



Fact Sheet 3 - June 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:

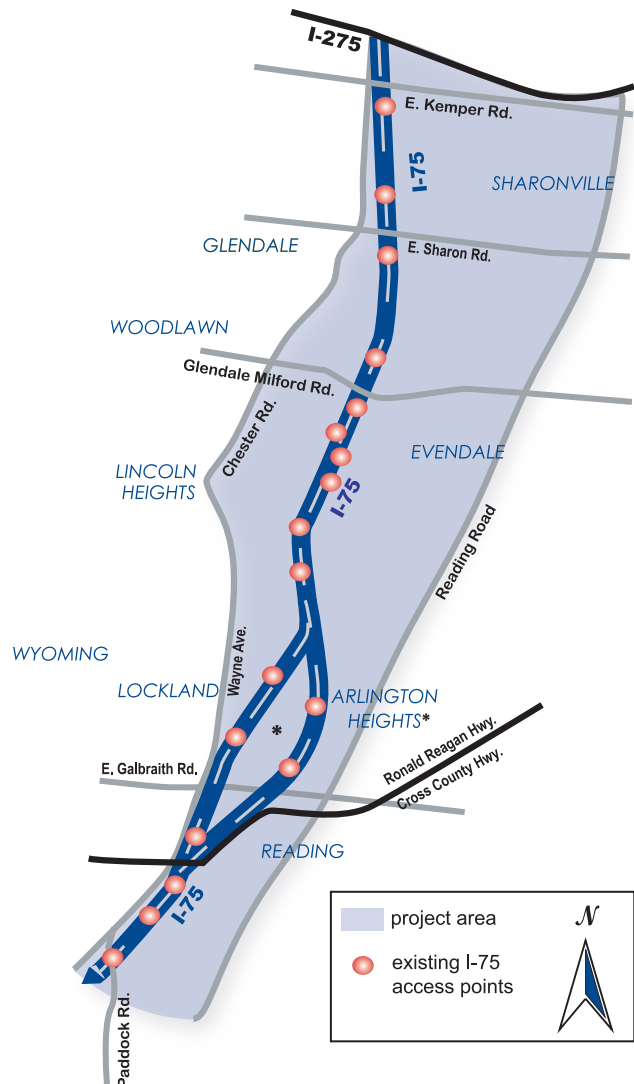
- › ease congestion on I-75
- › improve safety on I-75
- › increase regional mobility
- › provide transportation solutions that are compatible with local land use plans

Project Overview

There are six mainline alternatives for I-75. Each alternative has been evaluated based on its ability to meet the project goals, design factors, cost estimates, and potential impacts to properties, environmental resources, and community resources.

Independent of the mainline alternatives, there are five project options that have been developed. Each option has also been evaluated based on its ability to meet the project goals as well as various other factors.

The purpose of this step is to reach consensus among project committee members, project team, and the public in selecting feasible alternatives for further study and then more fully develop and evaluate the project options that are compatible with the feasible mainline alternatives. As part of ODOT's Project development process, the "No-Build" alternative will be carried forward.



Total Project Funds Available:
\$159,000,000

Mainline Alternatives Descriptions

The six mainline alternatives include the No-Build Alternative and five build alternatives:

Mainline Alternative #1: No-Build

The No-Build Alternative would include existing and committed projects currently included in the Ohio-Kentucky-Indiana Council of Regional Governments Transportation Improvement Plan or local plans.

Mainline Alternative #2: No-Build + Minor Improvements

This alternative would address some of the operational and safety problems observed and documented on I-75 within the study area. The following improvements are independent of each other:

- › Upgrade shoulders to 12 feet from Paddock Road to I-275
- › Eliminate partial interchanges at Cooper Avenue, Mangham Drive and General Electric (GE) ramps
- › Eliminate Neumann Way in its current configuration
- › Add auxiliary lanes where needed to meet interchange spacing design standards

Mainline Alternative #3: Four-Lane Continuity

This alternative would provide additional capacity to I-75 through the construction of one additional at-grade mainline lane in each direction from I-275 to Paddock Road.

Consequently, there would be four northbound lanes and four southbound lanes. Auxiliary lanes are included where needed to meet interchange spacing requirements.

This alternative would also include the improvements proposed by the No-Build + Minor Improvements Alternative (#2). This alternative is the recommendation carried forward from the North-South Transportation Initiative (NSTI) study.

Mainline Alternative #4: Express Lanes

This alternative would provide additional capacity to the interstate through the construction of at-grade and/or elevated express lanes. Express lanes would be utilized only by through traffic and could be accessed at "system to system interchanges," namely I-275 and Ronald Reagan Highway.

This alternative would also include the improvements proposed by the No-Build + Minor Improvements Alternative (#2).

Three different configurations of this alternative are described below. Auxiliary lanes would also be added where necessary to meet interchange spacing requirements

1. Alternative #4A

Section	Express Lane Configuration
I-275 to Glendale-Milford Road	At-grade within the existing median
Glendale-Milford Road to Shepherd Lane	On a T-Structure with one pier along the center of the interstate
Shepherd Lane to Ronald Reagan Highway	On structure above the existing Northbound mainline lanes
Ronald Reagan Highway to Paddock Road	On a T-Structure with one pier along the center of the interstate

2. Alternative #4B

Section	Express Lane Configuration
I-275 to Glendale-Milford Road	At-grade within the existing median
Glendale-Milford Road to Shepherd Lane	At-grade along the center of the mainline lanes
Shepherd Lane to Ronald Reagan Highway	Along side the existing northbound mainline lanes
Ronald Reagan Highway to Paddock Road	At-grade along the center of the mainline lanes

3. Alternative #4C

Section	Express Lane Configuration
I-275 to Glendale-Milford Road	At-grade within the existing median
Glendale-Milford Road to Shepherd Lane	On a T-Structure with one pier along the center of the interstate
Shepherd Lane to Ronald Reagan Highway	On structure above the existing southbound mainline lanes
Ronald Reagan Highway to Paddock Road	On a T-Structure with one pier along the center of the interstate

Mainline Alternative #5: Parkway

The Parkway Alternative would provide for full direct movements between Ronald Reagan Highway and I-75, and separate local and interstate access.

