PROJECT INFORMATION SHEET

HAM-75-2.30 (PID 76257)

PURPOSE OF THE MEETING

The purpose of this public meeting is to present information on the study and to obtain comments on the alternatives under consideration. Comments from the public will be summarized and considered as the alternatives are finalized over the next several months.

PROJECT PURPOSE AND GOALS

ODOT initiated the *I-75 Mill Creek Expressway* study to evaluate alternatives that will improve traffic flow and enhance safety. The *I-75 Mill Creek Expressway* will:

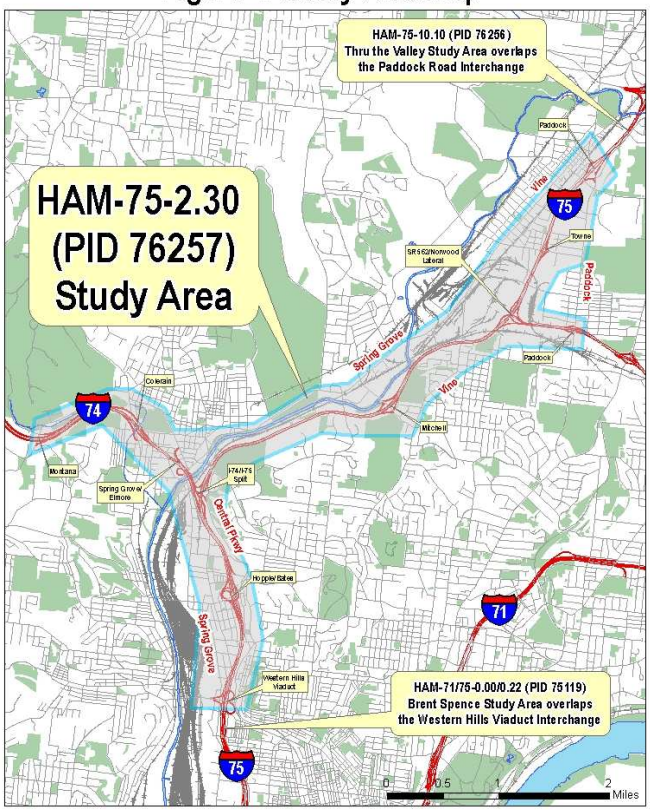
- Reduce the frequency and severity of collisions within the Study Area
- Reduce congestion on I-75 to an acceptable level while limiting community impacts
- Minimize design deficiencies
- Improve the safety and efficiency of local access, determine which local access should remain
- Coordinate with local plans regarding rail, light rail, bus transit, environmental restoration, and community development

DID YOU KNOW?

Within the I-75 corridor study area, 2,830 accidents were logged in 2001 through 2003. On I-74, within the study area, 611 accidents were recorded during the same time period. The corridor has an overall crash rate two and a half times higher than the statewide average.

When traffic accidents occur, traffic has to slow-down and/or stop to allow the wreckage to be cleaned from the road. As a result, motorists are delayed from traveling to their destination. The high frequency of traffic accidents coupled with high traffic volumes further intensifies the problem of congestion. More safety and crash data statistics can be viewed in the Existing and Future Conditions report on the Project website at (www.i75millcreekexpressway.com).

Figure 1: Study Area Map



STUDY AREA

The *I-75 Mill Creek Expressway* study area includes the interchanges with Hopple Street, I-74, Mitchell Avenue, Norwood Lateral (SR 562), Towne Street, and Paddock Road. In order to properly evaluate options at I-74/I-75, the study will also include the adjacent Colerain interchange on I-74. The study area includes portions of the City of Cincinnati, City of St. Bernard, and the Village of Elmwood Place.

CONCEPTUAL ALTERNATIVES

For I-75 itself (called the I-75 Mainline), two options are still under consideration:

- *4-Lane Continuity Alternative* – provides an additional lane north of the I-74 interchange northbound and southbound.
- *5/4-Lane Alternative* – provides one additional through lane throughout the project limits, for four lanes in each direction north of I-74 and five lanes in each direction south of I-74.

