

***Project Description:***

The proposed project will consist of widening IR 70 to three lanes from Enon Road (SLM 06.75) to the US 68 interchange ramps (SLM 10.55). IR 70 is a component of the Strategic Highway Network and is considered crucial to national security. The project is part of a multi-phase plan to address congestion on IR 70 and provide for maintenance-of-traffic needs. Upon completion of the project, the roadway will include three 12' lanes in each direction. Both outside and inside shoulders will each have a 12' width.

The terrain is flat to rolling. The existing roadway in the project area consists of four lanes, two eastbound and two westbound. The eastbound and westbound lanes are separated by a grassy median (combination raised and depressed). Each lane has a width of 12 feet. The paved shoulder on the median side has a width of 4 feet and the paved shoulder on the outside has a width of 10 feet.

The reconstruction project is expected to be undertaken entirely within existing public right-of-way on existing alignment and (generally) grade. The vertical profile of IR 70 may be modified in several locations to provide the preferred 17' vertical clearance at the overpasses. All traffic guide and regulatory signs will be replaced throughout the project length. The project will have no involvement with interchange ramps or other roadways along the corridor.

There are no mainline bridges within the corridor. There are three overhead structures; other than installation of pier projection, there will be no work on these structures. The storm drainage system, including pavement underdrains, will be replaced as needed; storm drainage work will occur within the median. Culvert work is expected to be limited to connecting new drainage basins to the existing culverts and replacing in-kind any deficient culverts identified during construction. If it is necessary to extend culverts for outside shoulder work, this will be limited to a few feet on each side. The project should not exceed any PCN or WQC thresholds.

Two lanes of traffic will be maintained throughout construction of the project.

The project corridor is predominantly agricultural. Residential development is generally scattered, although a mobile home park is located near the northeast quadrant of Enon Road and IR 70. A large office building is present near the southeast quadrant of Enon Road and IR 70. There is a potential for noise walls to be warranted, particularly at the mobile home park; if so, these will be constructed within the project area as a separate, later project.

The project is not expected to have involvement with any mature trees. Warden Ditch and several unnamed waterways, releasing to the Mad River, are carried under IR 70 via culverts. The interstate corridor is not located within a designated special flood hazard area.

Currently, the project is being proposed for funding under the anticipated federal infrastructure stimulus package. In order to meet the timeline commitments expected under this package, environmental clearance will need to be completed by April 2009. No local monies are involved with this project. Construction will be accomplished under the design/build contracting process.

## CLA-70-06.75/10.54, PID 82381

### *Purpose & Need:*

The purpose of the proposed project is to address congestion on this segment of IR 70, a priority system.

Project History: In 2002, the CLA-IR 70-06.75/25.11 (aka CLA-IR 70-06.75/20.92) project was programmed as a Major New project to address a lack of lane continuity on IR 70. At that time, IR 70 provided six travel lanes west of Enon Road and east of SR 54. The four lane corridor from SLM 6.75 to SLM 25.11 was identified as a bottleneck operating at a Level of Service (LOS) C; the minimum design LOS on interstates in rural areas is LOS B. Additionally, the pavement width within the corridor is inadequate to meet maintenance-of-traffic requirements during routine maintenance work. The CLA-IR 70-06.75/25.11 project was also intended to address pavement condition and geometric deficiencies at interchanges and underpasses.

In 2005, the rapid deterioration of the concrete pavement section extending from SLM 20.92 to SLM 25.11 dictated that the degraded concrete section be programmed separately with an expedited schedule. This project, currently under construction, includes full depth pavement reconstruction and the addition of a third thru lane in each direction. The CLA-IR 70-20.92, PID 75315 project began construction in summer 2008; construction will be completed in fall 2009.

