



# I-75 Mill Creek Expressway Newsletter

December 2005 Issue 4

## PUBLIC MEETINGS SCHEDULED

Two public meetings have been scheduled for early January 2006 to show the alternatives currently under consideration for improvements to Interstate 75 between the Western Hills Viaduct and the Paddock Road interchange.

Both meetings will be in an "open house" style. You may visit at any time during the meeting to view the exhibits and ask questions. No formal presentations will be made.

The same information will be shown at each meeting, so choose the location and day that is best for you. Hope to see you there!

I-75 Mill Creek Expressway Study Team  
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The I-75 Mill Creek Expressway study is looking at alternatives to relieve congestion and improve safety on I-75 from Western Hills Viaduct to the interchange at Paddock Road. This newsletter will be published periodically to keep you up to date on the progress of the study. For additional information, you may visit us on the web at [www.i75millcreekexpressway.com](http://www.i75millcreekexpressway.com). Comments are accepted at any time through the website, email at [I75MCEStudyTeam@transystems.com](mailto:I75MCEStudyTeam@transystems.com), or you can write to us at:

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**Meeting #1**  
Wednesday, January 11, 2006  
2pm-7pm  
Este Conference Center  
6270 Este Avenue  
Cincinnati, OH 45232

**Meeting #2**  
Thursday, January 12, 2006  
4pm-8pm  
St. Bernard Municipal Building  
120 Washington Avenue  
St. Bernard, OH 45217



## Mainline and Interchange Conceptual Alternatives Recommended for Further Work

## What Happens Next?

At the public meeting, the project team will have detailed illustrations of alternatives that are still under consideration. Information will also be available on those options that have been considered and eliminated.

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 – 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 – Offset Diamond Interchange*: This concept would involve reconstructing the Hopple Street interchange as a signalized offset diamond.
- *I-74-A – 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 – 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 – 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 – Double Roundabout Diamond Interchange (DRDI)*: This concept would involve reconstruction of the existing Colerain system interchange as a double roundabout diamond.
- *MIT-A – Tight Urban Diamond Interchange (TUDI)*: This option would involve reconstruction of the current Mitchell intersection as a tight diamond.
- *NOR-A – 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 – Interchange Closed*: This concept would involve closing the Towne Street interchange and removal of the ramps.
- *PAD-A – 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 will be 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.

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.

### ADDITIONAL STUDIES

Other studies on I-75 in Hamilton County include:



**Thru the Valley** – I-75 from the Paddock Road Interchange to I-275  
[www.thruthevalley.com](http://www.thruthevalley.com)



**Brent Spence Bridge Corridor** – I-75 from Kyles Lane in Kentucky to Western Hills Viaduct, including the bridge over the Ohio River  
[www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)

### 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

The I-75 Mill Creek Expressway Project is currently in this step of the process.

