

1-11-06

I-75 Mill Creek  
ExpresswayJanuary 11<sup>th</sup>2006 Public Meetings  
SIGN-IN SHEET

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Aaron Schill	m.e. Companies	
Hans Jondal	ODOT-DIST 8	
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# January 11<sup>th</sup> / ~~13<sup>th</sup>~~, 2006 Public Meetings SIGN-IN SHEET

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# City of Cincinnati



Department of Transportation and Engineering  
Division of Transportation Planning and Urban Design

January 11, 2006

Mr. Stefan Spinosa  
Technical Services Engineer, District 8  
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Eileen Enabnit  
*Director*

Robert H. Richardson, AIA  
*City Architect*

Dear Mr. Spinosa:

The purpose of this letter is to provide feedback for the Conceptual Alternatives Study document sent to us on December 20, 2005. Staff from the Department of Transportation and Engineering met to review the alternative conceptual alignments and have the following comments and concerns:

## **Four Lane Continuity Alternative**

### **A-1, A-2**

It appears that this plan keeps the existing four lane cross section. Tie in to the design of the Brent Spence Bridge project is confusing, especially in the vicinity of the Western Hills Viaduct.

### **A-3a**

We are concerned about keeping only four lanes on the mainline in this area due to existing levels of congestion.

### **Interchange**

- Queuing space between intersections seems short to accommodate left turns
- McMicken should be connected to the connector road since a good alternate route does not exist
- There should be a full two lane approach onto the NB ramp from westbound King
- Carry two lanes from Hopple northbound with one lane to I-75 and one lane to I-74
- This alternative does not take advantage of the existing capacity enhancing features like the right hand entrances to the highway from WB Hopple to SB I-75 and EB Hopple to SB I-75

- At the SB ramp intersection with Hopple, four lanes are needed at the traffic signal to allow for an unimpeded dual right and a dual left
- There does not seem to be a need to relocate the SB ramp intersection farther to the east – the existing location is preferred to allow for more storage on the bridge

### **A-3b**

This alternative creates two intersections with significant capacity and safety conditions. It is our opinion that the operation of the City street network will be worsened by this design.

### **A-4**

The merge and weaving for both northbound and southbound I-75 between I-74 and Hopple are not improved in this alternative. We believe that some consideration must be given to create flyovers for ramps. For example: SB I-74 through traffic to I-75 could flyover the traffic from SB I-75 exiting to Hopple. Also, traffic headed for NB I-75 from Hopple could flyover the traffic from NB I-75 to I-74. Even with additional lanes on the mainline, this weaving cannot be eliminated or improved with the concepts as shown.

### **A-5a**

This alternative provides access to Central Parkway and to Spring Grove and Colerain in Northside and is preferred by the City.

### **A-5b**

This alternative provides for no local access and is not acceptable to the City.

### **A-6**

It is unclear why the ramp from Colerain/Spring Grove to SB I-75 has to be eliminated. There is no reasonable alternate route from Northside.

### **A-7a, A-7b**

Neither of these concepts appears to address the travel needs of the public and improve the neighborhood quality. We would prefer one arterial instead of two separate alignments for Beekman. Both options have workable pieces, but we would like to discuss other ideas that we had which may be less expensive and circuitous.

### **A-8, A-9**

We feel that a fifth auxiliary lane is necessary between I-74 and Mitchell for NB I-75.