

# I-475 EAST/WEST PROJECT MEETING



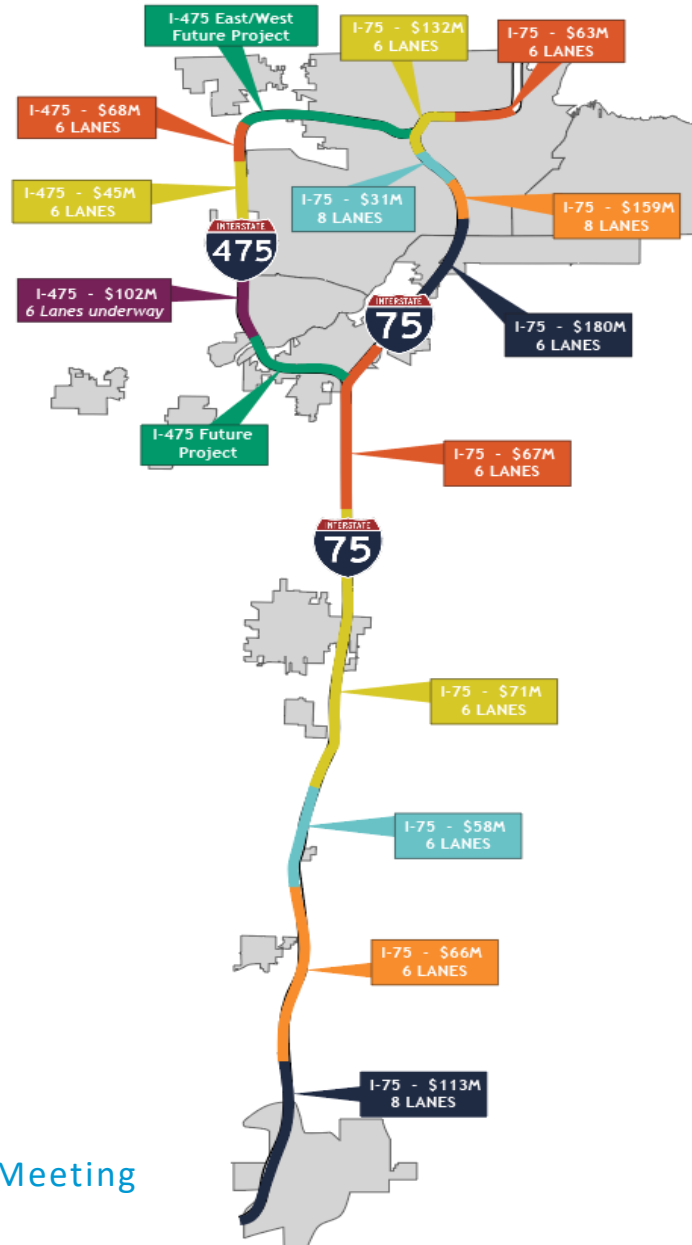
**Toledo City Council**  
**Lucas County Commissioners**  
**November 18, 2024**



