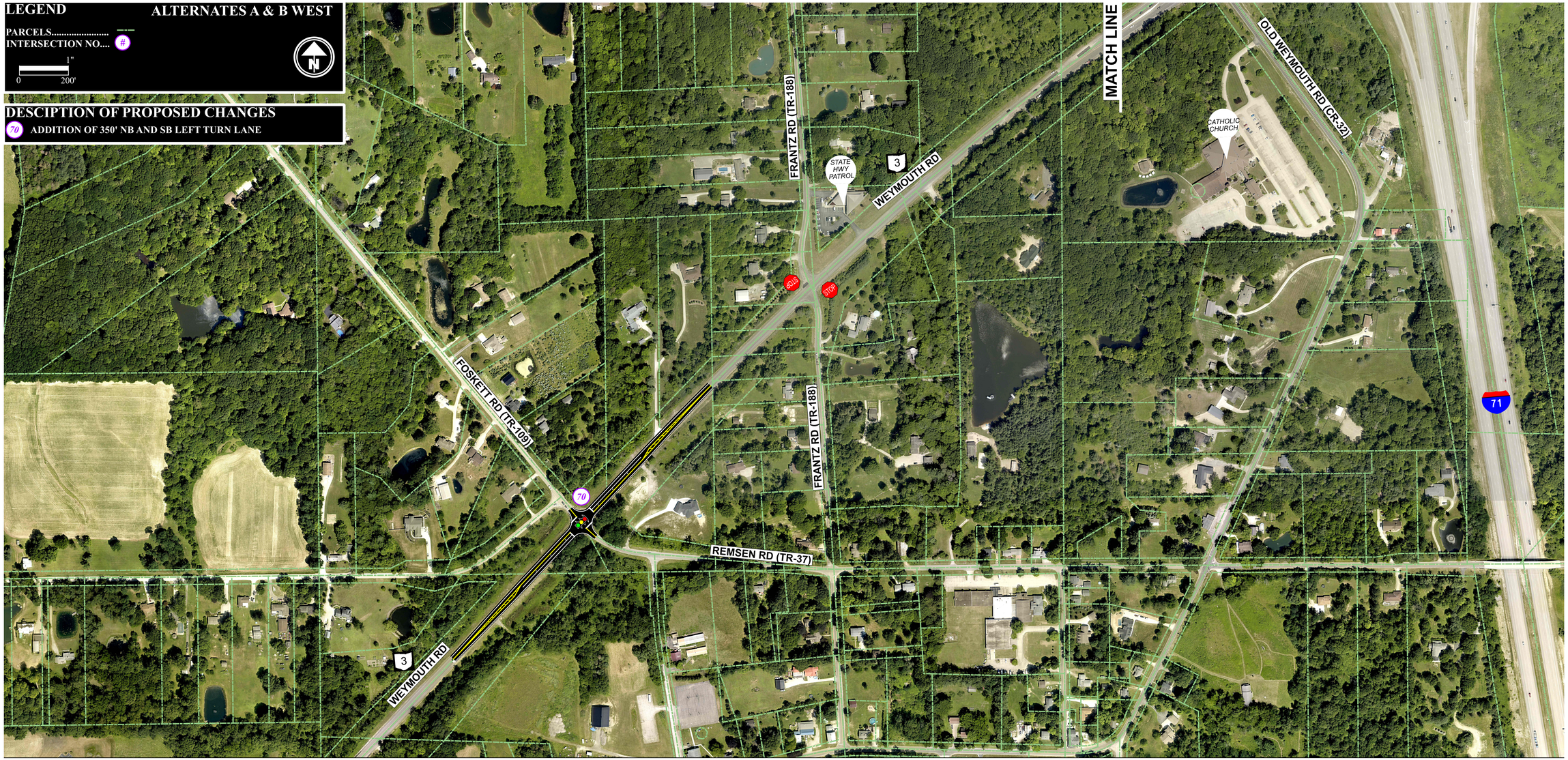



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MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# IR-71/SR-3 Corridor

## Alternatives A & B - West



# IR-71/SR-3 Corridor

## Alternative A - East




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I-71/I-271 PLANNING STUDY

# IR-71/SR-3 Corridor

## Alternative B - East




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MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# I-271/SR-94 Corridor

## No Build Alternatives (Existing Conditons)




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I-71/I-271 PLANNING STUDY

# I-271/SR-94 Corridor

## Alternative A




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MEDINA COUNTY
I-71/I-271 PLANNING STUDY

# I-271/SR-94 Corridor

## Alternative B-1



*Public Meeting #2*

# Project Overview

## PROJECT PURPOSE

The purpose of this project is to improve system linkage and safety of travelers between I-71 and I-271 in order to facilitate the movement of traffic in Medina County, Ohio.

## NEED FOR THE PROJECT

### Primary Needs

#### *System Linkage*

The shortest route from I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound for vehicles is about 3.7 miles along SR-3 and SR-94, which takes approximately 10 minutes to travel. Existing data indicates that four percent of all traffic entering the I-71 northbound on-ramp at SR-3 comes from the I-271 southbound off-ramp at SR-94, and seven percent of all traffic entering the I-271 northbound on-ramp at SR-94 comes from the I-71 southbound off-ramp at SR-3.

#### *Safety*

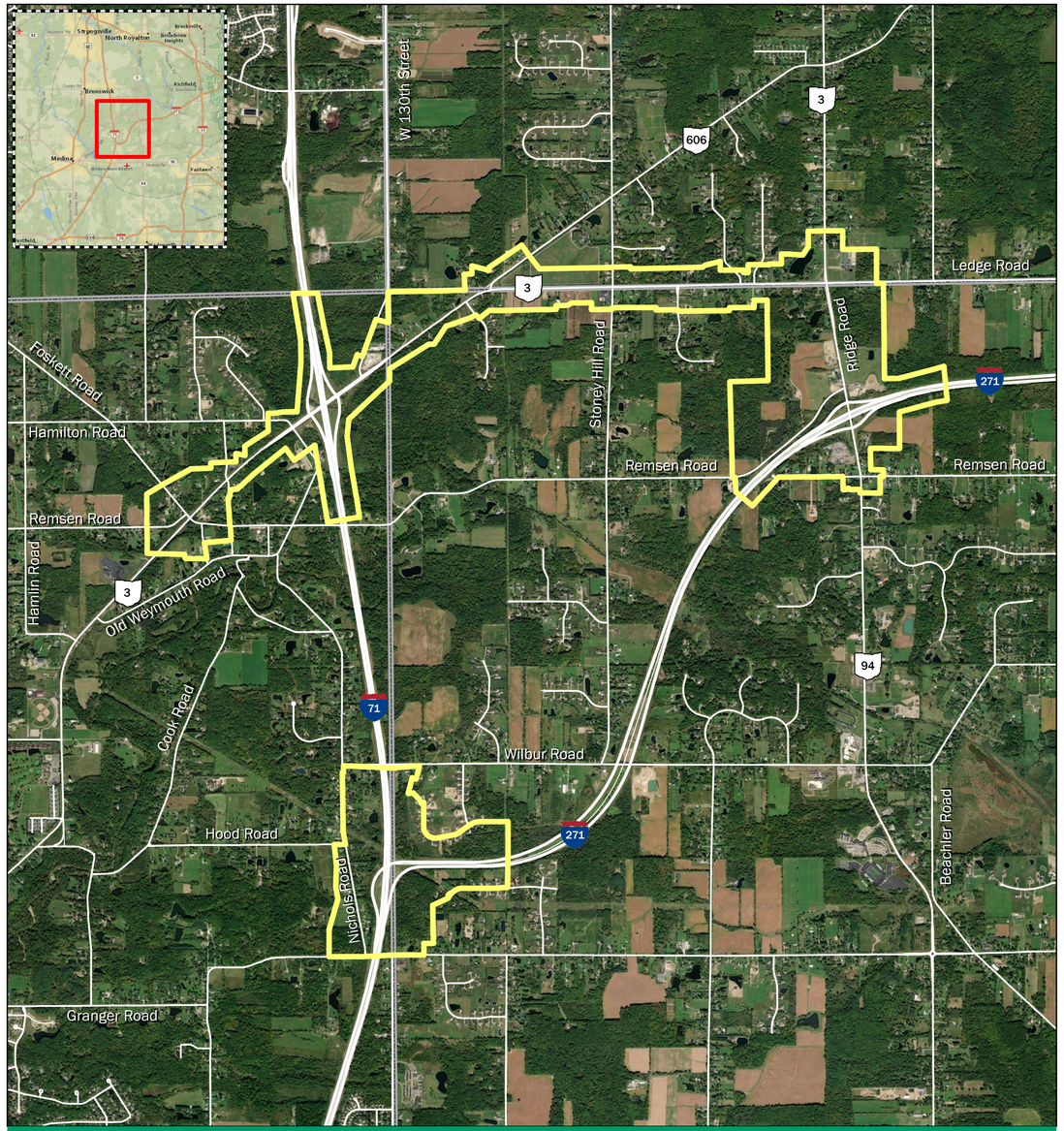
Over the last four years, 312 crashes occurred in the study area, mainly around the SR-3/I-71, I-71/I-271, and the I-271/SR-94 interchanges and the SR-3/Foskett Road/Remsen Road and SR-3/SR-94/Ledge Road intersections. Eleven of the crashes resulted in serious injuries, with notable concentrations near the SR-3/I-71 interchange and SR-3/Foskett Road/Remsen Road intersection. In addition, the 2021 Highway Safety Improvement Program identifies several areas as safety priorities: the SR-3/Foskett Road/Remsen Road intersection, the SR-94/SR-3 intersection, and SR-3 from Fenn Road to Hamilton Road.

