

Public Meeting I-75 Improvement Project Lagrange Street to I-280

LUC-75-6.70, PID No. 76032



Welcome

The Ohio Department of Transportation (ODOT) welcomes you to today's public meeting for the I-75 Improvement Project: Lagrange Street to I-280. The reason for this meeting is to present information on the purpose of and need for the project, as well as to introduce the conceptual alternative solutions that have been developed to meet the project's goals. Comments on the alternative solutions and their potential impacts are requested from the public to assist in the further development and design of project alternatives.

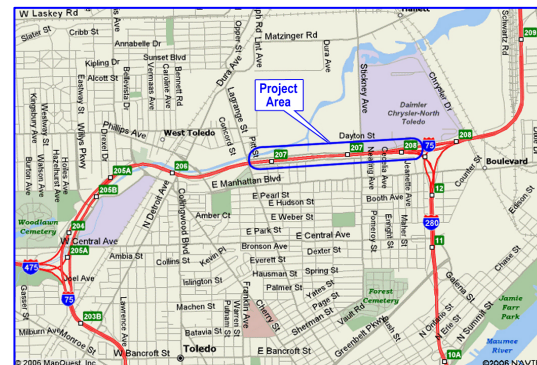
We appreciate your participation and encourage you to visit the information stations and talk with project team representatives. It is important that you examine the information presented today and submit comments on the available forms. ODOT recognizes the importance of public involvement and is committed to working with the public to ensure construction of highway improvements that meet the needs of the community and region.

Project Overview

The purpose of this project is to increase capacity, enhance safety, and improve roadway deficiencies on I-75 from Lagrange Street to I-280, while maintaining efficient access to the interstate network for area facilities important to the region's economy. This project will link the I-75/I-475 project at Phillips Avenue, which is currently being designed, with the I-75/I-280 interchange, which was reconstructed in 2002.

In 2002, the Toledo Metropolitan Area Council of Governments (TMACOG) completed an Expressway Needs Study that identified the transportation problems, needs, and possible solutions for the existing expressway system in the region. One of the recommended improvements included the widening of I-75 from the I-75/I-475 system interchange to the I-75/I-280 system interchange. This project is located in that segment.

Today, I-75 in the project area is operating at or near capacity and is located in an ODOT two-mile Crash Hot-Spot segment, with a crash rate above the statewide average. Due to future projected traffic volumes exceeding the capacity of the current roadway, traffic congestion will worsen to failing conditions by the analysis year of 2035.



Project Goals

During the early steps of project development, project stakeholders representing area businesses, local community groups, the City of Toledo and other transportation partners developed several goals for the project. These stakeholder project goals include:

- Improve traffic flow
- Improve safety
- Improve weave areas
- Improve/maintain interstate access
- Provide for and accommodate business development
- Minimize impacts to neighborhood properties
- Minimize impacts to any sensitive environmental areas

Conceptual Alternative Solutions

As part of the work to date, numerous conceptual ideas have been considered to address the project's purpose and goals. Eight (8) Conceptual Alternative Solutions, including a no-build, were ultimately developed and evaluated. All solutions except the no-build option propose to add a third lane to I-75 in each direction between Phillips Avenue and the I-280 Interchange, add a second lane to the I-75 Northbound to I-280 Southbound exit ramp, and close Cecelia Avenue between North and South Expressway Drives, resulting in removal of the underpass. It is a project goal that the majority of work be performed within existing state or city right-of-way, with minimal private property impact.

The range of alternatives developed must include a "no build" option – a reasonable, low-cost, minimal action scenario – against which the other alternatives can be compared. The No Build Alternative consists of minor, short-term safety and routine maintenance improvements to I-75.

Based on stakeholder feedback and a detailed evaluation process, the Conceptual Alternative Solutions were narrowed to three (3) solutions that appeared to do the best job of addressing the project's purpose and goals, plus the no-build option. Your review and comments on the proposed Conceptual Alternative Solutions recommended for further study (summarized below) is requested.

Alternative A: I-75 Lane Additions Only

I-75 would be widened to three lanes in each direction from Phillips Avenue to I-280. The Expressway Drive interchange would be reconstructed essentially in the same location as existing, with an auxiliary lane (a fourth lane) added in each direction on I-75 between the Phillips Avenue and Expressway Drive interchanges. This alternative would also barrier separate the traffic on the ramp from I-280 Northbound to I-75 Southbound, preventing these vehicles from crossing I-75 traffic and exiting at the Expressway Drive Southbound ramp.

