

MUS/COS SR 16 (PID 77239)

FACT SHEET

8/29/07

Purpose And Need

- Improve levels of service
- Improve safety
- Gap closure on the I-270 to I-77 macro-corridor

Overall Project Status

- The project is currently halted due to the following reasons:
 - An amendment to the State Transportation Budget restricts ODOT to begin construction on all of the Tier I TRAC projects before undertaking any additional major new projects.
 - The MUS/COS 16 (PID 77239) is not on the TRAC Tier I list.
 - Early estimates suggest that this project would cost between \$147-\$171 million dollars (estimate based on 2006 construction only)
 - The Tier 1 TRAC list projects represent a \$1.2 billion shortfall, which ODOT is currently trying to address.

Study Corridor Update

- Detailed field studies (ecological, historical, geotechnical and hazardous materials/waste) have been conducted in Corridor Segments B1, B2, C1 and B3/C3; field work has not been completed in A1 and A2.
- Additional engineering work has also been conducted in each of these corridor segments.
- Based on a review of the environmental features and engineering constraints within each study corridor segment, study corridor boundaries have been narrowed in a number of areas, and slightly expanded in a few areas as shown on attached map.
- FHWA concluded that the Woodbury Wildlife Area is a Section 4(f) resource. The term "Section 4(f)" comes from a U.S. Department of Transportation law that provides protection to public parks, recreation areas, wildlife areas and historic sites.
- Preliminary Cost Estimates for Conceptual Alternatives (2006 dollars not including r/w):
 - Conceptual Alignment A \$147,124,512
 - Conceptual Alignment B \$184,060,104
 - Conceptual Alignment C \$171,675,232

Future Actions

- Additional field studies are needed to be completed in Corridor A once work on this project resumes.
- Specific highway alignments will be developed within each study corridor segment and each be evaluated in consideration of expected environmental and property impacts, costs, engineering constraints and all applicable environmental laws and regulations, including Section 4(f).
- ODOT and FHWA will then identify feasible highway alignment alternatives to be advanced into the next phase of the study, and will hold a public meeting to present this information for review and comment. A stakeholder meeting will be held prior to finalizing the information for the public meeting.
- At this time, no funds have been secured for construction of this project. The earliest construction funds could become available for this project is beyond 2014.

CONTACT/INFORMATION SOURCES

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Mapping and General Project Information: <http://www.dot.state.oh.us/dist5/projects>

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