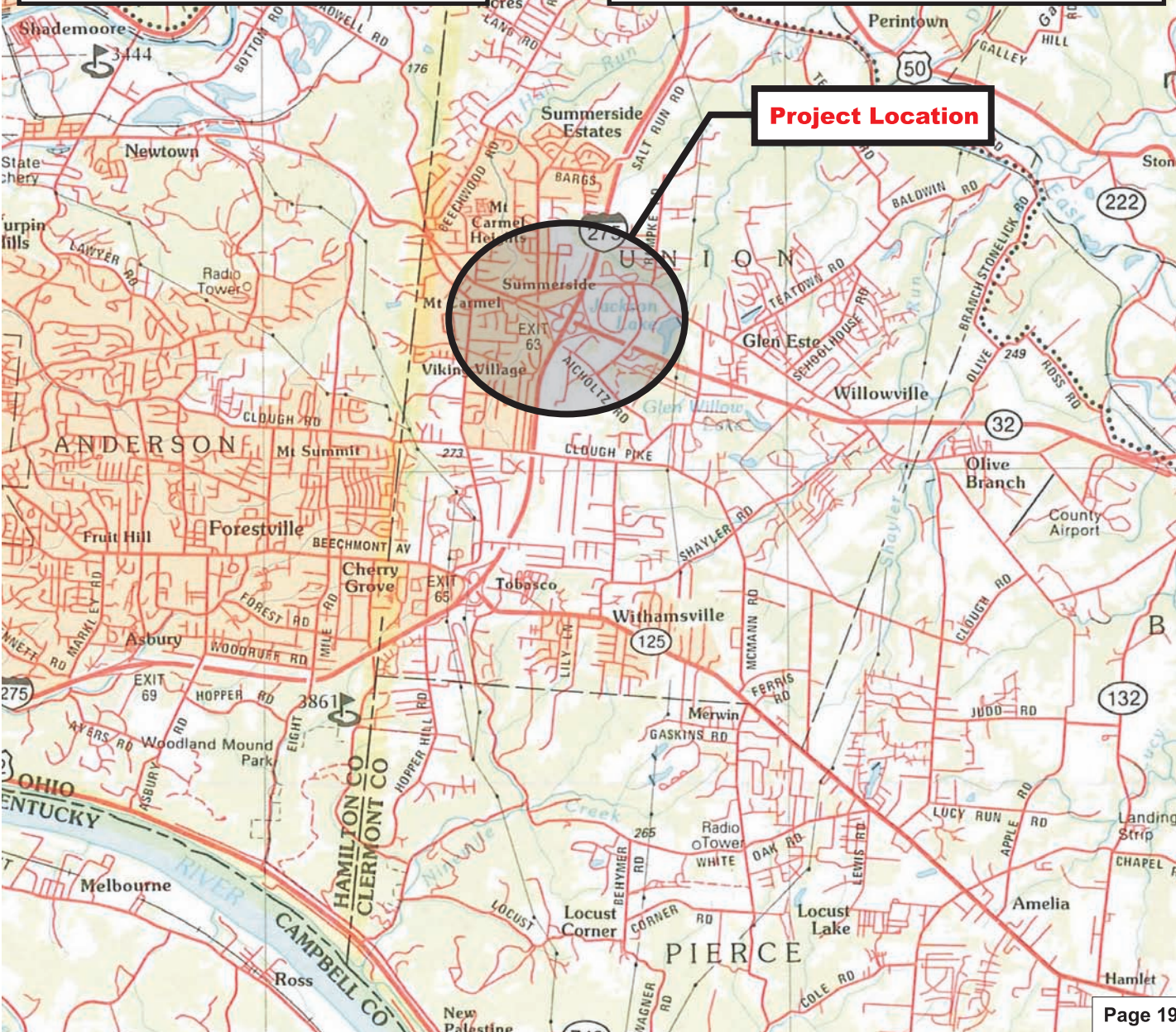
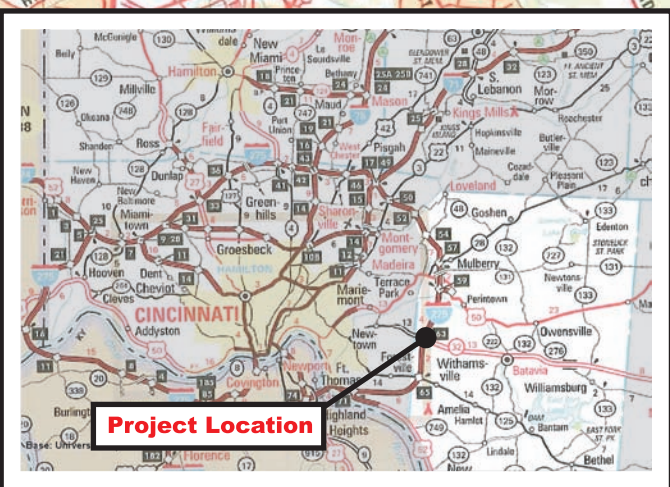
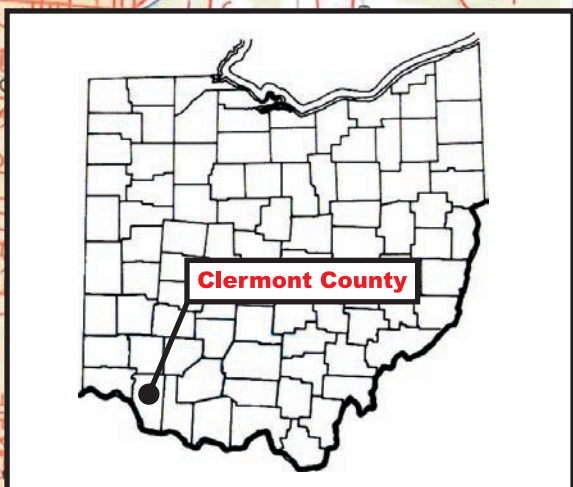


ATTACHMENT B

General Project Identification, Description and Design Information

- B1 Project Location Map
- B2 Preferred Alternative - General Layout
- B3 Preferred Alternative - Schematic Plan and Design
- B4 Preferred Alternative - Detail
- B5 OKI 2030 Long Range Plan and 2008-2011 TIP
- B6 Clermont County Thoroughfare Plan
- B7 Clermont County TID Regional Transportation Improvement Program
- B8 Preferred Alternative - Construction Phasing
- B9 Existing and Future Conditions
- B10 Preferred Alternative - Independent Utility and Addressing Purpose and Need
- B11 Other Planned Eastgate Area Projects
- B12 Conceptual Alternatives I, P and Q-3: January 2004 Public Meeting Exhibits and Tier 1 EIS Evaluation Matrix
- B13 Feasible Alternatives I and Q-1: Exhibits and May 24, 2004 Work Session Minutes and Evaluation Matrix
- B14 Environmental Composite Map and Impacted Parcels Table

Attachment B1
Project Location Map



Base: Ohio Atlas and Gazetteer (DeLorme, 2004)



Categorical Exclusion Level 4

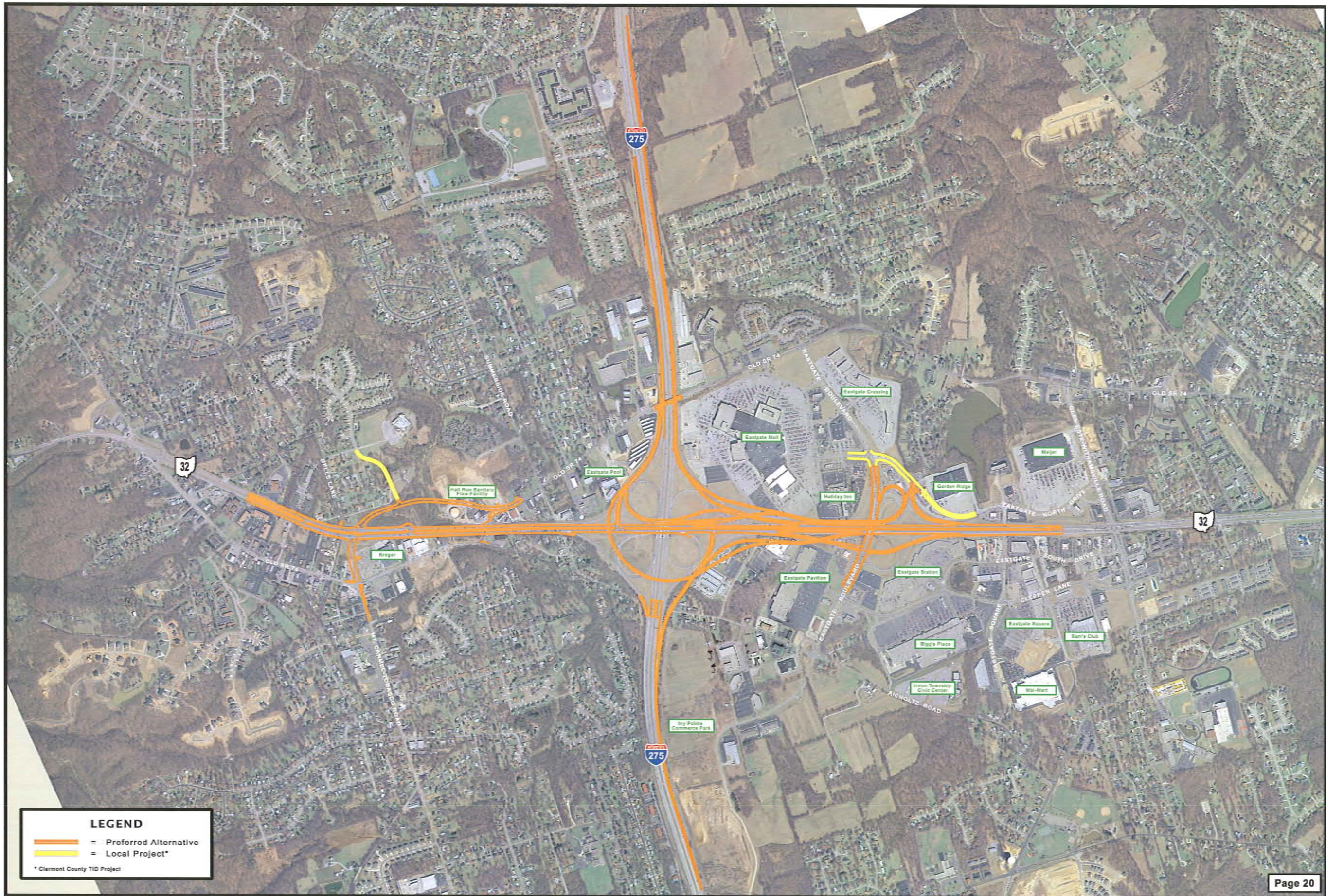
I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

**Attachment B1
Project Location Map**



MARCH 2008

Attachment B2
Preferred Alternative - General Layout



LEGEND

- = Preferred Alternative
- = Local Project*

* Clermont County TID Project

Attachment B3

Preferred Alternative - Schematic Plan and Design

DESIGN DESIGNATION (SR 32)		DESIGN DESIGNATION (SR 74)		DESIGN DESIGNATION (EASTGATE BLVD.)		DESIGN DESIGNATION (SR 275)	
CURRENT ADT (2010)	64850	CURRENT ADT (2010)	23670	CURRENT ADT (2010)	76490	CURRENT ADT (2010)	64850
DESIGN YEAR ADT (2030)	79000	DESIGN YEAR ADT (2030)	26260	DESIGN YEAR ADT (2030)	83280	DESIGN YEAR ADT (2030)	79000
DESIGN HOURLY VOLUME (2030)	7210	DESIGN HOURLY VOLUME (2030)	2140	DESIGN HOURLY VOLUME (2030)	7560	DESIGN HOURLY VOLUME (2030)	7210
DIRECTIONAL DISTRIBUTION	55%	DIRECTIONAL DISTRIBUTION	75%	DIRECTIONAL DISTRIBUTION	53%	DIRECTIONAL DISTRIBUTION	55%
TRUCKS (24 HOUR B&C)	5%	TRUCKS (24 HOUR B&C)	4%	TRUCKS (24 HOUR B&C)	7%	TRUCKS (24 HOUR B&C)	5%
DESIGN SPEED	60 mph	DESIGN SPEED	35 mph	DESIGN SPEED	70 mph	DESIGN SPEED	60 mph
LEGAL SPEED	55 mph	LEGAL SPEED	35 mph	LEGAL SPEED	65 mph	LEGAL SPEED	55 mph
DESIGN FUNCTIONAL CLASSIFICATION	Urban Principal Arterial	DESIGN FUNCTIONAL CLASSIFICATION	Urban Collector	DESIGN FUNCTIONAL CLASSIFICATION	Urban Collector	DESIGN FUNCTIONAL CLASSIFICATION	Urban Interstate
	NHS PROJECT		NHS PROJECT		NHS PROJECT		NHS PROJECT

DESIGN DESIGNATION (MT. CARMEL--TOBACCO RD.)		DESIGN DESIGNATION (SR 32-1)	
CURRENT ADT (2010)	17670	CURRENT ADT (2010)	17670
DESIGN YEAR ADT (2030)	32700	DESIGN YEAR ADT (2030)	32700
DESIGN HOURLY VOLUME (2030)	2820	DESIGN HOURLY VOLUME (2030)	2820
DIRECTIONAL DISTRIBUTION	55%	DIRECTIONAL DISTRIBUTION	55%
TRUCKS (24 HOUR B&C)	4%	TRUCKS (24 HOUR B&C)	4%
DESIGN SPEED	40 mph	DESIGN SPEED	40 mph
LEGAL SPEED	40 mph	LEGAL SPEED	40 mph
DESIGN FUNCTIONAL CLASSIFICATION	Urban Minor Arterial	DESIGN FUNCTIONAL CLASSIFICATION	Urban Minor Arterial
	NHS PROJECT		NHS PROJECT

