



CONCEPTUAL ALTERNATIVES

Recommended Alternatives for Further Study

Numerous conceptual alternatives were initially identified for consideration. Each alternative was evaluated based on its ability to meet the project goals as well as its constructability and cost effectiveness. Through this evaluation process, alternatives were either dismissed or recommended for further consideration. The following alternatives were recommended for further study:

1. No-Build Alternative

"No Build" includes the existing and committed projects in the TIP* as well as the continued (*routine*) maintenance of the existing transportation system.

2. No-Build Plus Minor Improvements

Existing and committed projects included in the TIP plus the following improvements:

- › Eliminate Left-Exit at Galbraith Road
- › Eliminate GE Access Ramps
- › Enhance Existing Interchanges:
 - Galbraith Road/Ronald Reagan Hwy
 - Cooper Road and Davis Street
 - Glendale-Milford Road
 - Sharon Road

3. Increase capacity on I-75 by adding lanes (at-grade) and replacing local roadway system for Neumann Way

4. Increase capacity on I-75 by adding express lanes and replacing local roadway system for Neumann Way

5. Improve Ronald Reagan/Galbraith Interchanges

6. Improve Cooper/Davis Street Ramps

7. Improve Shepherd/Mangham Drive Interchange and replace local roadway system for Neumann Way

8. Add Collector-Distributor System from Shepherd Lane to I-275 *(A Collector-Distributor is a system of parallel roadways serving interchange traffic).*

9. Transportation System Management & Transportation Demand Management

- › Identify alternate routes to I-75 for local traffic
- › Preserve the transit corridor for the future

Dismissed Alternatives

The following alternatives were dismissed based upon their inability to satisfy the project goals and objectives:

- Double-stack mainline capacity
- Create full-movement interchange at Galbraith Road/Ronald Reagan Highway
- Create separate full-movement interchanges at Davis Street and Cooper Road
- Enhance existing Shepherd Lane/Mangham Drive interchanges

What's Next?

Public input is an important part of the *Thru the Valley* project. Public input received today's meeting (*January 19th*) will be reviewed and incorporated into the conceptual alternatives for further evaluation. The next step is to develop a short list of feasible alternatives for additional analysis.

Once a preferred alternative is selected, the project will move into the environmental documentation and design phases. Construction is anticipated to begin in the Spring of 2010.

Estimated Project Schedule

Identify & Evaluate Various Alternatives
Fall 2004 - Winter 2005/2006

Detailed Final Design
Winter 2006 - Fall 2008

Right-of-Way Acquisition Process
Winter 2008 - Winter 2009

Construction Phase
Spring 2010 - Fall 2013

Public involvement occurs throughout the entire project

*Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
2030 Transportation Improvement Plan (TIP)