Alternative B: Combine Phillips Avenue and Expressway Drive Interchanges

I-75 would be widened to three lanes in each direction from Phillips Avenue to I-280. The Expressway Drive and Phillips Avenue interchanges would be combined into one interchange, with an extension of North and South Expressway Drives from Lagrange Street to Phillips Avenue connecting the interchange ramps. The existing overpass at Expressway Drive would be removed and a Texas U-turn added at Lagrange Street.

Alternative F: I-75 Lane Additions Plus I-75 Northbound to I-280 Modification

This alternative is the same as Alternative A except for the following addition: The Expressway Drive ramp to I-75 Northbound would be relocated east of Stickney Avenue and under a relocated I-75 Northbound to I-280 Southbound exit ramp.

Please note that at this early stage of the project, no detailed design has taken place, only early conceptual solutions have been developed. Tonight is the first step in the process of narrowing potential solutions, ultimately leading to the recommendation of a preferred alternative further into the ODOT Project Development Process and after additional public meetings.

YOUR COMMENTS ARE IMPORTANT!

Comment forms are available to fill out at today's meeting. All written comments received will be included in the project documentation. Comments not submitted today are being accepted until February 21, 2007 and should be sent to the following:

Ohio Department of Transportation
Office of Planning and Programs
Attn: Tricia Hines
317 East Poe Road
Bowling Green, OH 43402



Alternative Comparison Matrix

Alternative Solution	Description	Enhance Safety	Reduce Congestion	Access	Project Integration	Community			Environmental Impacts	Planning Level Cost
						Property Impacts	Environmental Justice	Neighborhood Integrity		
No Build	Existing Condition with Routine Maintenance	Poor	Poor	Good	Poor	Good	Good	Average	Good	Good
A	I-75 Lane Additions Only	Average	Average	Average	Good	Good	Good	Good	Good	Average
B	Combine Phillips Ave./Expressway Dr. Interchanges	Good	Average	Average	Good	Average	Good	Good	Good	Average
C	I-75 Shift/Stickney Avenue Interchange	Good	Average	Average	Average	Average	Good	Good	Good	Poor
D-1	Close Expressway Dr. Interchange/Extend Expressway Dr.	Average	Average	Poor	Good	Average	Good	Good	Good	Average
D-2	Close Expressway Dr. Interchange/Extend S Expressway Dr.	Average	Average	Poor	Good	Average	Good	Average	Good	Average
E	Collector-Distributor System	Average	Average	Good	Poor	Poor	Average	Poor	Average	Poor
F	I-75 Lane Additions Plus I-75 NB to I-280 Modifications	Good	Average	Average	Good	Average	Good	Good	Good	Average

The No Build and Alternatives A, B, and F are recommended for further development and evaluation.

Project Study Area (area in gray)



Alternatives Comparison Evaluation Criteria

- *Enhance Safety* – A broad measure of the relative likely safety improvement based on such factors as geometry, vehicle interactions, design standards, etc.
- *Reduce Congestion* – A broad measure of the predicted operational efficiency of the alternative based on predicted level of service during the 2035 peak hour.
- *Access* – A measure of travel ease and convenience for traffic entering and exiting the system, local access, and promotion of traffic moving through the network.
- *Project Integration* – An indication of how well the proposed alternative will integrate with adjacent projects, I-75/I-280 to the north and the I-75/I-475 project to the south.
- *Property Impacts* – An indication predominantly of additional right-of-way needs, with a “Good” rating indicating little private property impact likely.
- *Environmental Justice* – An indication of disproportionate impacts to minority and low-income populations. A “Good” rating indicates no impact likely.
- *Neighborhood Integrity* – A measure of the relative negative impact the alternative may have on cohesion of the Lagrange neighborhood. “Good” indicates no impact likely.
- *Environmental Impacts* – A broad measure of the relative environmental impacts of the alternative, such as historical, ecological, and archeological. “Good” indicates minimal impacts likely.
- *Planning Level Cost* – A preliminary estimate of the financial costs associated with implementing the alternative. “Good” indicates a lower construction cost in comparison with the other alternatives.