



As with the freeway segments on I-74, the I-75 build conditions are not having a significant impact on SR 562 because the capacity of SR 562 is not changing. The eastbound freeway segment between I-75 and Paddock Road will operate at LOS E with the existing geometrics as well as any of the build alternatives in the AM design hour. Westbound State Route 562 will continue to operate at LOS D with any of the mainline alternatives.

Each of the four mainline alternatives analyzed offer improved operations over the existing geometrics; however, none of the alternatives reaches LOS D for the entire corridor, primarily due to the fact that traffic relocates to the I-75 corridor from other routes as capacity is added.

Consideration of Auxiliary Lanes

Capacity analyses have also been included for the freeway segments within the interchanges to aid in determining which locations should be further studied with respect to auxiliary lanes. While freeway segment analyses cannot be used to directly determine the benefit of an auxiliary lane, it can be used to determine which segments to study, because it details the difference in operational performance within interchanges and between interchanges.

Per AASHTO's Green Book, auxiliary lanes should be used in order to provide lane balance, supply adequate capacity, and/or improve route continuity. Based on the I-75 results summarized in this document, some segments of I-75 may need to be analyzed further with respect to auxiliary lanes; however, the number and location of the freeway segments investigated is dependent on the mainline alternative chosen and refined origin-destination information. At this time, no locations are being recommended for auxiliary lanes within the project limits based upon capacity analyses. The operational benefits of auxiliary lanes will be further evaluated in Step 6 of ODOT's PDP when certified traffic and origin-destination distributions can be evaluated and approved by ODOT's Office of Technical Services. Auxiliary lanes are, however, being recommended in some areas based upon geometric constraints, route continuity, and lane balance. The recommended locations are explained in the "Description of Mainline Alternatives" section of this document and will be further evaluated in Step 6.



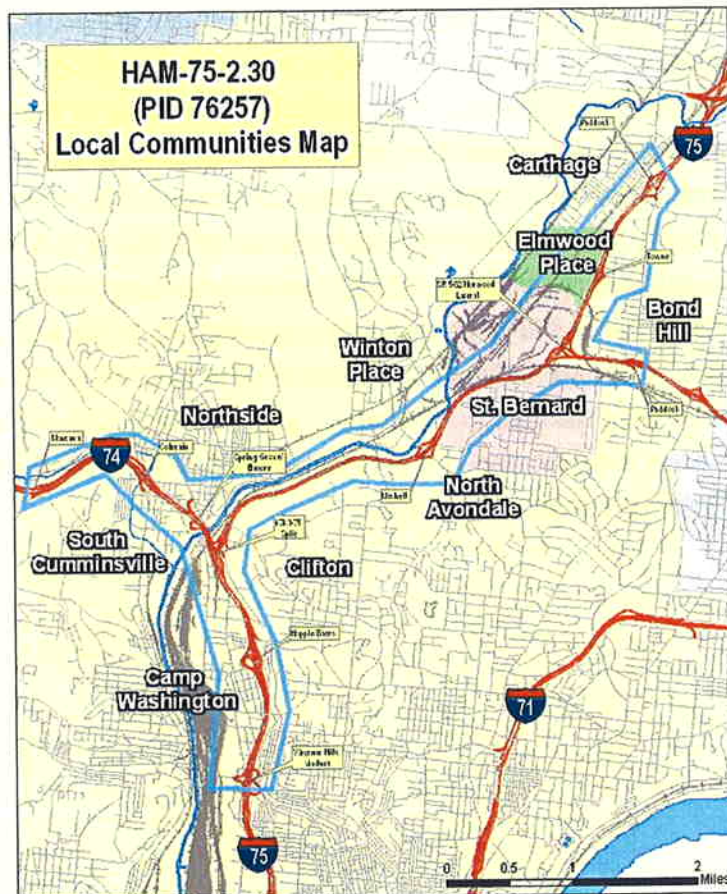
Social and Community Impacts

Community Description and Impacts. The I-75 Mill Creek Expressway study area encompasses several communities, including the City of St. Bernard, the Village of Elmwood Place and a portion of the City of Cincinnati. Within the latter, the neighborhoods of Carthage, Bond Hill, Winton Place, North Avondale, Clifton, Northside, South Cumminsville and Camp Washington (from north to south) are within the study area. The primary impacts to the communities are expected to be realized due to access changes, property impacts, relocations, noise and park impacts. This section will focus on the community impacts of proposed changes to access. Each of the remaining impacts is discussed in greater detail elsewhere in this document.

Elmwood Place: The relatively small Village of Elmwood Place (0.3 square miles) was incorporated in 1889 and is bound by Cincinnati's Carthage Neighborhood on the north, I-75 on the east, the City of St. Bernard on the south and the Mill Creek on the west. The village is mostly residential, with fewer than 3,000 residents, but includes a commercial district along Vine Street and industrial facilities along the Norfolk Southern Rail line.