**Department of  
Transportation**

# INVESTMENT IN NORTHWEST OHIO ROADWAYS

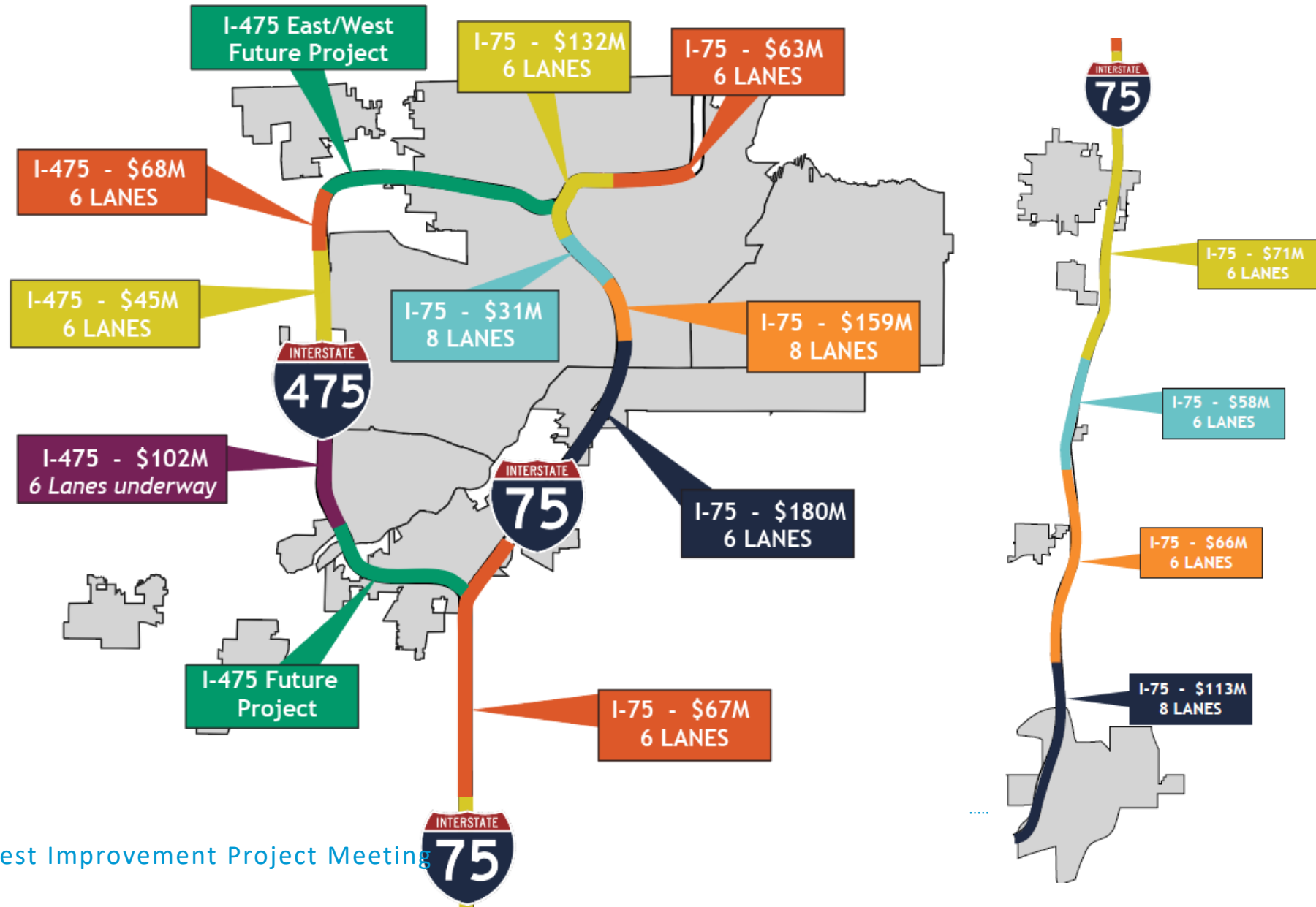
10 years =  
\$1.2 Billion



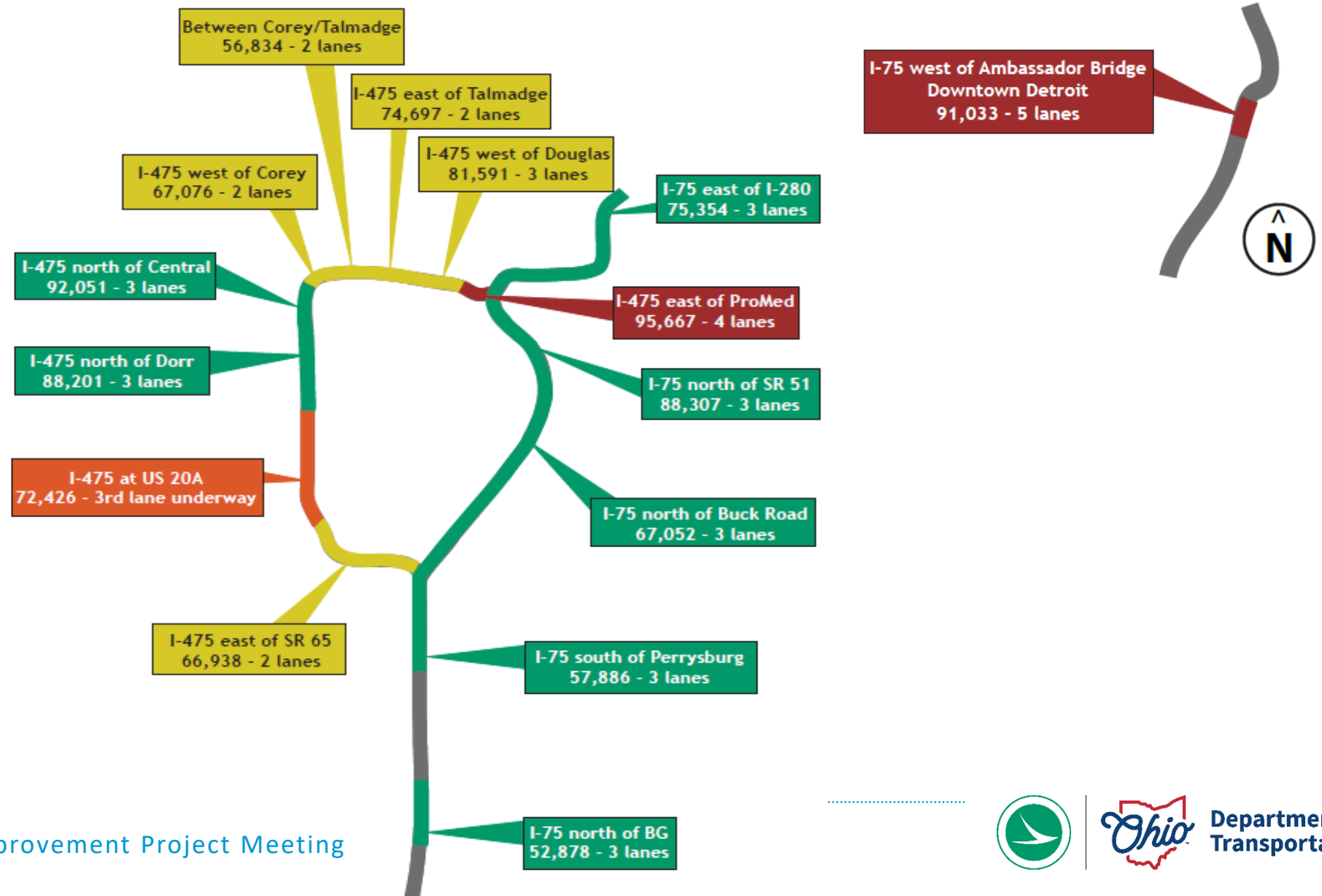
**3+ lanes**  
Toledo to Detroit



# INVESTMENT IN NORTHWEST OHIO ROADWAYS



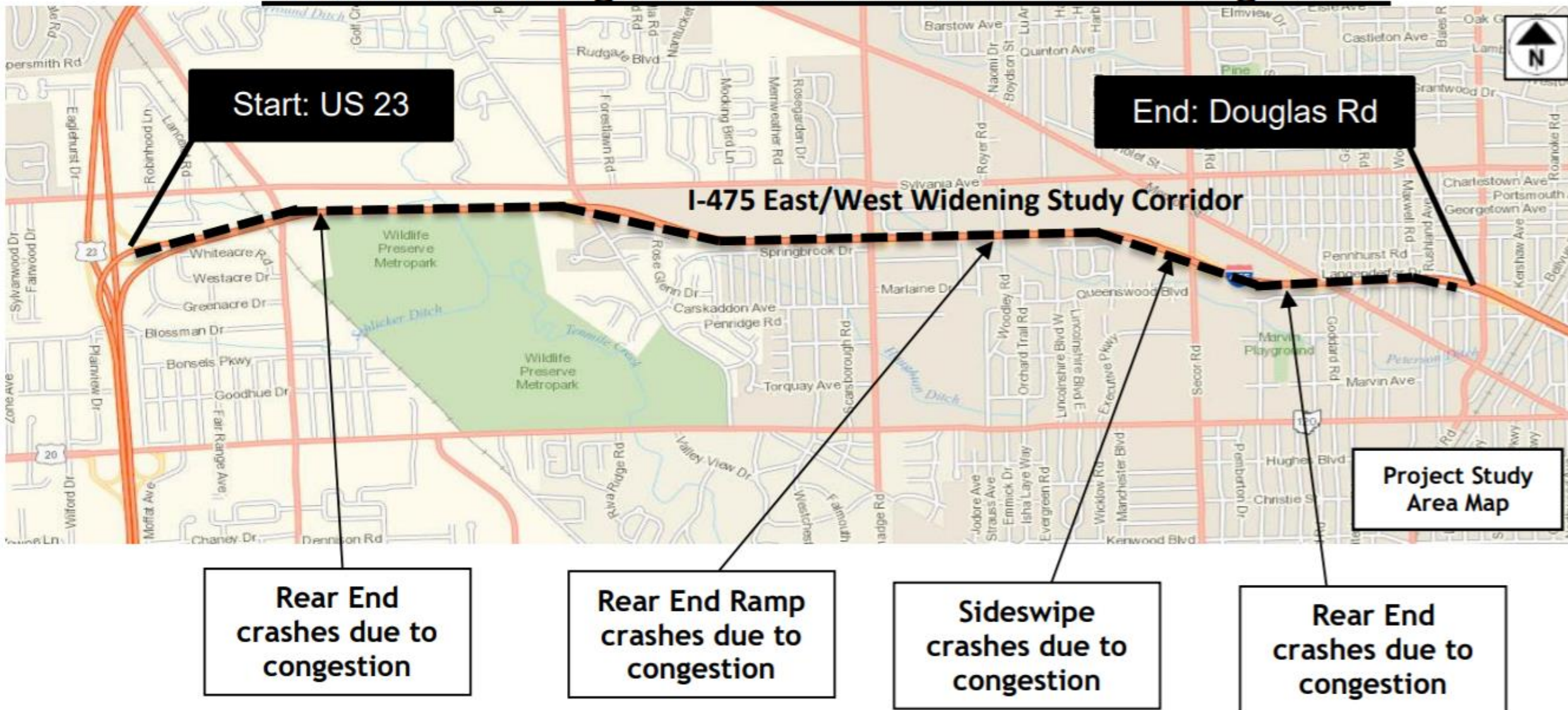
# TRAFFIC COUNTS AROUND TOLEDO





# LUCAS COUNTY I-475 EAST/WEST FUTURE PROJECT

## Locations with higher corridor crashes 2016 through 2018



# PROJECT DETAILS

- Section complete in 1969
- Rehab the pavement and infrastructure
- Correct deficiencies and provide safer corridor
- Better connect neighborhoods
- Widening will help with pavement rehab
- No total residential takes (houses)
- 69,000 vehicles per day on the west side
- 84,000 vehicles per day on east side





