



## Project Information

Application ID	2019-D04-02	Date Submitted	5/31/2019
Project Name	SUM IR77/IR277/US224		
ODOT District	District 4	County	Summit
ODOT PID	106002	Project Mode	Roadway
What is the current TRAC Tier	Tier II - Development		
What is the requested TRAC Tier	Tier I - Construction		
Please identify the project mode (roadway, transit or freight):	Roadway		

### Project Description:

Provide two lane ramps on identified ramps in the IR-77/IR-277/US-224 interchange, with additional lanes and pavement replacement and bridge work on SUM IR-77 from Arlington Road Interchange to the IR-77/IR-277/US 224 Interchange.



## Project Sponsor Information

Project Name	SUM IR77/IR277/US224		
Sponsoring Agency	ODOT District 4		
Project Contact	Steve Rebillot, Planning Manager		
Phone	(330) 786-4921		
Email	steve.rebillot@dot.ohio.gov		
Address	2088 South Arlington Road		
City	Akron		
State	Ohio	Zip Code:	44306

**What Type of Application Are you Submitting?**

Existing TRAC Project - Tier I, II or III project seeking additional funds to advance to the next stage of project development.



## Project Schedule

New projects are required to supply project milestone information. Please select the status of each milestone below as either Not Yet Started, In Progress or Completed. Additionally please enter the corresponding date for the milestone and status.

	Status	Date
Planning Studies	Complete	7/26/2018
Interchange Modification Study (IMS) / Interchange Justification Studies (IJS)	In Progress	10/1/2019
Preliminary Engineering Studies	Complete	5/31/2019
Environmental / NEPA Approval	In Progress	2/25/2020
Detailed Design	In Progress	1/1/2021
Right-of-way Acquisition	Not Started	12/25/2020
Utility Relocation	Not Started	



## Transportation Information

In an effort to understand the complex issues associated with the project TRAC collects a variety of transportation related data and information in the evaluation process including: congestion data, safety data, truck traffic, and model derived transportation values; such as, cost/benefit analysis and air quality. The roadway segments associated with the application is the basis of this analysis. Transit and Freight related projects should identify the roadway segments that will receive the benefit from projects implementation.

New project applications must identify the **primary roadway segment** that will be improved by the project and ancillary roadways that will be improved as part of the project.

	ODOT NLFID	Begin Point	End Point
Primary Roadway Segment	SSUMIR00077**C	6.78	9.51

Secondary Roadway Segments			

New Roadways / New Alignment

Vietnam Veterans Memorial Highway

Begin Latitude

40.987748

Begin longitude

-81.492583

End Latitude

41.029154

End longitude

-81.504465



### Transit Multi-Modal Project Information

Transit Type	Not Applicable
Route/Number	Not Applicable
Peak Hour Ridership	Not Applicable
Existing Capacity	Not Applicable
Existing Peak Hour Ridership / Capacity Ratio	Not Applicable
Added Peak Hour Capacity	Not Applicable
Vehicle Miles Traveled (VMT) Reduction	Not Applicable

### Freight Multi-Modal Project Information

Freight Type	Not Applicable
Route/Number	Not Applicable
Existing Freight Volume	Not Applicable
Existing Freight Capacity	Not Applicable
Existing Freight Volume / Existing Freight Capacity Ratio	Not Applicable
Freight Capacity Increase	Not Applicable
Truck Miles Traveled (TMT) Reduction	Not Applicable



### **Strategic Transportation System (STS) Connections**

The Strategic Transportation System (STS), identified as part of Access Ohio 2040 - ODOT's long range transportation plan - stratifies Ohio's significant transportation corridors and inter-modal hubs across Ohio. Additional information about the STS and Access Ohio 2040 can be view at the Access Ohio 2040 Website

**Is the project part of an STS corridor?**

Yes

**Will the project facilitate a connection between two or more corridors or modal hubs identified on the STS?**

Yes

**Please provide a brief explanation as to how this project will facilitate a connection between two or more STS resources.**

This section of IR-77 lies between STS corridors to the North (IR-76 and SR-8) and the South (US-30 and US-62).

