

Study History

- Planning Study Report commenced 2004
- Stakeholder and Public Meetings held 2004-2005
- Planning Study Report finalized and presented to Mid-Ohio Regional Planning Commission (MORPC) January 2007
- Consultant authorized in August, 2011 to begin preliminary engineering and complete environmental clearance

Moving Forward

Solutions to these issues must improve traffic flow and safety by addressing capacity and eliminating weaves in interchange areas. The multiple projects are being developed as one closely coordinated study consistent with the goals established in the Planning Study.

- There are five targeted interchanges within this study area:
 - US 33/Petzinger Road
 - Hamilton Road
 - I-270
 - Brice Road
 - SR 256
- No additional thru lanes proposed for I-70 but auxiliary lanes may be necessary between interchanges.
- Study involves refining alternatives as a result of detailed environmental and engineering studies.
- Conceptual alternatives have been developed as part of the planning study and require a detailed analysis of alignment, impacts, and costs.
- Current construction cost estimates for the projects are in the range of \$170 to \$309 million. It is proposed the projects will be implemented over a period of time as funding is secured.

Schedule

Initial Public Meetings – Spring 2012

Preferred Concept for Each Interchange – Summer 2012

Environmental Clearance and Preferred Alternative – Winter 2013

Final Design and Right of Way Acquisition – Summer 2014

Begin Construction – 2015-2016



Far East Freeway Study

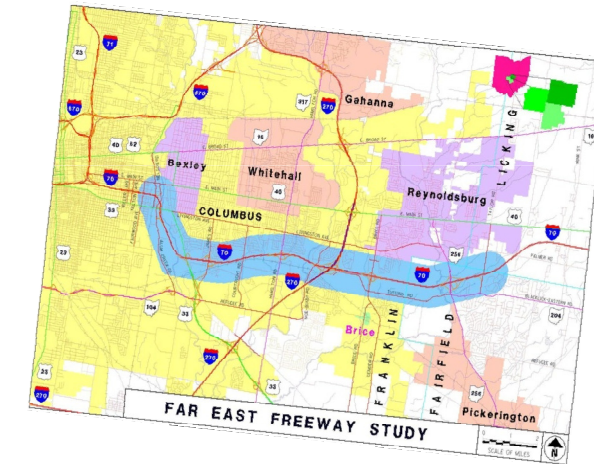
January 2012

Fact Sheet #1

What is the Far East Freeway?

The Far East Freeway is a series of transportation improvements to address the growing regional travel demand between downtown Columbus and its eastern suburbs. I-70 from Livingston Avenue to the Fairfield County/Licking County line is referred to as the "Far East Freeway."

The Study Area is located on the Far East side of Franklin County in the City of Columbus, the northwest corner of Fairfield County, and the southwest corner of Licking County.



Why is the Project Needed?

The existing Far East Freeway transportation network experiences congestion and delays during peak travel times (rush hour) and high crash rates. Several locations with failing traffic conditions and high crash rates correspond to overcapacity mainline sections and weave areas at and between the interchanges.

Traffic:

- Current traffic volumes are 60% greater than designed to handle when built in the 1960's.
- Currently 130,000 vehicles per day.
- Traffic is projected to increase by 30% over next 25 years.
- Projected to be 170,000 vehicles per day.

Crashes:

- 3rd most congested and high crash freeway location in Central Ohio. Key areas with safety risks within the corridor are at the following locations:
 - I-270 Southbound to I-70 Eastbound ramp
 - US 33/Petzinger Road intersection
 - I-70 Westbound to I-270 Northbound/Brice Road entrance ramp
 - I-70/Hamilton Road interchange ramps
- Corridor has experienced more than 800 crashes per year.
- Crash rate is 1.3 per million vehicle miles (mvm). (State average is .065 mvm)
- 2,538 crashes with 8 fatalities within the corridor over the past 3 years.
 - Crash rates range from 1.27 per million vehicle miles on the interstate to 13.0 per million vehicle miles on the perpendicular arterials.
 - 1,784 crashes on I-70 and I-270.
 - 754 crashes on arterial roads.
- Rear End crashes make up over 50% of the crashes.



The following goals have been established for the Far East Freeway:

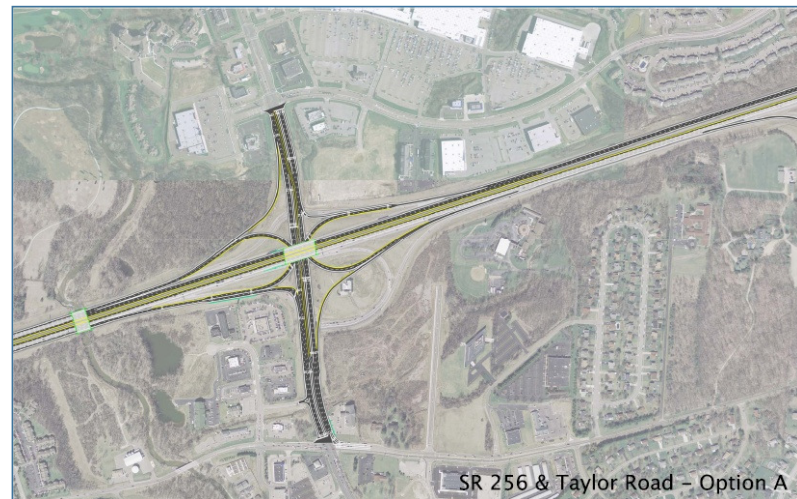
- Optimum traffic flow on I-70 and I-270.
- Ease of access to and with the surrounding roadway network.
- Improve current roadway design.
- Meet all travel purposes, such as access to jobs, services, and local destinations, and coordinate with other modes of travel.
- Consider the impacts on the natural and cultural environment.
- Coordinate with local plans.
- Minimize disruption during construction.
- Balance benefits with infrastructure costs.

Concept developed for the I-70/I-270/Brice Rd interchanges*



I-270 and Brice Road – Option A

Concept developed for the I-70/SR 256 interchange*



SR 256 & Taylor Road – Option A

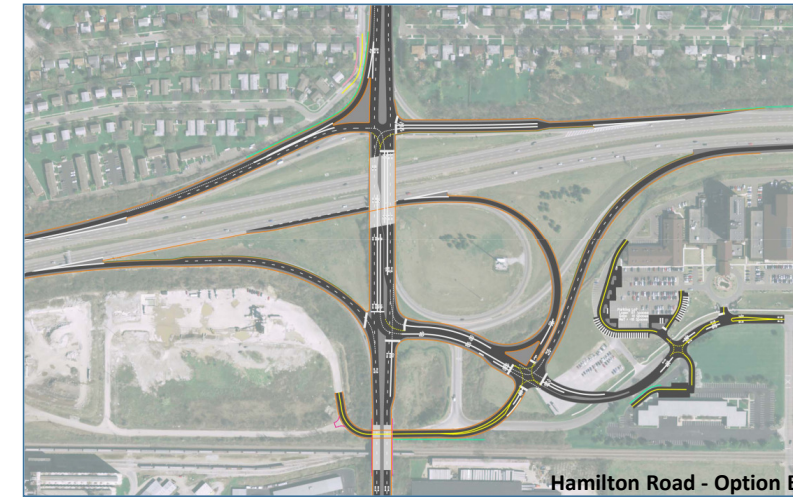
***Two to three concepts have been developed for each interchange. Below is an example of one concept for each interchange:**

Example - Concept developed for the grade separation of the US 33 and Petzinger Rd intersection*



US 33 at Petzinger Road – Option A

Concept developed for the I-70/Hamilton Rd interchange*



Hamilton Road - Option B