



FREQUENTLY ASKED QUESTIONS

From the January 19, 2005 Public Meeting for the Thru the Valley Project

1. When will the project begin?

The project is slated to begin construction in 2010.

2. When will the project end?

Construction on the project is scheduled to be completed by 2013

3. How can I provide more input?

January 19th was the first of several public meetings that will be held. At this point, we are evaluating the conceptual alternatives. A specific alignment or modification has yet to be decided. We plan to have another public meeting this summer (2005), at which we will display for review and comment engineering drawings of these various conceptual alternatives. You can submit questions and comments to the Ohio Department of Transportation (ODOT) or M•E Companies at any time (*see other side for contact information*).

4. Who has the final decision in choosing a design?

This project follows the ODOT 14-step Project Development Process (PDP) for Major Projects. The PDP allows all possible alternatives to be analyzed and sound decisions to be made. The process calls for five separate points of concurrence with project stakeholders, including the general public, governmental agencies, local entities and ODOT. The January 19 public meeting represented the first concurrence point. The final decisions for the *Thru the Valley* project will follow a coordinated effort with many opportunities for input.

5. How much will the express lanes cost and how will they be financed?

Preliminary cost estimates are being developed now as part of the Conceptual Solutions phase of the project. A cost estimate for each alternative will be available this summer.

6. Which and how many properties will you take?

We are now in the process of analyzing multiple conceptual solutions. These conceptual solutions will be narrowed down to three or four feasible alternatives and then to a preferred alternative. At this point we are still analyzing the impacts of each alternative and do not yet know how much right-of-way (*or how many properties*) will be required.

7. Why wasn't this project done years ago when the road was repaved?

ODOT typically resurfaces the interstates every seven to ten years. At the time of the resurfacing project (*Glendale Milford Road to I-275 was resurfaced in 1992 and Paddock Road to Glendale Milford Road was resurfaced in 1993*), ODOT did not have available funding for widening I-75 and it was very uncertain when funding would become available. We decided to go ahead with the resurfacing of I-75 in order to maintain an acceptable pavement condition and resurfacing is significantly less expensive and has fewer impacts than widening the interstate. Funding for the *Thru the Valley* project was identified in 2004. A primary source of this funding was made available through the gas tax increase. Projects of the size and nature of the *Thru the Valley* project have numerous impacts and take several years to plan and design.

8. How many restrictions will occur during the project?

It is too early in the process to determine the amount, duration or timing of lane restrictions that will be required during construction. It is ODOT policy to minimize disruption to the traveling public during interstate reconstruction projects. During construction, we will make every effort to maintain as many through lanes Monday through Friday as exist today. Detailed maintenance of traffic plans will be developed and shared with the public prior to the beginning of construction in 2010. Throughout the construction process, ODOT will keep motorists informed and updated on the most current roadway information.

9. Why doesn't this project extend to the Norwood Lateral?

The Norwood Lateral is being addressed in a separate project called the *I-75 Mill Creek Expressway*. The Mill Creek project extends from the Western Hills Viaduct to Mitchell Avenue. Planning work on this project has recently just begun. A project Web site and other informational material will be available later this year.

10. How are police patrols being considered?

Because this is a traffic congestion problem and not an issue police patrols can alleviate, no additional enforcement is presently being considered

11. Are High Occupancy Vehicles (HOV) lanes being considered?

An HOV lane is a highway or street lane reserved for high occupancy vehicles for all or some portion of the day. HOV lanes were considered and dismissed during the previous North South Transportation Initiative Project. Analysis showed that HOV lanes would cause extreme congestion in the remaining mainline lanes (of I-75) and would not provide the congestion relief that is needed. A different type of special purpose lanes (express lanes) are being considered as an alternative.

12. Are noise barriers being considered?

Yes, noise barriers will be considered.

13. How is ODOT coordinating with the Army Corps of Engineers plans for Mill Creek?

We are in contact with the Army Corps of Engineers regarding the Mill Creek Flood Damage Reduction Project. We have spoken to the project manager and have received a copy of the General Reevaluation Report.

14. Are you working with Norfolk Southern, have they expressed an interest in eliminating at-grade crossings?

Yes, the project team is coordinating with Norfolk Southern (NS) as well as the CSXT. As a general rule, railroad companies are interested in eliminating existing at-grade crossings whenever possible. We have already been in contact with both NS and CSXT and we will coordinate with them throughout the project to determine the best possible collaborative solution.

15. Are you coordinating with other transportation/community agencies?

Yes, there are nine local community leaders on our Implementation Committee, as well as representatives from the Ohio-Kentucky-Indiana Regional Council of Governments and the Hamilton County Engineers office.

16. Can you fill in the I-75 split?

There are no plans to fill in the I-75 split. An alternative to combine the northbound and southbound lanes is currently being considered.

17. Will the walls by Lockland come down?

Several alternatives for the section of interstate through Lockland are being considered including combining the northbound and southbound lanes on one side or the other.

18. Why doesn't ODOT require semi-trucks to use I-275 during peak hours?

This would involve having legislation enacted by both Kentucky and Ohio. Trucks that have a destination within the outerbelt of I-275 cannot be required to use I-275, since that would take them away from their possible destination. In order to enforce the restriction state lines would have to be crossed to make sure the truck did not have a stop within the outerbelt of I-275. From a sheer enforcement standpoint this would not have an impact on the traffic congestion.

19. Will the Paddock Road Bridge be taken down?

Every effort will be made to utilize existing structures when possible. While the Paddock Road bridge is narrow, there may be the possibility of increased capacity on the interstate with the existing structure.

20. What is being done to retain and detain storm water runoff from I-75?

During the final design phase of the project, a hydraulic analysis will be completed. This analysis will take into account any increase in impervious surfaces and the potential for additional run-off. This will allow for pinpointing the location for any needed detention or retention basins.

21. What will happen to the Lockland School?

We are still in the conceptual solutions phase of the project and are in the process of determining both the benefits and impacts of each alternative. More information will be available about each option this summer.

22. If the Davis Road Interchange is selected for improvements, how much real estate will be consumed by new ramps?

We are now in the process of analyzing multiple conceptual solutions. These conceptual solutions will then be narrowed down to three or four feasible alternatives and then a preferred alternative will be selected. At this point we are still analyzing the impacts of each alternative and do not yet know how much right-of-way (*or how many properties*) will be required.

23. Did traffic problems arise mainly at the Reagan/Galbraith on-ramps?

Yes, traffic problems including congestion and safety issues exist at the Ronald Reagan/Galbraith Road on-ramps, as well as other sections along the entire stretch of I-75.

Questions or Comments?

For more information about this project please visit www.thruthevalley.com
or contact one of the following project managers.

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