



# I-75 Mill Creek Expressway Newsletter

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## OVERALL PROJECT UPDATE

The project team recently completed the Preferred Alternative Verification Report (PAVR) for the I-75 corridor from the Western Hills Viaduct to just north of Paddock Road. This effort also includes alternative development for I-74 from the Colerain/Beekman exit to I-75. This step of the process refined the design of the recommended alternative established after public input between September 2006 and April 2007. The project team is also preparing the first draft of the Environmental Document. This document and the information on the Preferred Alternative will be presented at a Public Hearing to be scheduled late summer of this year.

## CORRIDOR PROJECT PHASING AND SCHEDULE

Due to cost, constructability, and time constraints, the Mill Creek Expressway project has been split into eight phases of construction. The following table provides a brief description of each phase and tentative major milestone dates:

Phase	Project Description	Construction Cost (million)	Right-of-Way Acquisition Start	Major Construction Start	Major Construction End
1	Mitchell Ave. Interchange	\$46.9	August 2008	May 2010	July 2012
2	Monmouth St. Overpass	\$5.9	June 2008	March 2010	May 2011
3	Colerain/Beekman/I-74 interchange	\$10.5	March 2009	March 2011	September 2012
4	I-75 from Western Hills Viaduct to Monmouth Overpass (includes Hopple Interchange)	\$116.9	November 2009	March 2012	August 2014
5	I-75 from Monmouth Overpass to Mitchell Ave. (includes I-74 Interchange and I-74 improvements)	\$185.6	February 2011	January 2014	November 2016
6	RR Overpass South of Norwood Lateral	\$42.8	June 2012	March 2014	September 2015
7	I-75 Mainline from Mitchell Ave. to the Norwood Lateral	\$50.9	August 2013	March 2016	May 2018
8	I-75 Mainline from the Norwood Lateral to Cross County Highway	\$158.1	September 2015	March 2018	May 2020

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## WEBSITE UPDATES

The following updates have been made to the project website ([www.i75millcreekexpressway.com](http://www.i75millcreekexpressway.com)):

**June 2007 Update** - This update includes changes to the Feasible Alternatives, following the March 29, 2007 public meeting, as a result of public input.

**Noise Wall Meeting Information** – In an effort to gather public input to determine a desire for noise barriers in conjunction with the I-75 Mill Creek Expressway widening project, the Ohio Department of Transportation, in cooperation with TranSystems Corp., conducted two public meetings concerning several recommended noise barriers along I-75, I-74 and State Route 562. The meetings took place on February 26 and 27, 2008 and were intended for those residents and property owners who would be directly affected and could benefit by construction of noise barriers. In addition, the meetings were held to gather suggestions regarding the appearance of the proposed wall. In accordance with the noise abatement program, only the comments of those who are expected to receive a sound-level benefit from the installation of a noise barrier will be considered in the decision on whether or not that barrier will be constructed.

**Preferred Alternative Verification Report (PAVR) and Alternatives** – The PAVR is a design submission produced near the end of Step 7 in ODOT's Project Development Process (PDP) based upon engineering conducted after the identification of the recommended preferred alternative. The purpose of the PAVR is to provide documentation to facilitate review and approval of the basic design elements that will be used: (1) to determine the impact limits for the environmental assessment; (2) to scope Stage 1 design and beyond; and (3) to update costs for programming of various construction phases.

**Do you have a question or comment about the project?**

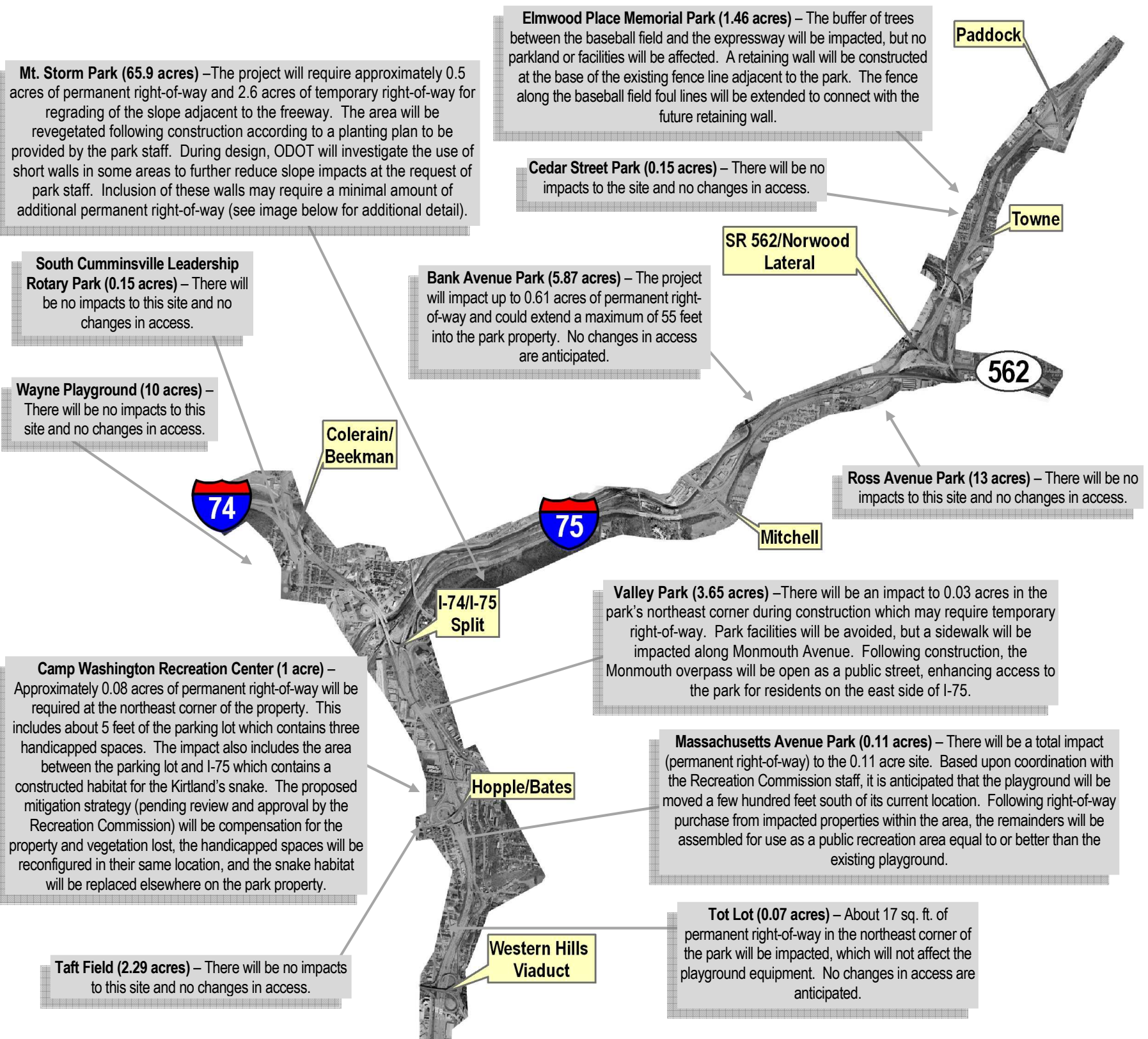
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**If you do, please give us a call, send an email, or visit the project website!**