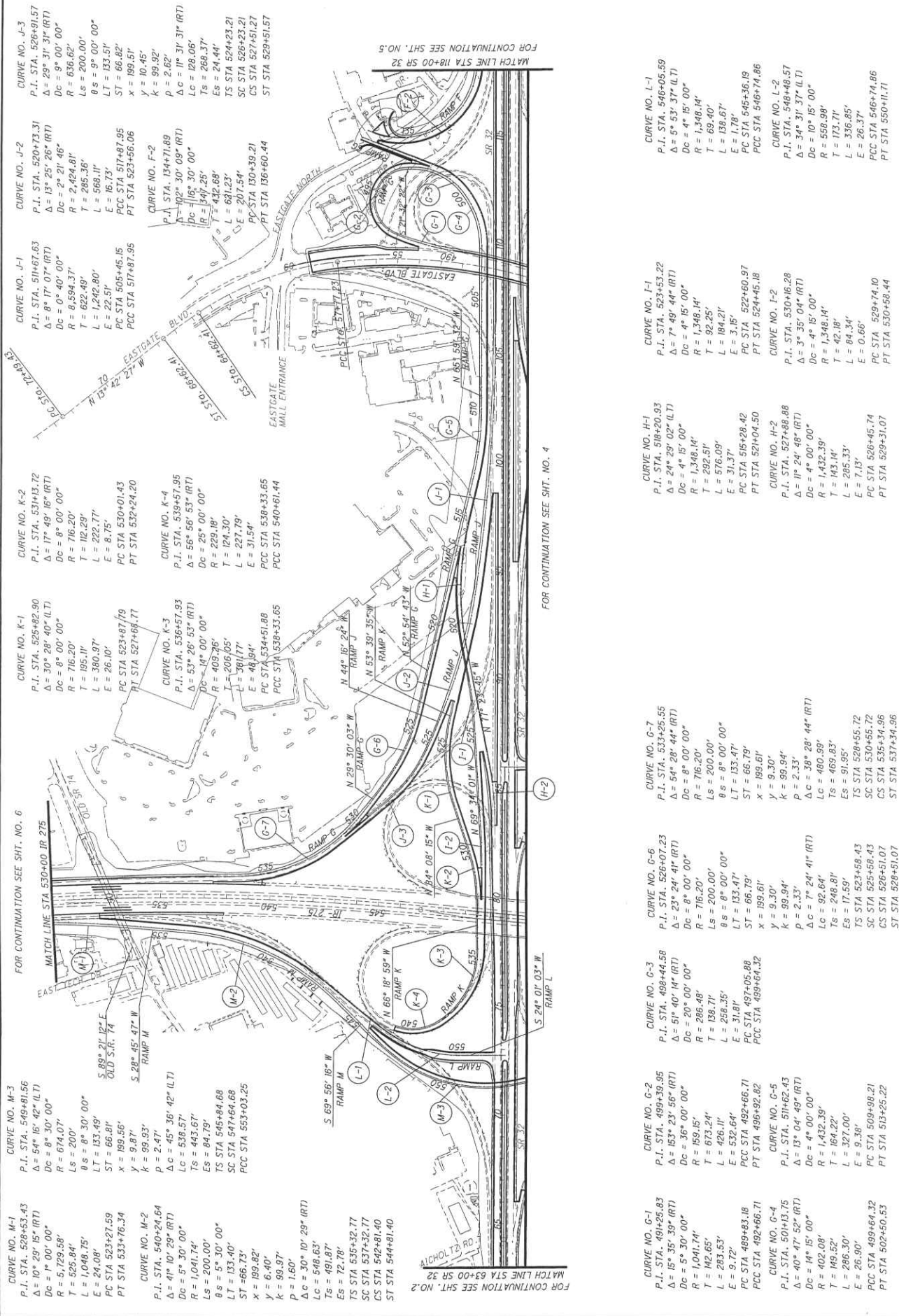




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CALCULATED

SCHMATIC PLAN STA 63+00 TO STA 118+00 SR 32

CLE-275-10.15



FOR CONTINUATION SEE SHIT. NO. 6

FOR CONTINUATION SEE SHIT. NO. 2

FOR CONTINUATION SEE SHIT. NO. 4

FOR CONTINUATION SEE SHIT. NO. 5

- CURVE NO. M-1**
P.I. STA. 529+53.43
Δ = 10° 29' 15" (RT)
Dc = 8° 00' 00"
R = 5129.58'
Ts = 525.84'
L = 1,048.75'
LT = 24.08'
PC STA 523+27.59
PT STA 533+76.34
- CURVE NO. M-2**
P.I. STA. 540+24.64
Δ = 41° 10' 29" (RT)
Dc = 5° 30' 00"
R = 1,041.74'
Ts = 200.00'
Ls = 5° 30' 00"
Bs = 5° 30' 00"
LT = 133.40'
ST = 86.73'
X = 199.82'
Y = 6.40'
K = 99.97'
P = 1.60'
ΔC = 30° 10' 29" (RT)
Lc = 548.63'
Es = 491.87'
Ts = 72.78'
TS STA 535+32.77
SC STA 537+32.77
CS STA 542+81.40
ST STA 544+81.40
- CURVE NO. M-3**
P.I. STA. 549+81.56
Δ = 54° 16' 42" (LT)
Dc = 8° 30' 00"
R = 674.07'
Ls = 200'
Bs = 8° 30' 00"
LT = 133.49'
ST = 66.81'
X = 199.56'
Y = 9.87'
K = 99.93'
P = 2.47'
ΔC = 45° 36' 42" (LT)
Lc = 538.57'
Ts = 445.57'
Es = 84.79'
TS STA 545+84.68
SC STA 547+64.68
PCC STA 553+03.25
- CURVE NO. K-1**
P.I. STA. 525+82.90
Δ = 30° 28' 40" (LT)
Dc = 8° 00' 00"
R = 716.20'
Ts = 195.11'
L = 380.97'
Lc = 222.77'
E = 8.75'
PC STA 523+87.79
PT STA 527+66.77
- CURVE NO. K-2**
P.I. STA. 531+13.72
Δ = 17° 49' 16" (RT)
Dc = 8° 00' 00"
R = 716.20'
Ts = 112.29'
L = 222.77'
E = 8.75'
PC STA 530+01.43
PT STA 532+24.20
- CURVE NO. K-3**
P.I. STA. 536+57.93
Δ = 53° 26' 53" (RT)
Dc = 14° 00' 00"
R = 409.26'
Ts = 205.05'
L = 361.77'
E = 40.94'
PC STA 534+51.88
PCC STA 538+33.65
- CURVE NO. K-4**
P.I. STA. 539+57.95
Δ = 56° 56' 53" (RT)
Dc = 25° 00' 00"
R = 229.18'
L = 124.30'
E = 31.54'
PCC STA 538+33.65
PCC STA 540+61.44
- CURVE NO. J-1**
P.I. STA. 511+67.63
Δ = 8° 17' 07" (RT)
Dc = 0° 40' 00"
R = 6,594.37'
Ts = 622.49'
L = 1,242.80'
E = 22.51'
PC STA 505+46.15
PT STA 517+87.95
- CURVE NO. J-2**
P.I. STA. 520+73.31
Δ = 15° 25' 26" (RT)
Dc = 2° 21' 46"
R = 2,424.81'
Ts = 285.36'
L = 568.11'
E = 16.73'
PC STA 517+87.95
PT STA 523+56.06
- CURVE NO. J-3**
P.I. STA. 526+91.57
Δ = 29° 31' 31" (RT)
Dc = 0° 00' 00"
R = 636.62'
Ls = 200.00'
Bs = 9° 00' 00"
LT = 133.51'
ST = 66.82'
X = 199.51'
Y = 10.45'
K = 99.92'
P = 2.62'
ΔC = 11° 31' 31" (RT)
Lc = 128.06'
Ts = 268.37'
Es = 24.44'
TS STA 524+23.21
SC STA 526+23.21
CS STA 527+45.27
ST STA 529+45.157
- CURVE NO. F-1**
P.I. STA. 523+53.22
Δ = 7° 49' 44" (RT)
Dc = 4° 15' 00"
R = 1,348.14'
Ts = 92.25'
L = 184.21'
E = 3.15'
PC STA 522+60.97
PT STA 524+45.18
- CURVE NO. F-2**
P.I. STA. 530+16.28
Δ = 3° 35' 04" (RT)
Dc = 4° 00' 00"
R = 1,348.14'
Ts = 42.18'
L = 143.39'
E = 7.13'
PC STA 526+45.74
PT STA 529+31.07
- CURVE NO. F-3**
P.I. STA. 523+53.22
Δ = 24° 29' 02" (LT)
Dc = 4° 15' 00"
R = 1,348.14'
Ts = 292.51'
L = 576.09'
E = 31.37'
PC STA 515+28.42
PT STA 521+04.50
- CURVE NO. F-4**
P.I. STA. 518+20.93
Δ = 24° 29' 02" (LT)
Dc = 4° 15' 00"
R = 1,348.14'
Ts = 292.51'
L = 576.09'
E = 31.37'
PC STA 515+28.42
PT STA 521+04.50
- CURVE NO. H-1**
P.I. STA. 518+20.93
Δ = 24° 29' 02" (LT)
Dc = 4° 15' 00"
R = 1,348.14'
Ts = 292.51'
L = 576.09'
E = 31.37'
PC STA 515+28.42
PT STA 521+04.50
- CURVE NO. H-2**
P.I. STA. 527+88.88
Δ = 11° 24' 48" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
Ts = 143.14'
L = 285.33'
E = 7.13'
PC STA 526+45.74
PT STA 529+31.07
- CURVE NO. H-3**
P.I. STA. 527+88.88
Δ = 11° 24' 48" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
Ts = 143.14'
L = 285.33'
E = 7.13'
PC STA 526+45.74
PT STA 529+31.07
- CURVE NO. G-1**
P.I. STA. 491+25.83
Δ = 15° 35' 39" (RT)
Dc = 5° 30' 00"
R = 1,041.74'
Ts = 142.65'
L = 283.53'
E = 9.72'
PC STA 489+83.18
PCC STA 492+66.71
- CURVE NO. G-2**
P.I. STA. 499+39.95
Δ = 153° 23' 56" (RT)
Dc = 36° 00' 00"
R = 159.15'
Ts = 673.24'
L = 426.11'
E = 532.64'
PCC STA 496+92.82
PT STA 499+64.32
- CURVE NO. G-3**
P.I. STA. 498+44.58
Δ = 51° 40' 14" (RT)
Dc = 20° 00' 00"
R = 286.48'
Ts = 138.71'
L = 258.35'
E = 31.81'
PC STA 497+05.88
PCC STA 499+64.32
- CURVE NO. G-4**
P.I. STA. 501+13.75
Δ = 40° 47' 52" (RT)
Dc = 14° 15' 00"
R = 402.08'
Ts = 149.52'
L = 286.30'
E = 26.90'
PC STA 509+98.21
PCC STA 513+25.22
- CURVE NO. G-5**
P.I. STA. 511+62.43
Δ = 13° 04' 49" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
Ts = 164.22'
L = 327.00'
E = 9.38'
PC STA 509+98.21
PT STA 513+25.22
- CURVE NO. G-6**
P.I. STA. 526+07.23
Δ = 23° 24' 41" (RT)
Dc = 8° 00' 00"
R = 716.20'
Ls = 200.00'
Bs = 8° 00' 00"
LT = 133.47'
ST = 66.79'
X = 199.61'
Y = 9.30'
K = 99.94'
P = 2.33'
ΔC = 7° 24' 41" (RT)
Lc = 92.64'
Ts = 469.83'
Es = 91.95'
TS STA 528+55.72
SC STA 530+55.72
CS STA 535+34.96
ST STA 537+34.96
- CURVE NO. G-7**
P.I. STA. 533+25.55
Δ = 54° 28' 44" (RT)
Dc = 8° 00' 00"
R = 716.20'
Ls = 200.00'
Bs = 8° 00' 00"
LT = 133.47'
ST = 66.79'
X = 199.61'
Y = 9.30'
K = 99.94'
P = 2.33'
ΔC = 38° 28' 44" (RT)
Lc = 480.99'
Ts = 469.83'
Es = 91.95'
TS STA 528+55.72
SC STA 530+55.72
CS STA 535+34.96
ST STA 537+34.96
- CURVE NO. L-1**
P.I. STA. 549+81.57
Δ = 5° 53' 37" (LT)
Dc = 4° 15' 00"
R = 1,348.14'
Ts = 69.40'
L = 138.67'
E = 1.78'
PC STA 546+36.19
PCC STA 548+74.86
- CURVE NO. L-2**
P.I. STA. 548+46.57
Δ = 34° 31' 37" (LT)
Dc = 10° 15' 00"
R = 558.98'
Ts = 173.71'
L = 336.85'
E = 26.35'
PCC STA 546+74.86
PT STA 550+11.71



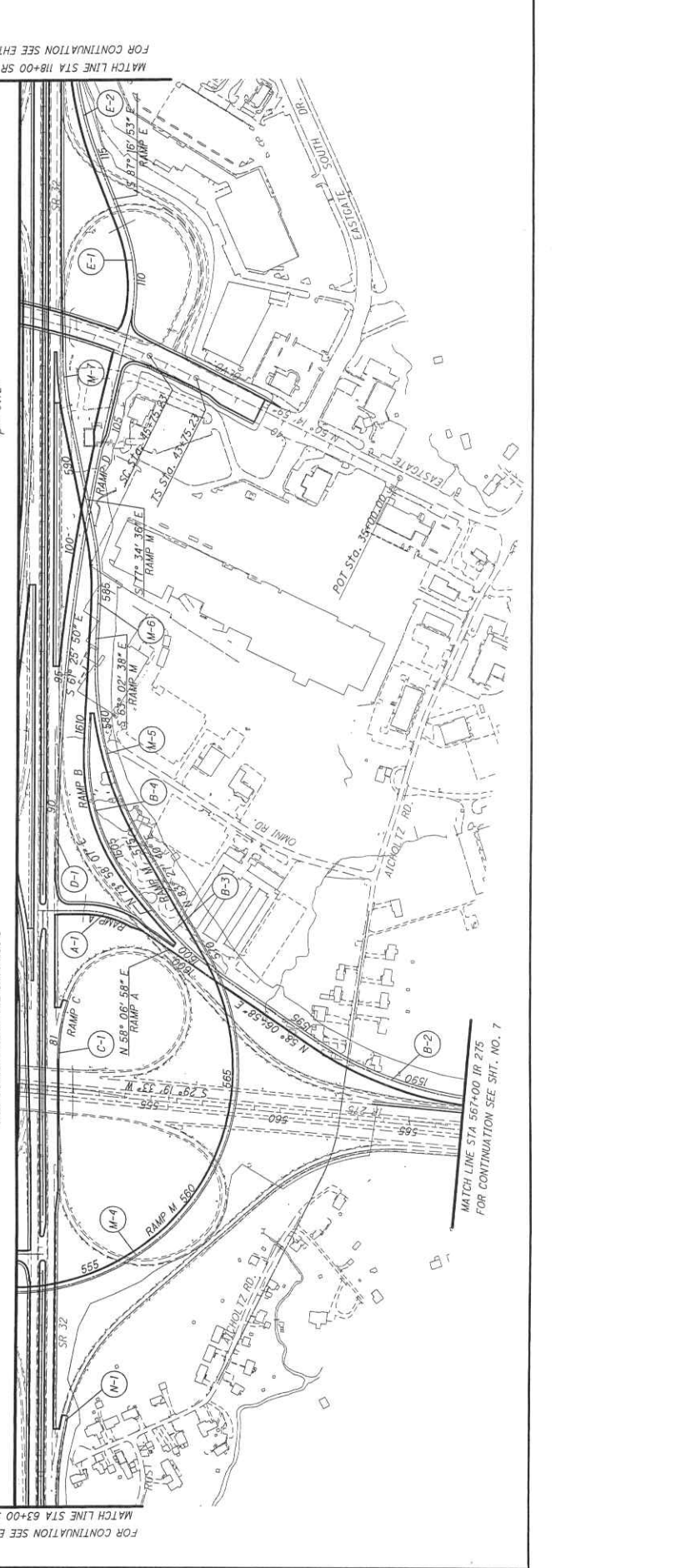
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SCHEMATIC PLAN

STA 63+00 TO STA 118+00 SR 32

CLE-275-10.15

- CURVE NO. A-1**
P.I. STA. 1603+39.22
Δ = 15° 00' 00"
Dc = 4° 15' 00"
R = 381.97'
T = 117.14'
L = 227.32'
E = 17.56'
PC STA 1602+22.08
PT STA 1604+49.41
- CURVE NO. B-1**
P.I. STA. 1591+20.57
Δ = 25° 31' 49" (RT)
Dc = 4° 15' 00"
R = 1,346.14'
T = 305.43'
L = 600.72'
E = 34.17'
PC STA 1588+15.14
PT STA 1594+15.86
- CURVE NO. B-2**
P.I. STA. 1591+20.57
Δ = 25° 31' 49" (RT)
Dc = 4° 15' 00"
R = 1,346.14'
T = 305.43'
L = 600.72'
E = 34.17'
PC STA 1588+15.14
PT STA 1594+15.86
- CURVE NO. B-3**
P.I. STA. 1600+04.18
Δ = 15° 51' 09" (RT)
Dc = 4° 15' 00"
R = 1,346.14'
T = 187.10'
L = 373.00'
E = 13.00'
PC STA 1598+16.48
PT STA 1601+89.48
- CURVE NO. B-4**
P.I. STA. 1606+39.25
Δ = 42° 59' 15" (RT)
Dc = 7° 30' 00"
R = 763.94'
Ls = 200.00'
E = 7° 30' 00"
L = 126.12'
E = 9.02'
PC STA 1604+31.32
PT STA 1607+57.43
- CURVE NO. C-1**
P.I. STA. 81+45.32
Δ = 18° 05' 22" (RT)
Dc = 8° 00' 00"
R = 716.20'
Ls = 200.00'
E = 114.01'
L = 226.12'
E = 9.02'
PC STA 80+31.32
PT STA 82+57.43
- CURVE NO. C-2**
P.I. STA. 1606+39.25
Δ = 42° 59' 15" (RT)
Dc = 7° 30' 00"
R = 763.94'
Ls = 200.00'
E = 7° 30' 00"
L = 126.12'
E = 9.02'
PC STA 1604+31.32
PT STA 1607+57.43
- CURVE NO. D-1**
P.I. STA. 97+10.75
Δ = 13° 34' 42" (RT)
Dc = 0° 45' 00"
R = 7,639.44'
T = 909.48'
L = 1,810.43'
E = 53.95'
PC STA 88+01.28
PT STA 106+11.71
- CURVE NO. D-2**
P.I. STA. 116+80.27
Δ = 15° 23' 25" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 199.97'
L = 387.52'
E = 30.67'
PC STA 114+86.73
PT STA 118+71.49
- CURVE NO. E-1**
P.I. STA. 110+21.15
Δ = 34° 52' 37" (LT)
Dc = 9° 00' 00"
R = 636.62'
T = 199.97'
L = 387.52'
E = 30.67'
PC STA 108+21.18
PT STA 112+06.70
- CURVE NO. E-2**
P.I. STA. 116+80.27
Δ = 15° 23' 25" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 199.97'
L = 387.52'
E = 30.67'
PC STA 114+86.73
PT STA 118+71.49
- CURVE NO. M-1**
P.I. STA. 546+78.76
Δ = 13° 35' 11" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 170.63'
L = 339.66'
E = 10.13'
PC STA 544+08.13
PT STA 547+47.79
- CURVE NO. M-2**
P.I. STA. 514+24.98
Δ = 32° 33' 00" (LT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 200.00'
L = 133.34'
ST = 66.68'
X = 199.96'
Y = 2.91'
k = 100'
p = 0.72'
- CURVE NO. M-3**
P.I. STA. 514+24.98
Δ = 32° 33' 00" (LT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 200.00'
L = 133.34'
ST = 66.68'
X = 199.96'
Y = 2.91'
k = 100'
p = 0.72'
- CURVE NO. M-4**
P.I. STA. 561+56.03
Δ = 18° 05' 22" (RT)
Dc = 8° 00' 00"
R = 716.20'
Ls = 200.00'
E = 114.01'
L = 226.12'
E = 9.02'
PC STA 559+07.53
PT STA 571+77.23
- CURVE NO. M-5**
P.I. STA. 579+03.00
Δ = 33° 29' 42" (RT)
Dc = 4° 15' 00"
R = 1,348.14'
T = 405.68'
L = 786.12'
E = 59.72'
PC STA 574+97.32
PT STA 582+85.43
- CURVE NO. M-6**
P.I. STA. 585+66.11
Δ = 14° 31' 58" (LT)
Dc = 5° 45' 00"
R = 996.45'
Ls = 200.00'
E = 5° 45' 00"
L = 133.40'
ST = 66.73'
X = 199.80'
Y = 6.69'
k = 99.97'
P = 1.67'
Δc = 3° 01' 58" (LT)
Lc = 52.74'
Ts = 227.23'
Es = 9.75'
TS STA 583+56.87
SC STA 585+56.87
CS STA 586+11.62
ST STA 588+11.62



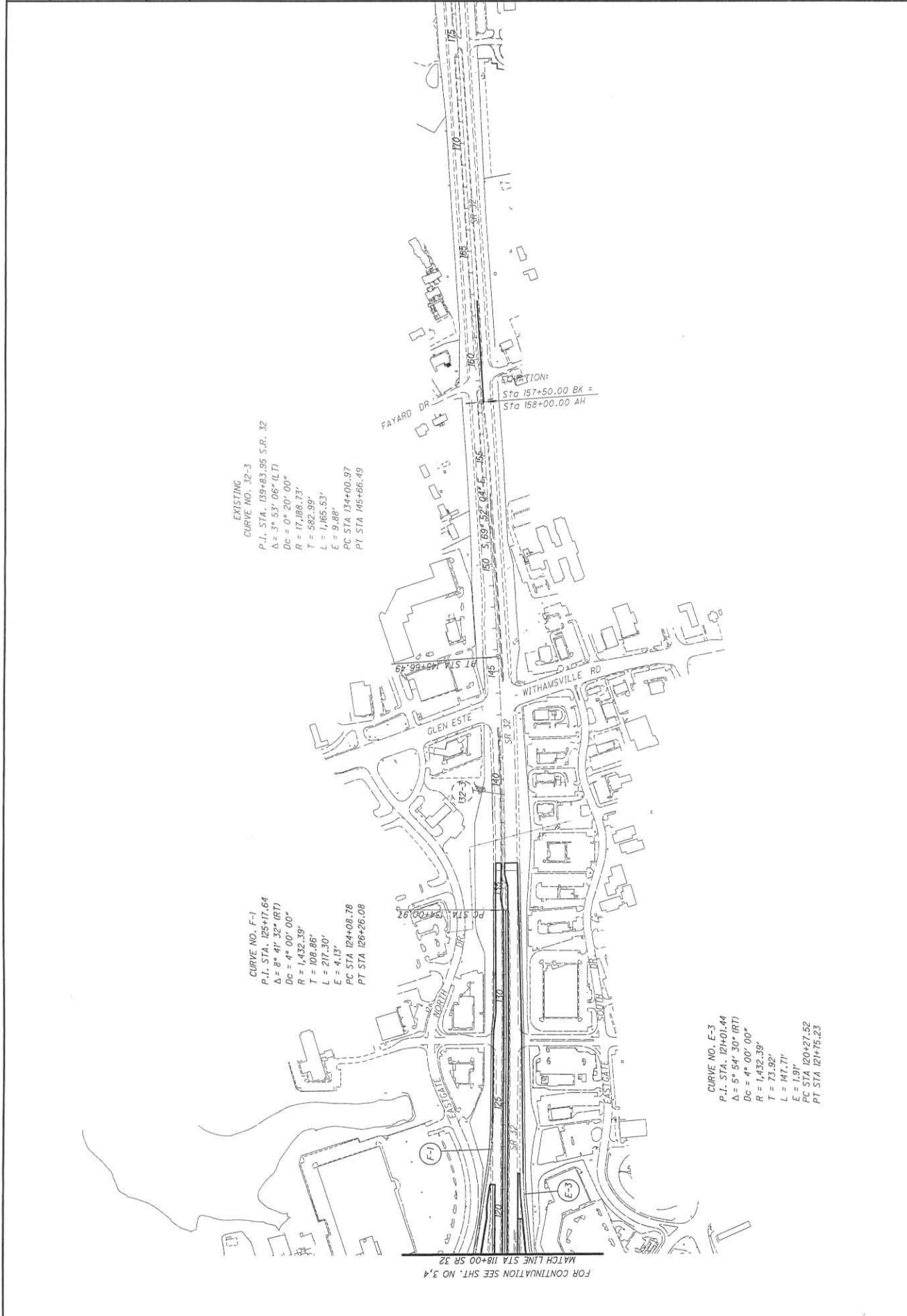
FOR CONTINUATION SEE EHT. NO. 2

FOR CONTINUATION SEE EHT. NO. 5

FOR CONTINUATION SEE EHT. NO. 7

FOR CONTINUATION SEE SHIT. NO. 3

FOR CONTINUATION SEE SHIT. NO. 4



EXISTING
CURVE NO. 32-3
P.I. STA. 139+83.95 S.R. 32
 $\Delta = 3^{\circ} 53' 06''$ (L/T)
Dc = $0^{\circ} 20' 00''$
R = 17,186.73'
T = 582.99'
L = 1,965.53'
E = 9.88'
PC STA 134+00.97
PT STA 145+66.49

