



The Ohio Department of Transportation

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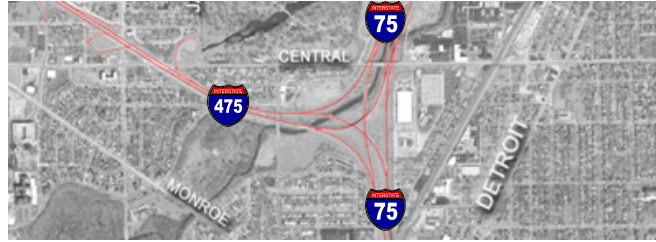
I-75/I-475

Recommended Preferred Alternative



Project Purpose

Interstates 75 and 475 are an integral part of the urban highway system, especially in the commercial and industrial climate of northwest Ohio. Due to growth in population, employment, and commercial development, traffic demands have increased, impairing operational and safety characteristics along I-75 and I-475 in and around the Toledo area. These problems are projected to worsen with continued traffic growth. In response to increasing congestion and high accident rates, TMACOG developed an *Expressway Needs Study, Phase 2A: Major Investment Study (MIS)* to address the transportation needs in the area. This study analyzed eight project corridors within the expressway system and determined that the I-75/I-475 corridor was the highest ranked in terms of transportation need. The systems interchange was recommended as a high priority for highway improvements due to the extent of need and the anticipated benefits relative to required capital expenditures.



Traffic movement and safety are primarily hindered by current and projected increases in congestion within the systems interchange. Future (2030) traffic projections indicate a 52% increase in peak hour traffic within the systems interchange. This increase will add to the traffic delays that are already present during peak hours.

Geometric design deficiencies also hamper traffic movements and compromise safety within the study area. Elements such as inadequate interchange spacing, the intermixing of a systems interchange with local service interchanges, partial service interchanges, ramp alignments that do not meet current design standards, and lane discontinuity create safety concerns in and around the systems interchange. In fact, the crash rate for the systems interchange is above the statewide average for urban interstates.

The factors summarized above contribute to levels of service that are at or below acceptable levels and are projected to degrade in the future. In addition, they prevent I-75, I-475, and the systems interchange from functioning as they were originally intended, to move people and goods through the region and the nation. It is for these reasons that ODOT has commissioned a study to identify a preferred alternative for improving the systems interchange. To accomplish this, the following goals must be addressed:

- **Improve traffic flow and level of service**
- **Improve safety and decrease the accident rate throughout the corridor**
- **Update geometric features to meet current design standards**