**Will the project connect an STS resource with a local freight or transit facility or resource?**

Yes

**Please provide a brief explanation as to how this project will connect an STS resource with a local freight or transit facility or resource**

This section of IR-77 will improve connectivity to a huge transit facility off of IR-76 in the City of Akron to the North, and the Akron Canton Airport to the South along IR-77.



## Local Investment Factors

### Built Out Local Attributes

Local Investment factors analysis and evaluation of the dollar value of existing, local built-out attributes such as streets, water, and land use. For this analysis TRAC has standardized the project area as a one-mile "rectangular" buffer around the primary roadway segment. Additionally TRAC also considers percentage of acres served by local services within the rectangular buffer with the following formula: ***(Length of the primary roadway segment in miles + 2 miles) x 2 miles x 640 acres***

What is the length of the primary roadway segment being improved by the project?

2.73

Estimated Project Area Acreage

6,054

What is the estimated percentage of acres being served by the local services within the estimated project area calculated above?

Local Streets and Roadways

90%

Electrical Service

100%

Water and Sewer Service

100%

What is the estimated square footage for the following building types within the calculated project area?

Light Industrial

395,000

Heavy Industrial

50,000

Warehouse

220,000

Commercial

6,700,000

Institutional

1,175,000



**What is the estimated percentage of road route miles served by transit routes (excluding ADA/Para Transit) within the project area?**

10%

**What is the estimated percentage of existing building square footage that is currently vacant?**

3%

### **New Local Investments**

TRAC will consider the monetized value of public investments or commitments for new, non-project infrastructure and private investments within 5-year time horizon prior to and after the date of this TRAC Application.

**What is the dollar value of committed or recent public investment in new, non-project infrastructure within the project area? (Millions)**

\$

20

**What is the present value of private investment in existing facilities within the project area? (Millions)**

\$

60

### **Economic Distress - Poverty & Unemployment Rates**

As part of the application scoring process, ODOT collects county level information as the standard measurement for poverty and unemployment factors; however, if a project sponsor provides defensible data at a sub-county or census tract level, TRAC can consider that level of geographic analysis for scoring and evaluation.

**Do you want to enter distress values for a sub-county area to be used in the evaluation of this application?**

No - I want to use the information collected by ODOT.

**County**

**Sub-County Poverty Rate**

**Poverty Rate Data Source**

**Sub-County Unemployment Rate**

**Unemployment Rate Data Source**





## Project Funding Plan

### TRAC Funding Request

Please indicate the amount of funding being requested by phase and fiscal year. Funding requests should consider the funding that will be needed with the next two fiscal years.

Which phase(s) you are requesting new TRAC funding for as part of this application?

CO - Construction

	Amount (Millions)	Requested Fiscal Year
PE Funding Request	<input type="text"/>	<input type="text"/>
DD Funding Request	<input type="text"/>	<input type="text"/>
RW Funding Request	<input type="text"/>	<input type="text"/>
CO Funding Request	\$ 65.00	2021

Total New TRAC Funding Request

\$ 65.00

Has TRAC previously committed funding for the development or construction of this project?

Yes

PE	DD	RW	CO
\$ 4.00	\$ 1.00	<input type="text"/>	<input type="text"/>

Will additional TRAC funds be needed for future phases of development or construction?

No

PE	DD	RW	CO
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



### Local Funding Commitments

Project Development and construction can be funded with multiple local funding sources. The questions below will help identify the funding sources for this project.

Will local funding sources be used in the development or construction of this project?

No

What is the total number of local funding sources for the development and construction of this project?

