

Hamilton-75-10.10 • Implementation Committee & Progress Meeting • February 7, 2006

Attendance -----

The following people were in attendance or have been in attendance at previous meetings. Those marked under **Action Item** have been assigned a task requested at this meeting and are responsible for completing this task. These tasks are listed further in this report.

Present	Representative	Organization	Action Item
Project Team			
x	Jay Hamilton	ODOT, District 8	
x	Mike Ciotola	M•E Companies	x
x	Erin Peterson	M•E Companies	x
x	Nick Hoffman	M•E Companies	x
x	Jim Brenneman	M•E Companies	
x	Judi Craig	Parsons Brinkerhoff	
x	Duane Phelps	Parsons Brinkerhoff	
	Jeff Wallace	Parsons Brinkerhoff	
	Susan Swartz	TranSystems	
Local Implementation Committee Members			
	Mark vonder Embse	Federal Highway Administration	
x	Bob Koehler	OKI	x
x	Andy Johns	OKI	
x	Timothy Gilday	Hamilton County Engineer's Office	x
x	Bill Brayshaw	Hamilton County Engineer's Office	
x	Nancy Elwood	Mill Creek Watershed Council	x
x	Robert Lawson	Village of Arlington Heights	x
	Joe Harper	Village of Arlington Heights	
	Tim Fagin	Village of Arlington Heights	
x	Joe Vogel	City of Cincinnati	x
x	Martha Kelly	City of Cincinnati	
	Jack Cameron	Village of Evendale	x
x	Stiney Vonderhaar	Village of Evendale	
	Walter Cordes	Village of Glendale	x
x	David Krings	Village of Lockland	x
	Ernie McCowan	Village of Lincoln Heights	x
x	Bo Bemmes	City of Reading	x
x	Mitch Miller	City of Sharonville	x
x	Bob Harrison	City of Wyoming	x
ODOT Implementation Committee Members			
	Larry Hoffman	ODOT, Central Office	
	Dirk Gross	ODOT, Central Office	
	James Young	ODOT, Central Office	
	Mary Bapu-Tamaskar	ODOT, Central Office	
	Diana Martin	ODOT, District 8	
	Hans Jindal	ODOT, District 8	
x	Mark Clark	ODOT, District 8	
	Jeff Pietch	ODOT, District 8	
Public Attendees			
x	Dick Shaffer	Village of Evendale	
x	Donna Hubbard	Lockland Schools	
x	Kim Costanzo	Lockland Schools	
x	Cindy Buhrlage	Lockland Schools	
x	Jeffery Mitchell	Village of Lincoln Heights	
x	Terry Huxel	City of Wyoming	

1.) Meeting Information -----

The February 7, 2006 *Implementation Committee Meeting* was held at 1:30 PM at the Village office of Lincoln Heights, Ohio. The following is a summary of the topics and action items discussed during the meeting.

2.) Schedule Update -----

The following is a list of completed tasks on the Feasible Alternatives:

- Surveying work
- Soil borings
- Established the alignment profile, cross sections and construction limits for Feasible Alternative A
- Began the layout of Feasible Alternative B

The following is a list of upcoming tasks:

- Begin environmental studies on Feasible Alternative A
- Begin Maintenance of Traffic Alternative Analysis
- Complete design work on Feasible Alternative B

The next *Public Meeting* will be held in June 2006, and the Preferred Alternative will be selected after this meeting.

3.) Public Involvement Items -----

As stated the next *Public Meeting* will be held in June 2006. The meeting day, time, and location are to be announced, though the Sharonville Convention Center will probably be utilized again. The purpose of the meeting will be to review and seek input on the Preferred Alternative.

Prior to the June Meeting we will again schedule *Community Meetings* throughout May and June to discuss details involving the project with each community individually.

The *I-75 Thru the Valley* mobile display is once again being showcased throughout the study area. Below is a schedule for the display:

- Arlington Heights Village Office - 12/12/05 to 12/30/05
- Lockland Village Office - 1/2/06 to 1/20/06
- Lincoln Heights Village Office - 1/23/06 to 2/10/06
- Cincinnati Public Library: Roselawn Branch - 02/13/06 to 02/24/06
- Cincinnati Public Library: Sharonville Branch - 03/6/06 to 03/24/06
- Evendale Municipal Complex: Recreation Building - 03/27/06 to 04/14/06
- Cincinnati Public Library: Wyoming Branch - 04/17/06 to 05/5/06
- Reading City Office - 05/8/06 to 05/26/06

4.) Feasible Alternatives -----

Feasible Alternative A, B, and B - Phase 1 were discussed in detail.