### Secondary Needs

#### *Congestion*

Addressing congestion is a secondary need in the study area. All the intersections within the study area have acceptable delays (per ODOT standards) under existing conditions except for the intersection of SR-94 and the I-271 northbound ramps.The existing roadway network in the year 2050 (Future No Build condition) has five intersections with unacceptable delays:

- SR-3/I-71 northbound ramps
- SR-3/West 130th Street
- SR-94/SR-3
- SR-94/Remsen Road (north of I-271)
- SR-94/I-271 southbound ramps
- SR-94/I-271 northbound ramps




I-71/I-271 Planning Study in Medina County
(PID 117028)

0 0.5 1 2 Miles

Study Area
Township
Functional Class
Interstates
Arterials
Collectors / Local

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MEDINA COUNTY I-71/I-271 PLANNING STUDY

# SR-3 Corridor Final Recommendations

**SR-3 Preferred Corridor Alternatives**

| Intersection | 30: SR-3/W 130th St | 40: SR-3/IR-71 NB Ramp | 70: SR-3/Remsen Rd |
|---|---|---|---|
| Alternatives | A: SB Right Turn Lane | A: NB Left Turn Lane | A: Left Turn Lanes on SR-3 |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | $68,000 | $1,327,000 | $1,353,000 |

- Excellent: Greater than1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000
- Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000
- Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000
- Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000
- Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

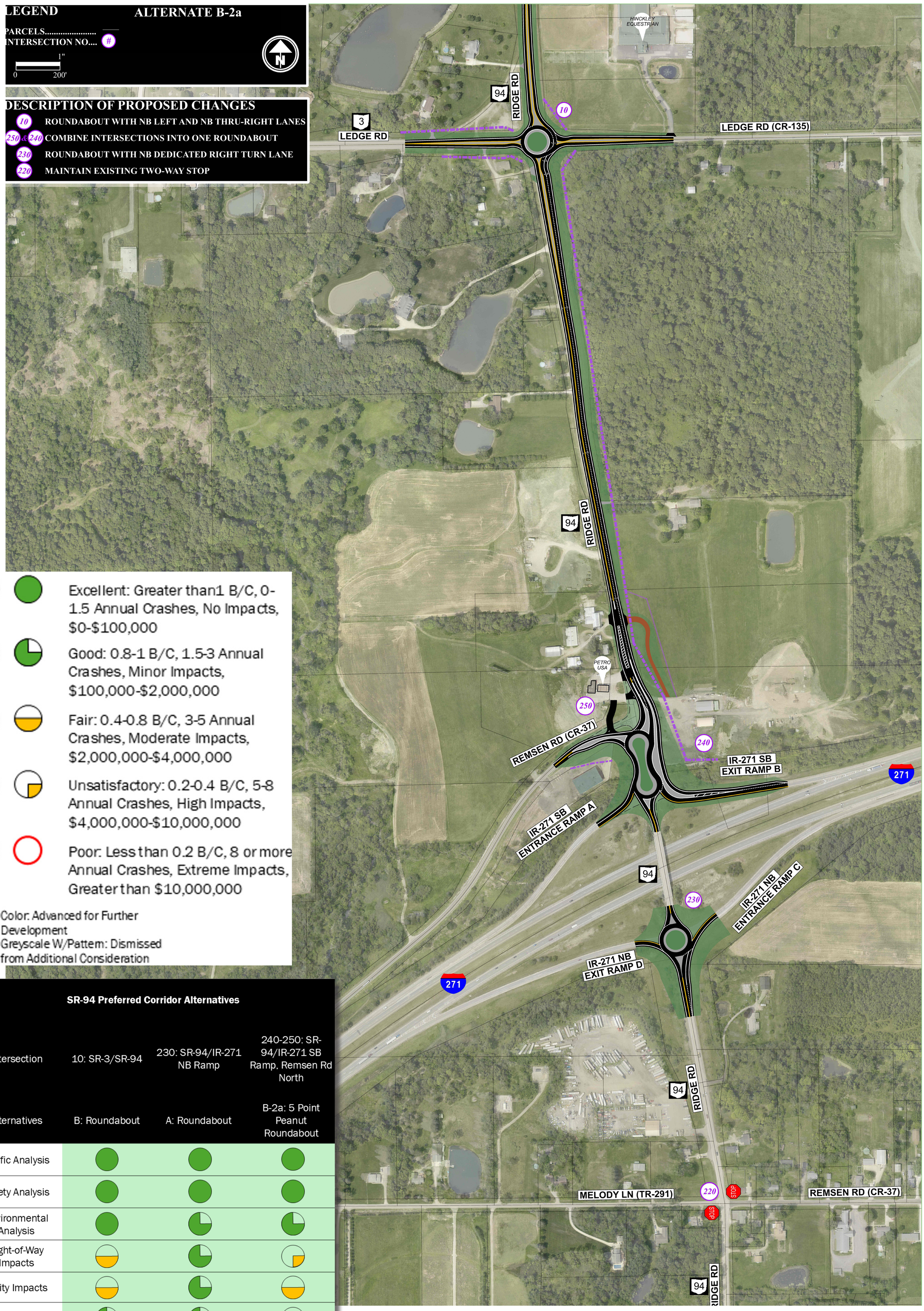
- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration




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**MEDINA COUNTY**
**IR-71/IR-271 PLANNING STUDY**

# SR-94 Corridor Final Recommendations




**SR-94 Preferred Corridor Alternatives**

| | | | |
|---|---|---|---|
| Intersection | 10: SR-3/SR-94 | 230: SR-94/IR-271 NB Ramp | 240-250: SR-94/IR-271 SB Ramp, Remsen Rd North |
| Alternatives | B: Roundabout | A: Roundabout | B-2a: 5 Point Peanut Roundabout |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | $4,378,000 | $3,000,000 | $4,668,000 |

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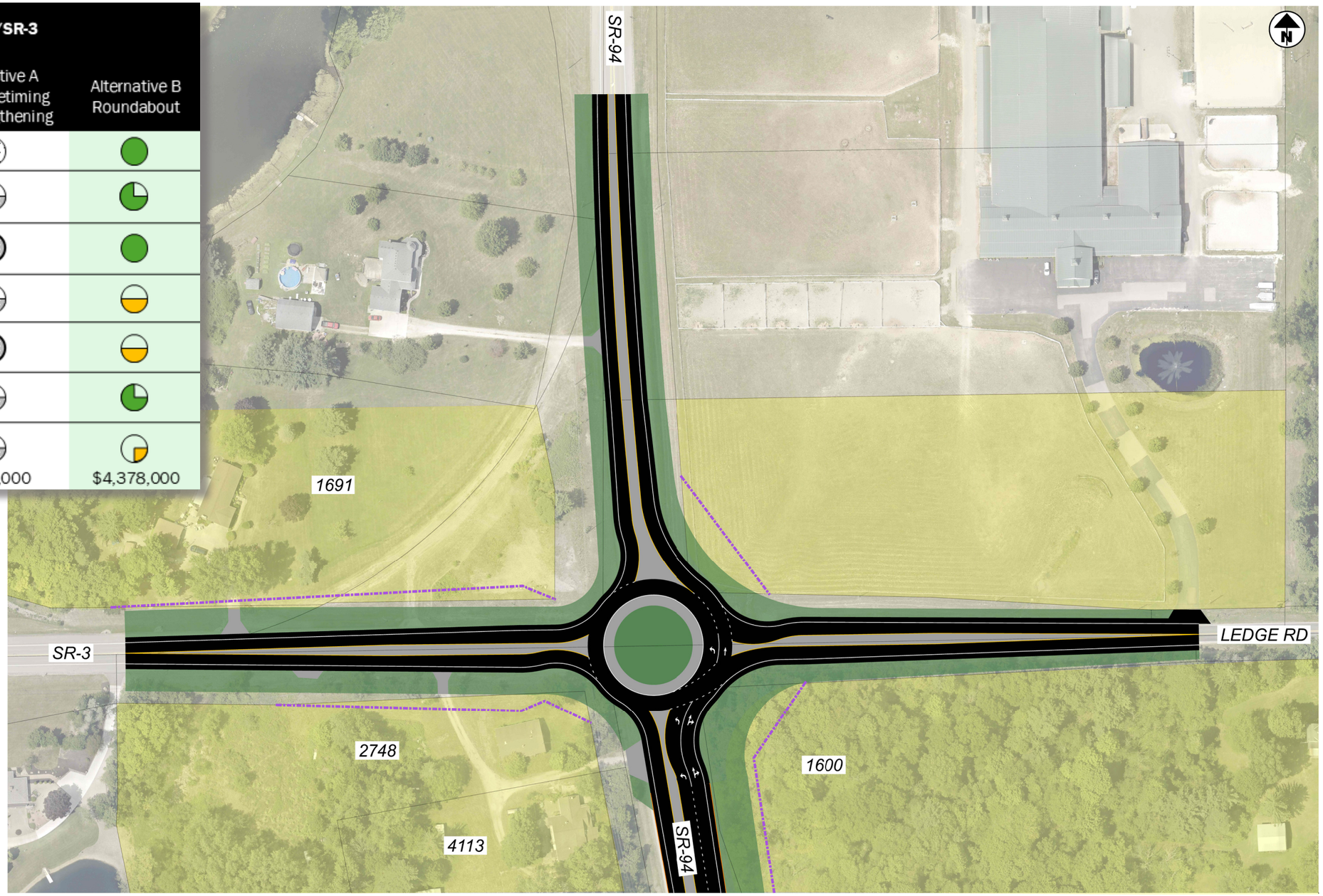
# MEDINA COUNTY IR-71/IR-271 PLANNING STUDY

