

What's Next?

Public input is an important part of the *Thru the Valley* project. Public input received from the January 19 meeting 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 →

Questions or Comments?

For more information about this project, please visit our Web site or contact one of the project managers listed below. Comments from the January 19th public meeting can be submitted to the Ohio Department of Transportation (ODOT) until February 4, 2005.

www.thruthevalley.com

Thru the Valley Project Managers

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**THRU THE
VALLEY**

Fact Sheet 2 - January 2005

Thru the Valley Project Update

The *Thru the Valley* project involves the widening and reconstruction of I-75 from I-275 (on the north) to Paddock Road (on the south). The goals of this project are to:

- › ease congestion on I-75
- › improve safety on I-75
- › increase area mobility
- › provide transportation solutions that are compatible with local communities

Currently, the project team is gathering public input and finalizing the conceptual alternatives for further evaluation. The conceptual alternatives were displayed for public review at the January 19, 2005 Public Meeting.

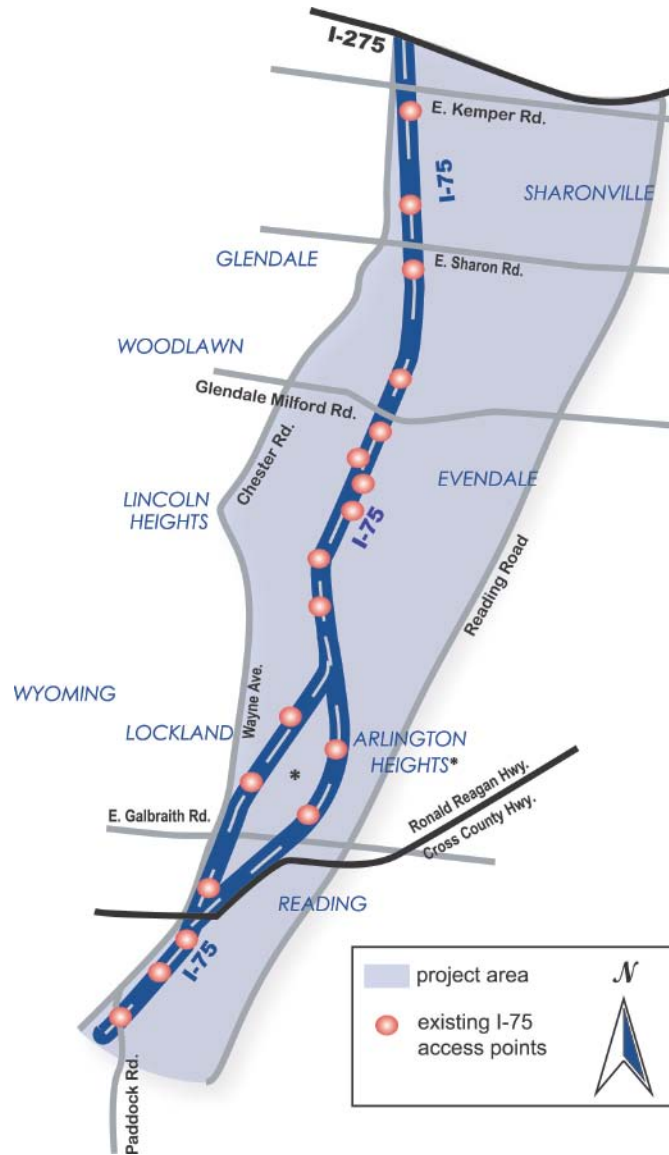
HELPFUL TERMS TO KNOW

Alternative - one of a number of specific improvement proposals, alignments, options or design choices in a study.

Accessibility - a measure of the ability or ease of travel to various origins and destinations.

Capacity - reflects the maximum traffic volume that can be accommodated by a highway or transit line during a specified time period.

Right-of-Way (ROW) - a general term denoting land, property or interests acquired for or devoted to a highway or transit line.



Recommended Conceptual Alternatives

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
- › 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

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