The main function of Feasible Alternative A is to improve the I-75 mainline system by fixing the design deficiencies and safety issues. This Alternative includes four lane continuity, plus auxiliary lanes between interchanges with less than 1 mile spacing, and the closure of some interchange ramps and Neumann Way. This should be viewed as a basic approach to solving the interstates problems and a basis when comparing to other Feasible Alternatives.

Feasible Alternative B is an upgraded version of Feasible Alternative A with improvements including new interchange access, and connectivity between local roads. This alternative is the most expensive.

Feasible Alternative B – Phase 1 combines Feasible Alternative A with some of the added improvements from Feasible Alternative B. Currently there is a budget of 159 million to improve this section of I-75. This modified Alternative proposes to fix the I-75 system and add some additional interstate access to the local communities. Additional interchanges could be built in the future when additional funding becomes available.

When thinking about the Feasible Alternatives, we must ask ourselves:

- Where are we headed?
- Are there additional funds?
- What can we get done now, with the funding currently available?

Several comments were collected from the Committee and are listed below:

- The City of Reading could support Feasible Alternative B – Phase 1.
- The City of Wyoming is concerned about the access to their community.
- Lockland and Wyoming expressed an interest in a partial Davis/Cooper (adding the southbound ramps to provide access.)
- The City of Cincinnati is concerned that the NB left exit to Galbraith Road closure will force additional traffic onto the NB exit to Paddock Road, which will then overload Vine Street.
- There were concerns from the group dealing with an expanded Davis Avenue in regard to the homes being taken, access to the brownfield sites, access to parks, and increased traffic coming into the City of Reading.
- The consultant team is working so that the least amount of homes and business will be taken.
- Currently there is not enough space to keep access to Galbraith Road and fix the interchange between I-75 to SR 126.
- The Feasible Alternative analysis will be completed at the end of spring so that it can be discussed in the May and June *Community Meetings* and the June *Public Meeting*.

5.) Traffic Analysis Update -----

The traffic analysis was completed for Feasible Alternatives A and B. The following is a summary of the findings.

The traffic analysis for Feasible Alternative A shows that capacity issues on the I-75 mainline will still be present from Sharon Road to I-275 and from Galbraith Road to Davis Street (NB). Capacity issues are present in the 2030 travel demand model at I-275*, Sharon Road, Glendale-Milford Road, Galbraith Exit from I-75 SB, and Paddock Road*. These issues will be addressed through interchange ramp improvements.

The traffic analysis for Feasible Alternative B shows that capacity issues on the I-75 mainline will still be present from Sharon Road to I-275 and from Galbraith Road to Shepherd Lane. There is high demand for the proposed ramp at I-75 SB to SR 126 WB with a projection of 1200 cars in the peak hour. This new ramp lessens the demand on the I-75 SB exit to Galbraith. The proposed Cooper/Davis interchange creates new demand on the interstate mainline and re-distributes traffic among the interchanges from Glendale-Milford to Galbraith. There is a high demand for the proposed ramp at SR 126 WB to I-75 NB with 1200 cars in the peak hour.

6.) Action Items -----

Representative	Requested Task
Mike Ciotola , Erin Peterson	It was suggested that exhibits show elements of future phases (i.e. Feasible Alternative B - Phase 1)
Jim Brenneman	The City of Cincinnati requests coordination with TranSystems on traffic analysis with regard to Galbraith Road, Paddock Road, and Vine Street Interchanges. M-E will perform a select-link analysis.
Nick Hoffman	Lockland Schools request flyers that will be passed out to students to send home to their parents regarding the June 2006 <i>Public Meeting</i> .
Nick Hoffman	It was suggested the Feasible Alternative B – Phase 1 be added to the www.thruthevalley.com website.
Local IC Members	<i>Community Meetings</i> can be set up with Nick Hoffman. You can reach him by calling 1-800-229-1774 ext. 334 or by e-mail at: nehoffman@mecompanies.com .
Local IC Members	The project team requests that local communities assist in determining the phasing of the improvements.
Local IC Members	If communities request project questions prior to the May <i>Community Meetings</i> please contact Project Team members.

7.) Next Meeting -----

The next *Implementation Committee Meeting* will be held in May 2006, with the day, time, and location to be determined.