

## ODOT Seeks Input on Design Features for Split

### Department Weighs Final Options for Rebuilding I-70/71 Freeway

In December, Columbus residents will have an opportunity to share their vision for rebuilding the Interstate 70/71 freeway, including ideas to cap or cover sections of the freeway and create attractive entrances into downtown.

The Ohio Department of Transportation will hold a **public meeting** to discuss these issues on **Tuesday, December 5** from 6:00 p.m. to 8:00 p.m. in the Columbus Health Department located at 240 Parsons Avenue.

Since June, the department has been working with urban designers, and community and neighborhood leaders to identify design enhancements that can be added to the highway project. The group will share designs and drawings with the general public that include a vision for improved streetscapes, freeway caps and other features that improve the look of the freeway and create better connections to downtown neighborhoods.

*Continued on next page...*



*Current Broad Street crossing over Interstate 71.*



*Broad Street cap with park space.*

ODOT has committed \$37 million in design enhancement funding – \$17 million of the funding could be used to build two freeway caps and retaining walls for future caps to support park space or development. The cap locations would be chosen by the community.

#### 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

# 70/71 Study Newsletter

Continued from page 1

ODOT will also provide cost estimates to build the features.

“I think people will be impressed by the quality of ideas and designs identified by their peers,” said ODOT Deputy Director Jack Marchbanks. “We have an incredible opportunity to improve the visual landscape of downtown Columbus, but we will need continued cooperation from our city and county partners to identify funding sources.”

ODOT is the only public or private entity to commit

funding for this project so far. The department has set aside \$500 million, including \$37 million in funding for downtown streetscape improvements, including freeway caps similar to the cap at High Street and Interstate 670.

“We hope this public meeting will generate additional ideas and help us begin the difficult task of prioritizing elements to match available funds,” Marchbanks said.

ODOT will work with city leaders to make a final decision on design enhancements by July 2007.

## Project Timeline 2006-2007

**SUMMER 2006**

### Compare South Side Alternatives

- Traffic volumes
- Property impacts
- Refine highway and ramp design
- Noise analysis

### Refinements to East Side Alternative

- Property impacts
- Highway and ramp design
- Noise analysis

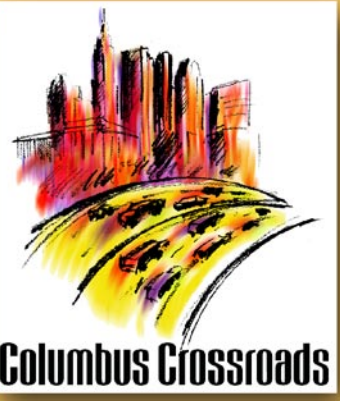
### Design Enhancement Workshops

Work with community to identify and prioritize structural features such as caps, gateway treatments, etc. to be incorporated into project

**DECEMBER 2006**

### Hold Public Meeting

Share design ideas for cap and gateway treatments



**FEBRUARY 2007**

### Public Meeting on South Side Alternatives

Narrow Two South Side Alternatives to One

# 70/71 Study Newsletter

## ODOT To Select Final Alternative

The department is also completing its analysis to select a final engineering solution for rebuilding the freeway. The results of the analysis will likely be shared with the public in February.