#### Local funding Source (1)

PE

DD

RW

CO

#### Local funding Source (2)

PE

DD

RW

CO

#### Local funding Source (3)

PE

DD

RW

CO

#### Local funding Source (4)

PE

DD

RW

CO

#### Local funding Source (5)

PE

DD

RW

CO

#### Local Funding Totals

PE

DD

RW

CO



### ODOT Program or Earmark Funding Commitments

Will funding from another ODOT program or legislative earmarks be used in the development or

Yes

PE

DD

RW

CO

\$ 2.00

### OTIC Turnpike Bond Revenue Funding

Have Ohio Turnpike and Infrastructure Commission (OTIC) Revenue Bonds been committed for the

No

PE

DD

RW

CO

### Funding Summary

	PE	DD	RW	CO
Local Funding				
ODOT / Earmark Funding				\$ 2.00
OTIC Bond Funding				
Previous TRAC Funding	\$ 4.00	\$ 1.00		
New TRAC Funding				\$ 65.00
Future TRAC Funding				
Funding Totals	\$ 4.00	\$ 1.00		\$ 67.00

### **Total Project Cost**

\$ 72.00

Total Local	Total ODOT	Total OTIC	Total TRAC
	\$ 2.00		\$ 70.00
% Local	% ODOT	% OTIC	% TRAC
	2.8%		97.2%



## Tier I Construction Estimate

Projects requesting Tier I status are required to submit a budgetary construction estimate. Additionally estimates must be inflated to the anticipated year of construction.

<b>Roadway</b>	\$ 25.00
<b>Drainage</b>	\$ 5.00
<b>Traffic Control</b>	\$ 5.00
<b>Structures</b>	\$ 15.00
<b>Retaining Walls</b>	\$ 2.00
<b>Railroad</b>	
<b>Contingency</b>	\$ 13.00
<b>Total Estimate</b>	\$ 65.00
<b>Date of Inflated Estimate</b>	2/21/2019
<b>Year of Inflation Estimate</b>	2021



## MPO & District Acknowledgement

### MPO Acknowledgement

Is this project within the boundaries of a Metropolitan Planning Organization (MPO)?

Yes

Please identify the respective MPO.

AMATS

Has the MPO provided a letter or support or acknowledgment for this project?

Yes

### District Acknowledgement

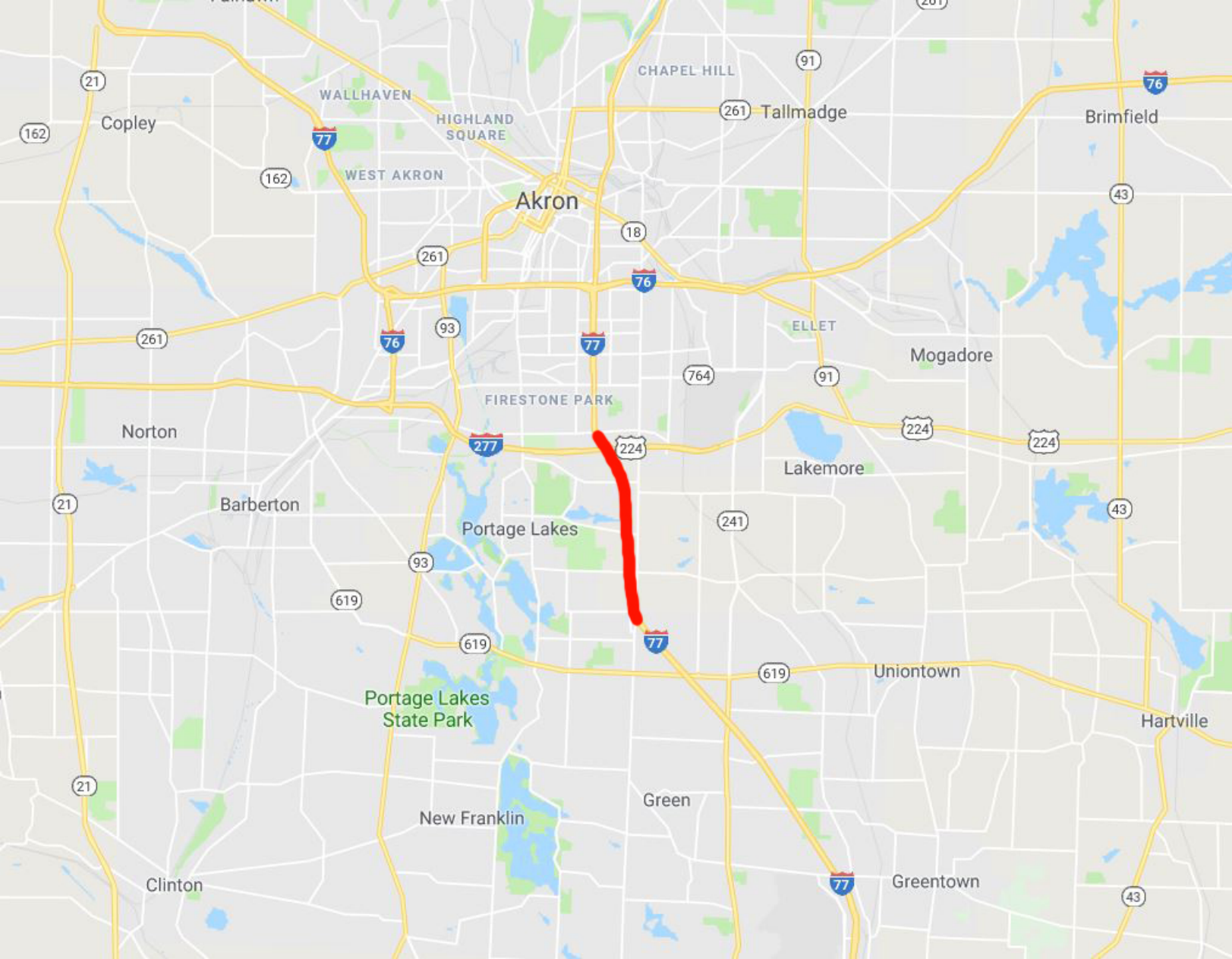
Has the appropriate ODOT District Planning Office been contacted about the development and construction of this project?