# Intersection #10: SR-94/SR-3

| Intersection #10: SR-94/SR-3 | | | |
|---|---|---|---|
| Alternatives | No Build | Alternative A Signal Retiming RTL Lengthening | Alternative B Roundabout |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | N/A | $167,000 | $4,378,000 |

- Excellent: Greater than1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000
- Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000
- Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000
- Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000
- Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration



# Intersection #30: SR-3/W. 130th St.

| Intersection #30: SR-3/W 130th St | | | |
|---|---|---|---|
| Alternatives | No Build | Alternative A<br>SB Right Turn Lane | Alternative B<br>Roundabout |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | N/A | $68,000 | $3,500,000 |




- Excellent: Greater than1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000
- Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000
- Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000
- Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000
- Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

# Intersection #40: SR-3/IR-71 Northbound

| Intersection #40: SR-3/IR-71 NB | | |
|---|---|---|
| Alternatives | No Build | Alternative A<br>NB Left Turn Lane |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,327,000 |

- Excellent: Greater than1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000
- Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000
- Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000
- Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000
- Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration



# Intersection #70: SR-3/Remsen Rd.

| Intersection #70: SR-3/Remsen Rd | | |
|---|---|---|
| Alternatives | No Build | Alternative A Left Tum Lanes on SR-3 |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,353,000 |

Excellent: Greater than1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000

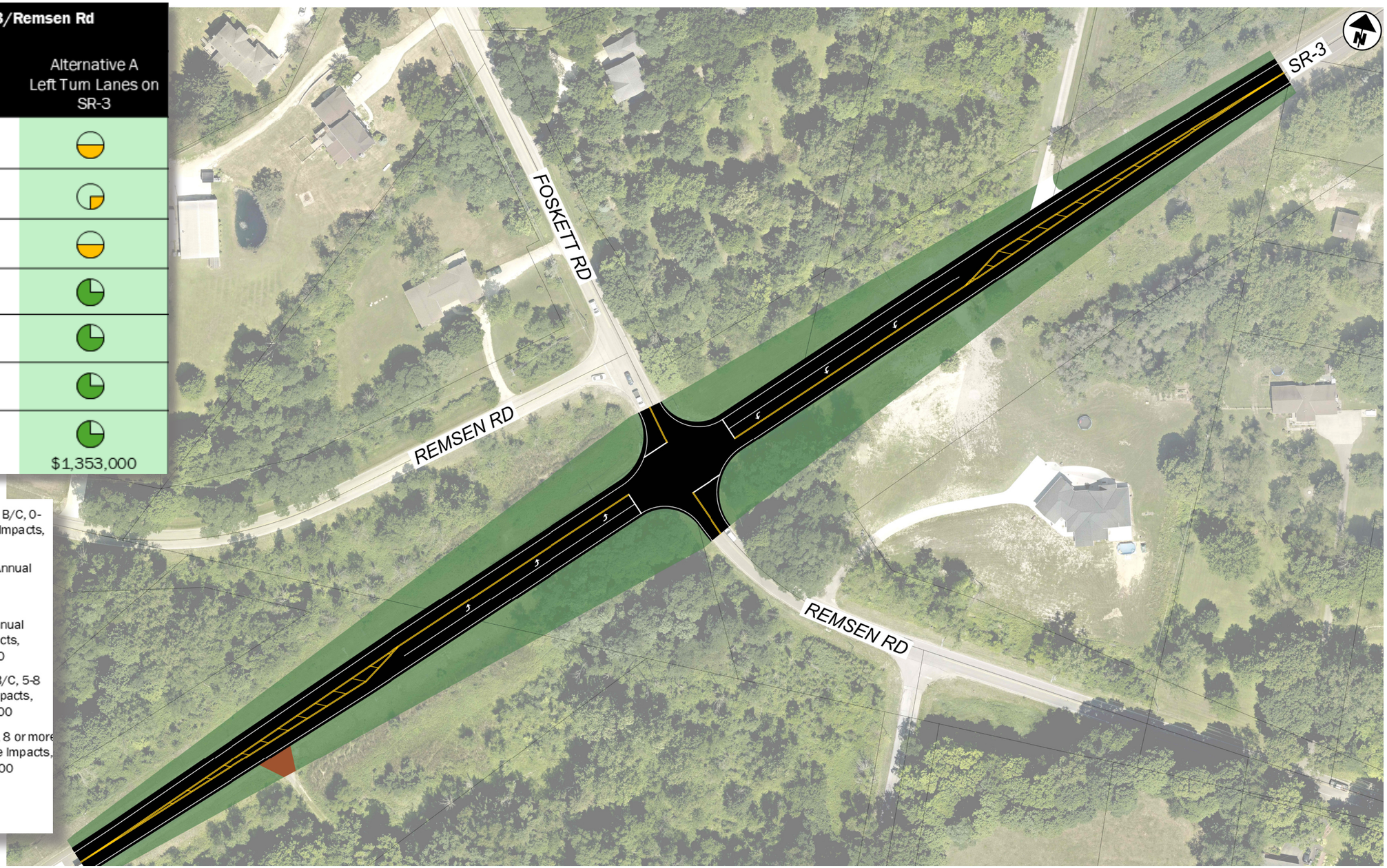
Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000

Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000

Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000

Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration



# Intersection #230: SR-94/IR-271 NB Ramp

**Intersection #230: SR-94/IR-271 NB Ramp**

| Alternatives | No Build | Alternative A Roundabout |
|---|---|---|
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $3,000,000 |

- Excellent: Greater than1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000
- Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000
- Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000
- Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000
- Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration



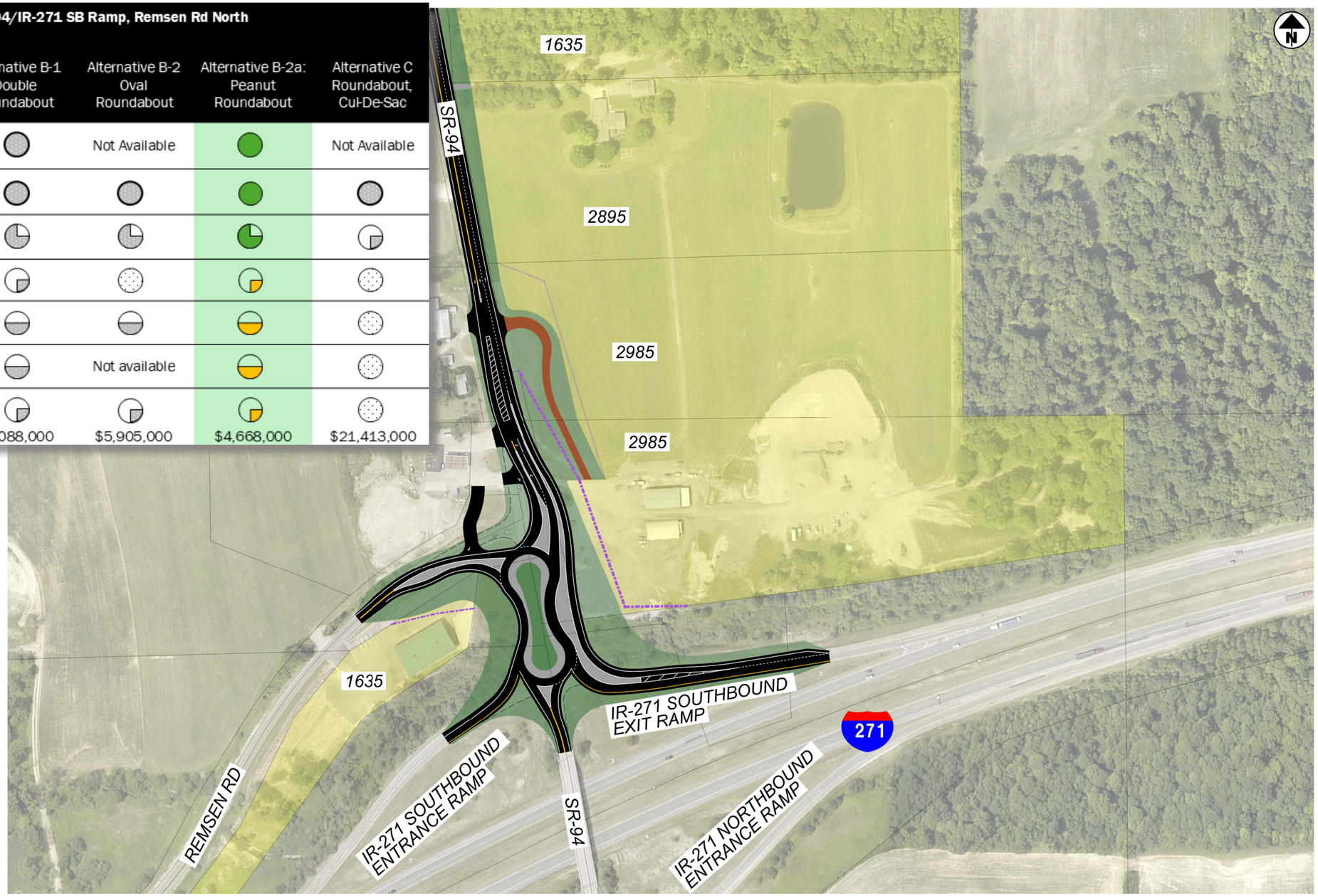
# Intersection #240-250: SR-94/IR-271 SB Ramp, Remsen Rd. North