CURVE NO. F-1
P.I. STA. 125+17.64
 $\Delta = 8^{\circ} 41' 32''$ (RT)
Dc = $4^{\circ} 00' 00''$
R = 1,432.39'
T = 108.86'
L = 217.30'
E = 4.13'
PC STA 124+08.78
PT STA 126+26.08

CURVE NO. E-3
P.I. STA. 121+01.44
 $\Delta = 5^{\circ} 54' 30''$ (RT)
Dc = $4^{\circ} 00' 00''$
R = 1,432.39'
T = 73.92'
L = 147.71'
E = 1.91'
PC STA 120+27.52
PT STA 121+15.23

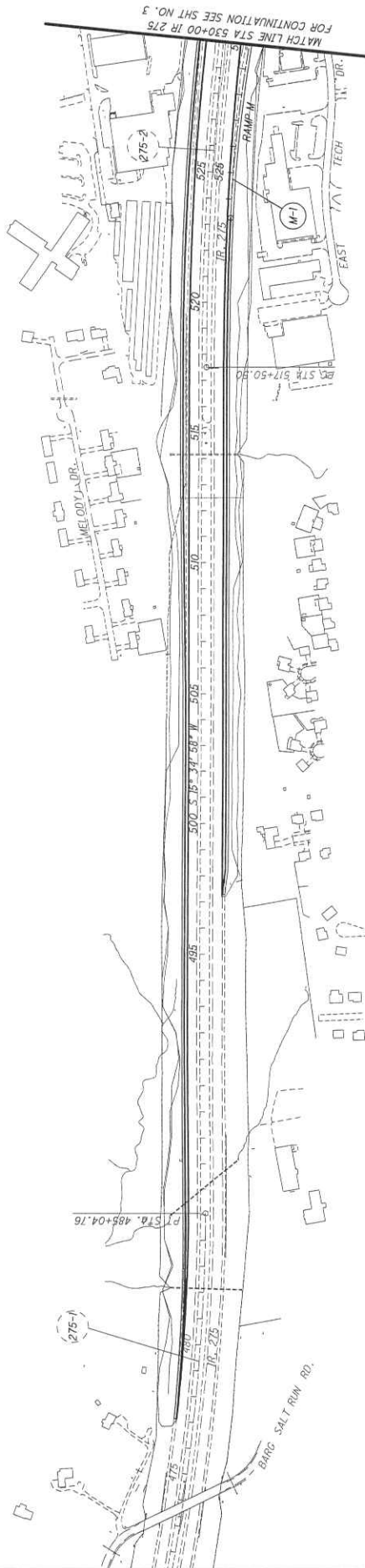
MATCH LINE STA 118+00 SR 32
FOR CONTINUATION SEE SHT. NO. 3, 4



CALCULATED
CHECKED
SCALE IN FEET
0 100 200
HORIZONTAL

SCHEMATIC PLAN
STA 473+00 TO STA 530+00 IR 275

CLE-275-10.15



CURVE NO. M-1
P.I. STA. 528+53.43
 $\Delta = 10^\circ 29' 15''$ (RT)
 $Dc = 11' 00'' 00''$
 $R = 5,129.58'$
 $T = 525.84'$
 $L = 1,048.75'$
 $E = 24.08'$
PC STA 523+27.59
PT STA 533+76.34

EXISTING
CURVE NO. I.R. 275-2
P.I. STA. 532+30.07
 $\Delta = 13^\circ 44' 35''$ (RT)
 $Dc = 0' 28' 00''$
 $R = 12,277.67'$
 $T = 1,479.57'$
 $L = 2,944.94'$
 $E = 88.83'$
PC STA 517+50.50
PT STA 546+94.44

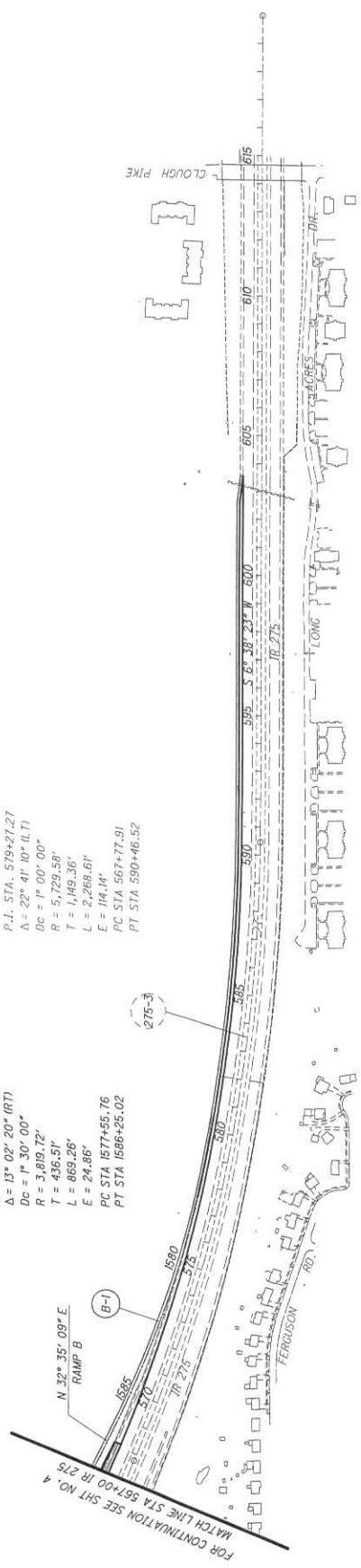
EXISTING
CURVE NO. I.R. 275-1
P.I. STA. 473+51.04
 $\Delta = 17^\circ 26' 30''$ (L.T)
 $Dc = 0' 45' 00''$
 $R = 7,639.44'$
 $T = 1,171.84'$
 $L = 2,325.56'$
 $E = 89.35'$
P.C. STA. 461+79.20
P.T. STA. 485+04.76

EXISTING
 CURVE NO. I.R. 275-3
 P.I. STA. 579+27.27
 $\Delta = 22^\circ 41' 10''$ (I.T.)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 4,149.36'$
 $L = 2,268.61'$
 $E = 114.14'$
 PC STA 567+77.91
 PT STA 590+46.52

CURVE NO. B-1
 P.I. STA. 1581+92.27
 $\Delta = 13^\circ 02' 20''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 435.51'$
 $L = 663.26'$
 $E = 24.86'$
 PC STA 1577+55.76
 PT STA 1586+25.02

N. $32^\circ 35' 09''$ E
 RAMP B
 (B-1)


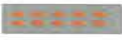




FOR CONTINUATION SEE SHT NO. 4
 MATCH LINE STA 557+00 IR 275



Attachment B4

Preferred Alternative - Detail

LEGEND

-  = Preferred Alternative Travel Lanes, Shoulders, and Pavement Markings
-  = Existing Roadway To Remain In Service Following Construction
-  = Superstreet Traffic Signal
-  = New Traffic Signal
-  = Relocated Traffic Signal
-  = Existing Traffic Signal





LEGEND

- = Preferred Alternative Travel Lanes, Shoulders, and Pavement Markings
- = Existing Roadway To Remain In Service Following Construction
- = Superstreet Traffic Signal
- = New Traffic Signal
- = Relocated Traffic Signal
- = Existing Traffic Signal



MARCH 2008



Categorical Exclusion Level 4

I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

**Attachment B4b
Preferred Alternative - Detail**

Attachment B5

OKI 2030 Long Range Plan and 2008-2011 TIP

Recommended Projects Ohio (Continued)

<i>Project ID</i>	<i>Plan ID</i>	<i>Facility</i>	<i>Location</i>	<i>Description</i>	<i>Cost \$(M)</i>
	217	SR 747	Hamilton Co. line to 0.75 mi S. of Smith Rd.	Add turn lanes and widen to five lanes; upgrade signals south of Tylersville. See 24091 and 75899	11.0
	249	SR 747	SR 129 to Princeton Road	Widen to 5 lanes	0.0
	254	US 27	Millville area	Realignment; includes SR 129 realignment	26.8
	255	US 27	Ross to Millville	Widen to four lanes	26.2
	256	US 27	Millville to Oxford	Widen to 3 lanes	10.3
	257	US 27R	South of Oxford	New 2-lane US 27 parkway connectors east and west	17.5
	265	US 42	Fields Ertel Rd. to Cox Rd.	Add center turn lane and access modification	5.5
Clermont					
Transportation Improvement Program-Committed Funding					
25523		IR 275	0.9 miles S of SR 125 to Cler./Ham. Co. line; from Cler./Ham. Co. line to 0.16 miles S of 5-Mile Rd.	Add lane to I-275 and rehabilitate existing pavement; plans completed under PID 10914	16.6
7948		SR 28	1.56 E of I-275 to 1.98 W of SR 48	Widen to 4 lanes	9.5
75303	412	SR 125	SR 125 and Amelia-Olive Branch Rd.	Intersection Improvement/park-and-ride	2.3
21145	413	SR 125	SR 132 to SR 222	Widen SR 125; install two-way left turn lanes between SR 132 and SR 222, inst	3.0
7606		SR 131	1.63 miles E of Milford corp. line, upgrade signal at Wolfpen-Pleasant Hill	Two-way left turn lanes	4.0
2030 Plan					
	403	Aicholtz Rd.	Eastgate Blvd. to Glen Este-Withamsville	Widen to 5 lanes	3.0
	402	Aicholtz Rd.	Glen Este-Withamsville Rd. to Bach-Buxton Rd.	New 5-lane roadway	3.1
	405	Business 28	SR 28 Bypass E Junct. to SR 28 Bypass W Junct.	Widen to 5 lanes with curb and gutter and	10.0
	407	Eastgate Blvd.	Extended from Clough to Aicholtz	New 4-lane facility	5.0
	401	New	Bach-Buxton Rd. to Stonelick-Olive Branch Rd. at SR 32	New 3-lane connector and ramp improvements	9.9
76289	404	Old SR 74	SR 32 Mt.Carmel to SR 32 Willowville	Add 1 lane	7.5
	415	IR 275	Approximately 0.25 miles N of SR 32 to 0.25 miles S of SR 32	Reconstruct the interchange of IR 275/SR 32 to accommodate 20 year projected traffic.	74.0
	432	SR 28	US 50 to I-275	Add 1 lane EB	12.0
	430	SR 28	W of Deerfield to SR 132	Add 1 lane	44.0
	406	SR 32	Hamilton Co. line to Old SR 74	Replace interchange at I-275; add 2 lanes each direction	25.0
Hamilton					
Transportation Improvement Program-Committed Funding					
NP 4909	613	New Haven Rd. Queen City Ave. (CR619)	Over I-74 White to Sunset Ave.	New Haven Rd. bridge replacement & expansion Roadway realignment (LPA)	6.3 9.3
25354	611	IR 74	Overlap section of I-74 and I-275 from 0.12 miles W of I-275 to eastern I-74/I-275 interchange	Rehabilitate and add 1 eastbound and 1 westbound lane in the median of I-74	67.6
76256		IR 75	From 0.1 miles S of Paddock Rd. to 0.08 miles N of Kemper Rd.	Study the corridor for access improvements. Work includes major rehabilitation of pavement.	3.0
76257		IR 75	From 0.1 mile N of Harrison Ave. to 0.1 miles S of Paddock Rd.	Study the corridor for access improvements. Work includes major rehabilitation of pavement.	2.0
20128		IR 275	At Reed Hartman Highway (See PID 23839)	Upgrade Interchange (ROW phase)	0.4
75109		SR 125	Vicinity of Beechmont Mall	Construct park-and-ride lot	1.8
75879	845	US 22	From .18 miles south to 2.72 miles north of Ham./War. County line- Fields Ertel to Foster Viaduct	Widen to 5 lanes to increase capacity and improve safety	1.5
75880	625	US 22	1.41 miles N of I-275 to .18 miles S of the Hamilton/Warren Co. line (Kemper to Fields-Ertel)	Widen to 5 lanes to increase capacity and improve safety	2.2
75882	625	US 22	.03 miles S of Montgomery corp. line to .30 miles N of I-275 (Weller to Cornell)	Widen to 5 lanes to increase capacity and improve safety	0.8
25065	625	US 22	From 0.30 miles N of I-275 to 1.41 miles N of I-275 (Cornell to Kemper).	Widen to 5 lanes to increase capacity and improve safety	4.1
8347		US 127	I-275 to 0.07 Miles S of Waycross Rd.	Widen to 4 lanes	2.9

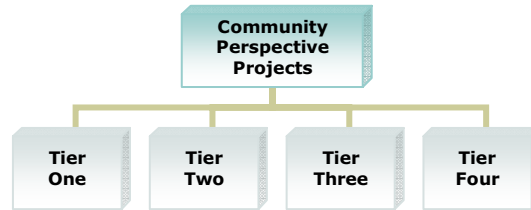


Clermont County

PID	Facility	Sec[OH]	Len	Location	Description	Programmed costs (000's)					AQ con- formity	Sponsor	Award/ Let	
						Fund Type	Phase	Pre 08	FY 08	FY 09				FY 10
81224	SR 133	0.00	0.00	SR 133 (Main Street) between Front Street and Broad Street	Construct a streetscape project						Total Cost: \$980	Exempt	Williams- burg	4Q08
						OKI-ENH	C	0	704	0	0	0	0	0
						Local	C	0	276	0	0	0	0	0
78994	CR 181	0.32	0.00	0.25 miles west of SR 132	Replace existing Old SR 28 bridge (CLE-181-0.32) over the O'Bannon Creek, including approaches						Total Cost: \$650	Exempt	Clermont County	2Q09
						BR	C	0	0	585	0	0	0	0
						Local	C	0	0	65	0	0	0	0
75894	SR 222	0.00	11.70	From SR 125 to Batavia south corporate line (letter 1-7-08)	Plane and pave a portion of SR 132 in Clermont County						Total Cost: \$2,431	Exempt	ODOT	4Q08
						State	C	0	486	0	0	0	0	0
						STP	C	0	1945	0	0	0	0	0
25376	SR 232	10.39	0.06	bridge no. CLE-232-1041, SFN: 1304623 (spans Poplar Creek)	Replace bridge superstructure						Total Cost: \$126	Exempt	ODOT	UNSC
						State	P	126	0	0	0	0	0	0
76289	IR 275	10.15	5.10	Approximately 1.5 miles north of SR 32 to 1.0 miles south of SR 32, including portions of SR 32	Reconstruct interchange with SR 32 & construct continuous flow intersection at SR 32 and Bells Lane						Total Cost: \$97,430	Analyzed	ODOT	2Q11
						TRAC	P	3058	0	0	0	0	0	0
						NHS	R	0	26550	0	0	0	0	0
						OKI-STP	C	0	0	0	0	3850	0	0
						State	C	0	0	0	0	6868	0	0
						TRAC	C	0	0	0	0	53150	0	0
						Local	R	0	1000	0	0	0	0	0
						State	R	0	2954	0	0	0	0	0
22375	SR 276	1.00	0.00	0.53 Miles North of SR 133	Replace bridge no. CLE-276-0104, SFN: 1304658 over Kain Run						Total Cost: \$349	Exempt	ODOT	2Q10
						State	R	0	30	0	0	0	0	0
						State	C	0	0	0	64	0	0	0
						STP	C	0	0	0	255	0	0	0
79070	CR 303 (Old SR 52)	0.29	0.00	0.29 miles east of the Clermont/Hamilton county line	Replace Old SR 52 bridge (C-303-0.29) over Nine Mile Creek						Total Cost: \$844	Exempt	Clermont County	4Q09
						BR	C	0	0	675	0	0	0	0
						State	C	0	0	169	0	0	0	0
79005	CR 351	2.80	0.00	2.76 miles east of Batavia west corporate line	Replace Old SR 32 bridge over Norfolk & Southern Railroad						Total Cost: \$1,250	Exempt	Clermont County	2Q09
						Local	C	0	0	125	0	0	0	0
						BR	C	0	0	1125	0	0	0	0
75627	SR 727	3.18	0.00	Bridge No. CLE-727-0320, SFN: 1304771. Bridge carries SR 727 over Stonelick Creek Res. Spillway	Bridge rehabilitation						Total Cost: \$975	Exempt	ODOT	2Q08
						State	P	150	0	0	0	0	0	0
						State	C	0	825	0	0	0	0	0

Attachment B6

Clermont County Thoroughfare Plan



Project “tiers” define transportation improvements based on their current stage of plan detail and funding status only. Projects can and will move freely from one tier to another.