We are also studying each of the following interchanges:

- *HOP-A – Hopple Tight Urban Diamond Interchange (TUDI):* This concept would involve reconstructing the existing interchange as a tight diamond, narrowing the median of I-75, relocating Hopple Street to grade-separate the Central Parkway intersection, and constructing a connector road from Central Parkway to MLK Drive.
- *HOP-B1 – Hopple Offset Diamond Interchange:* This concept would involve reconstructing the Hopple Street interchange as a signalized offset diamond.
- *I-74-A – I-75/I-75 Fully Directional Interchange with Local Access:* This concept would reconstruct the I-74/I-75 interchange to provide higher speed directional ramps to and from I-75 north, closing the existing ramps at Dreman and Colerain Avenues, and improving access to Colerain Avenue and Central Parkway.
- *I-74-B – I-74/I-75 Fully Directional Interchange with No Local Access*: This option would reconstruct the I-74/I-75 interchange to bring this system-to-system interchange up to current standards.
- *COL-A – Colerain Low Impact Improvement/Full Movement Interchange:* This option would involve minor changes to the existing Colerain interchange to provide for full movements to I-74.
- *COL-B – Colerain Double Roundabout Diamond Interchange (DRDI):* This concept would involve reconstruction of the existing Colerain system interchange as a double roundabout diamond.
- *MIT-A – Mitchell Tight Urban Diamond Interchange (TUDI):* This option would involve reconstruction of the current Mitchell intersection as a tight diamond.
- *NOR-A – Norwood Lateral Modified Interchange with Additional Ramp Lanes:* This concept would involve construction of an additional ramp lane on the Norwood Lateral (SR 562) to and from the north on I-75.
- *TOW-A – Towne Interchange Closed:* This concept would involve closing the Towne Street interchange and removal of the ramps.
- *PAD-A – Paddock Low Impact Spot Improvements:* This concept would involve minor improvements to the ramp intersections with Paddock Road to improve turn lane lengths and signal timing.

The current interchange alternatives are on display for comment at the meeting. The interchanges still must go through more intensive evaluations, so some changes may be made in the next phase of the study.

Next Steps

After the public meeting comments are reviewed, the project team will use your feedback and continue to improve upon the alternatives. During the first half of 2006, the project team will refine the I-75 Mainline alternatives to resolve the proposed work limits. At that time, the property impacts will be better known.

The team will also investigate the interchanges in more detail – working with specialists at the Ohio Department of Transportation and the local communities to determine if any additional options should be considered. This will include updated traffic projections that consider where traffic would go if some ramps are closed.

Also during the first half of 2006, the project team will collect more accurate property information, confirming the limits of the existing road right-of-way, the railroad, the parks, the old landfill, the cemetery, and other critical spots along the corridor. Environmental studies will continue, including consideration of historic properties and coordination with the affected parks.

Value Engineering studies will be done in the summer of 2006 to look for ways to improve the alternatives while reducing costs. A public meeting will be held in the fall of 2006 to show the final set of alternatives with their proposed right-of-way limits.

Project Schedule

Fall/Winter 2003
Project Ranked High from NSTI

Spring 2004
Funding Identified and Programmed thru TRAC

Fall 2004
ODOT Assembles Consultant Team and Implementation Committee

Fall/Winter 2004/2005
Technical Studies Conducted

Spring 2005 – Fall 2007
Identify Various Alternatives

Fall 2007 – Spring 2010
Detailed Final Design

Fall 2008 – Spring 2010
Right-of-Way Acquisition Process

Fall 2010 – Fall 2013
Construction Phase

Your Opinions Needed!

Comments on the Conceptual Alternatives will be accepted until January 26, 2006. Please send to:

Mr. Hans Jindal, Planning & Environmental Engineer
ODOT District 8
505 South S.R. 741
Lebanon, OH 45036

Phone: (513) 933-6594
Fax: (513) 932-9366
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Did You Know?

Previous studies, along with the impact summaries shown at the public meeting, can be found on the project website.

Please visit www.i75millcreekexpressway.com for more information about this project.

COMMENT SHEET

Public Meetings, January 11-12, 2006

HAM-75-2.30 (PID 76257)

Name
Organization (if any)
Address
E-mail

What alternative do you feel would be best for the mainline improvements on I-75?

- o No Build – No improvements other than routine maintenance
- o 4-Lane Continuity with Auxiliary Lanes
- o 5/4-Lane Alternative (same as 4-Lane continuity, but with five lanes in each direction south of I-74 instead of four)
- o Other. _____

Please explain your choice: _____

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Comments on Interchange Alternatives: _____

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Additional Comments or Questions (feel free to attach additional pages): _____

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