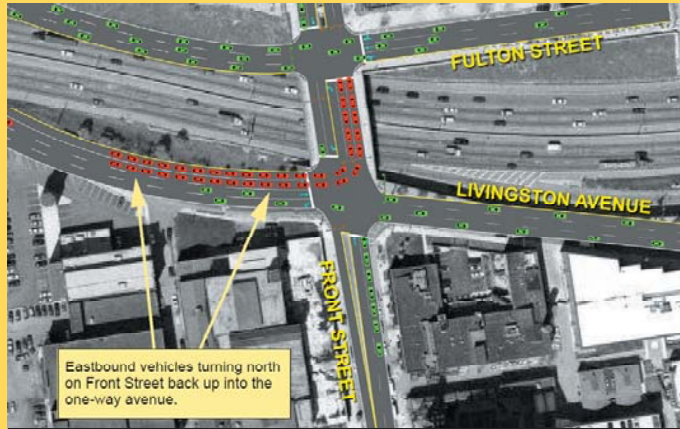


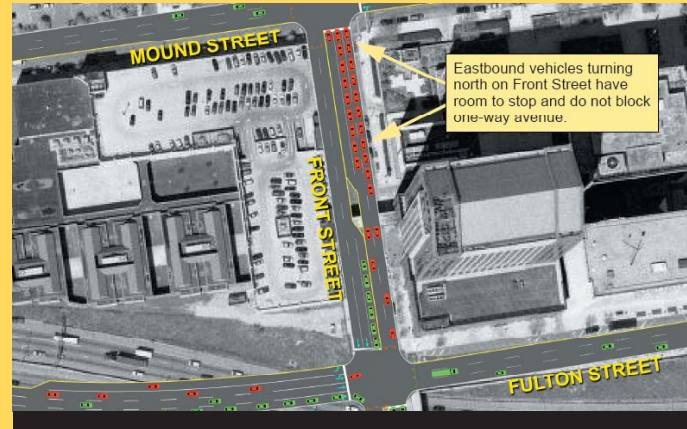
Continued from page 3

However, the Mound Street corridor also has drawbacks. It will require further design refinements to minimize the property impacts associated with reconnecting Mound Street between Fifth Street and Grant Avenue. ODOT

must also find ways to address access, traffic noise, and aesthetic issues for several hundred residents living in the Miranova and Waterford Towers on West Mound Street.



The Livingston Alternative also creates more congestion on downtown city streets such as Front Street.

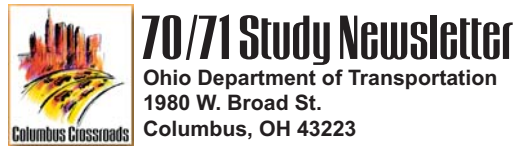


Traffic flow is improved under the Mound Alternative because there is better spacing between intersections, which provides more room for vehicles waiting at traffic signals.

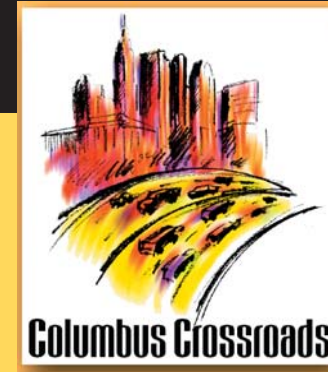
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70/71 Study Newsletter
Ohio Department of Transportation
1980 W. Broad St.
Columbus, OH 43223



70/71 Study Newsletter Summer 2007

Analysis Shows Mound Street Alternative Better Option for Rebuilding I-70/71 Split

A recent analysis by the Ohio Department of Transportation has concluded that the Mound Street Alternative does a better job of improving safety and congestion on the Interstate 70/71 Split and on connecting city streets in downtown Columbus.

The alternative also performs better than the Livingston Avenue Alternative in avoiding historic properties and neighborhoods bordering the freeway.

However, ODOT officials concede that both alternatives present challenges in minimizing property impacts and the affects of noise and traffic for downtown residents and businesses.

"Fixing the freeway will be difficult under any scenario because of the close proximity of neighborhoods and businesses," said Thomas Wester,