TIER ONE PROJECTS			
Projects that are in an advanced state of planning whose funds have been identified. Construction on these projects is expected to begin within the next five years			
Map #	Community & Project	Proposed Improvement	Project Limits
BATAVIA TOWNSHIP			
1	Bauer Road	Intersection improvement	Bauer Road at Old SR 32
2	Chapel Road	Intersection realignment	Chapel Road at SR 132
3	Amelia-Olive Branch Road	Intersection improvement	Amelia-Olive Branch Road at SR 125
VILLAGE OF BATAVIA			
4	Clough Pike	Roadway relocation	Clough Pike to West Main Street via Meadowbrook Drive.
GOSHEN TOWNSHIP			
5	Smith Road	Intersection improvement	Smith Road at SR 28
6	Fay Road	Intersection improvement	Fay Road at SR 48
7	Charles Snider Road	Intersection improvement	Charles Snider Road at SR 28
8	Kirbett Road	Roadway improvements	SR 132 to Hesler Park property
MIAMI TOWNSHIP			
9	Business 28 – Phase I	Roadway widening	SR 28 By-Pass east to Cook Road.
10	Branch Hill Guinea Pike	Roadway extension	Woodville Pike to SR 28
11	Wolfpen-Pleasant Hill Road	Roadway widening	SR 131 to Allen Drive
12	IR 275	Interchange modifications	IR 275 at SR 28
STONELICK TOWNSHIP			
73	SR 132	Roadway relocation	South of Quitter East Road to Baas Rd.
UNION TOWNSHIP			
13	Aicholtz Road Widening	Roadway widening	Eastgate Boulevard to Glen Este – Withamsville Road
43	Aicholtz Road Connector	Roadway connector	Bridged segment under IR 275
14	Elick Lane	Roadway widening	SR 32 to Old SR 74
16	Clough Pike	Intersection improvement	Clough Pike at Mt. Carmel-Tobasco Road
17	SR 32 Frontage Road I	Roadway extension /CFI	Summerside Road to Bells Lane/SR 32
18	Ivy Pointe Boulevard	Roadway connector	Eastgate Boulevard to Clough Pike
19	IR 275	Interchange modification	IR 275 at SR 32
20	Eastgate Boulevard	Interchange modification	Eastgate Boulevard at SR 32
21	Glen-Este Withamsville Rd.	Intersection improvement	Glen Este-Withamsville Road at SR 125
22	Glen-Este Withamsville Rd.	Intersection improvement	Glen Este-Withamsville at Shayler Road
23	Beechwood South Ext.	Extension/relocation of Beechwood Road	SR 32 to Tecumseh Drive

Attachment B7

Clermont County TID Regional Transportation Improvement Program

Project Descriptions

I-275/SR 32 INTERCHANGE Transportation System Management Improvements (Eastgate Area Local Network)

The following projects are being initiated through the Clermont County Transportation Improvement District to provide for (a) maintenance of traffic during construction of the TRAC Tier I Project Upgrade to IR275-SR32 Interchange project, CLE-275-10.40 (PID Nos. 22972 and 76289), (b) access to and from the commercial and residential districts, and (c) transportation system management actions (TSM) for improvement of the local road network in the Eastgate area in support of the Eastern Corridor Multi-Modal Transportation Projects Tier 2 (PID NO. 22970). CCTID projects include PE/EIS and related activities to further develop these projects consistent with appropriate PDP requirements:

Aicholtz Road Extension

Project Description: A new road network connection will be created via the extension of Aicholtz Road from the existing intersection of Glen Este–Withamsville Road and the Glen Este High School entrance to Bach-Buxton Road. The project involves improvements to approximately 6300 lineal feet of roadway with right-of-way needs varying from seventy (70) to one hundred (100) feet in width. Typical roadway sections include the installation of curb and gutter storm drainage, two through lanes with a center turn lane as needed, landscaped medians, lighting, potential bike/pedestrian paths, and traffic signals at the new Glen Este–Withamsville Road/Aicholtz Road/High School, Aicholtz/Glen Este-Withamsville/High School Campus Entrance, and the Aicholtz Road/Bach-Buxton Road intersections.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$11,000,000
- **Construction Year:** 2009

Aicholtz Road Connector

Project Description: A new local network connection will be accommodated with the construction of underpass structures on I-275, as a part of the I-275/SR 32 Interchange project that will facilitate re-connection of Aicholtz Road under I-275. The project will begin five hundred feet east of Mt. Carmel-Tabasco Road on Old SR 74 and continue east for approximately four thousand (4000) feet to Eastgate Boulevard. The project will include the addition of curb and gutter storm drainage, four (4) foot paved shoulders, street lighting, and landscaped medians where applicable. The project will require right-of-way widths varying from sixty (60) to seventy (70) feet and is a critical maintenance of traffic element for the I-275/SR 32 Interchange project.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$6,000,000
- **Construction Year:** 2011

Aicholtz Road Widening

Project Description: This project consists of improvements to approximately forty-two hundred (4200) feet of existing Aicholtz Road, including fourteen hundred (1400) feet along new alignment. The project will correct existing horizontal alignment and vertical profile deficiencies and provide curb and gutter storm drainage, turn lanes, landscaped medians, street lighting, and two (2) signalized intersections at Eastgate Square Drive and Glen Este-Withamsville Road. The project will require right-of-way varying from seventy (70) to one hundred (100) feet.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$6,500,000
- **Construction Year:** 2010

Eastgate North Frontage Road

Project Description: This project is required due to the relocation of the SR 32 westbound exit/entrance ramps and the Eastgate Boulevard westbound entrance ramp onto SR 32 at the Eastgate Boulevard interchange with SR 32. The project is approximately two thousand (2000) feet in length and will include curb and gutter storm drainage, street lighting, a three-lane boulevard section with sixty (60) foot right-of-way width, landscaping, and a signal at the ramp intersection.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$5,000,000
- **Construction Year:** 2009

Old SR 74 Improvements – Phase 1

Project Description: The project will consist of improvements to approximately five thousand (5000) feet of existing Old SR 74 providing a safety and capacity upgrade. The project will include the construction of curb and gutter storm drainage, four (4) paved shoulders, a minimum of three lanes, with possible additional lanes at major intersections, street lighting, and landscaping where applicable. The right-of-way width is expected to be eighty (80) feet in width. These improvements are also needed as a part of the local network improvements associated with the proposed Bach-Buxton Road Interchange, Eastern Corridor – Tier 2, Segment IV(a) (PID NO. 22970).

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$7,000,000
- **Construction Year:** 2011

Tina Drive Extension

Project Description: The reconstruction of the Bell's Lane/SR 32 intersection creates a cul-de-sac of existing Bell's Lane. The Tina Drive Extension is required to provide access for the surrounding residential neighborhoods to Old SR 74, which is being

constructed as a part of the I-275/SR 32 interchange. The connection must be made before access can be closed at existing Bell's Lane and allow for the construction of the new intersection. The project is approximately one thousand (1000) feet in length, with a two (2) lane road section and a turn lane at Old SR 74. The project will include curb and gutter drainage with four (4) foot paved shoulders and will require a minimum of fifty (50) feet of right-of-way width.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$1,600,000
- **Construction Year:** 2010

EASTERN CORRIDOR – TIER 2 Segment IV(a) (PID NO. 22970)

The Record of Decision (ROD) for HAM-SR32-0.00, Eastern Corridor Multi-Modal Projects – Tier 1 (PID # 22970) was approved in June 2006 by the Federal Highway Administration. The Tier 1 action consisted of the identification of generalized sets of feasible alternatives for various modal investments within the corridor and development of supporting transportation system management (TSM) actions that meet purpose and need and requirements of NEPA.

Segment IV(a) – SR-32 from Glen Este-Withamsville Road to Olive Branch-Stonelick Road

Project Description: Tier 2 NEPA analyses will be conducted as a part of the Eastern Corridor – Part B work for the SR 32 corridor from Glen Este-Withamsville Road to the Olive Branch-Stonelick Road interchange (Segment IV(a)) that will identify final roadway locations and impacts of corridor development and supporting TSM actions. In general, this work will include the completion of Steps 6-8 of the ODOT Project Development Process for Segment IV(a) of the Highway component of the Eastern Corridor – Part B work to consolidate and manage access points to establish SR-32 as a limited access arterial roadway, including elimination of at-grade access at Glen Este-Withamsville Road, and Old SR-74, including a new interchange near Bach-Buxton Road.

- **PDP process:** Minor
- **NEPA documentation:** CE4
- **Project Management:** ODOT
- **Contract Administration:** ODOT
- **Estimated Cost:** \$2,000,000

Bach-Buxton Road Interchange

Project Description: A new interchange is being proposed approximately one-half (1/2) mile east of Glen Este-Withamsville Road on SR 32. The interchange would eliminate the existing at-grade, signalized, intersections at Glen Este-Withamsville Road and Elick Lane, and would require the extension of Bach-Buxton Road, from its current intersection with Elick Lane on the south side of SR 32, across SR 32 (via structure) to connect with Old SR 74. This project would reduce current and future congestion levels and improve levels of service on mainline SR 32, while providing access to the Eastgate area and a north-south connection between SR 125 and SR 32.

- **PDP process:** Minor

Attachment B8

Preferred Alternative - Construction Phasing

I-275/SR 32 Phased Construction Plan

A three-phase construction plan for the project has been developed based on critical transportation need and construction and funding considerations:

Phase 1 – improves safety by addressing merge/weave issues on SR 32 and I-275; allows for Aicholtz Road connection; improves traffic flow on Eastgate Boulevard in the interchange area

Phase 2 – provides free-flow movement and additional ramp capacity for I-275 to eastbound SR 32 through traffic; provides additional ramp capacity for eastbound SR 32 to Eastgate Boulevard traffic

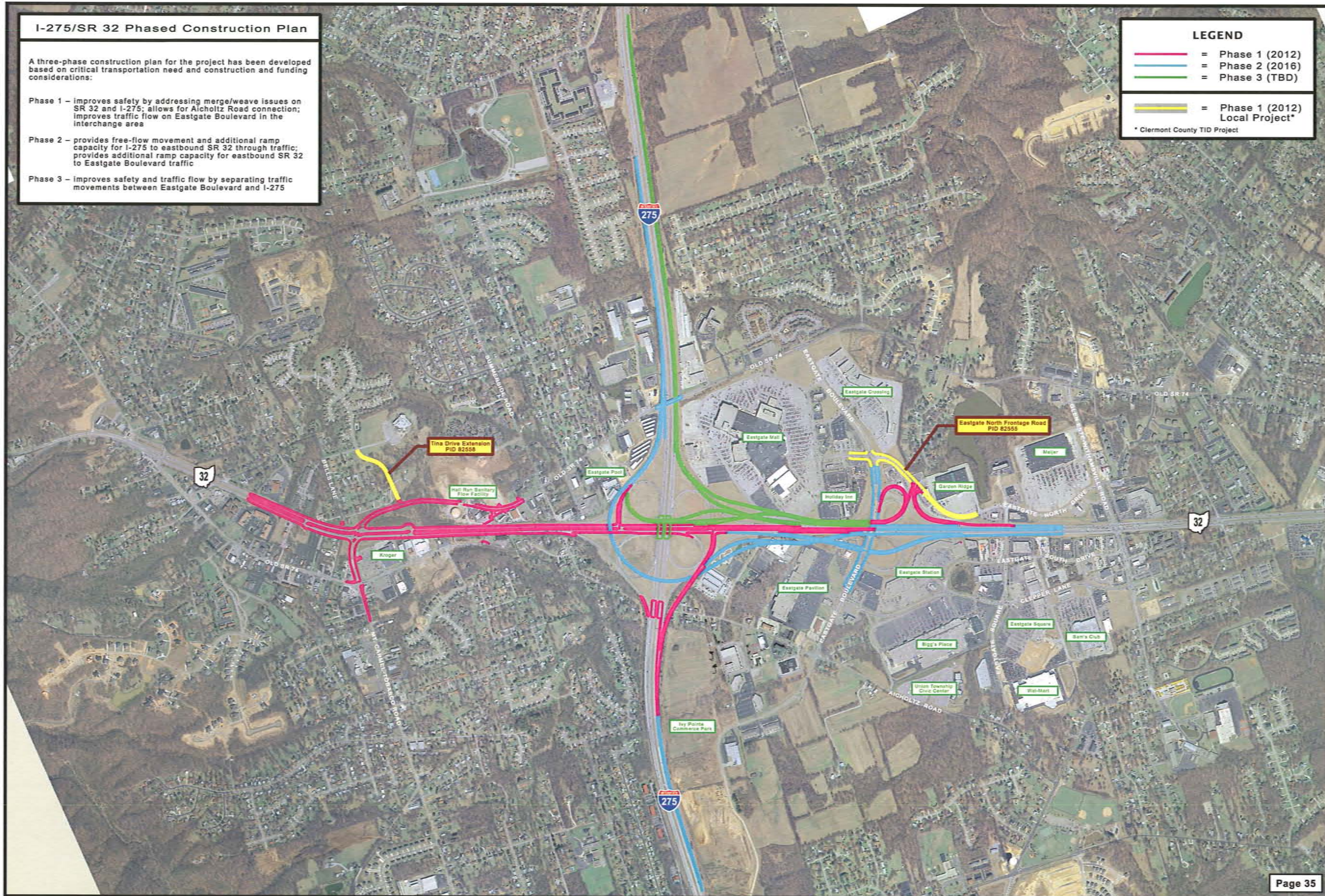
Phase 3 – improves safety and traffic flow by separating traffic movements between Eastgate Boulevard and I-275

LEGEND

- = Phase 1 (2012)
- = Phase 2 (2016)
- = Phase 3 (TBD)

- = Phase 1 (2012) Local Project*

* Clermont County TID Project



MARCH 2008



Categorical Exclusion Level 4

I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

**Attachment B8
Preferred Alternative - Construction Phasing**

Attachment B9
Existing and Future Conditions

I-275 - North and South of SR 32

Existing Traffic (North of SR 32):	72,880 AADT
Existing Traffic (South of SR 32):	65,950 AADT
2030 No Build Traffic (North of SR 32):	80,400 AADT
2030 No Build Traffic (South of SR 32):	71,900 AADT
2030 No Build LOS (North/South of SR 32):	B/C
Traffic Growth (By 2030 - North of SR 32):	+ 9%
Traffic Growth (By 2030 - South of SR 32):	+ 10%
2004-2006 Crash Rate (North of SR 32):	0.7 C/MVMT
2004-2006 Crash Rate (South of SR 32):	1.0 C/MVMT
Statewide Crash Rate:	1.4 C/MVMT

I-275/SR 32 Interchange 2030 No Build LOS

Ramp Junctions West of Interchange:	C
Cloverleaf Ramp Junctions:	C/D/E/F
Ramp Junctions East of Interchange:	E/F


Eastgate Boulevard - North and South of SR 32


Existing Traffic (North of SR 32):	20,191 AADT
Existing Traffic (South of SR 32):	17,318 AADT
2030 No Build Traffic (North of SR 32):	21,500 AADT
2030 No Build Traffic (South of SR 32):	23,700 AADT
2030 No Build LOS (North/South of SR 32):	See Below
Traffic Growth (By 2030 - North of SR 32):	+ 6%
Traffic Growth (By 2030 - South of SR 32):	+ 37%
2004-2006 Crash Rate:	N/A

Eastgate Boulevard/SR 32 Interchange 2030 No Build LOS

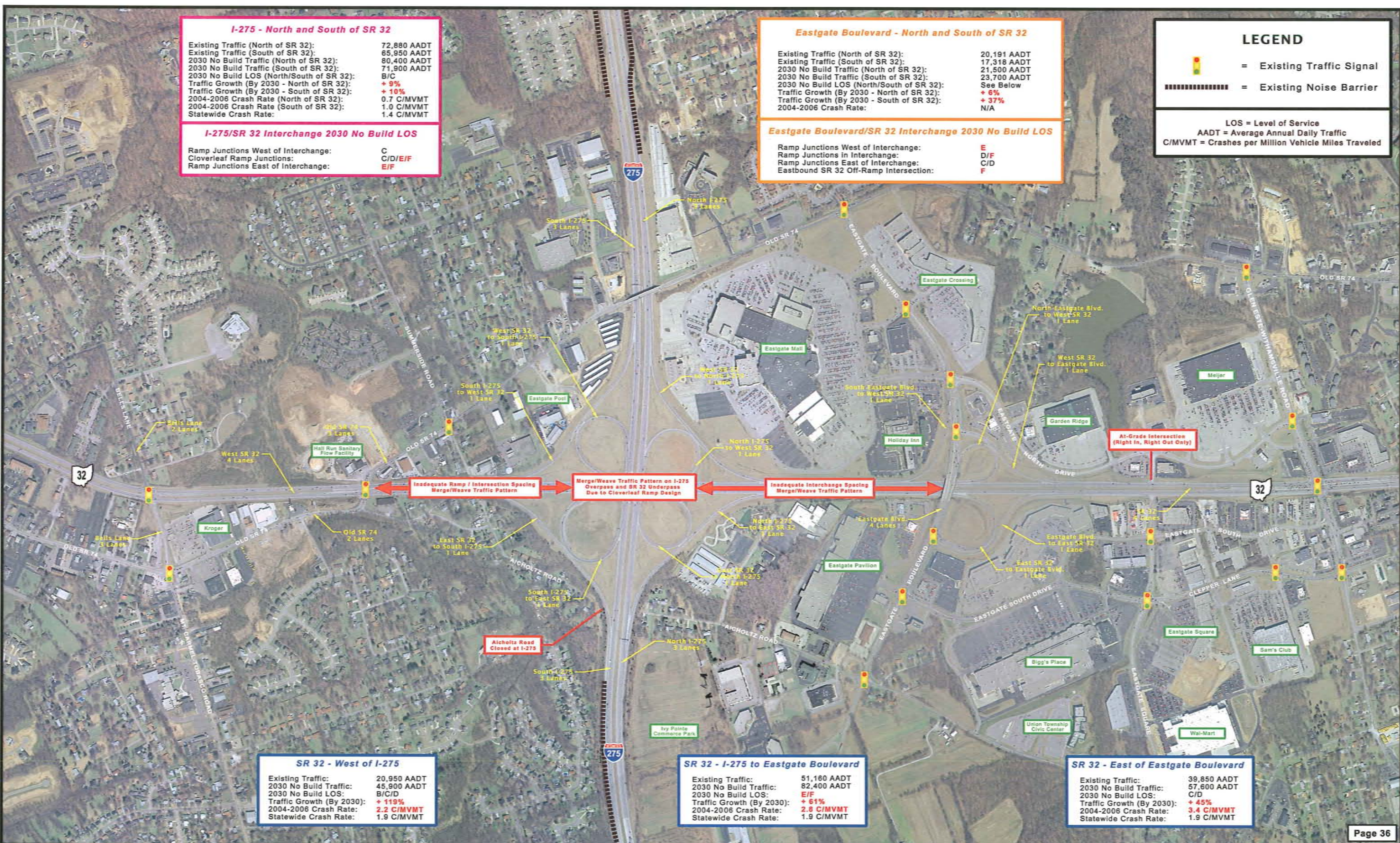
Ramp Junctions West of Interchange:	E
Ramp Junctions in Interchange:	D/F
Ramp Junctions East of Interchange:	C/D
Eastbound SR 32 Off-Ramp Intersection:	F

LEGEND

 = Existing Traffic Signal

 = Existing Noise Barrier

LOS = Level of Service
AADT = Average Annual Daily Traffic
C/MVMT = Crashes per Million Vehicle Miles Traveled



SR 32 - West of I-275

Existing Traffic:	20,950 AADT
2030 No Build Traffic:	45,900 AADT
2030 No Build LOS:	B/C/D
Traffic Growth (By 2030):	+ 119%
2004-2006 Crash Rate:	2.2 C/MVMT
Statewide Crash Rate:	1.9 C/MVMT

SR 32 - I-275 to Eastgate Boulevard

Existing Traffic:	51,160 AADT
2030 No Build Traffic:	82,400 AADT
2030 No Build LOS:	E/F
Traffic Growth (By 2030):	+ 61%
2004-2006 Crash Rate:	2.8 C/MVMT
Statewide Crash Rate:	1.9 C/MVMT

SR 32 - East of Eastgate Boulevard

Existing Traffic:	39,850 AADT
2030 No Build Traffic:	57,600 AADT
2030 No Build LOS:	C/D
Traffic Growth (By 2030):	+ 45%
2004-2006 Crash Rate:	3.4 C/MVMT
Statewide Crash Rate:	1.9 C/MVMT

Attachment B10

**Preferred Alternative - Independent Utility
and Addressing Purpose and Need**

Superstreet Design

Relocated Old SR 74/SR 32 Intersection

The Superstreet design is sometimes utilized in situations where there are high through traffic volumes on a major road (SR 32) but comparatively lower volumes of through traffic on a cross road (Old SR 74). This design will improve the operation of SR 32 by eliminating two traffic signal phases at the SR 32/Old SR 74 intersection. This will be achieved by replacing the left and through movements from Old SR 74 with signalized U-turn median crossovers on SR 32. The traffic movements and signal phases of the proposed Superstreet configuration are depicted on the diagrams below.