# INVESTMENT IN NORTHWEST OHIO ROADWAYS





# INVESTMENT IN NORTHWEST OHIO ROADWAYS



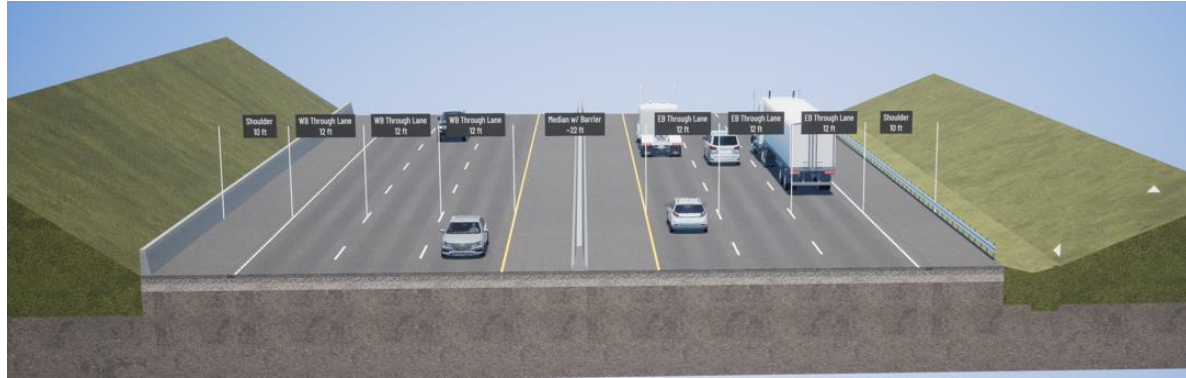


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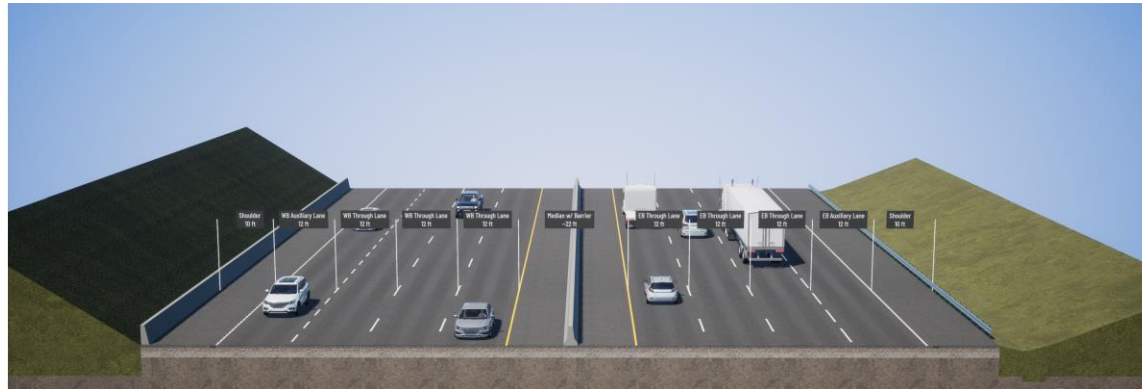


