



# I-75 Mill Creek Expressway Newsletter

April 2005 • Issue 1

## WELCOME!

The purpose of this newsletter is to update you on the progress of work on the I-75 corridor between the Western Hills Viaduct and the Paddock Road interchange. This newsletter will be sent periodically, and will provide you with information on the activities you might expect over the next few months. In addition, it will include information on the environmental and planning studies currently underway. As the project progresses, this newsletter will eventually give you an idea of what I-75 will look like. Your ideas are greatly appreciated at any time, and will help determine the course of this project.

## BACKGROUND

In 2000, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) cooperated on a regional transportation plan named the North South Transportation Initiative (NSTI). The primary focus of the NSTI was to determine how to improve the safety, efficiency and reliability of transportation networks within Southwest Ohio, Northern Kentucky and Southeast Indiana. Several projects emerged from the NSTI as priorities. Based on analysis of existing and future travel corridors and public and stakeholder input, this section of I-75 ranked high in terms of importance. The *I-75 Mill Creek Expressway* study is intended to build upon this major investment study and refine the recommendations within this portion of the I-75 corridor.

## STUDY AREA

The *I-75 Mill Creek Expressway* study area includes the interchanges with Hopple Street, I-74, Mitchell Avenue, Norwood Lateral (SR 562), and Towne Street. In order to properly evaluate options at I-74/I-75, the study will also include the adjacent Colerain interchange on I-74. When improvements to an interchange are being considered, studies are required to evaluate how the proposed work will affect the next adjacent interchange. Therefore, traffic data will be collected and evaluated on I-75 from the Western Hills Viaduct to Paddock Road, on I-74 from the Montana Avenue interchange to I-75, and on the Norwood Lateral from I-75 to the Paddock Road interchange ([See Figure 1: Study Area Map on Page 2](#)). The study area includes portions of the City of Cincinnati, City of St. Bernard, and the Village of Elmwood Place.

## PROJECT PURPOSE AND GOALS

ODOT initiated the *I-75 Mill Creek Expressway* study to evaluate alternatives that will improve traffic flow and enhance safety. With your help, the *I-75 Mill Creek Expressway* will:

- Reduce the frequency and severity of collisions within the Study Area
- Reduce congestion on I-75 to an acceptable level while limiting community impacts
- Minimize design deficiencies
- Improve the safety and efficiency of local access
- Coordinate with local plans regarding rail, light rail, bus transit, environmental restoration, and community development