Signal Phase 1

SR 32 through movements and right turns onto Old SR 74



Signal Phase 2

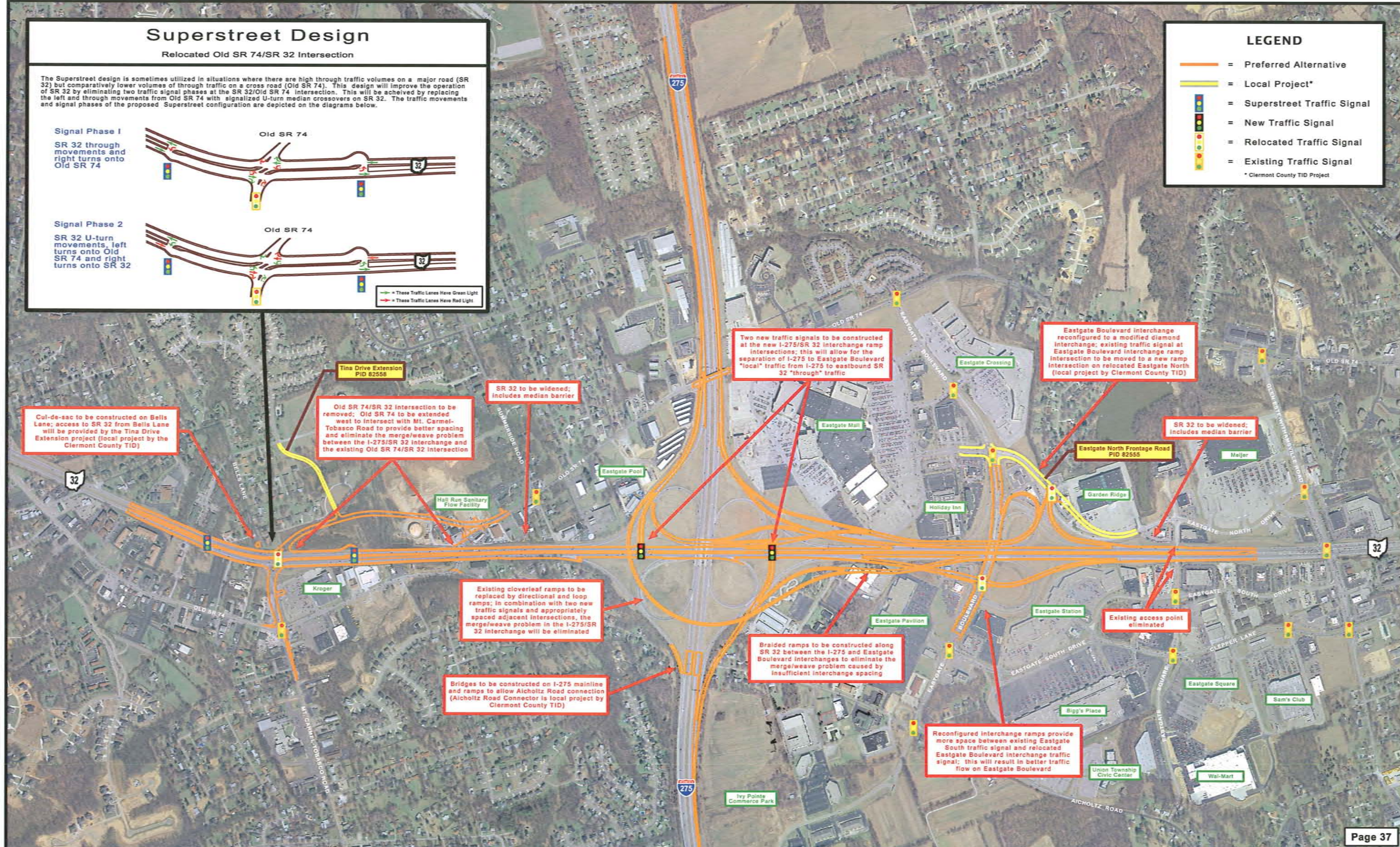
SR 32 U-turn movements, left turns onto Old SR 74 and right turns onto SR 32



→ These Traffic Lanes Have Green Light
→ These Traffic Lanes Have Red Light

LEGEND

- = Preferred Alternative
 - = Local Project*
 - = Superstreet Traffic Signal
 - = New Traffic Signal
 - = Relocated Traffic Signal
 - = Existing Traffic Signal
- * Clermont County TID Project



Cul-de-sac to be constructed on Bells Lane; access to SR 32 from Bells Lane will be provided by the Tina Drive Extension project (local project by the Clermont County TID)

Tina Drive Extension PID 82558

Old SR 74/SR 32 intersection to be removed; Old SR 74 to be extended west to intersect with Mt. Carmel-Tobasco Road to provide better spacing and eliminate the merge/weave problem between the I-275/SR 32 interchange and the existing Old SR 74/SR 32 Intersection

SR 32 to be widened; includes median barrier

Hill Run Sanitary Flow Facility

Existing cloverleaf ramps to be replaced by directional and loop ramps; in combination with two new traffic signals and appropriately spaced adjacent intersections, the merge/weave problem in the I-275/SR 32 interchange will be eliminated

Bridges to be constructed on I-275 mainline and ramps to allow Aicholtz Road connection (Aicholtz Road Connector is local project by Clermont County TID)

Two new traffic signals to be constructed at the new I-275/SR 32 interchange ramp intersections; this will allow for the separation of I-275 to Eastgate Boulevard "local" traffic from I-275 to eastbound SR 32 "through" traffic

Eastgate Boulevard interchange reconfigured to a modified diamond interchange; existing traffic signal at Eastgate Boulevard interchange ramp intersection to be moved to a new ramp intersection on relocated Eastgate North (local project by Clermont County TID)

SR 32 to be widened; includes median barrier

Eastgate North Frontage Road PID 82555

Existing access point eliminated

Braided ramps to be constructed along SR 32 between the I-275 and Eastgate Boulevard interchanges to eliminate the merge/weave problem caused by insufficient interchange spacing

Reconfigured interchange ramps provide more space between existing Eastgate South traffic signal and relocated Eastgate Boulevard interchange traffic signal; this will result in better traffic flow on Eastgate Boulevard



MARCH 2008



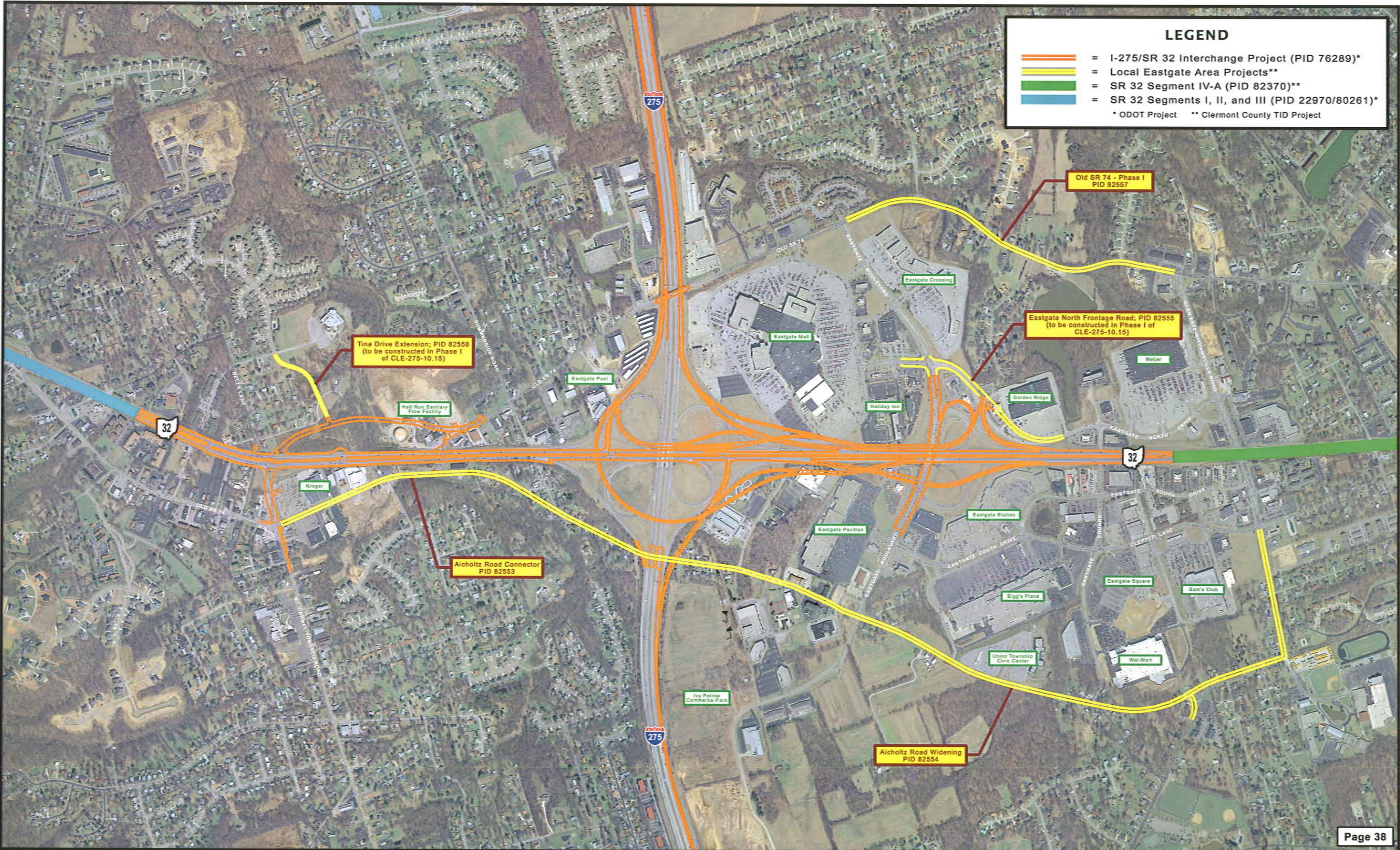
Categorical Exclusion Level 4

I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

Attachment B10
Preferred Alternative - Independent Utility and Addressing Purpose and Need

Attachment B11

Other Planned Eastgate Area Projects



LEGEND

- = I-275/SR 32 Interchange Project (PID 76289)*
- = Local Eastgate Area Projects**
- = SR 32 Segment IV-A (PID 82370)**
- = SR 32 Segments I, II, and III (PID 22970/80261)*

* ODOT Project ** Clermont County TID Project



Categorical Exclusion Level 4

I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

**Attachment B11
Other Planned Eastgate Area Projects**

Attachment B12

**Conceptual Alternatives I, P and Q-3: January 2004 Public Meeting Exhibits
and Tier 1 EIS Evaluation Matrix**

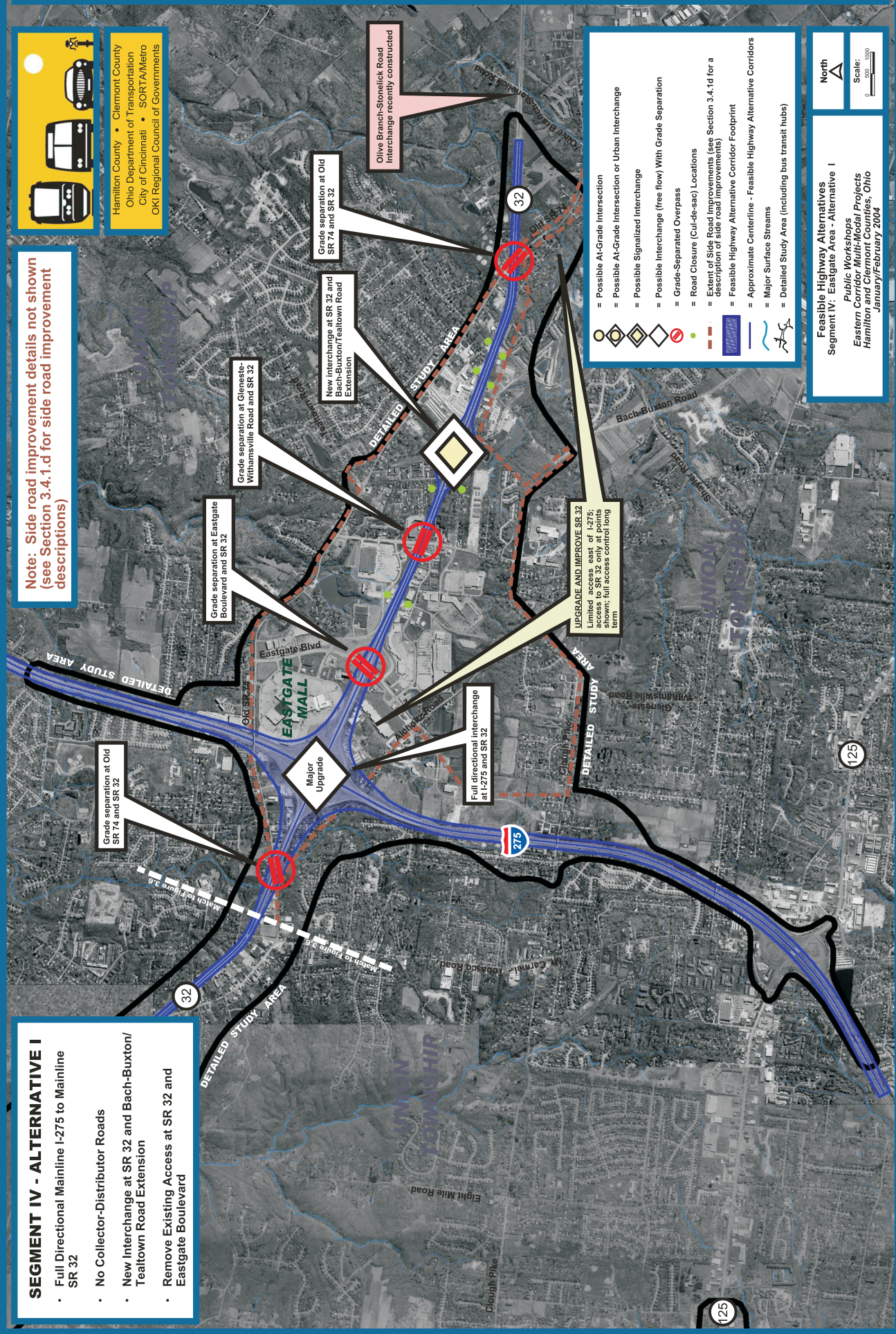
Note: Side road improvement details not shown (see Section 3.4.1.d for side road improvement descriptions)



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SEGMENT IV - ALTERNATIVE I

- Full Directional Mainline I-275 to Mainline SR 32
- No Collector-Distributor Roads
- New Interchange at SR 32 and Bach-Buxton/ Teatown Road Extension
- Remove Existing Access at SR 32 and Eastgate Boulevard



- ◊ Possible At-Grade Intersection
- ◊ Possible At-Grade Intersection or Urban Interchange
- ◊ Possible Signalized Interchange
- ◊ Possible Interchange (free flow) With Grade Separation
- ◊ Grade-Separated Overpass
- ◊ Road Closure (Cul-de-sac) Locations
- ◊ Extent of Side Road Improvements (see Section 3.4.1.d for a description of side road improvements)
- ◊ Feasible Highway Alternative Corridor Footprint
- ◊ Approximate Centerline - Feasible Highway Alternative Corridors
- ◊ Major Surface Streams
- ◊ Detailed Study Area (including bus transit hubs)

Feasible Highway Alternatives
Segment IV: Eastgate Area - Alternative I

Public Workshops
Eastern Co. Works/Modal Projects
Hamilton and Clermont Counties, Ohio
January/February 2004

North

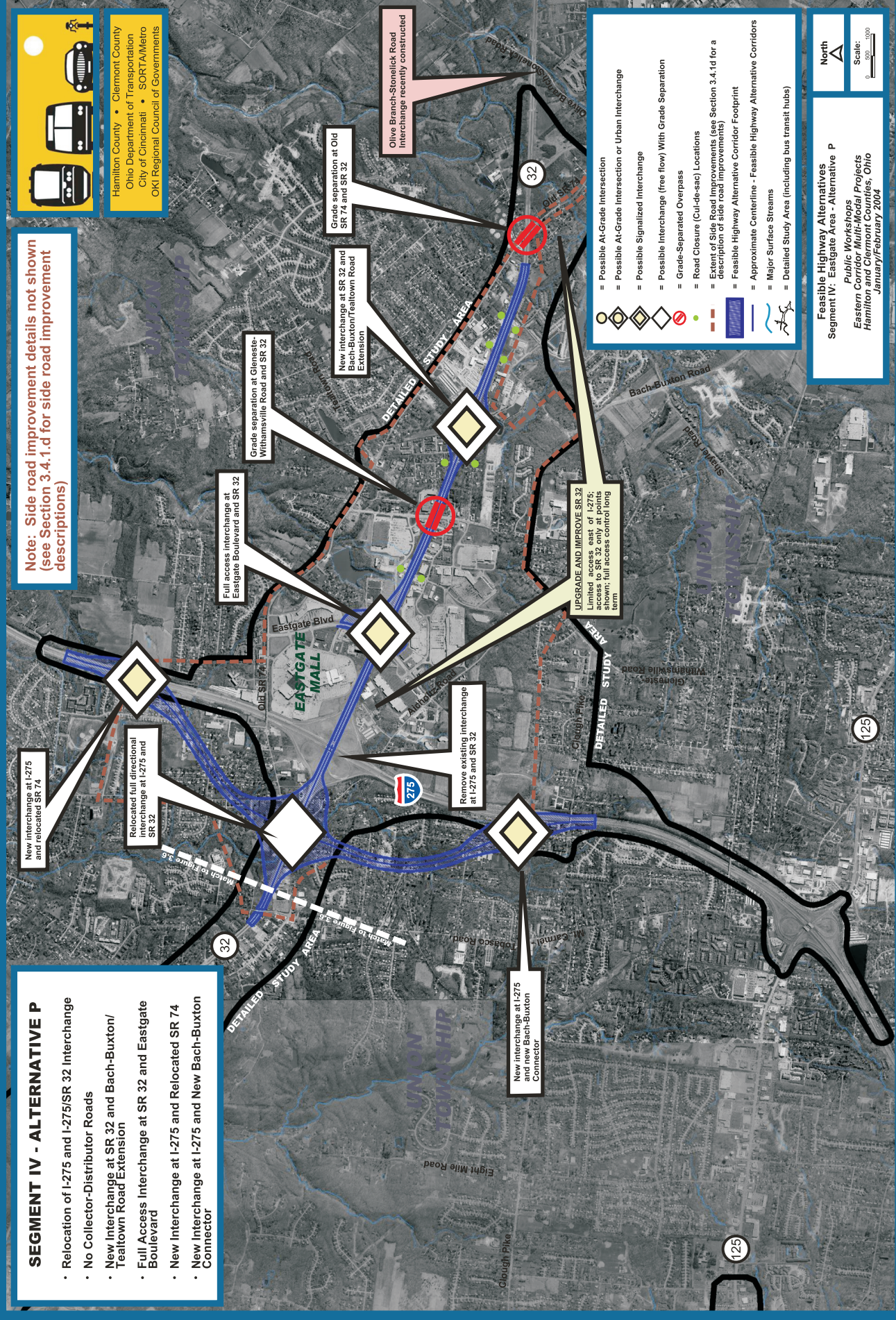
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Note: Side road improvement details not shown (see Section 3.4.1.d for side road improvement descriptions)

- SEGMENT IV - ALTERNATIVE P**
- Relocation of I-275 and I-275/SR 32 Interchange
 - No Collector-Distributor Roads
 - New Interchange at SR 32 and Bach-Buxton/ Tealton Road Extension
 - Full Access Interchange at SR 32 and Eastgate Boulevard
 - New Interchange at I-275 and Relocated SR 74
 - New Interchange at I-275 and New Bach-Buxton Connector



- ◊ Possible At-Grade Intersection
- ◊ Possible At-Grade Intersection or Urban Interchange
- ◊ Possible Signalized Interchange
- ◊ Possible Interchange (free flow) With Grade Separation
- ◊ Grade-Separated Overpass
- ◊ Road Closure (Cul-de-sac) Locations
- ◊ Extent of Side Road Improvements (see Section 3.4.1d for a description of side road improvements)
- ◊ Feasible Highway Alternative Corridor Footprint
- ◊ Approximate Centerline - Feasible Highway Alternative Corridors
- ◊ Major Surface Streams
- ◊ Detailed Study Area (including bus transit hubs)

Feasible Highway Alternatives
Segment IV: Eastgate Area - Alternative P

Public Workshops
Eastern Corridor Multi-Modal Projects
Hamilton and Clermont Counties, Ohio
January/February 2004