As discussed in the 2008-2009 ODOT Business Plan, the TRAC over-committed in 2006 by 47% above stated total program funding levels. This over-commitment combined with the rapid inflation of construction costs placed the funding of many Major New projects in jeopardy; the CLA-IR 70-06.75/25.11 was demoted from a Tier I project to a Tier II project. Currently, the Major New Program is expected to have zero allocations beginning in fiscal year 2010 and no Tier II projects are expected to advance to construction in the short term. The CLA-IR 70-06.75/25.11 project currently has no committed construction schedule.

In late 2008, Congress and the President-Elect indicated an intention to approve an estimated \$775 billion stimulus package. The stimulus package would fund “shovel-ready” infrastructure projects. Early information indicates that, to qualify, projects must be capable of starting construction by Summer 2009.

District 7 evaluated the larger Major New CLA-IR 70-06.75/25.11 project for components appropriate for design/build, and thus potential candidate projects under the anticipated stimulus package. Two segments were identified: CLA-IR 70-06.75/10.55 and CLA-IR 70-13.95/20.92 (being addressed under PID 83665). These segments were identified as appropriate candidates, as there is no potential bridge or interchange work required for consideration in these sections.

Within the remaining segment of the Major New Project (CLA-IR 70-10.55/13.95), three mainline structures would require replacement or substantial rehabilitation. The interchanges associated with two of these mainline structures were also identified for possible modification in the Interchange Modification Study prepared for the larger Major New CLA-IR 70-06.75/25.11 project. The design timeline required for bridge and interchange improvements precludes the CLA-IR 70-10.55/13.95 segment from consideration as a stimulus package candidate.

Identified Need: Address Inadequate Maintenance of Traffic of Conditions: ODOT’s Policy for Traffic Management in Work Zones (Policy 516-003(P)) requires that maintenance of traffic

during construction projects comply with the Permitted Lane Closure Map (PLCM) for the project segment. The PLCM for IR-70 from Enon Road to US 68, which includes the project segment, requires that two lanes of traffic be maintained from 6:00 am to 8:00 pm on construction weekdays and from 6:00 am to 9:00 pm on construction weekends.

The existing shoulder widths and composition within the project corridor are inadequate to allow the shoulders to be utilized for maintenance of two lanes of traffic during any necessary routine maintenance and construction activities within the project segment of IR 70. Under current conditions, when a portion of the roadway is removed from service for routine maintenance and/or construction activities, traffic must merge into a single-lane. This does not comply with ODOT’s Policy for Traffic Management in Work Zones.

Identified Need: Address Congestion within the Corridor and Advance the Clark County Long Range Plan: The Levels of Service for the project segment of corridor were evaluated as part of the Major New CLA-IR 70-06.75 project. As detailed in the following table, all segments of the project corridor are expected to operate at less than the ODOT Design Standard LOS C for rural interstates by 2030.

**Table 1: Existing and Future Traffic Analysis Data, Interstate Segments**

IR 70 Segment	DIR	ADT, vehicles per day		% Trucks		4-Lane LOS	
		2010	2030	2010	2030	2010 AM/PM	2030 AM/PM
Enon Road – United States Route 68	EB	30,680	50,000	40	40	C/C	E/F
	WB	30,680	50,000	40	40	C/D	E/F

As indicated, most of the corridor will operate at a LOS E or lower during peak travel hours in 2030. Highway sections which have a LOS of D, E, or F are considered congested and unacceptable for the safe and efficient movement of vehicles. Maintaining acceptable capacity on the Strategic Highway Network is crucial to national security.

In March 2002, a Major Investment Study (MIS) was prepared for the IR-70 Corridor from SR 235 to SR 56 in Clark County. The MIS was prepared by the Clark County-Springfield Transportation Coordinating Committee, ODOT Office of Urban and Corridor Planning and ODOT District 7; the Scoping Committee included a wide range of local, state, and federal agencies. The basic problem identified by the MIS in the corridor was *“The current traffic volumes, especially truck volumes, on some sections of Interstate 70 through Clark County, are at unacceptable levels of congestion, especially during the peak hours. Forecasted traffic volumes, based upon current growth rates and future development will result in additional portions of the route experiencing congestion and unacceptable levels of delay.”* The MIS Scoping Committee considered a variety of alternatives, including various travel demand management strategies, various transportation systems management measures, and the addition of general purpose through lanes.”

