



**ALLEN
75**



PUBLIC MEETING

November 2009

Welcome

The Ohio Department of Transportation (ODOT) welcomes you to today's public meeting for the Allen 75 Study. The Allen County I-75 study, sponsored by ODOT District 1 and the Federal Highway Administration (FHWA), is proposing to correct design deficiencies, improve pavement and bridge conditions, improve safety and increase transportation efficiency in the I-75 corridor between the Auglaize County line to Stewart Road.

What is being presented today?

The purpose of today's meeting is to present the recommended preferred alternative for the Allen 75 study and to gather public comments prior to the next phase of the project development process, which will involve the engineering design of the preferred alternative. ODOT will be accepting your comments regarding this project. Exhibits shown include improvements and impacts to the mainline I-75, interchanges, and crossroads.

The recommended preferred alternative consists of a four-lane alternative, which upgrades the existing I-75 mainline and interchange ramps to meet current design standards. The proposed I-75 mainline upgrade has four 12-foot travel lanes (two northbound and two southbound lanes); a 51-foot wide median; 4-foot inside shoulders; and 12-foot outside shoulders.

Activities since May 2008 Public Meetings

The Allen 75 Study has progressed through Steps 6 and 7 of ODOT's 14-Step Project Development Process (PDP).

Detailed engineering and environmental studies have continued through 2009. Since the last public involvement meeting held by ODOT in May 2008, the following studies have been completed:

- Value Engineering and Constructability Review Report (2008)

- Preliminary National Environmental Policy Act (NEPA) Document (2009)
- Access Point Request Document (2009)

Copies of these documents are available for viewing at today's meeting.

Recommended Preferred Alternative

The recommended preferred alternative includes the following improvements

Mainline

- Remove concrete median barrier and convert to a 51-foot grass median
- 12-foot auxiliary lane between the SR 309 southbound entrance ramp and the Fourth Street southbound exit ramp
- Curve softening on I-75 near Hanthorn Road and Mc Clain Road
- Raise the I-75 mainline profile at the abandoned railroad corridor between the Fourth Street and SR 309 interchanges to prevent future flooding.

Interchanges

- Breese Road: Replacing the interchange with a similar diamond design to what exists but lengthening the on-ramps.
- SR 65: Upgrade the interchange with a similar diamond design to what exists, including lengthening the on-ramp. Remove Yoder Road access from the north bound I-75 on-ramp. Reconfigure Yoder Road to intersect with SR 65 where the existing medical facility drive is currently located.
- Fourth Street: Upgrade the interchange with a similar design to what exists but improving ramp curves.
- SR 309: Eliminate the existing loop ramp configuration and replace with a diamond configuration.

(Over)

- SR 81: Reconstruct the interchange into a diamond interchange and change SR 81 to five lanes between Neubrecht Road and Stewart Road.

Analysis

A summary of the project's purpose and need objectives, design features, environmental impacts, and costs of the recommended preferred alternative is provided in an exhibit at this meeting.

Next Steps

After today's public meeting, comments received will be used in completing the environmental document. The preferred alternative will be verified as a selected alternative. The study will move into Step 8 of the 14-Step PDP for detailed design of the preferred alternative. It is anticipated that the next opportunity for public involvement will occur in the summer of 2010.

What do you think?

ODOT requests your input on the recommended preferred alternative. All of the exhibits shown today and additional information can be obtained from the project web site (<http://www.allen75study.com>). Exhibits displayed may also be viewed at ODOT's District 1 office. Please call in advance for an appointment.

Comments can be written on the comment sheets and submitted at this meeting. Written comments can also be submitted by mail or e-mail to Kirk Slusher (Kirk.Slusher@dot.state.oh.us) by December 2, 2009.

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**Thank you for attending today's
public involvement meeting!**