



Colerain Avenue Roadway Improvements



Sponsored by
Hamilton County Engineer

Participants

Lead Agency:

Hamilton County Engineer

Review and Approval:

Ohio Department of Transportation

Design Engineer:

Edwards and Kelcey

Funding:

Ohio Department of Transportation

Hamilton County Engineer's Office

Colerain Township

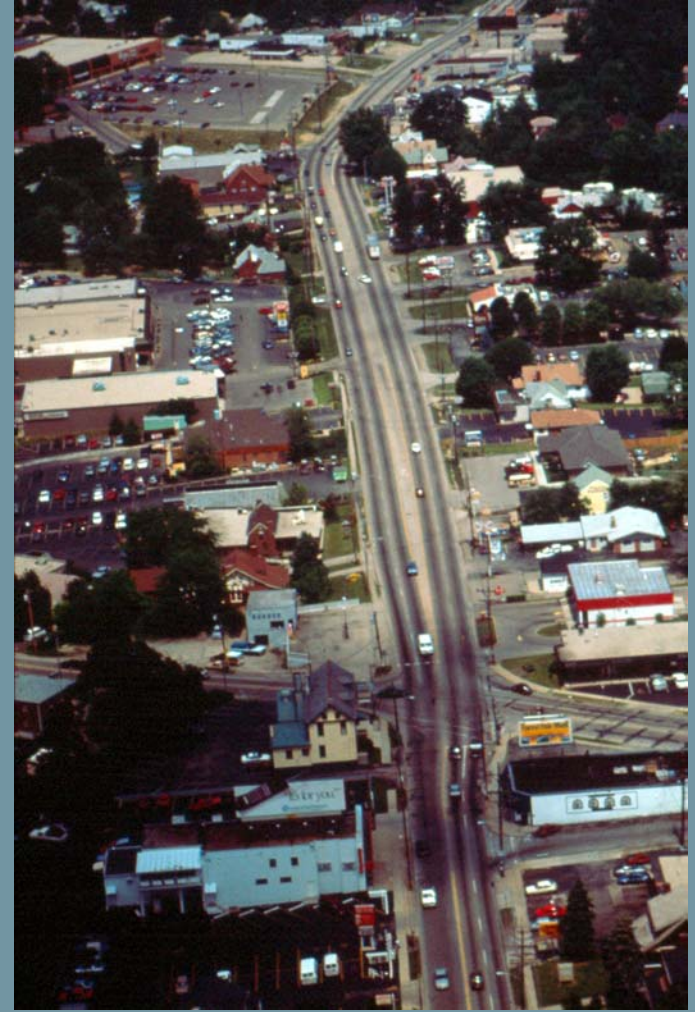
Private Developers



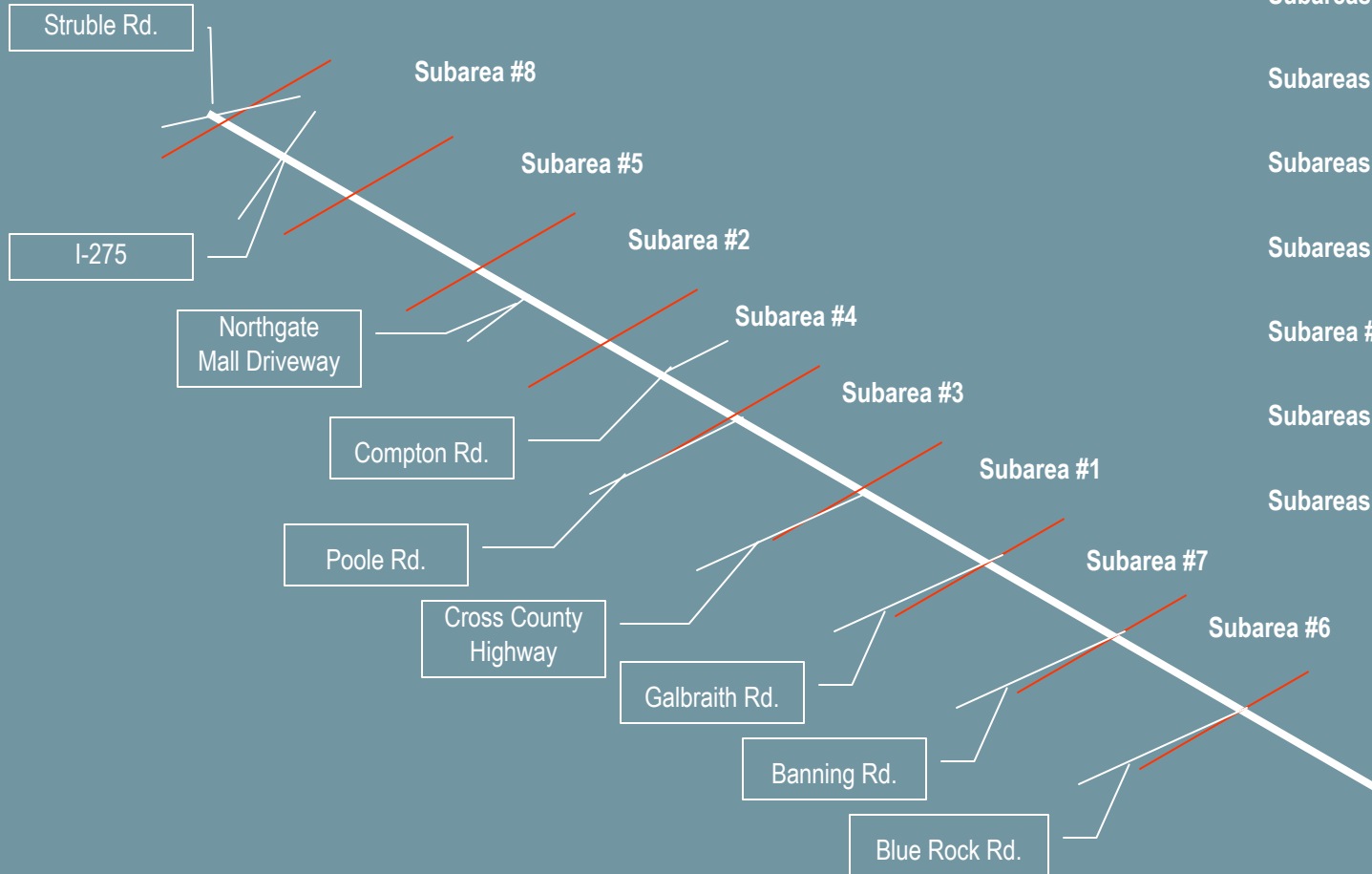
Aerial Map



Aerial Map



Project Subarea Map



Subarea #1 – Galbraith Road to Cross County Highway

Subareas #2 – Commons Circle to Springdale Road

Subareas #3 – Cross County Highway to Poole Road

Subareas #4 – Poole Road to Commons Circle

Subareas #5 – Springdale Road to I-275

Subarea #6 – Kipling/Blue Rock Road to Banning Road

Subareas #7 – Banning Road to Galbraith Road

Subareas #8 – I-275 to Struble Road



Project Overview

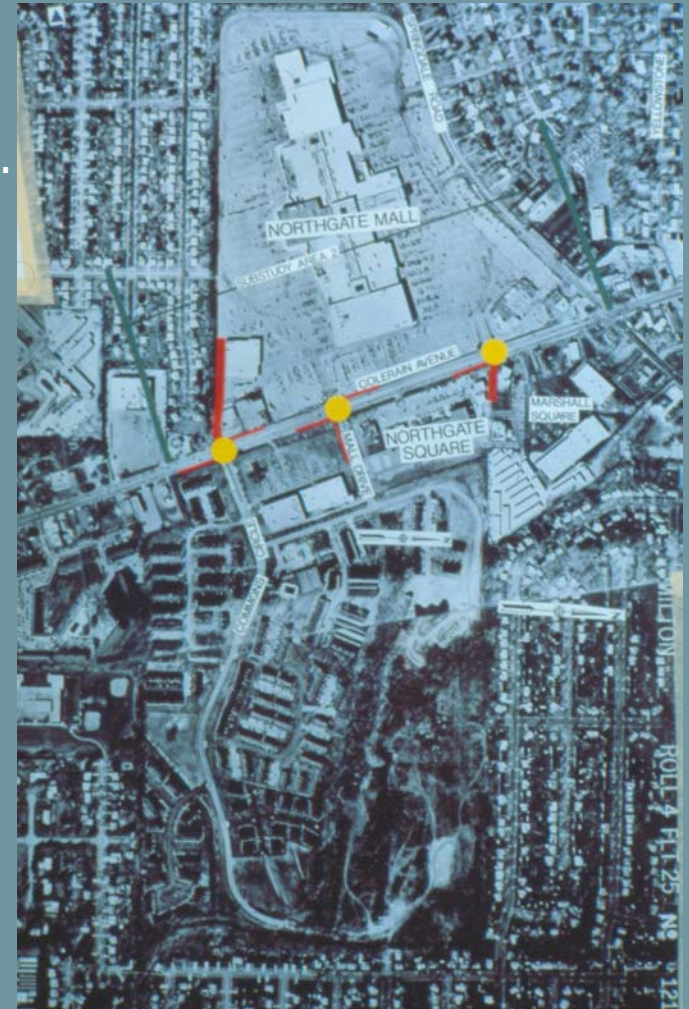
- Length of Corridor = 4.6 Miles
- Over 300 businesses
- Typical Weekday Traffic = 45,000 Vehicles
- Total Cost of Project to Date including Studies, Design Engineering and Construction is approximately \$13,000,000



Feasibility and Preliminary Engineering Studies

Local business raised money in 1989.

Purpose of study was to prepare an access management plan and traffic operations plan for the improvement of safety and reduction in congestion.



Feasibility and Preliminary Engineering Studies



Colerain Avenue Task Force provided oversight