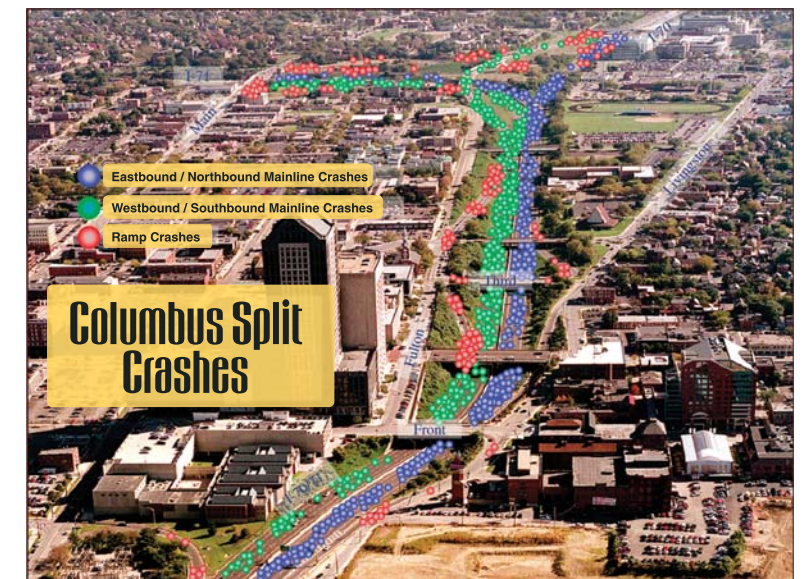
deputy director for ODOT's District 6, located in central Ohio. "No matter which alternative we ultimately choose, ODOT will continue its work with the community to minimize the freeway's impacts."

Since the project's inception in 2002, ODOT has held over 250 meetings with the community and incorporated hundreds of suggestions into the planning and design process. Public input has influenced the location of ramps, the alignment, aesthetics of the freeway, and city streets.

ODOT will continue to seek public input to help refine the final alignment once it is chosen this summer. No decision will be made on the final freeway and street alignment until the public has had at least 30 days to comment. **The final date to provide ODOT with comments is July 13.**

ADVISORY COMMITTEE

- Baptist Ministerial Alliance of Columbus
- Baptist Pastors' Conference
- Brewery District
- Bryden Road Association
- Capitol South Community Urban Redevelopment Corp.
- Children's Hospital
- City of Columbus
- Columbus Historic Preservation Office
- Columbus City Council
- Columbus Downtown Development Corporation
- Columbus Fire
- Columbus Partnership
- Columbus Public Schools
- Columbus Recreation and Parks
- Columbus State Community College
- COTA
- Council of Southside Organizations
- Downtown Commission
- Downtown Discovery District
- Federal Highway Administration
- Franklin County Commissioners
- Franklin County Engineer
- Franklinton Area Commission
- German Village Society
- Grant Medical Center/Ohio Health
- Greater Columbus Chamber of Commerce
- Jefferson Center
- King-Lincoln Bronzeville Neighborhood Association
- Livingston United Methodist Church
- Metro Parks
- Mid-Ohio Board for an Independent Living Environment
- Mid-Ohio Regional Planning Commission
- Miranova
- Mount Carmel West
- Near East Area Commission
- Ohio Historic Preservation Office
- Ohio Trucking Association
- Old Oaks Civic Association
- Old Towne East Neighborhood Association
- Sierra Club
- St. Paul AME Church
- Trinity Evangelical Lutheran Church
- The Waterford



The I-70/71 Split is considered one of the top three congested, high-crash freeways in Ohio. Each dot represents a crash and the color indicates the direction of travel. In all, there are about 800 crashes per year.

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Background on Alternatives

For the past six months, the Department has been comparing two final alternatives -- **Mound/Fulton and Livingston/Fulton** -- to determine which option does a better job of improving safety and travel with fewer negative impacts to the public.

Both alternatives untangle the I-70/71 overlap, consolidate ramps to improve safety, and add lanes to accommodate traffic growth. However, the alternatives differ in how they tie the freeway into the city street network.

On the south side of the freeway, ODOT proposes to reconstruct one-way city streets parallel to the freeway along either Mound and Fulton streets or Livingston Avenue and Fulton Street to serve east and west traffic into and out of downtown. On the east side along I-71, one-way city streets would be built parallel to the freeway using portions of Parsons Avenue and Lester Street.

The cost to build either alternative is about \$1 billion. Construction could begin as early as 2011 and be built in phases over five or more years.



Details of the Analysis

ODOT's technical analysis favors the Mound Street Alternative based on the following factors:

- The design does a better job of avoiding historic and recreational resources, such as the Brewery District, German Village and the Africentric School and athletic track. Historic properties, districts and recreational areas are protected by federal law, and ODOT is required to avoid negative impacts when prudent and feasible.
- Intersections along the cross streets are spaced farther apart under the Mound Alternative, which

improves traffic flow downtown. Under the Livingston Alternative, traffic modeling shows heavy congestion during peak hours at Front Street and Grant Avenue.

- An independent analysis conducted by the City of Columbus concluded that the Mound Street corridor creates more opportunities for economic development. The analysis said the selection of a Mound Street Alternative would encourage higher density development, which would generate about \$159 million more in tax revenue over 50 years than the Livingston Avenue corridor.

Continued on next page...

The Livingston Alternative requires more reconstruction within the boundaries of nationally eligible and recognized districts and properties. The three resources affected under the alternative are the Brewery District, German Village and Africentric High School.



Project Timeline