The partial Towne Street interchange provides access to Elmwood Place via northbound I-75 ramps. There are no southbound I-75 ramps at the Towne Street interchange. Therefore, southbound traffic must utilize one of the adjacent interchanges.

The majority of southbound I-75 traffic accessing Elmwood Place and the surrounding businesses utilize the Paddock Road interchange about ¾ miles north of the Towne Interchange.





From the Paddock Ramp, drivers have several options to travel southbound into Elmwood Place; however, these three are the most highly traveled routes:

- Paddock Road northbound to Anthony Wayne Trail/Vine Street southbound (1 mile)
- Paddock Road southbound to Seymour Avenue westbound to Vine Street south (1.1 miles)
- Paddock Road southbound to Towne Street westbound (1.2 miles)

Additional ramps at Paddock Road (along SR 562/Norwood Lateral) and Mitchell Avenue (south along I-75) provide access to Elmwood Place.

From the NSTI it was recommended that the Towne Street interchange be closed due to travel and safety issues. The Mill Creek Expressway study has carried forward that recommendation based upon the safety analysis.

Traffic currently traveling eastbound on Township Avenue cannot turn northbound on Vine Street. To travel on I-75 NB, this traffic can continue through the intersection to the existing ramps. However, if the interchange is closed, that traffic would have to turn SB on Vine then EB on Murray then either NB or SB on Paddock to access either the I-75 ramp or SR 562 ramp. It is recommended that if the Towne Street ramp is closed that the Vine/Township intersection be improved to allow all movements. Additional information will be developed in Step 6 to illustrate the consequences of allowing the Towne Street interchange to remain open for comparison against an evaluation of the consequences of closing the interchange.

St. Bernard: Incorporated in 1878, St. Bernard is located directly south of Elmwood Place and is bisected by I-75. The City of St. Bernard has a population of roughly 5,000 persons within 2.5 square miles. The northern half of the city is predominantly industrial and includes the Norfolk Southern and CSX railroads. The southern half of the city includes the commercial and institutional center of St. Bernard, which is surrounded by mostly residential areas.

The Mitchell interchange on I-75 and the Paddock Road interchange on the Norwood Lateral (SR 562) provide access to St. Bernard. The Paddock Road interchange will remain as is and the Mitchell interchange is proposed to be improved, therefore allowing better connectivity to St. Bernard.

Carthage: The City of Cincinnati neighborhood of Carthage is home to roughly 2,500 people in 0.8 square miles located just west of the Paddock Road interchange off I-75. Minimal improvements are proposed at the Paddock interchange and will only improve access to and from the Carthage neighborhood.



Bond Hill: The Village of Bond Hill was originally established in 1886 and then annexed into the City of Cincinnati in 1903. The Bond Hill neighborhood is a predominantly older residential community that was mostly built following World War I in the 1920s. The neighborhood covers roughly 2 square miles and is home to over 10,000 people.

The Bond Hill neighborhood utilizes the Towne Street partial interchange and the Paddock Road interchange off Norwood Lateral (SR 562). The Paddock Road interchange will remain as is and the Towne Street interchange is proposed to be removed due to travel and safety issues. Additional information will be developed in Step 6 to illustrate the consequences of allowing the Towne Street interchange to remain open for comparison against an evaluation of the consequences of closing the interchange.

Winton Place: The Winton Place neighborhood has a population of approximately 2,600 people and includes a mix of residential, commercial and industrial land use within its 1.9 square miles. The residents of the Winton Place neighborhood utilize the Mitchell Avenue interchange to access I-75. Proposed improvements to the Mitchell Avenue interchange will only enhance the access to and from Winton Place.

North Avondale: The North Avondale neighborhood includes approximately 3,500 people in about 2 square miles. The neighborhood extends from I-75 to I-71 and is bordered on the north by St. Bernard, the southwest by the Clifton neighborhood and the south by the Avondale neighborhood. The residents of the North Avondale neighborhood utilize the Mitchell Avenue interchange to access I-75. Proposed improvements to the Mitchell Avenue interchange will only enhance the access to and from North Avondale.

Clifton: The neighborhood includes approximately 9,000 people in the densely developed 2.25 square miles. A gaslight district and Mt. Storm Park add a historic and recreational character to this diverse community. The Clifton neighborhood includes over 130 acres of parkland between Burnet Woods, Bowdle Park, Dunore Park, Edgewood Grove, Mt. Storm Park and Rawson Woods.

Residents of the Clifton neighborhood utilize the Mitchell Avenue interchange, I-74/I-75 interchange and Hopple Street interchange to access I-75. Proposed improvements to the Mitchell Avenue interchange will only enhance the access to and from Clifton.

The I-74/I-75 interchange currently provides access to and from the two interstate highways as well as local access to Central Parkway on the east and Elmore Street (Colerain Avenue) and Spring Grove Avenue to the west. These local access ramps create a safety and congestion hazard because of low speed ramps and weaving conditions because of short merge lengths. The Elmore/Colerain and Spring Grove ramps are currently utilized by residents of the Northside and