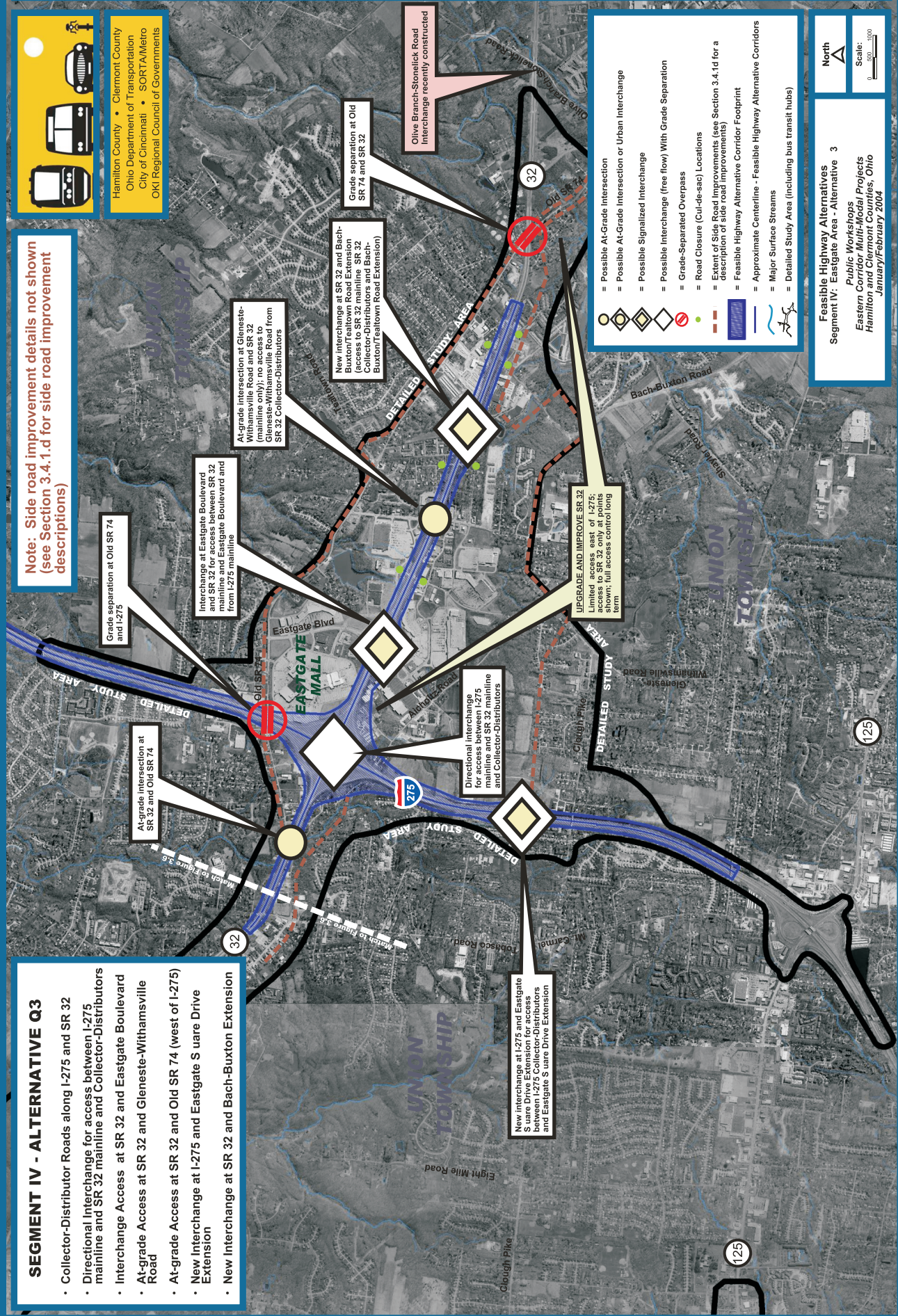
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Note: Side road improvement details not shown (see Section 3.4.1.d for side road improvement descriptions)

- SEGMENT IV - ALTERNATIVE Q3**
- Collector-Distributor Roads along I-275 and SR 32
 - Directional Interchange for access between I-275 mainline and SR 32 mainline and Collector-Distributors
 - Interchange Access at SR 32 and Eastgate Boulevard
 - At-grade Access at SR 32 and Gleneste-Withamsville Road
 - At-grade Access at SR 32 and Old SR 74 (west of I-275)
 - New Interchange at I-275 and Eastgate S uare Drive Extension
 - New Interchange at SR 32 and Bach-Buxton Extension



- ◯ Possible At-Grade Intersection or Urban Interchange
- ◻ Possible Signalized Interchange
- ◻ Possible Interchange (free flow) With Grade Separation
- ◻ Grade-Separated Overpass
- ◻ Road Closure (Cul-de-sac) Locations
- ◻ Extent of Side Road Improvements (see Section 3.4.1d for a description of side road improvements)
- ◻ Feasible Highway Alternative Corridor Footprint
- ◻ Approximate Centerline - Feasible Highway Alternative Corridors
- ◻ Major Surface Streams
- ◻ Detailed Study Area (including bus transit hubs)

Feasible Highway Alternatives
Segment IV: Eastgate Area - Alternative 3

Public Workshops
Eastern Corridor Multi-Modal Projects
Hamilton and Clermont Counties, Ohio
January/February, 2004

North
Scale: 0 500 1,000

Alternative P(IV)

I-275 relocation: 300 feet along mainline, wider (variable) at interchange locations
 SR 32 improvements: 300 feet along mainline, wider at interchange/intersections
 Side road improvements: 100 feet

Alternative Q-3(IV)

I-275 improvements: 350 feet along mainline, wider (variable) at interchange locations
 SR 32 improvements: 400 feet along mainline, wider at interchange/intersections
 Side road improvements: 100 feet

Table 5.8. Preliminary Impact Assessment For Highway Alternatives in Segment IV (Eastgate Area)

Impact Category (see Table 5.1 for category description)	Unit	Alternative I(IV)		Alternative P(IV)		Alternative Q-3(IV)	
		I-275/ SR 32	Side Roads	I-275/ SR32	Side Roads	I-275/ SR 32	Side Roads
Ecological Features and Hazardous Materials:							
USGS Streams in Corridor	#	2 (Hall Run and Salt Run tributary)	5 (Shayler Run and tributary, Hall Run, 2 Salt Run tributaries)	2 (Hall Run and tributary)	6 (Hall Run and 1 tributary, 2 Salt Run tributaries, Shayler Run and tributary)	2 (Hall Run and Salt Run tributary)	5 (Hall Run, 2 Salt Run tributaries, Shayler Run and tributary)
Estimated Stream Length within Alternative Corridor (crossing/parallel)	linear feet	260 / 0	490 / 80	2,250 / 0	680 / 0	250 / 0	520 / 0
Floodplain	acres	0	0	0	0	0	0
Sole Source Aquifer (BVAS)	acres	0	0	0	0	0	0
Public Water Supplies	#	0	0	0	0	0	0
Wetlands	acres	0	0.03 (Cat 1)	0.1 (Cat 2)	0.1 (Cat 1)	0.1 (Cat 2)	0.2 (Cat 1 & 2)
Surveyed Woodlands	acres	0	0.1	0	0.1	0	0.1
Known Federal/State Listed Species	#	0	0	0	0	0	0
Parks and Greenspace (* indicates public owned facility/Section 4(f) resource described in Chapter 5.3)	# / acres	0	2 / 0.24 Maquier Field, Veteran's Memorial Park*)	0	1 / 0.1 (Maquier Field)	0	2 / 2.2 (Maquier Field, Veteran's Memorial Park*)
Hazardous Material Concern Sites	#	2 (Vivi Color, Lucas Variety)	1 (Vivi Color)	1 (Vivi Color)	0	2 (Vivi Color, Lucas Variety)	1 (Vivi Color)
Land Use and Farmland							
Residential Use	acres	49.0	48.9	140.1	72.1	48.2	59.0
Commercial Use	acres	61.4	31.6	65.3	34.0	73.7	43.3
Industrial Use	acres	8.0	3.4	1.0	4.2	7.7	3.8
Agricultural Use	acres	3.8	6.1	4.1	12.1	2.6	13.8
Agricultural District Parcels	#	0	0	0	0	0	0
Existing Transportation Use	acres	303.3	21.3	124.6	30.5	266.1	39.8

Table 5.8. Preliminary Impact Assessment For Highway Alternatives in Segment IV (Eastgate Area)

Impact Category (see Table 5.1 for category description)	Unit	Alternative I(IV)		Alternative P(IV)		Alternative Q-3(IV)	
		I-275/ SR 32	Side Roads	I-275/ SR32	Side Roads	I-275/ SR 32	Side Roads
Educational Use	acres	0	3.3 (Gleneste High School)	4.3 (Summer-side and Brantner Lane Elementary)	0	0	0
Institutional Use	acres	0.75 (churches)	7.5 (churches and board of trustees)	2.4 (churches)	3.0 (churches and board of trustees)	1.5 (churches)	3.4 (churches, board of trustees)
Cultural Resources							
National Register Property (Section 4(f) resource described in Chapter 5.3)	#	0	0	0	0	0	0
National Register District (Section 4(f) resource described in Chapter 5.3)	#	0	0	0	0	0	0
Other Historic or Archaeological Resources	#	1	2	2	1	1	2
Archaeological Sensitivity (High, Moderate, Low)	acres	31, 4, 369	20, 2, 96	22, 1, 249	18, 2, 116	18, 2, 370	21, 2, 124
Socioeconomic Factors:							
Potential Residential Displacement	#	49	19	233 and 6 multi-family	67 and 2 multi-family	40 and 1 multi-family	23
Potential Commercial/Industrial Displacement	#	28	8	25	11	43	9
Potential Institutional Displacement	#	1	0	5 (two churches, two school boards, one church related)	0	2 (one church, one healthcare)	1 (township trustees)
Environmental Justice	2000 Cen. Pop.	Low Income, Elderly	Low Income, Elderly	Low Income, Elderly	Low Income, Elderly	Low Income, Elderly	Low Income, Elderly
Air Quality, Noise and Visual Resources							
Air Quality		Regional Conformity		Regional Conformity		Regional Conformity	
Highway Noise – Potentially Impacted Receptors		Cat B = 374 Cat C = 104	Screening not conducted for side road alternatives	Cat B = 596 Cat C = 100	Screening not conducted for side road alternatives	Cat B = 375 Cat C = 105	Screening not conducted for side road alternatives
Rail Noise – Potentially Impacted Receptors Cat 1 = high Cat 2 = mod Cat 3 = low sensitivity (see Table 5.1)	#	Noise impacts for rail tie-in to proposed transit hub in Eastgate presented in Table 5.4 (Wasson Line – Eastgate Area)					

Table 5.8. Preliminary Impact Assessment For Highway Alternatives in Segment IV (Eastgate Area)

Impact Category (see Table 5.1 for category description)	Unit	Alternative I(IV)		Alternative P(IV)		Alternative Q-3(IV)	
		I-275/ SR 32	Side Roads	I-275/ SR32	Side Roads	I-275/ SR 32	Side Roads
Vibration – Potentially Impacted Receptors Cat 1 = high Cat 2 = mod Cat 3 = low sensitivity (see Table 5.1)	#	Vibration impacts for rail tie-in to proposed transit hub in Eastgate presented in Table 5.4 (Wasson Line – Eastgate Area)					
Visually Sensitive Resources		none	none	none	none	none	none

5.1.5. Preliminary Impact Assessment For Bikeway

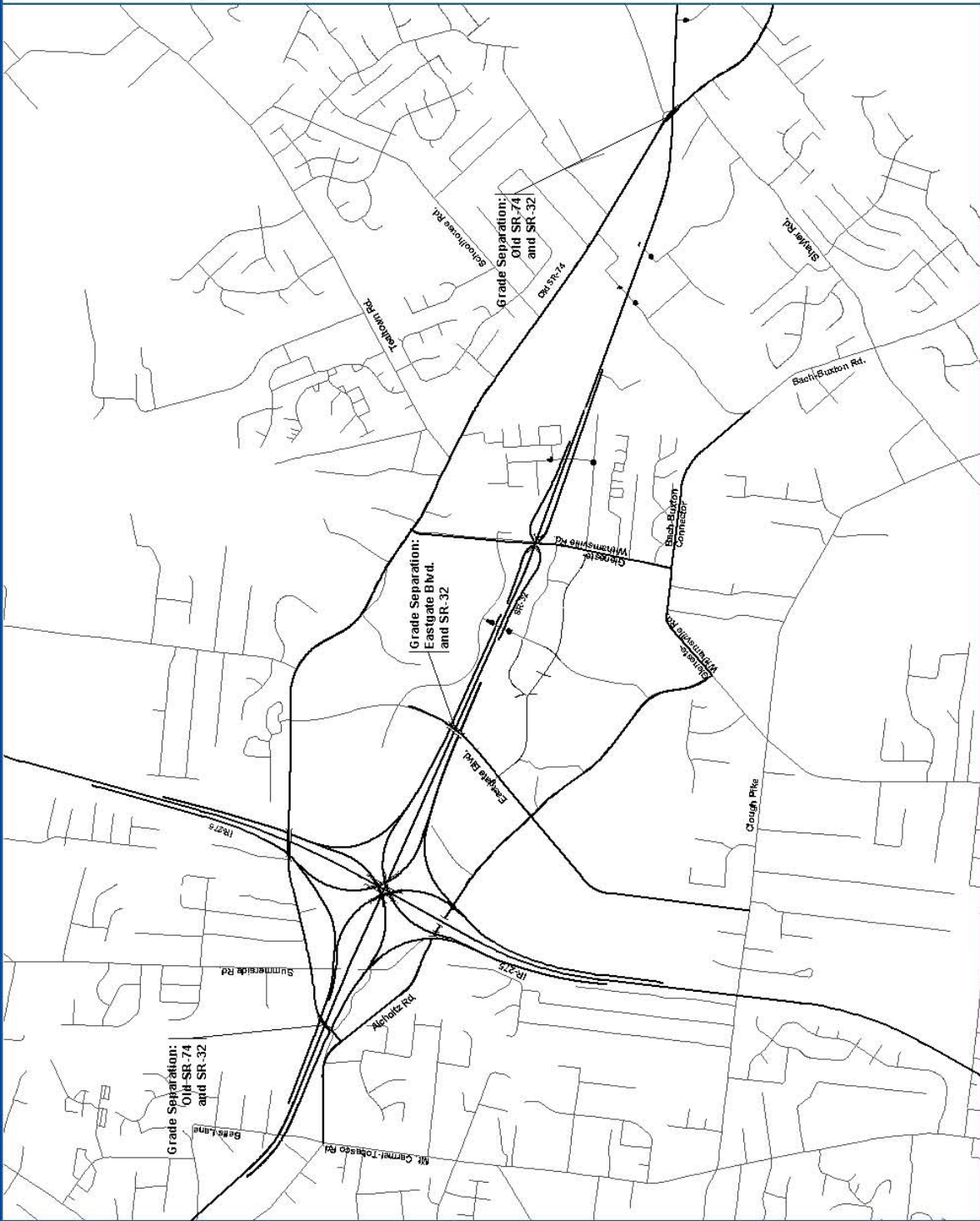
Most of the bikeway improvements proposed for the Eastern Corridor follow existing transportation routes and direct impacts are expected to be minor to none. New bike paths are proposed on new alignment at several locations. Impact assessment consisted of the identification of environmental features expected to be associated with these bike paths based on secondary sources and, where available, Tier 1 field studies. Results are summarized in Table 5.9:

Table 5.9. Qualitative Impact Assessment for Proposed Bikeway on New Alignment

New Bike Path location	Key Environmental Concerns in General Area
From Newtown Road extending west across the Little Miami River floodplain to Red Bank Road (following the proposed relocated SR 32 roadway alignment; with a connection to Batavia Road and a connection to Ault Park)	Streams (Little Miami River and tributary, Duck Creek and tributary) & 100-yr floodplain, Buried Valley Aquifer System (BVAS), Sole Source Aquifer, wetlands (Wetlands 9 and 29), parks and public lands (Little Miami Golf Center, Short Park, Clear Creek Park, Horseshoe Bend Preserve, Ault Park, Woodland H), Threatened and Endangered species (<i>Desmodium pauciflorum</i>), agricultural lands; National Register Districts (Hahn and Perin), other cultural resources (properties recommended potentially eligible as a district), architectural sensitivity areas, high to moderate archaeological sensitivity
From Beechmont Avenue extending south to Kellogg Avenue (following Elstun Road along a portion of the Little Miami River State Scenic Park)	Streams (Clough Creek, three intermittent Little Miami River tributaries), Little Miami River 100-yr floodplain, Buried Valley Aquifer System (BVAS) Sole Source Aquifer, quality forested area, parks and public lands (Little Miami River State Scenic Park, Elstun Recreational Area, Elstun Road open space, Magrish Recreational Area), agricultural lands, NR District (Clough Creek and Sand Ridge), other cultural resources (OHI site), architectural sensitivity areas, moderate archaeological sensitivity
From downtown Cincinnati extending east along the Ohio River to Kellogg Avenue near Lunken Airport (Ohio River Bike Trails)	Ohio River 100-yr floodplain, Buried Valley Aquifer System (BVAS) Sole Source Aquifer, parks and public lands (Sawyer Point Park, International Friendship Park, Schmidt Field), other cultural resources (properties recommended potentially eligible as individual properties, OHI sites), architectural sensitivity areas, moderate archaeological sensitivity

Attachment B13

**Feasible Alternatives I and Q-1: Exhibits and May 24, 2004 Work Session Minutes
and Evaluation Matrix**



ALTERNATIVE I

- Full Directional Mainline IR-275 to Mainline SR-32
- No Collector - Distributor Roads
- SPU at Gleneste-Withamsville and SR-32
- No Access at Eastgate Blvd.

This alternative uses the "HWY 1" RTDM traffic projections, see figure 8.

Alternative "I" is also representative of alternative "R". Both are functionally equivalent with minor modifications.