**Intersection #240-250: SR-94/IR-271 SB Ramp, Remsen Rd North**

| Alternatives | No Build | Alternative A 2 Right Turn Lanes and Roundabout | Alternative B-1 Double Roundabout | Alternative B-2 Oval Roundabout | Alternative B-2a: Peanut Roundabout | Alternative C Roundabout, Cul-De-Sac |
|---|---|---|---|---|---|---|
| Traffic Analysis | | | | Not Available | | Not Available |
| Safety Analysis | | | | | | |
| Environmental Analysis | | | | | | |
| Right-of-Way Impacts | | | | | | |
| Utility Impacts | | | | | | |
| Public Involvement | | | | Not available | | |
| Preliminary Construction Cost | N/A | $3,000,000 | $5,088,000 | $5,905,000 | $4,668,000 | $21,413,000 |

- Excellent: Greater than1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000
- Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000
- Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000
- Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000
- Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

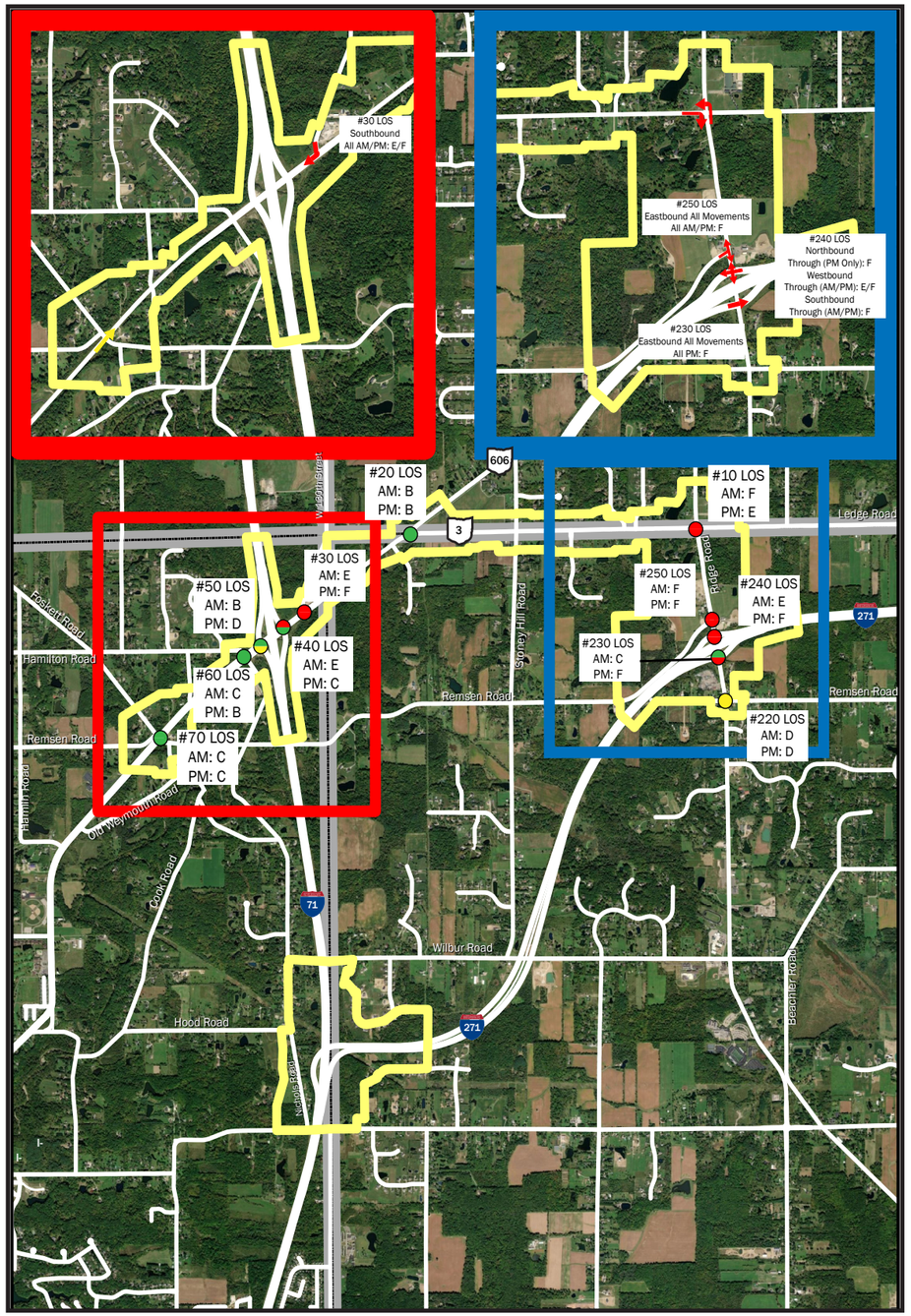



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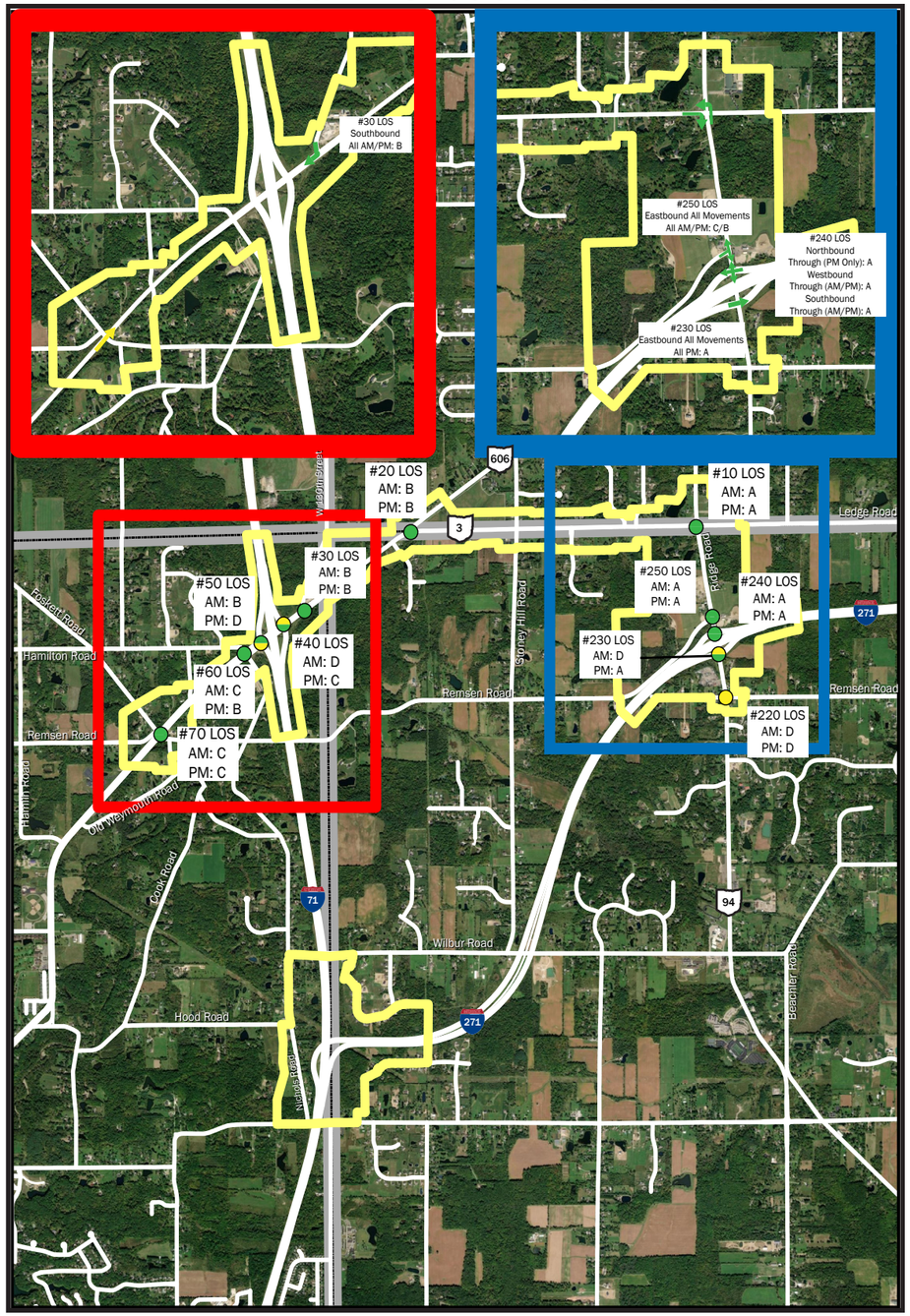
MEDINA COUNTY
IR-71/IR-271 PLANNING STUDY