# TYPICAL SECTIONS

I-475



I-475 With Auxiliary lanes  
Between Talmadge Road and Secor Road





# I-475 RENDERING

Westbound on I-475

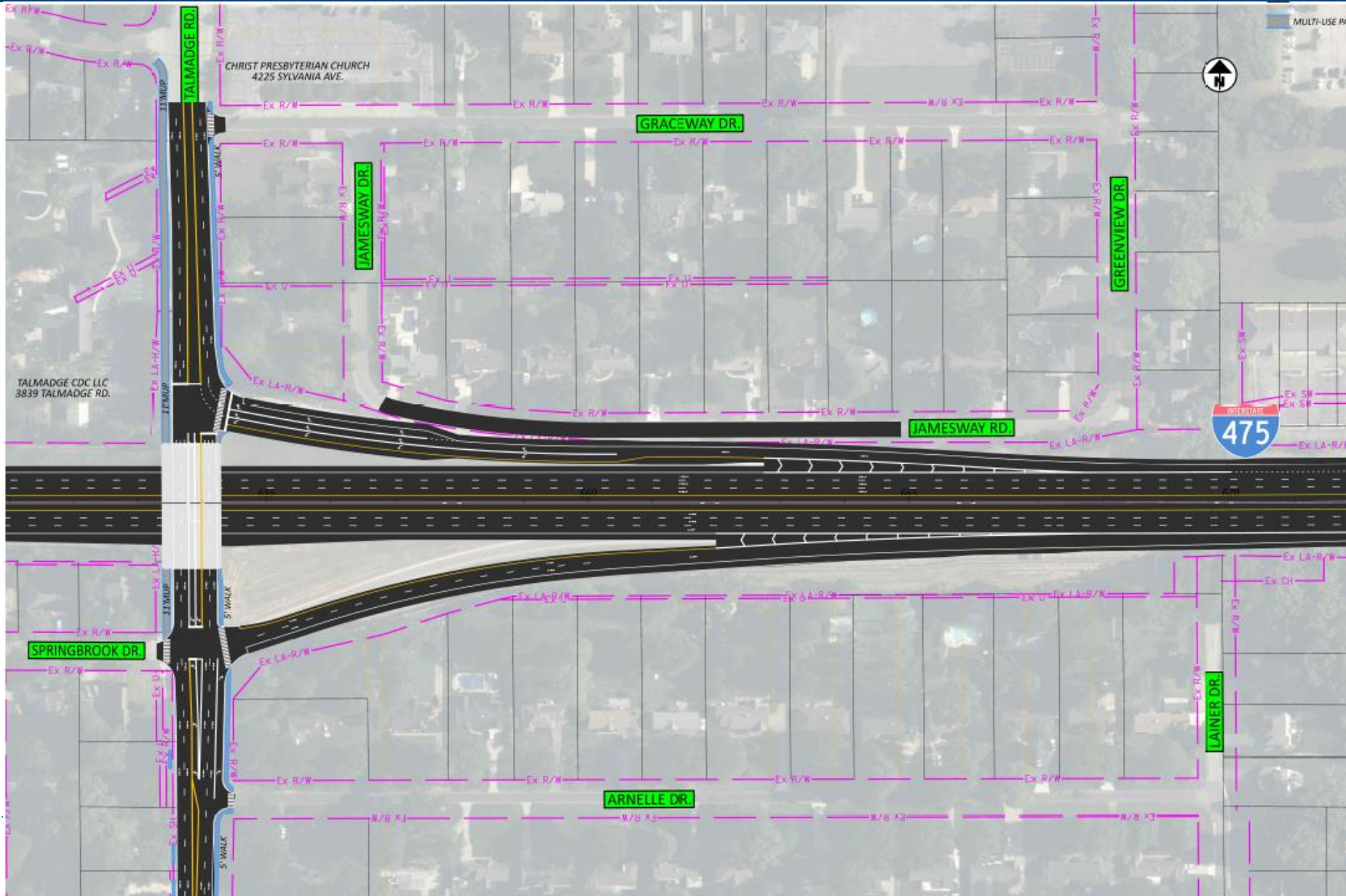


# COREY ROAD INTERCHANGE



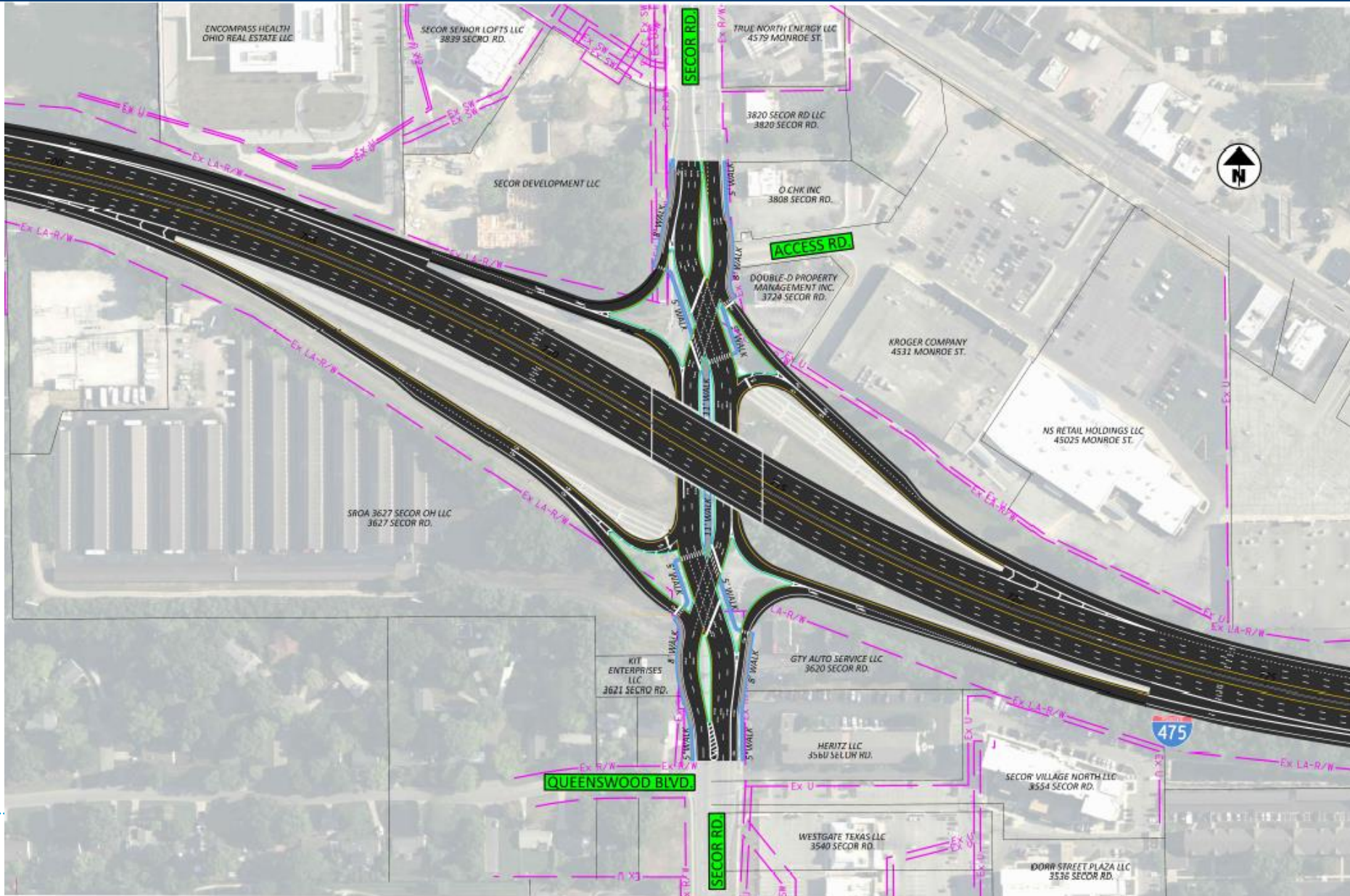


# TALMADGE ROAD INTERCHANGE





# SECOR ROAD INTERCHANGE





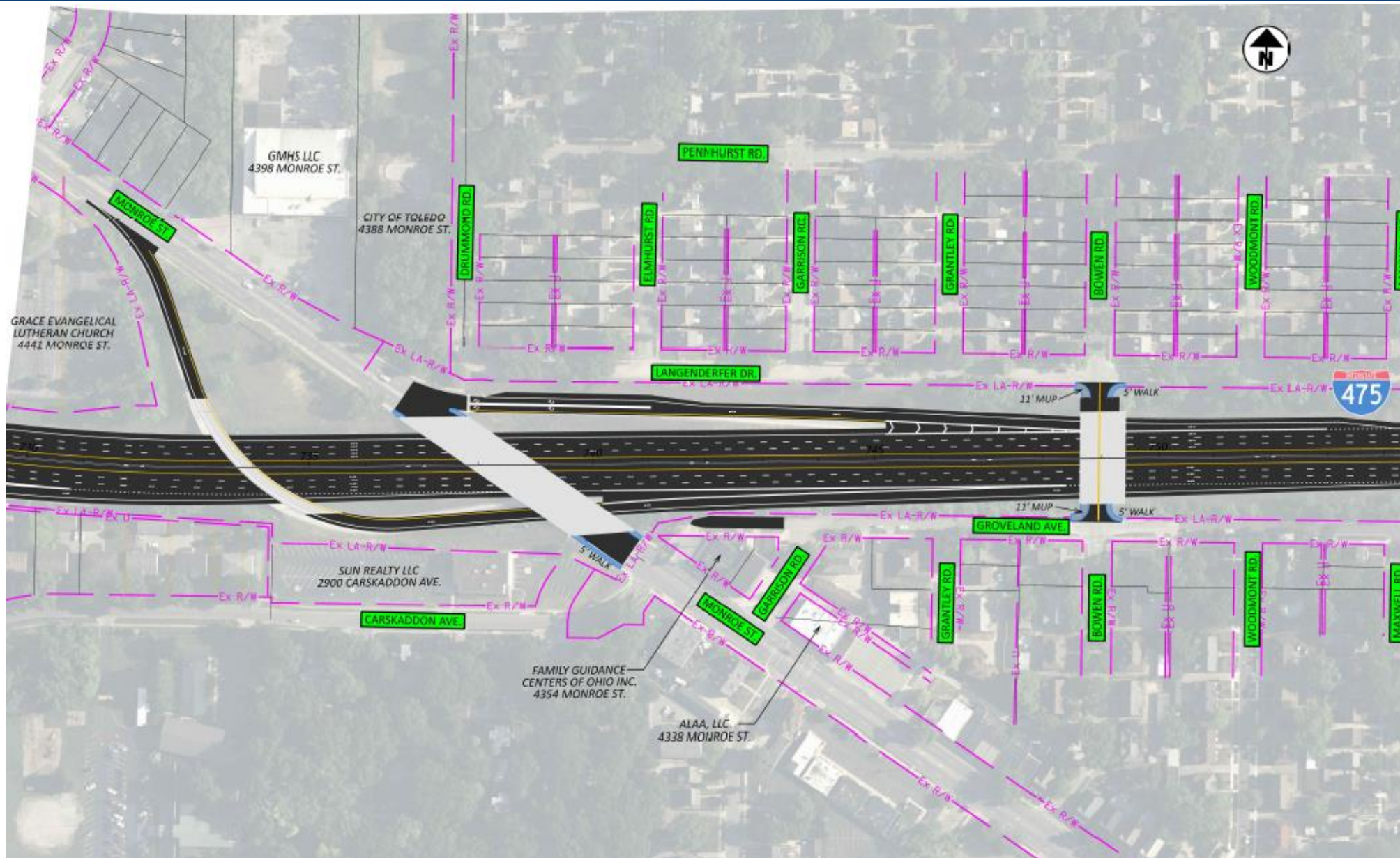
# BENEFITS OF A DDI

## Safety Benefits

- Fewer conflict points (14 for DDI, 32 for conventional)
- Wrong way entry to ramps extremely difficult
- Pedestrian crossings are shorter and conflicting traffic one way
- Simple left and right turns, some movements free-flowing
- Increases left turn lane capacity without needing more lanes for interchanges with heavy left-turn volumes
- Reduces intersection delay by 15%-60%, increases throughput by 10%-30%, increases overall capacity by 15%-25%