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Figure 1

- Alternative I**
- Multiple level free flow directional interchange at IR-275 and SR-32
 - New SR 32 interchange at Bach-Buxton Road Connection
 - Eliminate SR-32 interchange at Eastgate Boulevard

ALTERNATIVE Q-1

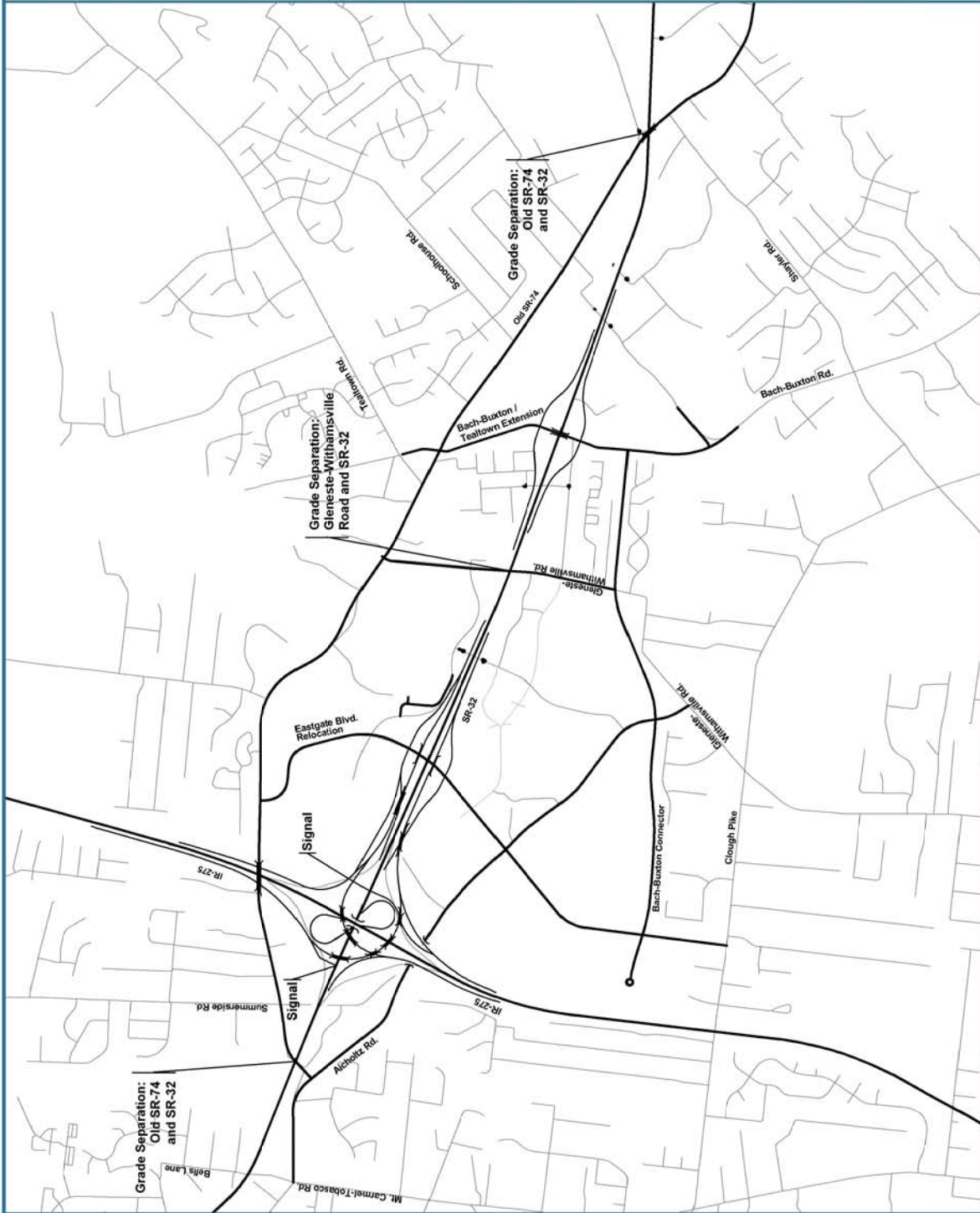
- No Collector - Distributor Roads
- Full Access Interchange at Eastgate Blvd.
- Signalized Ramp Intersections East and West of IR-275
- New Interchange at SR-32 and Bach-Buxton

This alternative uses the "HWY DG1" RTDM traffic projections. See Figure 11.



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Figure 4



Alternative Q-1
- Partial directional interchange at IR-275 and SR-32 with diamond interchange at SR-32 and Eastgate Boulevard utilizing braided ramps (Eastgate Blvd. interchange at existing location).

Eastern Corridor PE/EIS



PROJECT MEETING

MEETING MINUTES (DRAFT)

I-275/SR 32 Interchange Work Session May 24, 2004; 9:00 AM; PID 22972

ATTENDEES:

Dirk Gross	ODOT ORES
Larry Southerland	ODOT ORES
Larry Hoffman	ODOT OES
Jay Hamilton	ODOT District 8
Keith Smith	ODOT District 8
Diana Martin	ODOT District 8
Dave Spinney	Clermont County
Craig Stephenson	Clermont County
Pat Manger	Clermont County
Doug Walker	Union Township
Paul Gruner	Woolpert LLP
Jamal Adhami	Woolpert LLP
Mary Beth Elfers	Woolpert LLP
Craig Kowalski	Balke American
Steve Shadix	Balke American
Steve Wharton	Balke American
Rick Record	Balke American
Deb Osborne	Balke American

ITEMS DISCUSSED:

Introduction

Rick Record (Balke) gave brief recap of project development and alternatives evaluated for the draft IMS. Purpose of the meeting was to review draft IMS findings, alternatives development and NEPA document preparation/project schedule.

IMS Summary

Paul Gruner (Woolpert LLP) described alternatives evaluated for the draft IMS (Alternatives I and Q-1) and Jamal Adhami reviewed No Build and Build performance results. Overall, No Build analysis indicated that several segments of I-275 and SR 32 and the interchange would operate below acceptable Levels of Service. Both Build alternatives were analyzed and shown to be capable of providing acceptable LOS in 2030. Jamal indicated that there were a few segments with LOS of D under both Build alternatives, but that design refinements may be possible to improve LOS in these segments.

Preliminary Impacts

Deb Osborne (Balke) gave brief comparative summary of preliminary impacts to key environmental features by Alternatives I and Q-1 (summarized in Table 1 of a 3-page handout on preliminary impacts).

74 and subsequent connection with Aicholtz Road would be part of the project, along with the entire section of Aicholtz Road from Eastgate Blvd to Bells Lane. The last piece that they anticipated that would be part of the project was the replacement/widening of the Old 74 structure over I-275. The remaining pieces of the local roads in this area were to be covered by Clermont County.

- Maintaining access at Glen Este – Withamsville Road was also discussed. It was felt that this access point was important, however it was also noted that it is a severe congestion point. It was noted that some people bypass the signals on SR 32 by getting on Old 74 coming from Batavia and follow it to Eastgate Blvd, turn onto Eastgate and then use the ramp to westbound SR 32 or I-275.

NEPA Discussion

- Larry Hoffman expressed concern regarding number of expected displacements and noted that appropriate NEPA document may be an EIS, not CE 4. ODOT has not previously had a CE 4 with this level of r/w impact. Noted that another ODOT project with 80 displacements would not be signed off by OES as a CE 4 (initial estimates in the table handed out for discussion exceed this level of displacement).
- CE 4 has no defined thresholds for impacts, but states no significant impact can occur; this will need to be further evaluated for this project.
- Requested further information on r/w impacts (after refinement work), costs and any other updated environmental information in order to make NEPA document determination. FHWA will make final call (Note: Mark Vonder Embse from FHWA was not able to attend today's meeting, although invited).

Summary of Conclusions

The two groups reconvened, and Rick summarized key conclusions on flip chart. In general, a consensus was reached by the group to recommend further development of Alternative Q-1 (identified as the preliminary preferred alternative) and drop Alternative I from further consideration. It was decided that Alternative Q-1a would not be further evaluated primarily due to ODOT's concern with the directional ramps being less than 45 mph, the fact that there was a transposed ramp situation (SB to WB), and the fact that the potential advantages in phasing and MOT did not appear to be substantial, while it had a slightly larger footprint. It was also concluded that there was no advantage to use of SPUI at Eastgate Boulevard due to possible system problems on cross roads.

Overall, Q-1 was favored over Alternative I due to:

- Q-1 offered better ability to accommodate Bell's Lane intersection (Bells encroachment by Alternative I would necessitate closure of this access point)
- Q-1 provided better local access to Eastgate commercial area (no direct Eastgate access with Alternative I; instead, all traffic must use new Bach-Buxton connector or Mt. Carmel Road)
- Q-1 could potentially allow for an interim signalized intersection at Glen Este-Withamsville and SR 32 (Glen Este-Withamsville precluded as interim intersection with Alternative I and would have to be grade-separated as part of the project)
- Q-1 provided better use of r/w core area at I-275 and SR 32
- Q-1 provided better opportunity for phasing and MOT
- LOS D in one section of SR32 with Alternative I

Follow-Up Work to be Conducted for Alternative Q-1 and the IMS Document

- Optimization at Eastgate Blvd. (investigate using tight diamond configuration); tight diamond should also be evaluated for use at Bach-Buxton

- Identify impacts to I-275 both northbound and southbound; this evaluation should also include SR 32 east and west of I-275 – need to make sure that all adjacent intersections (N-S-E-W) are analyzed (Bell's Lane, Gleneste-Withamsville or Bach-Buxton) – the IMS already addressed the Interchanges at US 50 and SR 125
- Analyze footprint (minimization) for ROW takes and determine costs; this information will help to determine appropriate NEPA documentation (CE 4 or EIS)
- Determine traffic storage → establish ramp lane configurations → confirm geometrics
- Bells Lane: clean-up access issues and determine intersection traffic and coordination with overall alternative
- Assess local access issues
- Investigate construction phasing and timing → I-275 too
- Investigate interim options for Glen Este –Withamsville - County agreed to obtain existing turning movement data; Woolpert will then analyze by comparing with 2030 data to determine ability to remain in place in interim (or how long could at-grade intersection provide acceptable LOS)
- It was agreed that the IMS would only include the discussion of one alternative, the preferred, and that the preferred is Alternative Q-1; documentation of the elimination of Alternative I would be handled outside the IMS (in the preliminary alternatives summary document)
- It was agreed that the June 1 date for submittal of the IMS was no longer in effect, but that all substantial IMS work would be completed by July 1st for submission to ODOT (see project schedule below)
- All elements of ODOT's Section 1500 would be addressed in the IMS.

Project Schedule and Next Steps

Deb Osborne reviewed key milestones in project schedule (included on meeting agenda handout. Goal is to have draft NEPA document submitted to ODOT by end of year. Key milestones in meeting this schedule include:

- Confirmation of preferred alternative by project work group and stakeholder group by July 1, 2004 (defines start date for key environmental field studies); this will require consultant to complete refinements to Q-1, update impacts and revise draft IMS by this date
- Will also require stakeholder input; tentative meeting date set for the week of June 21st.
- Value engineering tentatively set for August 2004; Diana Martin to check if this round of VE (pre stage 1) is needed; will need to schedule.
- Public meeting (showing preferred alternative and impact information) tentatively scheduled for November (fall) 2004.
- Tentatively planned to meet together as a work group in early July to review IMS updates, confirm preferred alternative, and determine/confirm appropriate NEPA documentation for the project (CE 4 or EIS)

* * *

Noted that impacts were evaluated from within an estimated 100 to 150 foot (depending on location) conservative corridor width, and that further refinement of the r/w corridor (and expected impacts) was currently in progress.

Both alternatives were similar in expected impacts. Overall, impacts to ecological features (streams, wetlands) were not expected to be substantial nor significantly different for the two alternatives. The greatest concern at this time for both alternatives is potential displacement of residences and businesses.

Alternatives Refinement and Impact Minimization

Craig Kowalski (Balke) summarized how Alternatives I and Q-1 compared relative to fit/support for key purpose and need elements of the project (summarized in Table 2 of a 3-page handout), including safety, SR 32 macro-corridor goals (long-term limited access), access to existing retail, support for transit, support for planned land use, and MOT/phasing issues.

He noted that key difference between I and Q-1 was ability to provide access to existing retail in the area, with Q-1 being generally more favorable in this regard.

Craig continued with discussion of refinements that are currently being considered for each of the alternatives in an effort to minimize r/w impacts and potentially improve performance at some locations (summarized on 1-page handout on alternatives refinement). Noted that a refinement to Q-1 had already been drawn-up for review at today's meeting (Alternative Q-1a). This refinement may be able to provide improvements over Q-1 in terms of phasing, MOT, less motorist confusion and possibly right-of-way requirements. It removes the signalized intersections SR 32 under Alternative Q-1, providing for all free flow movements in the I-275 / SR 32 interchange.

Steve Shadix (Balke) presented an aerial drawing of Q-1a and reviewed key features. He noted that the revised configuration could potentially improve system performance on Eastgate Boulevard and would provide free flow from I-275 to SR 32 mainline by elimination of signalized ramps.

Group Discussion

The meeting then broke into several simultaneous, smaller group discussions on alternatives/engineering and environmental issues. Key points of discussion for each group are summarized below:

Alternatives Discussion

- Glen Este Withamsville / SR 32 - County agreed to obtain existing turning movement data which Woolpert would then analyze by comparing with 2030 data to determine ability to remain in place in interim (or how long could at-grade intersection provide acceptable LOS).
- Bell's Lane / SR 32 - Discussion of what's needed at this intersection in 2030. Certified data did not include turning movement data, but it was determined that some estimate could be made based on the data provided east and west of the intersection. After the meeting, Dirk suggested using a proportion based on the raw model output to make this estimate of turning movements.
- Clermont County supported the idea of eliminating a signal on Eastgate Blvd and providing better spacing as shown in Alt Q-1a.
- Discussed how the SPUI shown could be modified into a tight diamond configuration.
- Clermont County was concerned about local access from Summerside to SR 32/I-275. They don't understand how the traffic amount that currently uses the SR 32 / Old 74 intersection (just west of I-275) seemed to disappear in the certified traffic. They discussed a local project to possibly connect Old 74 or Summerside directly with Bells Lane on the north side of SR 32 in property that is currently being discussed for development.
- Clermont County wanted clarification in regards to what local roads were included in the Alternatives being discussed. They stated that they anticipated that the grade separation of Old

**Preliminary Comparative Overview of Feasible Alternatives
I-275/SR 32 Interchange; PID 22972
Eastern Corridor Multi- Modal Projects
May 24, 2004**

The following summary tables have been developed for incorporation into the I-275 / SR 32 IMS report and related NEPA documentation. These tables are considered draft and incomplete (information noted is being developed), and are subject to further discussion and review.

The comparison of the potential impact of Alternatives Q-1 and I depicted in Table 1 is based on conservative estimates of right-of-way "footprints" for each alternative. Conservative impact widths of 100' to 150' each side from near centerlines of mainline segments or proposed ramps (depending on location) were developed as part of the preliminary engineering process based on preliminary design configuration layouts. The preliminary alternative configurations were digitally overlain aerial photographs and the current Eastern Corridor GIS mapping of property and environmental inventory data to determine potential land use and features impacted.

There is potential for right-of-way and other impact minimization as the project design is refined, and it is anticipated that, in most categories, actual impacts resulting from the project in its final design will be less.

The numbers depicted below are for the comparison of these two alternatives based on preliminary design considerations and based on similar, conservative, preliminary footprint assumptions for estimation of impact. The final impact determination for NEPA evaluation and documentation will be based on the refinement of preliminary engineering and the results of environmental field survey and analysis currently underway.

Table 1

Category	Alternative I	Alternative Q-1
Ecological Features, Hazmat and Cultural Resources:		
Stream Length Impacted (lineal feet)	1,280	1,020
Wetlands (acres)	1	1
Hazmat Concern Sites (#)	3	3
Recorded Cultural Sites (non-NR) (#)	3	3
Land Use:		
Residential Use (acres)	107	108
Commercial / Industrial Use (acres)	186	197
Existing Transportation Use (acres)	220	222
Other Land Use (acres)	8	8
Potential Displacements (conservative estimates; further refinement currently in progress):^[1]		
Residential Displacement		
# of single family	74	62
# of multi family	3 parcels (13 buildings)	3 parcels (13 buildings)
Commercial / Industrial (# taken/partly taken)	58 (50/8)	57 (50/7)
Institutional Displacement (#)	5	5
^[1] Potential displacements were determined from within conservative impact widths (100 to 150' from proposed mainline ramp centerlines, depending on location) for each of the alternatives; further right-of-way refinement for reduction of impacts is currently being explored.		

**Preliminary Comparative Overview of Feasible Alternatives
I-275/SR 32 Interchange; PID 22972
Eastern Corridor Multi- Modal Projects
May 24, 2004**

Table 2 compares the two alternatives in terms of ability to address primary and secondary elements of the project's purpose and need and other considerations. As in the table above, potential alternative refinements underway may result in changes to the statements in this table. Also, additional stakeholder input is planned and will be incorporated into the determination of a preferred alternative.

Table 2

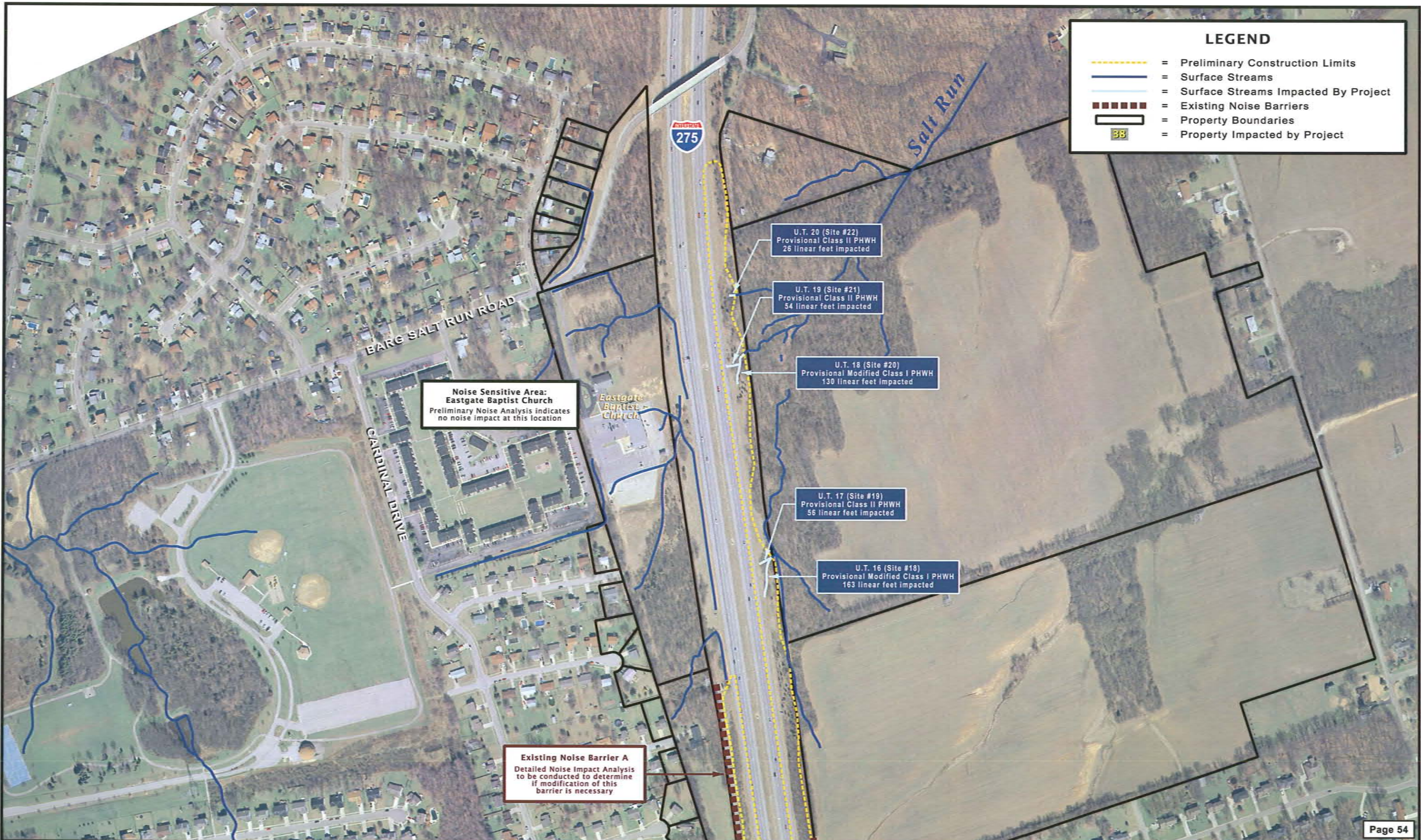
	Alternative I	Alternative Q-1
Primary Purpose and Need:		
Improve safety on I-275 and SR 32 (address merge/weave problems, reduce motorist confusion, eliminate access point and left turn conflicts)	Both alternatives improve safety, eliminate access points and weave problems; however, both may result in some motorist confusion for local access changes compared to existing conditions due to: <ul style="list-style-type: none"> ▪ Alt I requires circuitous routing to commercial development ▪ Alt Q-1 requires extensive signing to designate ramp directions for through and local travel 	
Meet macro-corridor goals for SR 32 (long-term) (limited access east of I-275, access point removal / consolidation / grade separation, capacity preservation, improved freight movement and economic support, consistency w/Clermont 32 goals)	Both satisfy this criteria, although Q-1 still has the at-grade signalized intersections in vicinity of I-275 interchange (requires transition from I-275 to SR 32 for local travel to be controlled by signalized intersections)	
Provide minimum LOS of "D" for peak periods	yes	yes
No degradation of LOS or capacity on I-275	yes	yes
Preserve/possibly enhance access to existing retail (Eastgate Mall and surrounding retail complex)	<p>Alt Q-1 maintains and could enhance local access through the improvement of the Eastgate Blvd. interchange and the interconnection of I-275 and Eastgate Blvd. interchange ramps. However, there are potential design issues to be worked out on Eastgate Blvd. intersections (spacing and signing at signalized intersections with Eastgate Blvd. ramp junctions).</p> <p>Alt I would be considered a lessening of local access, at least in the near term for most current retail destinations, due to its elimination of local access points along SR 32 between I-275 and Bach-Buxton Road. Alt I may have longer term advantages in terms of enhancing and expanding regional access.</p>	
Support for future bus and rail transit investments	Yes (includes Aicholtz Road access corridor)	Yes (includes Aicholtz Road access corridor)
Support for land use vision plan (capacity, access, ease of movement, O/D trip generators, long-term changes)	Both alternatives support the land use vision plan. Alternative Q-1 offers advantages in serving current destinations and needs and more access options, but as centroid of Eastgate economic development area shifts slightly east, as identified in LUVP, this advantage may become less obvious in the future.	
Public involvement / stakeholder input	Public meetings to date and stakeholder meeting in Nov 2003 have been inconclusive (there appears to be some reluctance to commit to any one alternative). It has been assumed that the local access changes under Alt I would be met with more resistance by existing development owners (and users) than would Alt Q-1.	