# Level of Service (LOS) Comparison

## No-Build Conditions




## Final Recommendation Conditions




**Notes:**

1. Please see Final Recommendation exhibits for proposed roadway layouts.

2. The Final Recommended Conditions map shows LOS in proposed conditions at the same intersections as shown in the No-Build Conditions map.

| | |
|---|---|
| Study Area | A.M. / P.M. LOS |
| Township | A, B, & C |
| *Functional Class* | D |
| Interstates | E & F |
| Arterials | LOS A, B, & C |
| Collectors / Local | LOS D |
| | LOS E & F |

# PUBLIC MEETING #2 • JUNE 24, 2025
















dot

# PUBLIC MEETING #2

## IR-71/IR-271 PLANNING STUDY IN MEDINA COUNTY
## (PID 117028)

JUNE 24, 2025

# WELCOME & INTRODUCTIONS



**Scott Ockunzzi, PE**
District Planning Engineer
ODOT



**Todd Stanhope, PE, PTOE**
Director of Traffic Engineering
Smart Services



**Ron Bonnette, PE, PS**
Senior Project Manager,
ADR & Associates



**Dan Schmuhl, PE**
Senior Transportation Engineer
Burton Planning Services

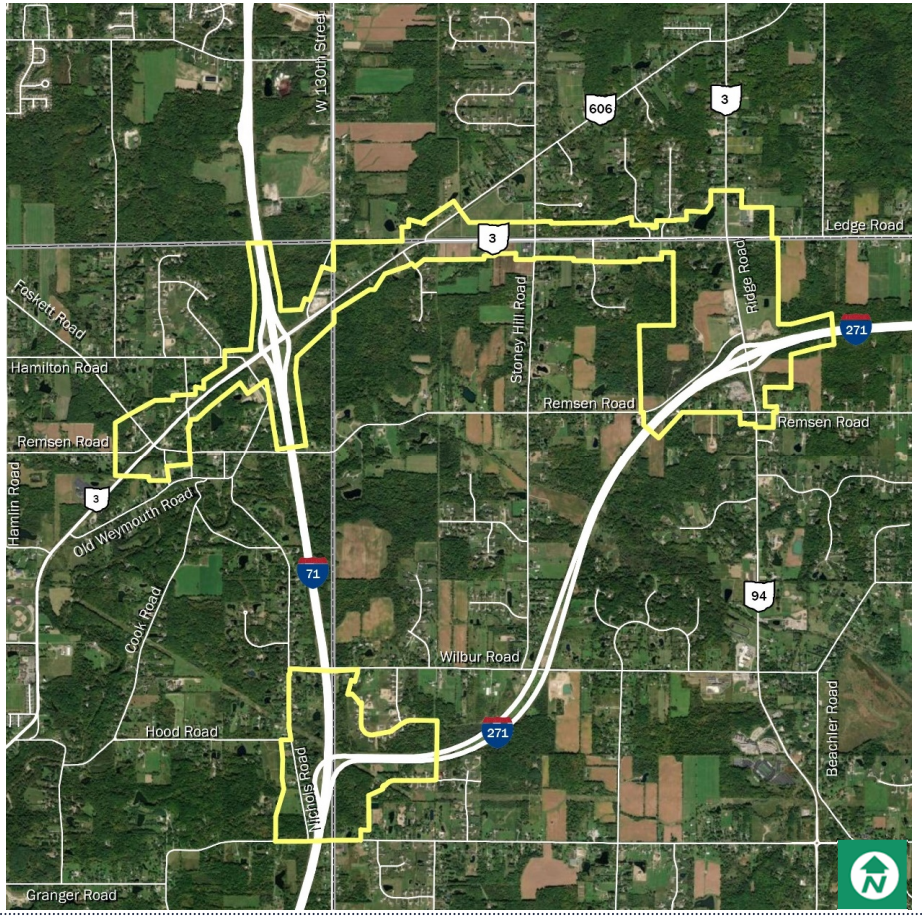
# PURPOSE OF MEETING

Presentation of final recommended alternatives

# PROJECT OVERVIEW

- Study areas & logical termini
- Project background

# STUDY AREAS & LOGICAL TERMINI




Study Area
Township

**Functional Class**

Interstates
Arterials
Collectors / Local

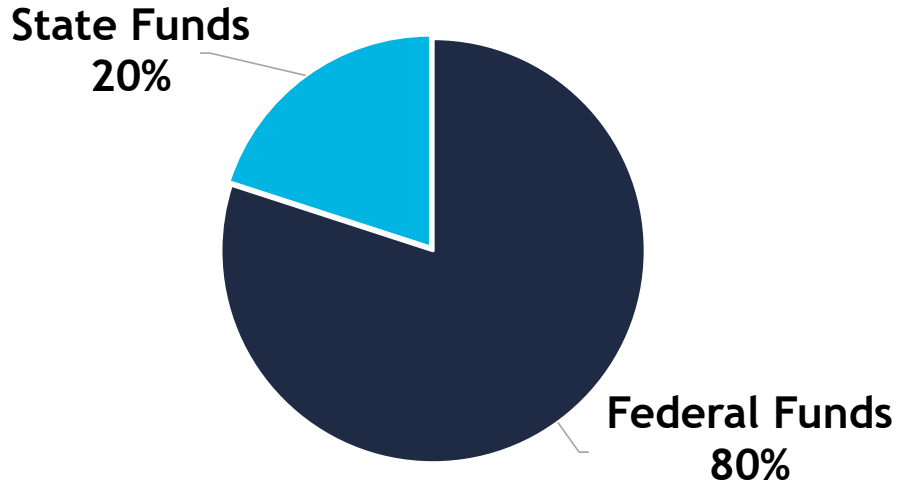
# PROJECT BACKGROUND

## Reasons for project

- Public inquiries about missing connection
- Congestion along SR-3 and SR-94

## Project funding

- ODOT acquired Federal and State funds for planning



# PURPOSE & NEED

# PURPOSE & NEED

## Purpose

To improve system linkage and safety of travelers between IR-71 and IR-271 in order to facilitate the movement of traffic in Medina County, Ohio.

## Primary Needs

- **System Linkage**
- **Safety**

## Secondary Need

- **Congestion**

# STUDY CONSIDERATIONS

- Operations & Safety
- Social & Economic
- Environmental

# STUDY CONSIDERATIONS

## Operations & Safety

- Improve travel time and enhance safety along corridors

## Social & Economic

- Ensure unique needs of various socio-economic groups are met

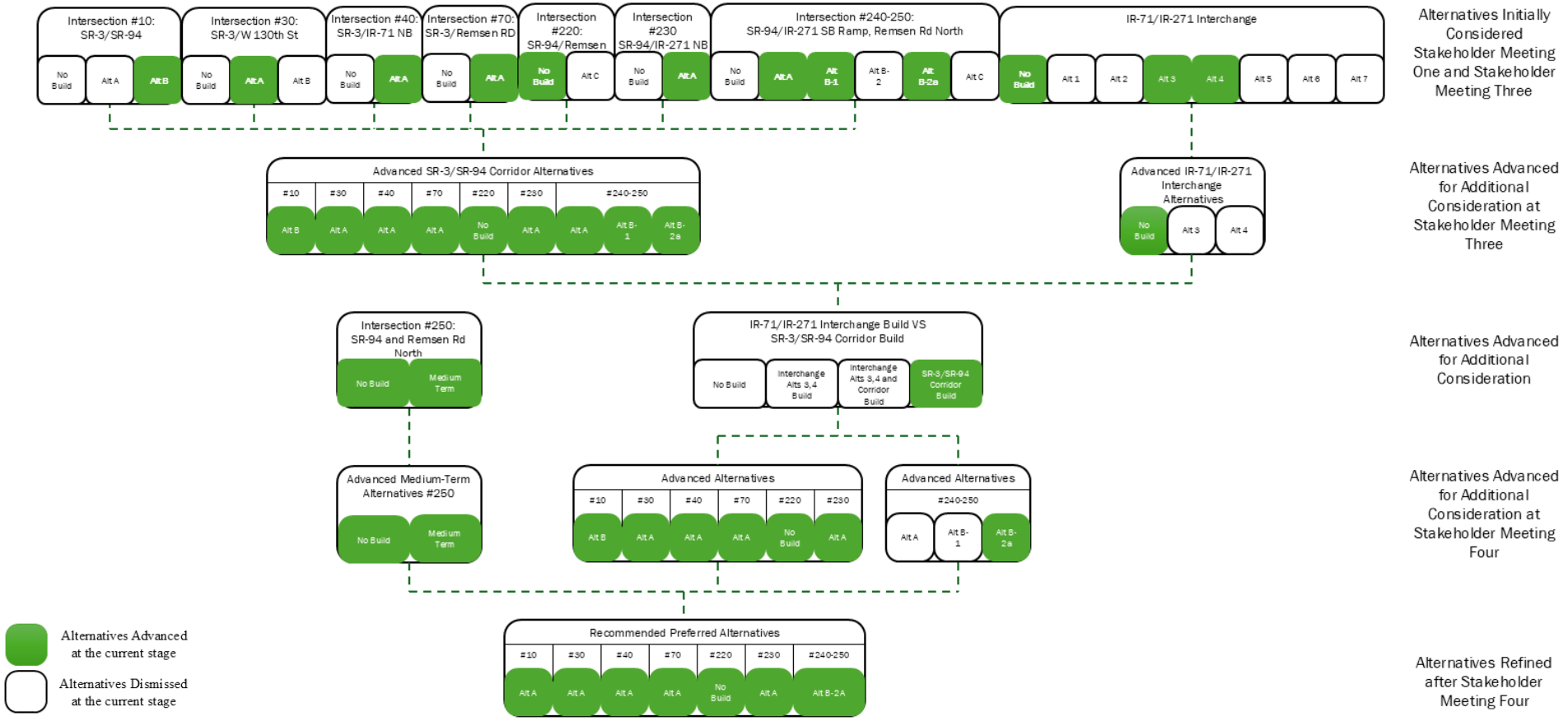
## Environmental

- Identify and engage disadvantaged populations in planning
- Seek inclusion and fair outcomes for all