Yes

Has the ODOT District Office provided a letter or support or acknowledgment for this project?

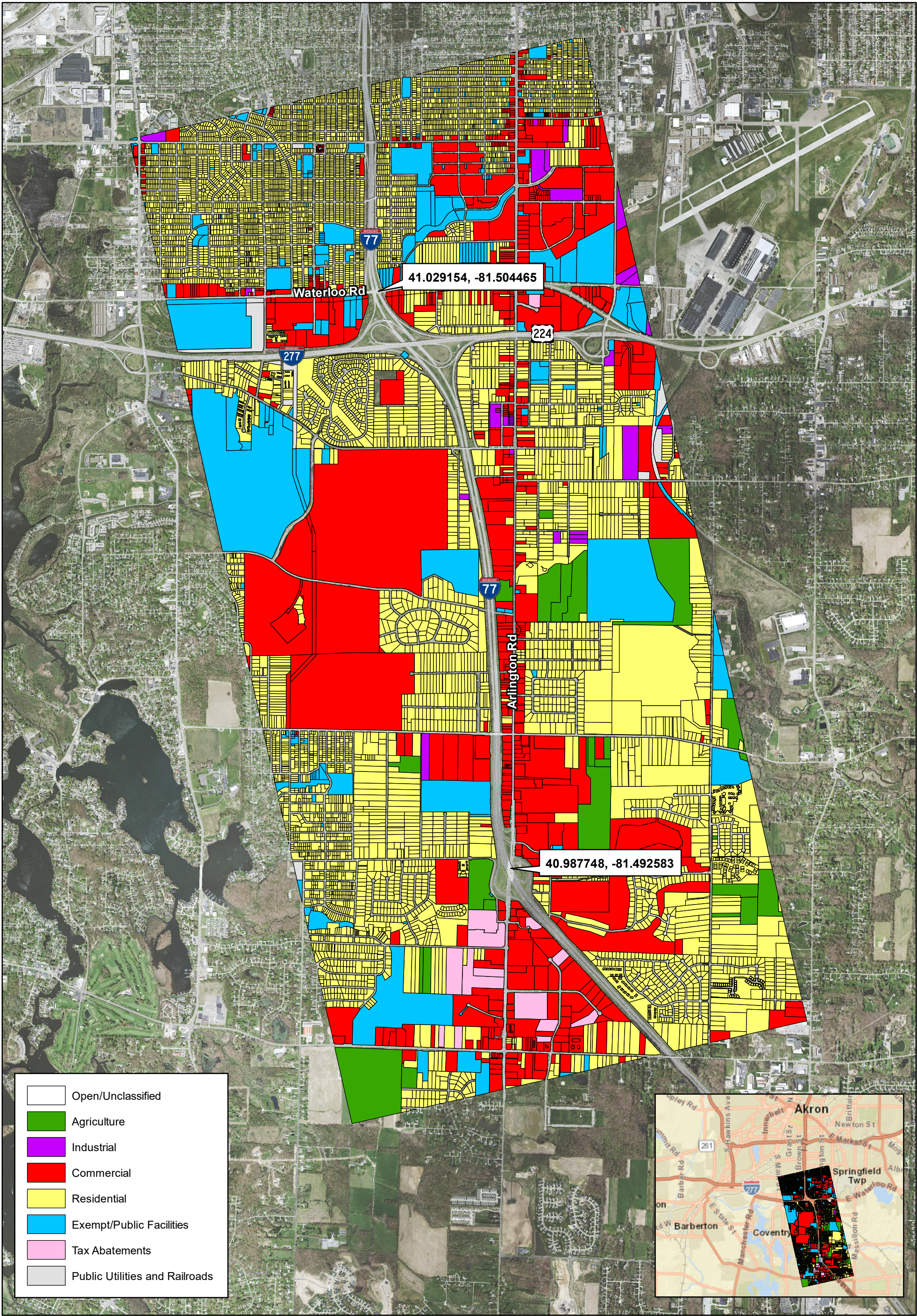
Yes

### Attachments



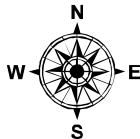
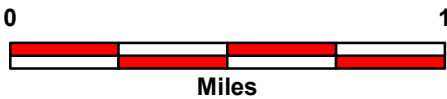


# SUM IR77 - Arlington Rd to Waterloo Rd



OHIO DEPARTMENT OF  
TRANSPORTATION

District 4 Planning & Engineering - 15 May 2019







Planning for Greater Akron **AKRON METROPOLITAN AREA TRANSPORTATION STUDY**  
161 South High Street / Suite 201 / Akron, OH 44308-1423 / (330) 375-2436 / FAX (330) 375-2275 / amats@akronohio.gov

May 16, 2019

Mr. Gery Noirot, P.E.  
District Deputy Director  
Ohio Department of Transportation  
2088 S. Arlington Road  
Akron, OH 44306

RE: SUM IR-77 Arlington Rd to IR-277 - TRAC Application

Dear Mr. Noirot,

The Akron Metropolitan Area Transportation Study (AMATS) is pleased to show its support for the IR-77 TRAC application that would widen the segment from Arlington Road to IR-277 in the City of Akron and Coventry Township, Summit County. The project is a key component to improve the mobility, safety, and traffic flow into and out of the Beltway system, which is crucial to the operation of the entire IR-77 Beltway.

The Ohio Department of Transportation (ODOT) District 4 has completed studies of the Akron Beltway freeway system over the last few years of which Preliminary Engineering is currently underway. AMATS has identified this highway segment as critical to our transportation network and in need of necessary improvements.

We believe this project is extremely important for the future of Summit County and all of Northeast Ohio. IR-77 is an important north-south component of the inter-regional highway network, traversing from South Carolina to the northern end in Cleveland, Ohio. The project is included in AMATS *Transportation Improvement Program 2018-2021* (TIP) and it is considered one of the top priorities in the region as identified in the AMATS long range transportation plan, *Transportation Outlook 2040*.

This interchange widening project will mitigate heavy traffic congestion and safety problems that result from the movement of more than 124,000 vehicles through the area every day. Free-flowing and efficient movement of traffic in this corridor will reduce congestion and improve safety along the corridor, which will help ensure an efficient transportation system for the region's economic well-being.

Thank you for the opportunity to promote this project that is so very important to our region.

Sincerely,

Curtis Baker  
Director

Cc: Steve Rebillot, ODOT D-4 Planning Manager