- Ohio Department of Transportation
- Hamilton County Engineer
- OKI Regional Council of Governments
- SORTA
- Hamilton County Regional Planning Commission
- Township Officials
- Township Residents and Businesses

Numerous public involvement meetings were held in order to develop a consensus of motorists, business owners and Township Residents.

The challenge facing the Task Force was to develop an improvement program that would enhance the capacity and safety of the roadway without destroying the budding business development.



Feasibility and Preliminary Engineering Studies

Work tasks and data collection included:

- Traffic counts
- Turning movement counts
- Vehicle classification
- Speed/delay runs
- Traffic signal inventory
- Signage and lane marking inventories
- Accident data
- Base mapping

Roadway and operational deficiencies were identified and quantified.



Feasibility and Preliminary Engineering Studies

- Major widening of Colerain Avenue was not feasible due to high cost of right-of-way.
- Improvements in traffic flow and safety would be obtained by a careful combination of traffic signal operations, control of left turns at intersections and mid-block driveways, sharing of driveways, cross easements for parking, frontage roads, driveway redesign, transit operations and attention to pedestrian movements.
- Key elements included a center barrier median and a coordinated closed-loop signal system.



Feasibility and Preliminary Engineering Studies

Other Project Elements included:

- Public Involvement
- Consensus Process
- Traffic Congestion Study
- Roadway Design
- Drainage Design
- Traffic Control Plans
- Maintenance of Traffic
- Retaining Wall Design
- Bridge Design
- Access Management
- Right-of-Way Plans



Construction

Preparation of design plans started in 1996

The ability to maintain high volumes of traffic during construction was solved by dividing the Corridor into eight subareas. Each subarea had its own unique characteristic and enabled close cooperation with the businesses. Four lanes of traffic were always maintained during construction.

Overall project was bid in four separate projects, starting in 1998

- Subarea 1 – December 1998
- Subarea 2 – April 2001
- Subareas 3 and 4 – May 2002
- Subareas 5 and 8 – December 2002

All construction completed in June 2004



Construction

Basically a minor widening and resurfacing project

Elements included:

- Access and frontage roads
- Horizontal and vertical alignment
- Roadway drainage
- Stormwater control
- Culvert Extension
- Retaining wall
- Pedestrian Bridge
- Traffic Signals
- Traffic control devices
- Right-of-way
- Parking Lot Layouts



Benefits

- Vacancy rate is low
- New businesses are developing
- Existing businesses are flourishing
- Better pedestrian facilities
- Reduction in accidents
- Lower congestion
- Savings in road-user costs
- Reduction in air pollution



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Thank you