# RECOMMENDED ALTERNATIVES

- Alternative Decision Process
- IR-71 & IR-271 Interchange Summary
- Recommended Alternatives

# ALTERNATIVE DECISION PROCESS



# ALTERNATIVE MATRICES LEGEND



Excellent: Greater than 1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000



Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000



Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000



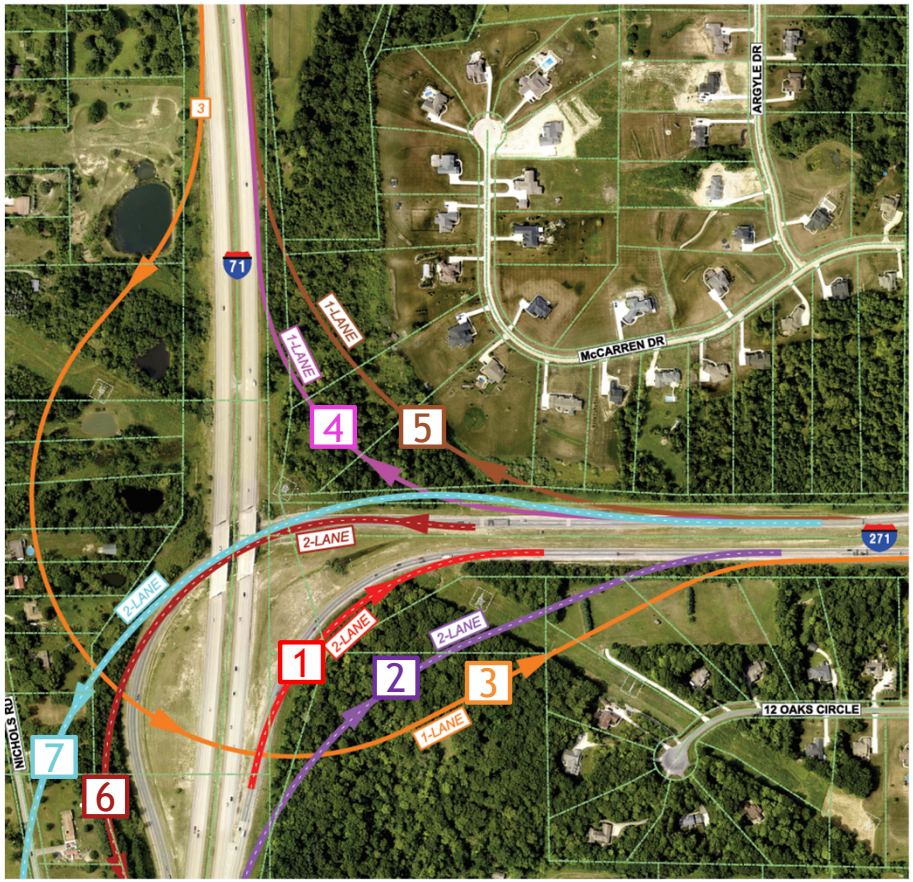
Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000



Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

# IR-71/IR-271 INTERCHANGE SUMMARY

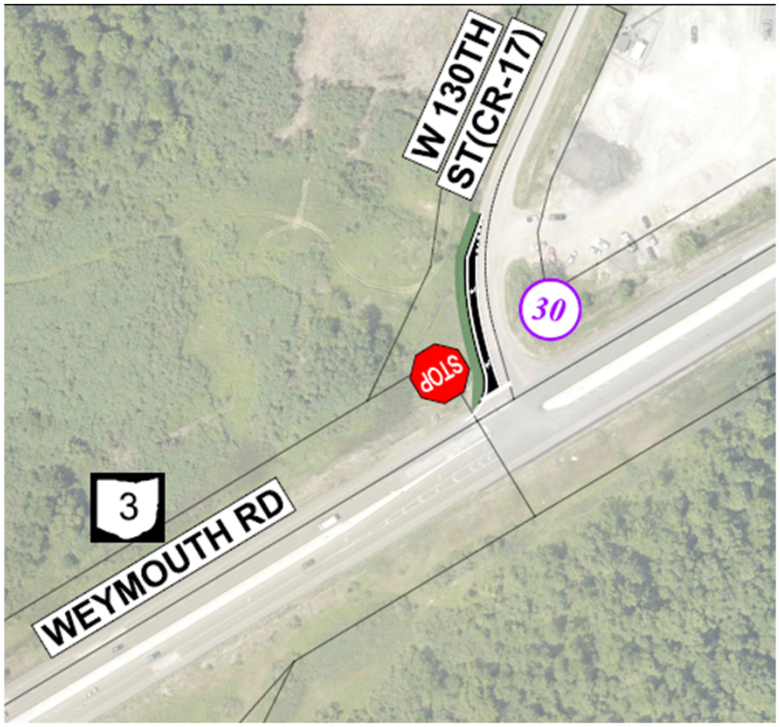



| IR-71/IR-271 Interchange | | SR-3/SR-94 | IR-71 NB to IR-271 NB | | IR-71 SB to IR-271 NB | IR-271 SB to IR-71 NB | | IR-271 SB to IR-71 NB | |
|---|---|---|---|---|---|---|---|---|---|
| Alternatives | Interchange No Build | Corridor Build | Alternative 1: Smooth to 55 MPH | Alternative 2: Smooth to 65 MPH | Alternative 3: New 55 MPH Ramp | Alternative 4: New 55 MPH Ramp | Alternative 5: New 65 MPH Ramp | Alternative 6: Smooth to 55 MPH | Alternative 7: Smooth to 65 MPH |
| Traffic Analysis | | | Not Available | Not Available | | | Not Available | Not Available | Not Available |
| Safety Analysis | | | | | | | | | |
| Environmental Analysis | | | | | | | | | |
| Right-of-Way Impacts | | | | | | | | | |
| Utility Impacts | | | | | | | | | |
| Public Involvement | | | | | | | | | |
| Preliminary Construction Cost | N/A | $15,209,000 | $4,060,000 | $11,348,000 | $54,564,000 | $6,836,000 | $9,192,000 | $11,615,000 | $23,107,000 |

- Majority of public comments preferred no build
- Stakeholder participants agreed on corridor build option

# RECOMMENDED ALTERNATIVES
## SR-3/WEST 130TH STREET (ID# 30)

### ALTERNATIVE A




| Intersection #30: SR-3/W 130th St | | | |
|---|---|---|---|
| Alternatives | No Build | Alternative A SB Right Turn Lane | Alternative B Roundabout |
| Traffic Analysis | ○ | ● | ○ |
| Safety Analysis | ◔ | ● | ◔ |
| Environmental Analysis | ◔ | ● | ◕ |
| Right-of-Way Impacts | ◔ | ◕ | ◑ |
| Utility Impacts | ◔ | ● | ◑ |
| Public Involvement | ○ | ◕ | ◕ |
| Preliminary Construction Cost | ◔ N/A | ● $68,000 | ◑ $3,500,000 |

# RECOMMENDED ALTERNATIVES
## SR-3/IR-71 NORTHBOUND RAMP (ID# 40)

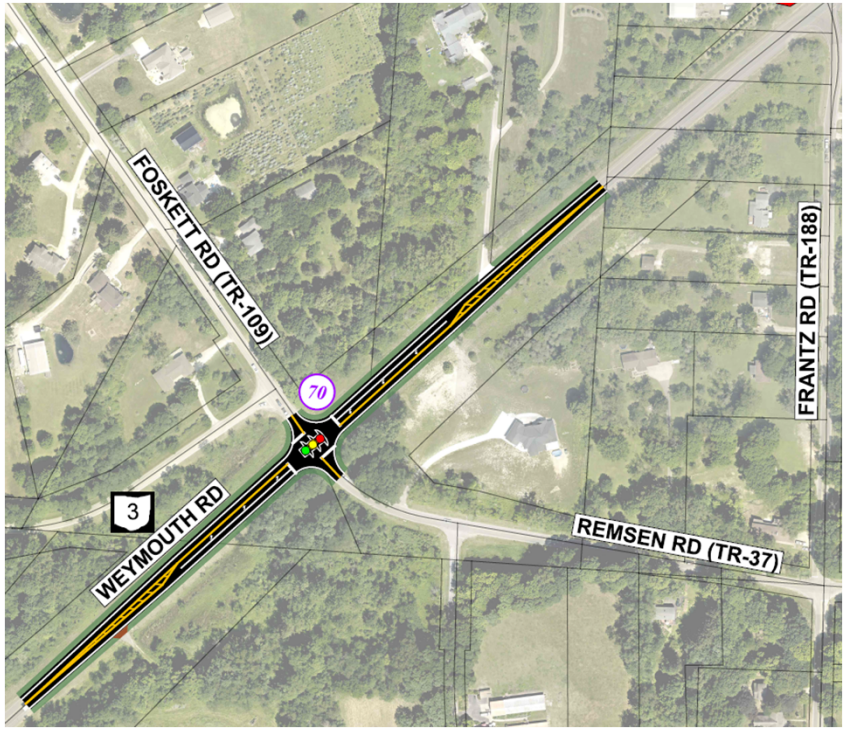
### ALTERNATIVE A




| Intersection #40: SR-3/IR-71 NB | | |
|---|---|---|
| Alternatives | No Build | Alternative A<br>NB Left Turn Lane |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,327,000 |