## PARKS AND RECREATION AREAS

Publicly-owned parks and recreation areas are protected under Section 4(f) regulations for projects funded by the Federal Highway Administration (FHWA), such as the I-75 Mill Creek Expressway. "Section 4(f)" refers to a specific section of the U.S. DOT Act of 1966 that first laid out these protections. As part of development of the project, ODOT and TranSystems have been coordinating with the City of Cincinnati (Park Board and the Recreation Commission), the Village of Elmwood Place, and the City of St. Bernard regarding impacts to parks and recreation properties. We have been working together to minimize the effects of the project and to develop solutions to restore impacted areas. As a result of this effort to achieve no substantial impacts on parks, ODOT anticipates seeking "de minimis" findings for each park from FHWA under the Section 4(f) regulations.



## HISTORIC PROPERTIES

Historic properties are those resources eligible for inclusion or listed in the National Register of Historic Places (NRHP). Consideration of historic properties is stipulated by both Section 106 of the National Historic Preservation Act of 1966, as amended, and the Section 4(f) regulation. After survey and architectural evaluation, it was determined that seven historic properties are located within the project area. A determination of effects document was prepared in which the historic properties were described and the impacts were characterized. ODOT has concluded there are no adverse effects to the historic properties. A letter summarizing these findings has been submitted to the Ohio Historic Preservation Office for concurrence.

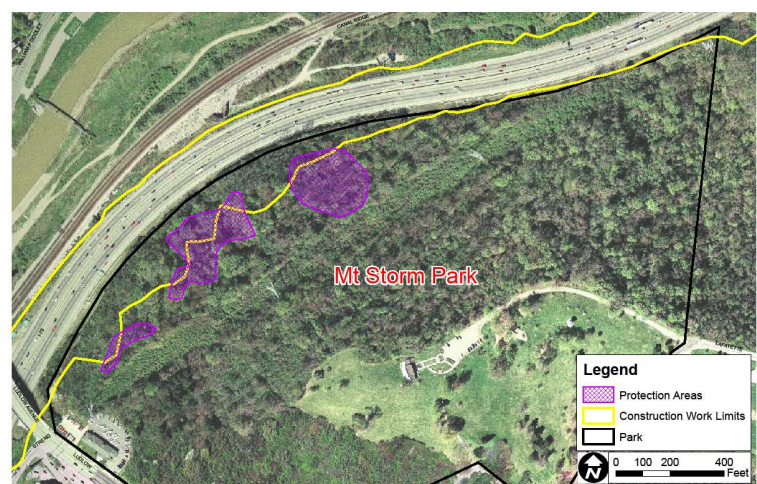


Image shows construction limits and vegetation protection areas at Mt Storm Park

## McMICKEN AVENUE DESIGN CHANGE

In mid-2006, the design team determined that in order to construct the Central Pkwy/Hopple/MLK connector road, the existing connection of McMicken Avenue to MLK was no longer retainable. Two possible alternatives were developed to connect McMicken with the connector road; intersect McMicken Avenue to the connector road, or cut off McMicken Avenue by not intersecting with the connector road. At that time, ODOT decided to connect McMicken to the connector road. As further engineering work was done on the proposed intersection, the elevation of McMicken Avenue was determined to be too steep requiring an additional 10 relocations (including seven duplex units). Following the substantial increase in impacts, ODOT and the design team recommended that McMicken be cut off from the connector road with alternative local routes available using either Riddle Road to Martin Luther King Drive or Marshall Avenue to Colerain Avenue.

## ST. BERNARD POST OFFICE AND FIRE STATION

Potential impacts to the Post Office and Fire Station within St. Bernard were noticed during the development of the Preferred Alternative. In both instances, the existing buildings are not directly affected by the highway design; however, a parking lot and basement are impacted. The design team is currently in the process of determining whether the loss of parking will impact the operations of the Post Office and whether the exterior walls of the basement at the Fire Station are within the construction limits of the project. In both instances, the design team expects to make a final determination on the impacts within the next few months.