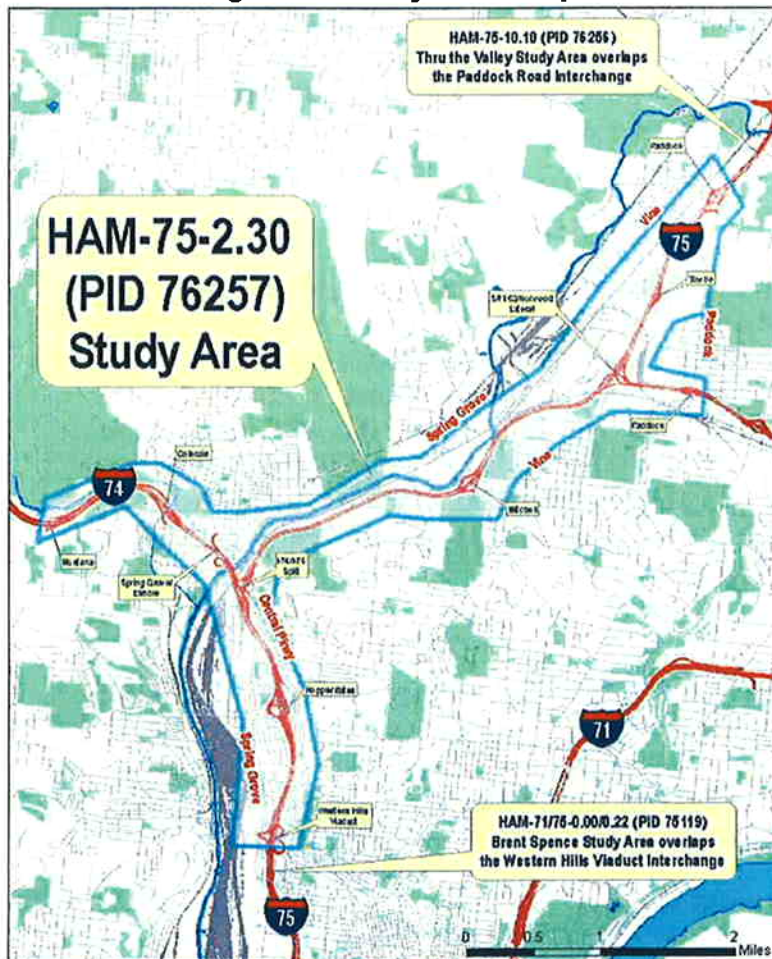
## IMPLEMENTATION COMMITTEE

The *I-75 Mill Creek Expressway* Implementation Committee was established by ODOT in November of 2004 and is composed of representatives from Hamilton County, City of Cincinnati, City of St. Bernard, Village of Elmwood Place, OKI, FHWA and other participants. It is responsible for implementing the policy decisions and technical studies of the *I-75 Mill Creek Expressway* study team and to ensure that the interests of each community or organization within the study area are represented. This committee plays a vital role in collecting public input and keeping the public informed throughout the length of the project.

## FUTURE CHALLENGES

In future steps of the Project Development Process, the Project Team and Implementation Committee will be developing alternatives to address the identified needs. In addition to tight physical constraints, such as the existing railroad facilities and the channelized Mill Creek, the *I-75 Mill Creek Expressway* study area includes numerous community issues. The area contains several community parks and recreational facilities, state parks, churches, schools and several noteworthy cemeteries. Currently, thirteen of the fifteen census tracts within the study area have a higher unemployment rate than the Cincinnati Metropolitan Area (Cincinnati/Hamilton CMSA). The needs of the community and the potential impacts to important social, economic and environmental resources will be considered in evaluation of alternatives to address the transportation needs.

Figure 1: Study Area Map



## PROJECT SCHEDULE

### Fall/Winter 2003

Project Ranked High from NSTI

### Spring 2004

Funding Identified and Programmed thru TRAC

### Fall 2004

ODOT Assembles Consultant Team and Implementation Committee

### Fall/Winter 2004/2005

Technical Studies Conducted

### Spring 2005 – Fall 2007

Identify Various Alternatives

### Fall 2007 – Spring 2010

Detailed Final Design

### Fall 2008 – Spring 2010

Right-of-Way Acquisition Process

### Fall 2010 – Fall 2013

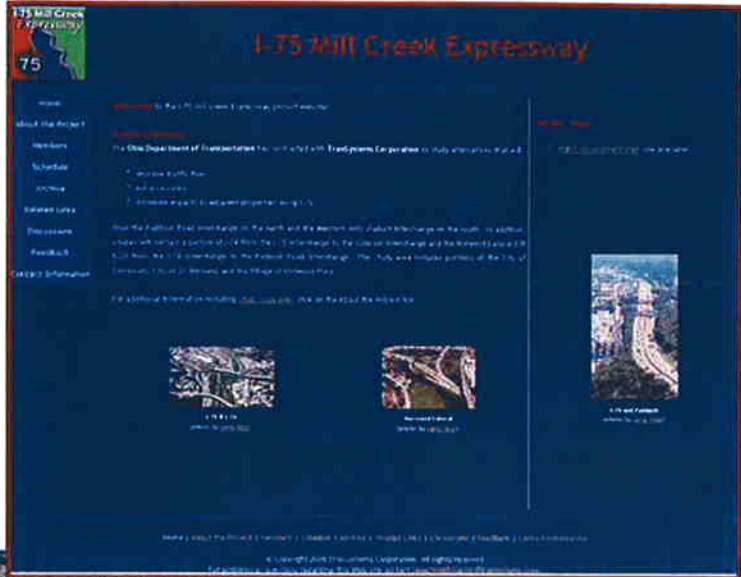
Construction Phase



## WEBSITE

The I-75 Mill Creek Expressway Project Website ([www.i75millcreekexpressway.com](http://www.i75millcreekexpressway.com)) provides all project related public information to the widest distribution of interested parties around the clock. Users will find an array of information including the following key project highlights:

- Project Purpose and Background
- Schedule and Timeline
- Progress/Status Section
- Maps and Renderings
- Frequently Asked Questions
- News Releases/Updates
- Community Outreach
- Implementation Committee Information
- Feedback and E-mail Contact



## QUESTIONS?

As always, your comments and input on the I-75 Mill Creek Expressway Project are encouraged. TranSystems and/or the Ohio Department of Transportation will do our best to respond to and address any comments or concerns received. Please feel free to contact the study team.

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**Comments will be received via mail, e-mail, or fax  
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