# RECOMMENDED ALTERNATIVES
## SR-3/FOSKETT ROAD/REMSEN ROAD (ID# 70)

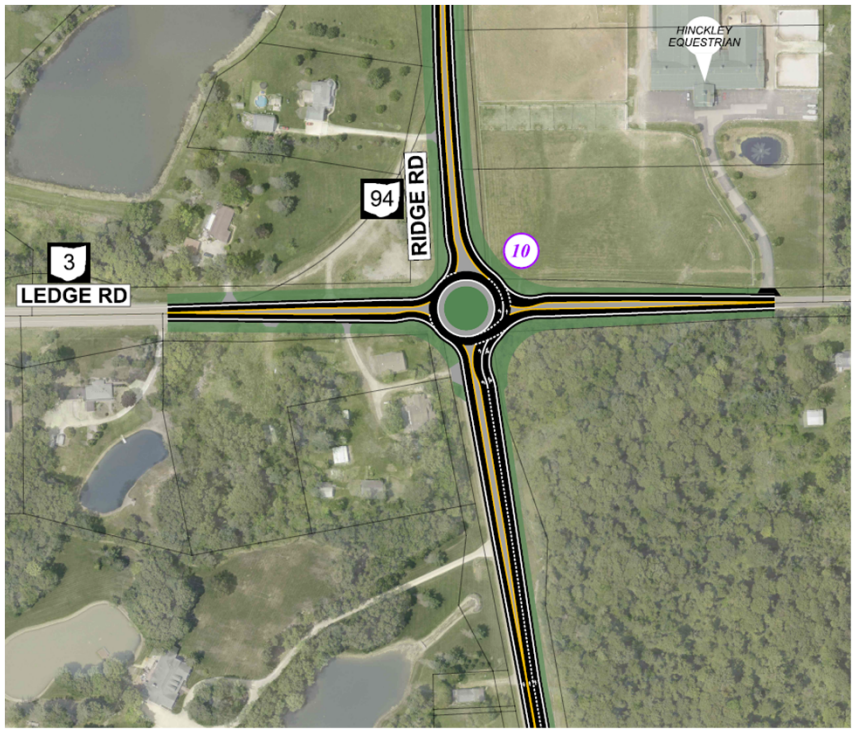
### ALTERNATIVE A




| Intersection #70: SR-3/Remsen Rd | | |
|---|---|---|
| Alternatives | No Build | Alternative A Left Turn Lanes on SR-3 |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $1,353,000 |

# RECOMMENDED ALTERNATIVES
## SR-94/SR-3 (ID# 10)

### ALTERNATIVE B




| Intersection #10: SR-94/SR-3 | | | |
|---|---|---|---|
| Alternatives | No Build | Alternative A Signal Retiming RTL Lengthening | Alternative B Roundabout |
| Traffic Analysis | | | |
| Safety Analysis | | | |
| Environmental Analysis | | | |
| Right-of-Way Impacts | | | |
| Utility Impacts | | | |
| Public Involvement | | | |
| Preliminary Construction Cost | N/A | $167,000 | $4,378,000 |

# RECOMMENDED ALTERNATIVES
## SR-94/IR-271 NB RAMP (ID# 230)

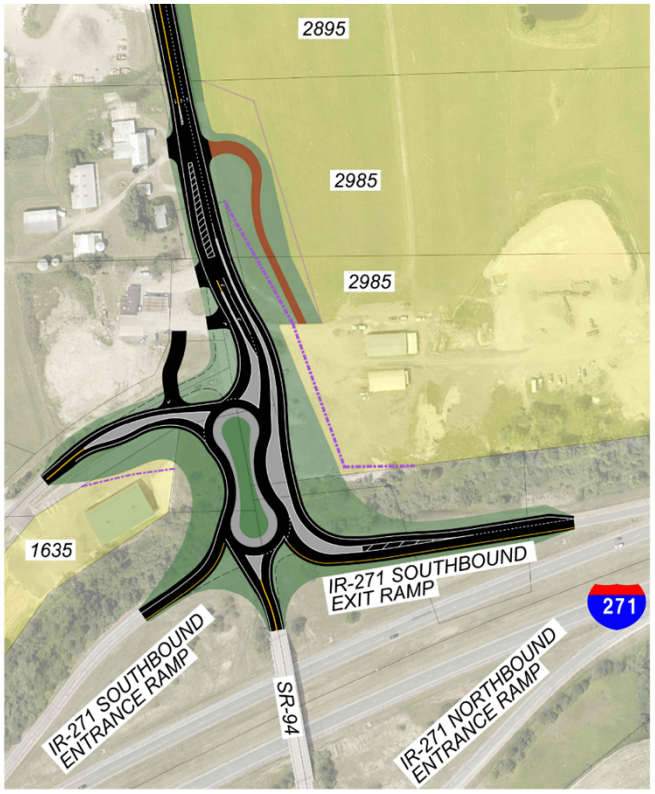
### ALTERNATIVE A




| Intersection #230: SR-94/IR-271 NB Ramp | | |
|---|---|---|
| Alternatives | No Build | Alternative A Roundabout |
| Traffic Analysis | ○ | ● |
| Safety Analysis | ● | ● |
| Environmental Analysis | ● | ◔ |
| Right-of-Way Impacts | ● | ◔ |
| Utility Impacts | ● | ◔ |
| Public Involvement | ○ | ◔ |
| Preliminary Construction Cost | ● N/A | ◒ $3,000,000 |

# RECOMMENDED ALTERNATIVES
## SR-94/REMSEN ROAD (ID# 250) & SR-94/ IR-271 SB (ID# 240)

### ALTERNATIVE B-2A




| Intersection #240-250: SR-94/IR-271 SB Ramp, Remsen Rd North | | | | | | |
|---|---|---|---|---|---|---|
| Alternatives | No Build | Alternative A 2 Right Turn Lanes and Roundabout | Alternative B-1 Double Roundabout | Alternative B-2 Oval Roundabout | Alternative B-2a: Peanut Roundabout | Alternative C Roundabout, Cul-De-Sac |
| Traffic Analysis | | | | Not Available | | Not Available |
| Safety Analysis | | | | | | |
| Environmental Analysis | | | | | | |
| Right-of-Way Impacts | | | | | | |
| Utility Impacts | | | | | | |
| Public Involvement | | | | Not available | | |
| Preliminary Construction Cost | N/A | $3,000,000 | $5,088,000 | $5,905,000 | $4,668,000 | $21,413,000 |

# RECOMMENDED ALTERNATIVES
## SR-94/REMSEN ROAD (ID# 250)

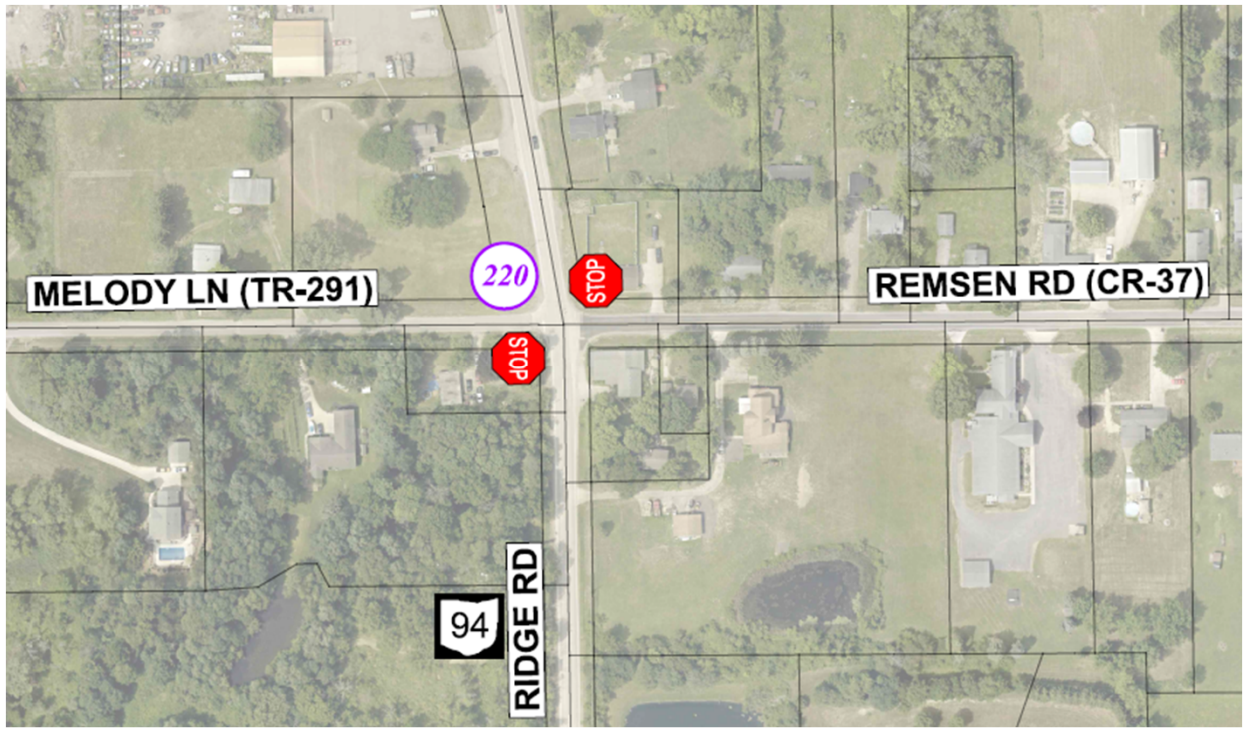
### MEDIUM-TERM ALTERNATIVE




| Alternatives Advanced for Further Consideration at Intersection #250: SR-94/Remsen Rd North Medium-Term Solution | | |
|---|---|---|
| Alternatives | No Build | Medium Term Left Turn Lane |
| Traffic Analysis | ○ | ● |
| Safety Analysis | ◔ | ● |
| Environmental Analysis | ● | ● |
| Right-of-Way Impacts | ● | ● |
| Utility Impacts | ● | ◔ |
| Public Involvement | ◒ | ◔ |
| Preliminary Construction Cost | ● N/A | ◔ $692,000 |