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The MIS concluded that the Preferred Alternative to address congestion within the Interstate 70 Corridor in Clark County is the addition of General Purpose Through Lanes:

- “After examining each alternative separately and the cumulative effects on service to the corridor of the lower cost alternatives, the preferred alternative was agreed to and subsequently proposed by the Scoping Committee.
- The preferred alternative and the rationale for it being proposed as the preferred alternative was based upon the most realistic estimate of benefits to the corridor over the next 25 years.
- Additional lanes are being planned in Montgomery and Madison counties. The reconstructed IR 70/I-75 interchange in Montgomery County will impact the corridor through Clark County.
- Cost estimates for construction and maintenance of this alternative would allow the additional lanes to be phased over a 10 year period with a total cost of \$61,514,000. The length of the proposed improvement would be 26.62 miles. No additional right of way would be required to complete this project.”

As a result of the MIS, the proposed addition of general purpose through lanes is included on the list of short range projects in the *Clark County Transportation Plan: 2030 Horizon Year* (June 2004).

Identification of Logical Termini: As discussed in the Project History, the larger Major New CLA-IR 70-06.75/20.92 project was evaluated for components appropriate for advancement under the proposed stimulus package. The primary consideration was identification of segments that could be undertaken as design/build and capable of award by Summer 2009. The CLA-IR 70-06.75/10.55 segment contains no structures requiring replacement or major rehabilitation and no interchanges. The project extends from the existing three-lane segment at Enon Road to the US 68 interchange ramps, ensuring that the project will not constrain future interchange improvement options at the IR 70/US 68 interchange.

Summary: The project is intended to advance a portion of the Major New CLA-IR 70-06.75/20.92 project under the proposed stimulus package. The project is intended to address the following needs within the project segment of IR 70:

- Address Inadequate Maintenance of Traffic of Conditions
- Address Congestion within the Corridor and Advance the Clark County Long Range Plan

*Analysis of Alternatives:*

No Build: The No Build Alternative entails leaving IR 70 in its existing condition. This Alternative would have no construction environmental impacts and would have no cost. However, with the indefinite delay of the Major New CLA-IR 70-06.75/20.92 project, the project segment would continue to have inadequate pavement width to allow maintenance-of-traffic consistent with the ODOT Permitted Lane Closure Policy. This alternative will not meet the identified need to provide adequate maintenance-of-traffic within this segment of the priority system, a component of the Strategic Highway Network.

Undertake the Reconstruction as Part of the Major New CLA-IR 70-06.75/25.11 Project: Currently, the Major New Program is expected to have zero allocations beginning in fiscal year 2010. The CLA-IR 70-06.75/25.11 project currently has no committed construction schedule. This alternative will not meet the identified need to provide adequate maintenance-of-traffic consistent with the ODOT Permitted Lane Closure Policy within this segment of the priority system, a component of the Strategic Highway Network.

Undertake the Proposed Widening from SLM 06.75 to 10.55, without Striping for a Third Lane: This alternative meets a need of the project by providing for future maintenance of traffic needs consistent with the ODOT Permitted Lane Closure Policy. This project would not address the identified congestion issues within the project segment and would not advance the Clark County Long Range Transportation Plan. This alternative would not maximize the benefit of the project to the travelling public and would not best serve the needs of the travelling public.

Preferred - Undertake the Proposed Widening from SLM 06.75 to 10.55: Under this alternative, the project segment of IR 70 will be widened within the existing median to allow two lanes of traffic in each direction during maintenance activities, consistent with the ODOT Permitted Lane Closure Policy. Following construction, the new pavement will be striped to provide a third thru lane in each direction and the required 12' median shoulders. The third lane will help to reduce congestion within the corridor and advance the Clark County Long Range Transportation Plan. This project both fully meets the needs of the project: address congestion and maintenance of traffic issues within the corridor.