The existing southbound I-75 alignment between Shepherd Lane and Ronald Reagan Highway would become the I-75 mainline in both directions. The existing northbound I-75 alignment through Lockland would become a two-way parkway serving local traffic and connecting to I-75 at Shepherd Lane on the north and an exit from I-75 and Paddock Road from the south. Local connections at Davis Street, Galbraith Road, and Paddock Road would be accessed from the parkway.

This alternative would also include the improvements proposed by the No-Build + Minor Improvements Alternative (#2), and north of Shepherd Lane it would include the improvements proposed by the Four-Lane Continuity Alternative (#3).

Mainline Alternative #6: Divided Interstate

This alternative would convert both the I-75 northbound and I-75 southbound lanes to two-way interstate traffic with two lanes in each direction plus auxiliary lanes where necessary to meet spacing requirements.

This change would provide the opportunity for full-access interchanges at Davis Street, Galbraith Road and Ronald Reagan Highway. Davis Street would be accessed from the east side of I-75 with Galbraith Road accessed from the west side. A full-movement interchange at Ronald Reagan Highway would also be provided. This

alternative would extend Davis Street to Anthony Wayne Drive to provide better east-west connectivity in Lockland as well as access to the brownfield site for potential redevelopment.

This alternative would also include the improvements proposed by the No-Build + Minor Improvements Alternative (#2), and north of Shepherd Lane it would include the improvements proposed by the Four-Lane Continuity Alternative (#3).



HELPFUL TERMS TO KNOW

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

Auxilliary Lane - any additional special purpose lane such as: speed change lanes, hill climbing lanes, and turning lanes.

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

Express Lane - a lane or set of lanes physically separated or barriered from the general-purpose capacity provided within major roadway corridors. Express lane access is managed by limiting the number of entrance and exit points to the facility.

Regional Mobility - the overall accessibility between and among regional activity centers and the regional core. As a major component of the spoke-and-hub freeway system comprised

of I-275, I-71, I-74 and I-75, I-75 is of major importance to the southwest Ohio region and the Tri-State area. I-75 is also one of the most important and longest Interstate highways in the country, carrying commercial and other through traffic in addition to commuter traffic and local traffic within the study area.

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

Safety - the crash rate expressed in crashes per annual million vehicle miles. This rate is determined by taking the number of crashes over a time period, usually three years, and dividing this number by the average daily traffic multiplied by the length of the highway section times 365 days times 3 years times 10⁻⁶. The crash rate may be reduced by improving capacity (adding lanes) to reduce congestion and by bringing design features such as entrance and exit ramps and shoulder widths up to current standards.

Project Options Descriptions

The five project options would include improvements to local access and mobility, such as at interchanges, local roads, and collector-distributor roads. The project options have been developed and evaluated independently of the mainline alternatives and are described below:

Project Option #1: Davis Street/Cooper Avenue Interchange

This option would provide a full-movement split-diamond interchange at Davis Street in Lockland. The existing Davis Street interchange would be completed with the construction of a northbound on-ramp. Davis Street would be extended to the west bridging over the I-75 southbound lanes. The second half of the interchange would be constructed on the southbound side of I-75. This alternative was advanced as a concept from the NSTI study.

Project Option #2: Shepherd Lane/Mangham Drive Interchange

This option would create a full-movement interchange at Shepherd Lane. The Mangham Drive ramps would be closed and access relocated to the new interchange. Several different interchange configurations are being evaluated.

Project Option #3: Local Roads

Any improvement to the interstate will more than likely include a modification of the access to and function of Neumann Way. To provide appropriate access for the communities, two new north-south local connectors between Glendale-Milford Road and Shepherd Lane could be utilized. These connectors would be local roadways - one of the west side of I-75 and one on the east side - without direct access to the interstate, but they would allow for two-way travel and appropriate development access.

Project Option #4: Collector-Distributor Roads

This option would add capacity to the interstate with the construction of a two-lane Collector-Distributor (C-D) System between Shepherd Lane and I-275. This C-D system would replace and extend the outdated and deficient Neumann Way. The C-D system would separate local and through traffic on I-75.

Project Option: Transportation System Management / Transportation Demand Management Option

The Transportation System Management/Transportation Demand Management option would include identifying local roadways as alternatives to interstate travel and preserving the high capacity transit corridor identified during the NSTI study.

What's Next?

Public input is an important part of the *Thru the Valley* project. Public input received from the June 29, 2005 meeting will be reviewed and incorporated into the conceptual alternatives for further evaluation. The next step is to select feasible alternatives to be analyzed in greater detail.

Once a preferred alternative is selected (which should be in December 2005), the project will move through the environmental documentation and final design phases. Construction is anticipated to begin in 2010 and conclude in 2013.

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 

Thru the Valley Project Managers

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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 June 29, 2005 public meeting can be submitted to the Ohio Department of Transportation (ODOT) until July 13th, 2005.

www.thruthevalley.com