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# Implementation Committee Meeting

## August 24, 2004

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# Agenda

- Introductions
- Approval of Meeting 7/27/04 Minutes
- General Progress Update
- Public Involvement
- Traffic Model
- Conceptual Alternatives
- Project Mapping
- Future Meeting Schedule
- Adjourn

# Traffic Model

## Purpose:

- Validates/correlates the capacity analysis
- Shows a true picture of the actual conditions
- Establishes the baseline upon which alternatives will be evaluated against
- Obtain feedback from IC members: Does this model accurately reflect the existing conditions?
- AM Peak hour traffic - 7:00 AM to 8:00 AM for 8 of the last 11 years

# Mainline Conceptual Alternatives

- **M1:** 4-lane I-75
- **M2:** 4-lane I-75 with auxiliary lanes
- **M3:** Double-Stack I-75 (Abandon NB Side) on existing alignment
- **M4:** Double Stack Express Lanes on existing alignment (express lanes will be above mainline)
- **M5:** Separated Express Lanes

# Interchange Conceptual Alternatives

- **I-1:** Evaluate Ronald Reagan Highway and Galbraith Road
- **I-2:** Evaluate Cooper Road/Davis Street
- **I-3:** Evaluate Shepherd Lane/Mangham Drive
- **I-4:** Evaluate Glendale-Milford Road
- **I-5:** Evaluate Sharon Road Interchange
- **I-6:** Evaluate Collector-Distributor systems
- **I-7:** Evaluate Local Connections

# Interchange Conceptual Alternatives

Evaluation will include...

- Enhanced existing
- Full movement interchange
- Relocation of access points
- Combine movements
- Alternate Route Identification
- Lockland and Lincoln Heights frontage roads

# Evaluation Criteria

- Operational Efficiency
- Safety
- Regional Mobility
- Community Revitalization and Economic Development
- Planning Level Cost Comparison

# Evaluation Criteria

## *Operational Efficiency*

- Meets or exceeds design standards
- Eliminates partial interchanges
- Eliminates left-hand exits
- Achieves appropriate interchange spacing (1 per mile)
- Maintains proper lane balance
- Reduces the reliance on I-75 as part of the local traffic pattern
- Enhances access to alternate north/south routes

# Evaluation Criteria

## *Operational Efficiency Continued*

- Enhances east-west connectivity
- Incorporates ARTIMIS
- Incorporates modern designs
- Accommodates ultimate design solutions

*In general, operational efficiency measures the effect of traffic flow factors, such as travel time, interruptions, freedom to maneuver, driver comfort and convenience on a scale of A-F.*

# Evaluation Criteria

## *Safety*

- Improves safety conditions
- Reduces confusing exit/entrance conditions
- Meets or exceeds design standards
- Achieves appropriate interchange spacing

*Safety relates to improving the problems in the area that cause traffic-related crashes.*

# Evaluation Criteria

## *Regional Mobility*

- Provides access to local communities and businesses
- Accommodates future multi-modal transportation improvements
- Incorporate ARTIMIS
- Improves way-finding

*Mobility relates to the ease or difficulty of trips through the I-75 corridor*

# Evaluation Criteria

## *Community Revitalization and Economic Development*

- Minimizes environmental impacts
- Minimizes community impacts
- Addresses traffic noise impacts
- Enhances economic development opportunities
- Addresses Environmental Justice concerns
- Coordinates with community and economic development plans and projects

# Evaluation Criteria

## *Planning Level Cost Comparison*

- Minimizes community and business disruption
- Minimizes long term maintenance and future replacement costs

*This goal considers constructability and cost effectiveness*