# RECOMMENDED ALTERNATIVES
## REMSEN ROAD/MELODY LANE (ID# 220)

### NO BUILD




| Intersection #220: SR-94/Remsen Rd South | | |
|---|---|---|
| Alternatives | No Build | Alternative C Roundabout, road realignment |
| Traffic Analysis | | |
| Safety Analysis | | |
| Environmental Analysis | | |
| Right-of-Way Impacts | | |
| Utility Impacts | | |
| Public Involvement | | |
| Preliminary Construction Cost | N/A | $21,413,000 |

# RECOMMENDED ALTERNATIVES
## SUMMARY

| SR-3/SR-94 Preferred Corridor Alternatives | | | | | | |
|---|---|---|---|---|---|---|
| Intersection | 10: SR-3/SR-94 | 30: SR-3/W 130th St | 40: SR-3/IR-71 NB Ramp | 70: SR-3/Remsen Rd | 230: SR-94/IR-271 NB Ramp | 240-250: SR-94/IR-271 SB Ramp, Remsen Rd North |
| Alternatives | B: Roundabout | A: SB Right Turn Lane | A: NB Left Turn Lane | A: Left Turn Lanes on SR-3 | A: Roundabout | B-2a: 5 Point Peanut Roundabout |
| Traffic Analysis | | | | | | |
| Safety Analysis | | | | | | |
| Environmental Analysis | | | | | | |
| Right-of-Way Impacts | | | | | | |
| Utility Impacts | | | | | | |
| Public Involvement | | | | | | |
| Preliminary Construction Cost | $4,378,000 | $68,000 | $1,327,000 | $1,353,000 | $3,000,000 | $4,668,000 |



Excellent: Greater than 1 B/C, 0-1.5 Annual Crashes, No Impacts, $0-$100,000

Good: 0.8-1 B/C, 1.5-3 Annual Crashes, Minor Impacts, $100,000-$2,000,000

Fair: 0.4-0.8 B/C, 3-5 Annual Crashes, Moderate Impacts, $2,000,000-$4,000,000

Unsatisfactory: 0.2-0.4 B/C, 5-8 Annual Crashes, High Impacts, $4,000,000-$10,000,000

Poor: Less than 0.2 B/C, 8 or more Annual Crashes, Extreme Impacts, Greater than $10,000,000

- Color: Advanced for Further Development
- Greyscale W/Pattern: Dismissed from Additional Consideration

# DECISION-MAKING PROCESS

- Who was involved
- Decision points/engagement
- Next steps/potential funding

# WHO IS INVOLVED

odot

HINCKLEY

Medina Township
Founded 1818

GRANGER TOWNSHIP
Medina, Ohio, USA
Established 1820













HIGHLAND
Local Schools

# DECISION POINTS/ENGAGEMENT

- **Stakeholder Kickoff**
  - Project overview
  - Existing conditions
  - Stakeholder roles

Oct 2023 (1)

- **Stakeholder and public meetings**
  - Existing conditions
  - Purpose & Need
  - Feasible alternative concepts

Mar 2024 (2)

- **Stakeholder Workshop**
  - Feasible alternatives vs. Purpose & Need
  - Feasible alternatives for further study

Jul 2024 (3)

- **Stakeholder Workshop**
  - Preferred alternative for further study and refined concept

Oct 2024 (4)

- **Open house public meeting**
  - Present recommended alternatives
  - Public and Stakeholder comments

Today (5)

# NEXT STEPS/POTENTIAL FUNDING

Next Steps

- Compile and respond to public and stakeholder comments
- Finalize report and publish preferred alternatives
- Pursue funding to implement preferred alternatives

Potential Funding Sources

- Major New (TRAC)
- Safety and Operational (TSMO)
- MPO Funding (NOACA)

# THANK YOU!

Scott Ockunzzi, PE
District Planning Engineer ODOT
Scott.Ockunzzi@dot.ohio.gov
Ph. 419.207.7174

www.transportation.ohio.gov/projects/projects/117028

# MEDINA COUNTY
# IR-71/IR-271 PLANNING STUDY
## *MED IR71/IR271 PLANNING STUDY (PID 117028)*

## Project Description

The Ohio Department of Transportation (ODOT) has secured federal and state funding to prepare a feasibility study on the movement of traffic from Interstate (I) 271 southbound to I-71 northbound and I-71 southbound to I-271 northbound. ODOT sought funding for this study due to inquiries from members of the public about the absence of ramps connecting I-271 southbound to I-71 northbound and I-71 southbound to I-271 northbound at the I-71/I-271 interchange. Today, the most direct route to make those connections is via State Route (SR) 3 (Ledge Road) and SR-94 (Ridge Road). Funding was also obtained for this study due to congestion along SR-3 and SR-94. Therefore, this study will evaluate the existing and proposed connections from I-271 southbound to I-71 northbound and vice versa.

## Purpose and Need

The purpose of this project is to improve system linkage and safety of travelers between I-71 and I-271 in order to facilitate the movement of traffic in Medina County, Ohio. In addition to the need for improved system linkage and safety, this project also has a secondary need to reduce congestion in the study area, specifically along SR-3 and SR-94.

*The full Purpose and Need is available for viewing upon request.*

## Study Development

### Summer 2023

*Initial analysis and preliminary recommendations*

- Gathered information on existing conditions of roadway geometry, traffic, and environmental resources
- Established draft purpose and need statement
- Performed initial analysis of intersections and interchange

### Fall 2023

*Stakeholder Workshop #1 (Virtual)*

- Introduced existing conditions, purpose and need statement, and solicited feedback
- **Key Result: Feedback and additional insight on existing conditions were considered during the development of initial improvement alternatives.**

*The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12/14/2020, and executed by FHWA and ODOT.*

### Spring 2024

*Stakeholder Meeting #2 and Public Meeting #1 (In-person)*

- Presented all initial alternatives to both stakeholders and public
- Gathered feedback through comment cards and public surveys available on paper and online for a period after the meeting
- **Key Result: Public feedback contributed to the elimination of all build alternatives at the I-71/I-271 interchange.**

### Summer 2024

*Stakeholder Meeting #3 (In-person)*

- Presented revised alternatives and their impacts
- Gathered feedback on alternatives through ranking activities and group discussion
- **Key Result: Preferred alternatives for all intersections were selected except for at the SR-94/I-271 SB and SR-94/Remsen Road intersections.**

### Fall 2024

*Stakeholder Meeting #4 (In-person)*

- Summarized refined preferred alternatives selected, including their impacts
- Engaged in a decision-making activity to select the preferred alternative for the SR-94/I-271 SB and SR-94/Remsen Road intersections
- **Key Result: Preferred alternatives for all intersections were selected and determined final.**

## Preferred Alternatives

### Intersection 10: SR-3/SR-94

Install a standard roundabout with dedicated lane for left-turn movement from northbound SR-94 to westbound SR-3.

### Intersection 30: SR-3/W 130th Street

Add a right-turn lane from southbound W 130th Street to westbound SR-3.

### Intersection 40: SR-3/IR-71 NB Ramp

Add a left-turn lane from eastbound SR-3 to the northbound entrance ramp to IR-71.

### Intersection 70: SR-3/Remsen Road

Add left-turn lanes from eastbound SR-3 to northbound Foskett Road and westbound SR-3 to southbound Remsen Road.

### Intersection 230: SR-94/IR-271 NB Ramp

Install a roundabout to accommodate interchange traffic and allow all movements to and from the interstate.

### Intersection 240/250: SR-94/IR-271 SB Ramp, Remsen Road North

Install a peanut-style roundabout to accommodate interchange traffic and allow all movements to and from the interstate from all intersecting roads, including a bypass lane from IR-271 SB to northbound Remsen Road.

*A map of the preferred alternative is available for viewing at today's meeting and on ODOT's project webpage.*

## Funding

Funding has only been committed for the planning phase. The funding consists of 80 percent federal funds and 20 percent state funds. The selected improvements will be programmed as separate projects at either a local or state level after the study is completed. Funding will be secured for those projects and further development of those projects will be conducted through design and construction.