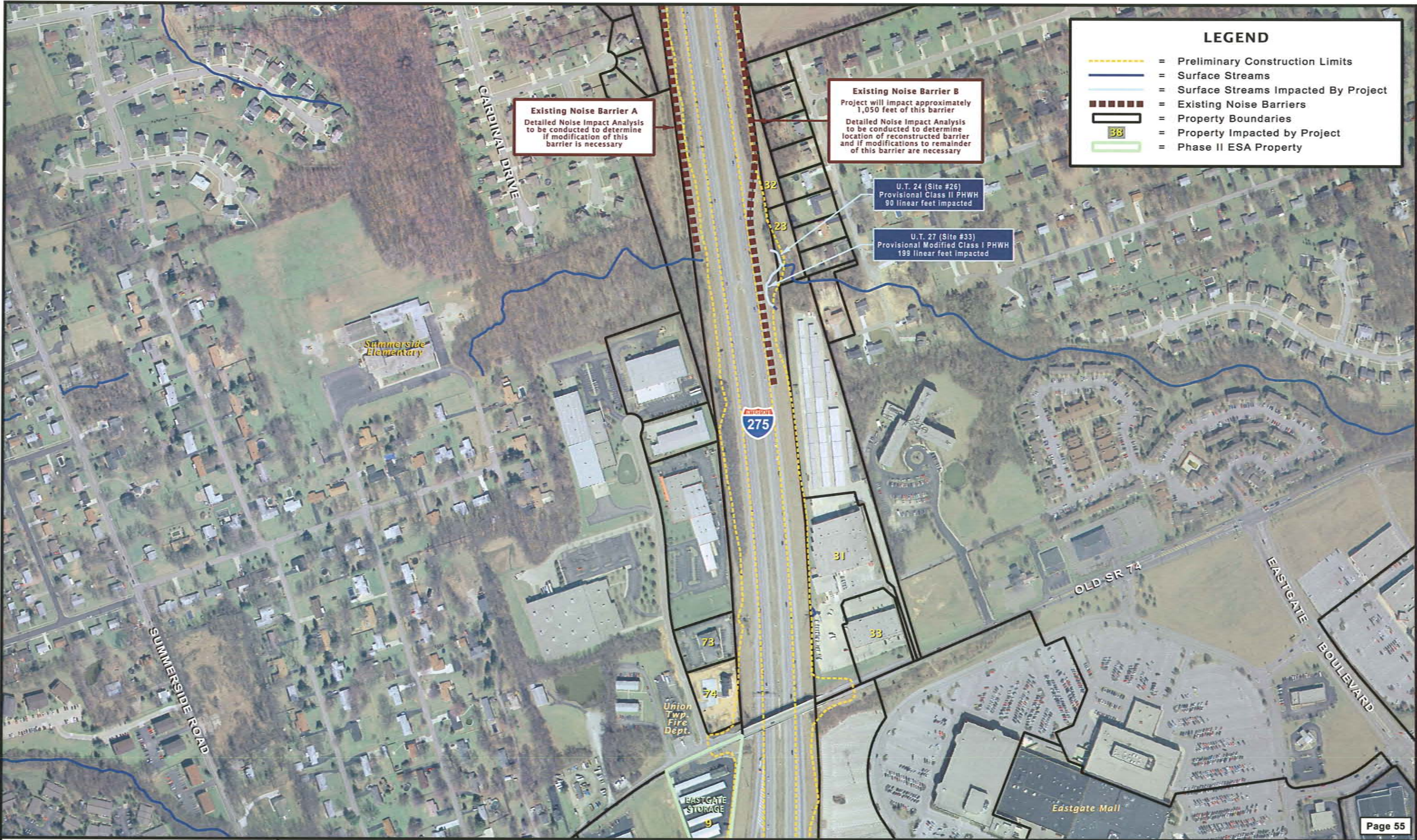
**Preliminary Comparative Overview of Feasible Alternatives
I-275/SR 32 Interchange; PID 22972
Eastern Corridor Multi- Modal Projects
May 24, 2004**

Secondary Purpose and Need:		
Provide better trip type and mode partitioning among vehicular trips in the area (through vs local)	Both alternatives provide mechanisms and opportunity to better split local and through movement by establishing local network connections and linkage upgrades consistent with project needs and local thoroughfare plans. Alt I (due to its elimination of local access at Eastgate Blvd. and Gleneste-Withamsville) would be expected to shift a greater burden of local travel to existing roadway network (specifically, Old SR 74 and Aicholtz) than would Alt Q-1.	
Begin to assign more local trips to local network to reduce demand on I-275 and SR 32	Same as above. Both alternatives can, if necessary, accommodate new collector/distributor lanes and access point(s) on IR 275 to connect directly to the local network serving the Eastgate development area (possible future action; not included in current feasible alternatives).	
Other Considerations: Performance, Cost, Constructability		
	Alternative I	Alternative Q-1
2030 Level of Service	Acceptable	Acceptable
Preliminary Estimated Construction Cost	[Being developed]	[Being developed]
Maintenance of Traffic	More complex	Less complex than Alternative I
Phasing	Disadvantage: Bach-Buxton connector and its interchange with SR 32 must be built in same time frame as new I-275/SR 32 interchange work	Advantage: Can build initial 275/32 and Eastgate Boulevard interchange improvements first, then Bach-Buxton improvements later at same time as Gleneste-Withamsville access removal

Attachment B14

Environmental Composite Map and Impacted Parcels Table





LEGEND

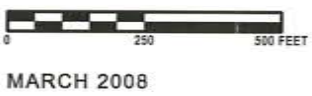
- = Preliminary Construction Limits
- = Surface Streams
- = Surface Streams Impacted By Project
- = Existing Noise Barriers
- = Property Boundaries
- = Property Impacted by Project
- = Phase II ESA Property

Existing Noise Barrier A
 Detailed Noise Impact Analysis to be conducted to determine if modification of this barrier is necessary

Existing Noise Barrier B
 Project will impact approximately 1,050 feet of this barrier
 Detailed Noise Impact Analysis to be conducted to determine location of reconstructed barrier and if modifications to remainder of this barrier are necessary

U.T. 24 (Site #26)
 Provisional Class II PHWH
 90 linear feet impacted

U.T. 27 (Site #33)
 Provisional Modified Class I PHWH
 199 linear feet impacted



Categorical Exclusion Level 4
 I-275 / SR 32 Interchange
 CLE-275-10.15; PID 76289

Attachment B14b
Environmental Composite Map

LEGEND

- = Preliminary Construction Limits
- = Surface Streams
- = Surface Streams Impacted By Project
- = Wetlands
- = Wetlands Impacted By Project
- = Ponds Impacted By Project
- = Building/Structure Take
- = Property Boundaries
- = Property Impacted by Project
- = Phase II ESA Property

**Noise Sensitive Area:
Bells Lake Apartments,
Christian Life Center, and
Roney Lane / Bells Lane Residences**
Preliminary Noise Analysis indicates potential noise impact; detailed noise study to be conducted to determine if noise abatement measures are warranted and / or feasible

**Noise Sensitive Area:
Marjorie Drive Residences**
Preliminary Noise Analysis indicates no noise impact at this location

**Noise Sensitive Area:
Magnolia Pointe Apartments
and Eastgate Garden Apartments**
Preliminary Noise Analysis indicates potential noise impact; detailed noise study to be conducted to determine if noise abatement measures are warranted and / or feasible

Pond 1
Total size: 0.23 acre
(Impact area: 0.016 acre)

Wetland 57 - Category Modified 2
Total size: 0.06 acre
(Impacted area: 0.008 acre)

Wetland 50 - Category 2
Total size: 0.08 acre
(potential indirect impact)

Hall Run (Site #23)
Warmwater Habitat
498 linear feet impacted

Hall Run Sanitary Flow Facility

U.T. 7 (Site #8/8A)
Provisional Modified Class I PWH
543 linear feet impacted

Wetland 56 - Isolated, Category 1
Total size: 0.005 acre
(Impact area: 0.005 acre)



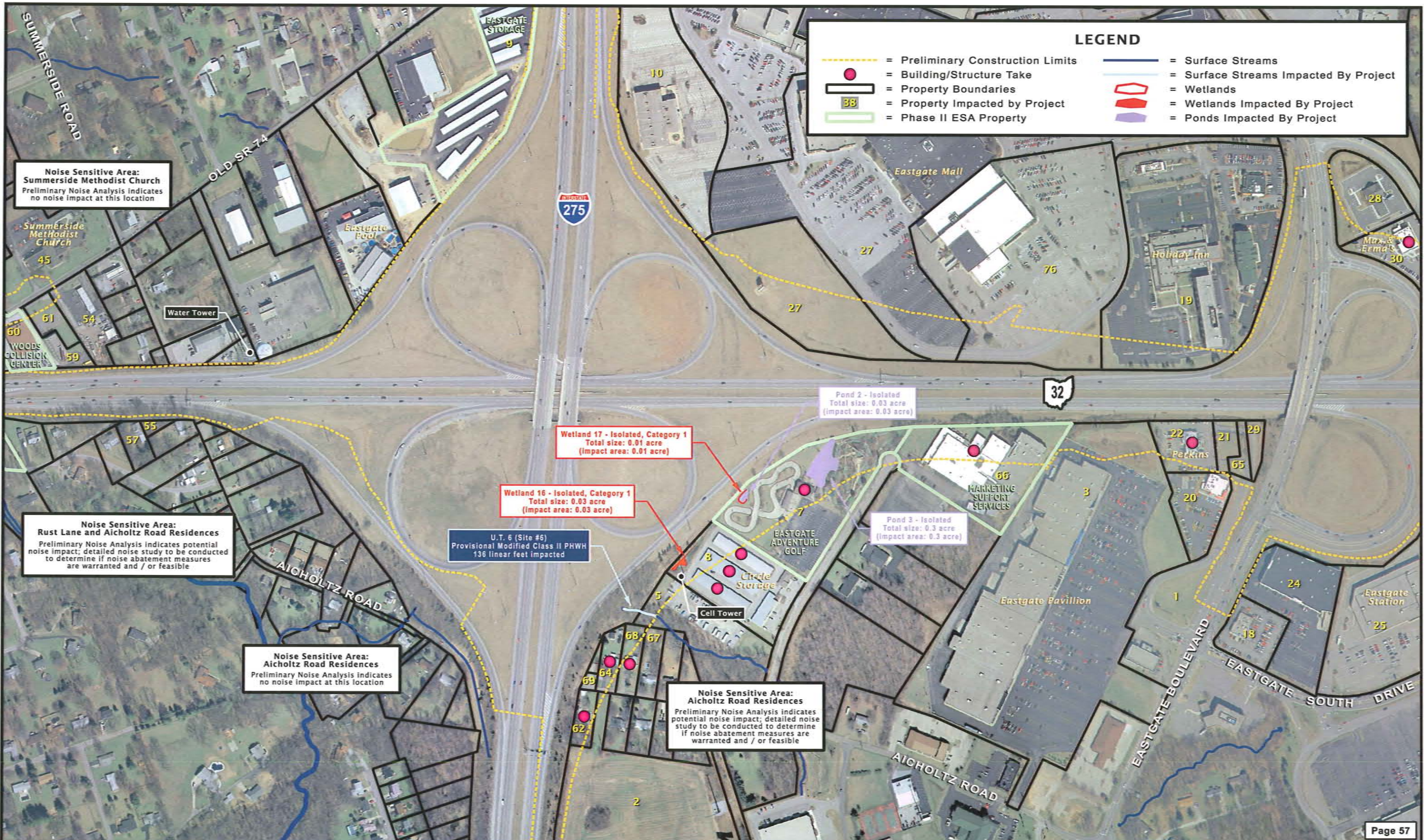
MARCH 2008



Categorical Exclusion Level 4

I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

**Attachment B14c
Environmental Composite Map**



**Noise Sensitive Area:
Summerside Methodist Church**
Preliminary Noise Analysis indicates
no noise impact at this location

Summerside
Methodist
Church
45

Water Tower

WOODS
COLLISICK
CENTER
59

**Noise Sensitive Area:
Rust Lane and Aicholtz Road Residences**
Preliminary Noise Analysis indicates potential
noise impact; detailed noise study to be conducted
to determine if noise abatement measures
are warranted and / or feasible

**Noise Sensitive Area:
Aicholtz Road Residences**
Preliminary Noise Analysis indicates
no noise impact at this location

**Noise Sensitive Area:
Aicholtz Road Residences**
Preliminary Noise Analysis indicates
potential noise impact; detailed noise
study to be conducted to determine
if noise abatement measures are
warranted and / or feasible

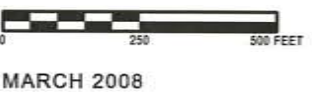
U.T. 6 (Site #6)
Provisional Modified Class II PWHW
136 linear feet impacted

Wetland 16 - Isolated, Category 1
Total size: 0.03 acre
(impact area: 0.03 acre)

Wetland 17 - Isolated, Category 1
Total size: 0.01 acre
(impact area: 0.01 acre)

Pond 2 - Isolated
Total size: 0.03 acre
(impact area: 0.03 acre)

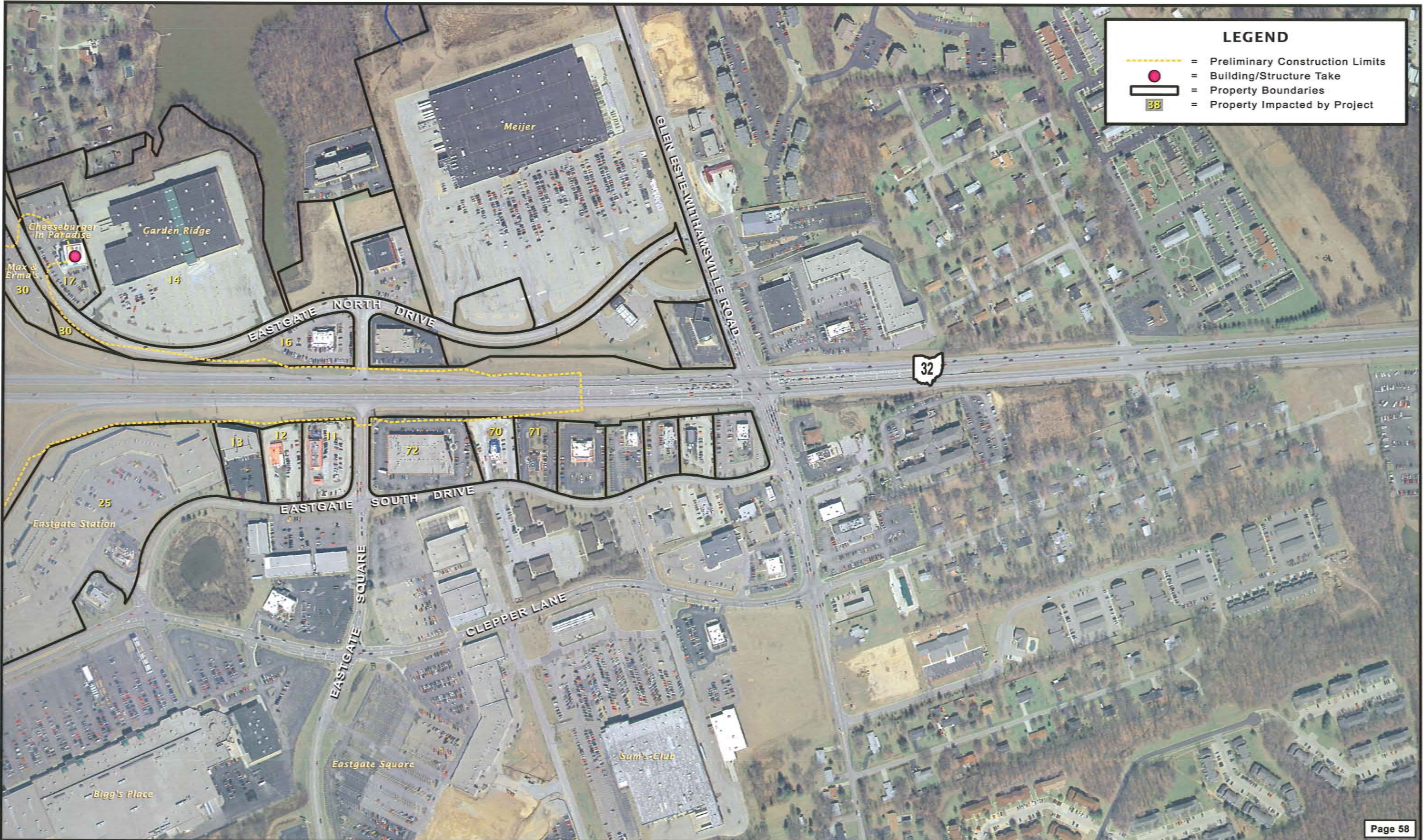
Pond 3 - Isolated
Total size: 0.3 acre
(impact area: 0.3 acre)



Categorical Exclusion Level 4

I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

**Attachment B14d
Environmental Composite Map**



LEGEND

-  = Preliminary Construction Limits
-  = Building/Structure Take
-  = Property Boundaries
-  = Property Impacted by Project



MARCH 2008



Categorical Exclusion Level 4

I-275 / SR 32 Interchange
CLE-275-10.15; PID 76289

**Attachment B14e
Environmental Composite Map**