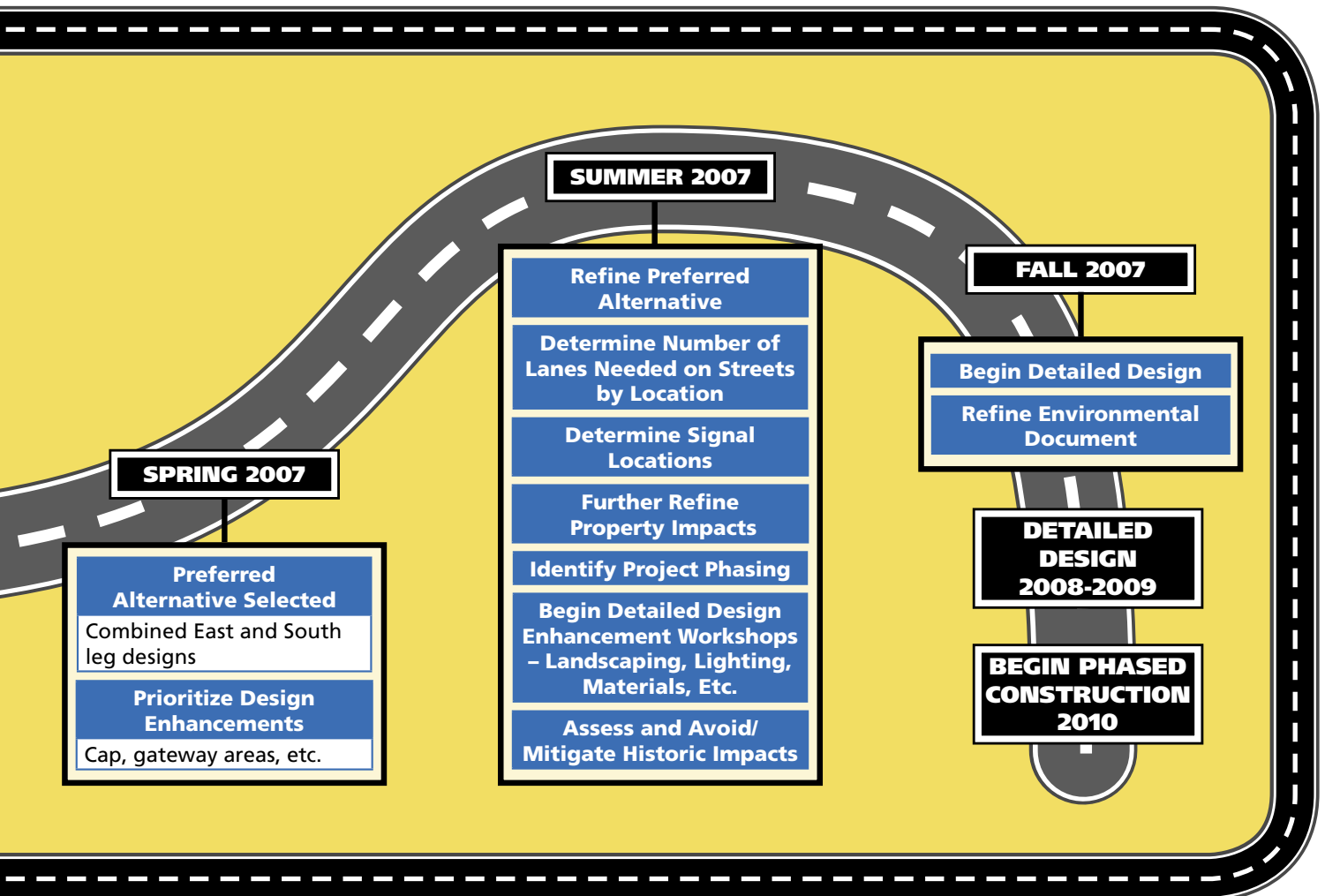
For the past six months, ODOT has been comparing two final alternatives – Mound/Fulton and Livingston/Fulton (see back page) – to determine which option does a better job of improving safety and travel with fewer impacts.

The analysis includes a comparison of the alternatives based on safety, cost, property and environmental impacts.

**All the alternatives untangle the I-70/71 overlap and consolidate ramps to improve safety, as well as add lanes to accommodate traffic growth.**

The primary difference in the alternatives is how they tie the freeway into the city street network.

*Continued on next page...*





One-Way Mound-Fulton CD Street Alternative



One-Way Fulton-Livingston CD Street Alternative

On the south side of the freeway, ODOT proposes to reconstruct one-way city streets parallel to the freeway along either Mound/Fulton or Livingston/Fulton 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 and Lester streets.



One-Way Parsons-Lester CD Street Alternative

The cost of each alternative is about \$850 million. Construction could begin as early as 2010 and be built in phases over four to five years.

To review the alternatives and make comments, log onto [www.7071study.org](http://www.7071study.org).

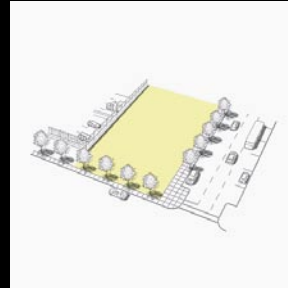
## Public Meeting

**Tuesday, December 5  
6:00 p.m to 8:00 p.m.  
Columbus Health Department  
240 Parsons Avenue.**

## Designs Under Consideration

The community is working with designers to identify areas where parks, development or signature bridges can be added to the project.

### Expanded Bridges



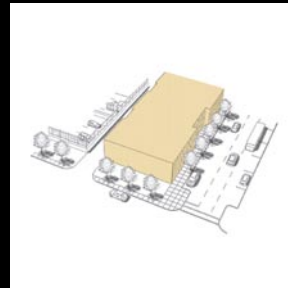
Conceptual Drawing



Example from Hartford, CT  
(Founders Bridge)

### Building Caps

(requires private developer)

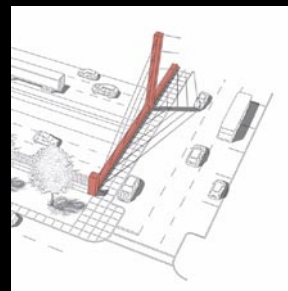


Conceptual Drawing



Example from Columbus, OH  
(The Cap at Union Station)

### Signature Bridge



Conceptual Drawing



Example from Columbus, OH  
(Lane Avenue Bridge)