# MONROE STREET INTERCHANGE



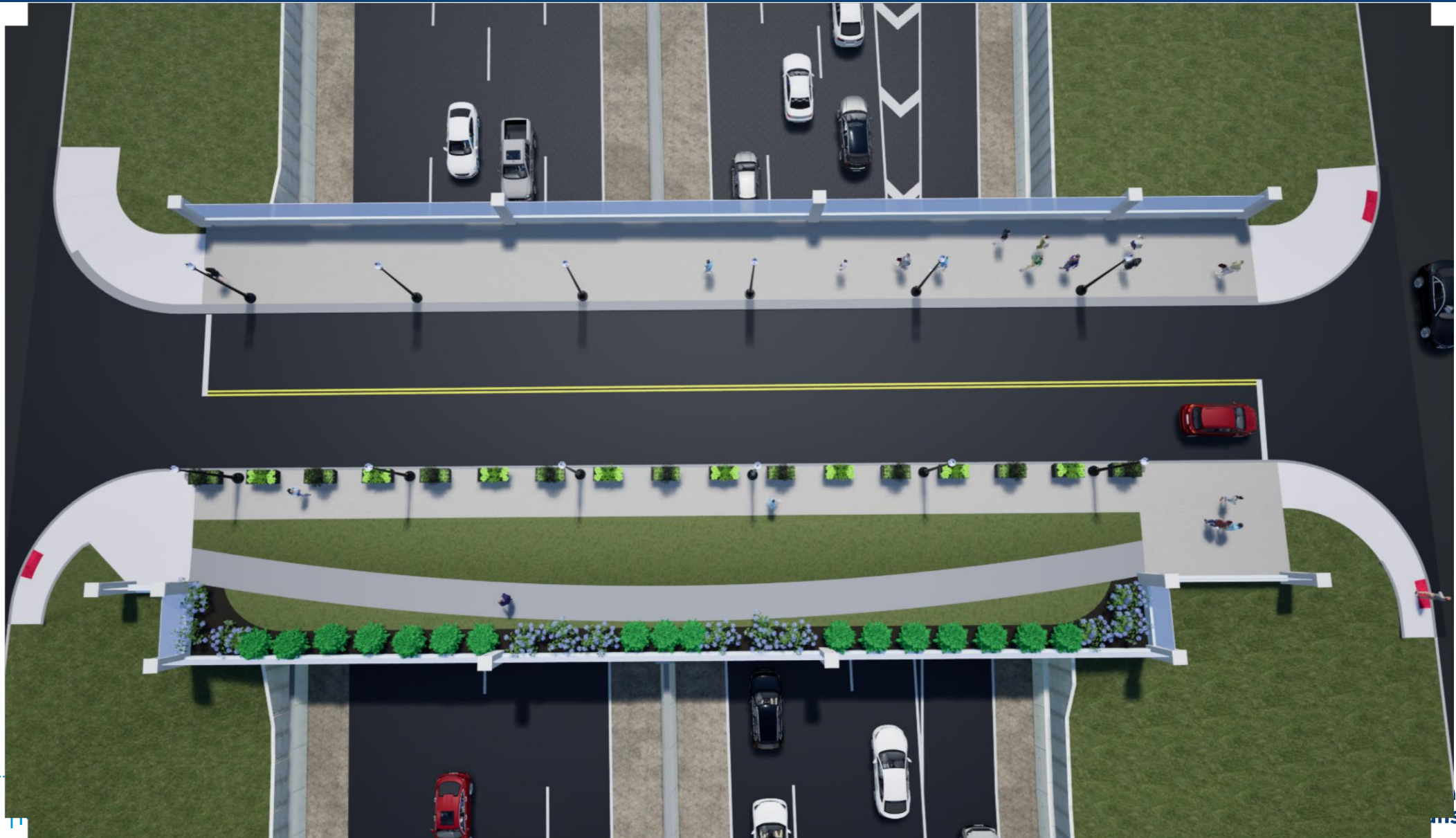


# BOWEN AND RUSHLAND BRIDGE CAPS





# BOWEN ROAD AND RUSHLAND AVENUE BRIDGE CAPS





# BOWEN ROAD LOOKING SOUTH



# BOWEN ROAD BIRD'S EYE VIEW





# RUSHLAND AVENUE BRIDGE CAP





# BOWEN ROAD BRIDGE CAP





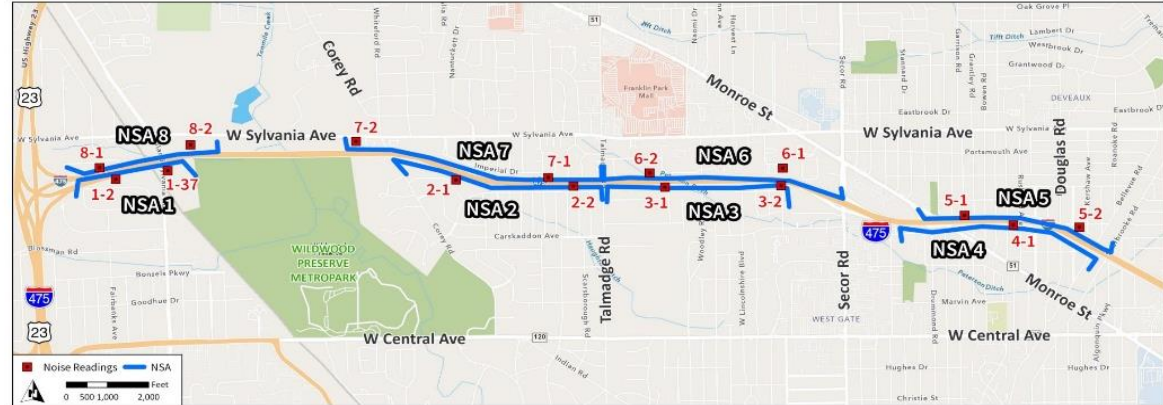
# I-475 NOISE PROCESS

## WHAT ARE NOISE WALLS?

- Noise walls reduce traffic noise by blocking the path of the sound between the roadway and the adjacent noise sensitive areas (NSAs), which could include homes, playgrounds, churches, etc.

## NOISE STUDY PROCESS

- Eight (8) NSAs were identified in the project area, shown in the map to the right.
- Noise readings were taken from one to two locations within each NSA.
- Using data from these readings, existing and future noise levels are predicted and compared to federally defined impact thresholds.



## NOISE WALL DETERMINATION

- The noise study recommends locations where a noise wall is feasible.
  - Must provide a noise reduction of at least 5-7 decibels for 40% of the impacted properties.
  - The construction cost must be less than \$56,000 per property that would benefit.
- Those directly impacted are asked if a noise wall is desired, and if so, what it should look like.
  - 51% of respondents must be in favor of the noise wall for it to be built.

Please check one:




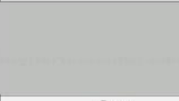


I own and live at the property.  
 I rent/lease the property.  
 I own but do NOT live at the property.

Please check one:

A noise barrier SHOULD be built.  
 A noise barrier SHOULD NOT be built.  
 NO OPINION on a noise barrier.

If we do not receive a response from you, we will consider your vote to be "A noise barrier SHOULD NOT be built." If positive responses from all properties in the neighborhood (see attached map) who would benefit from a noise wall are less than 51%, we will consider there to be a lack of interest and a noise barrier will not be built.

Please indicate your 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> choice for concrete texture and for concrete color by circling 1, 2, or 3 next to each texture/color choice:

CONCRETE TEXTURE CHOICE					
	1		1		1
	2		2		2
	3		3		3
Ashlar Stone Texture		Dry Stack Texture		Fieldstone Texture	
CONCRETE COLOR CHOICE					
	1		1		1
	2		2		2
	3		3		3
Grey		Beige		Tan	

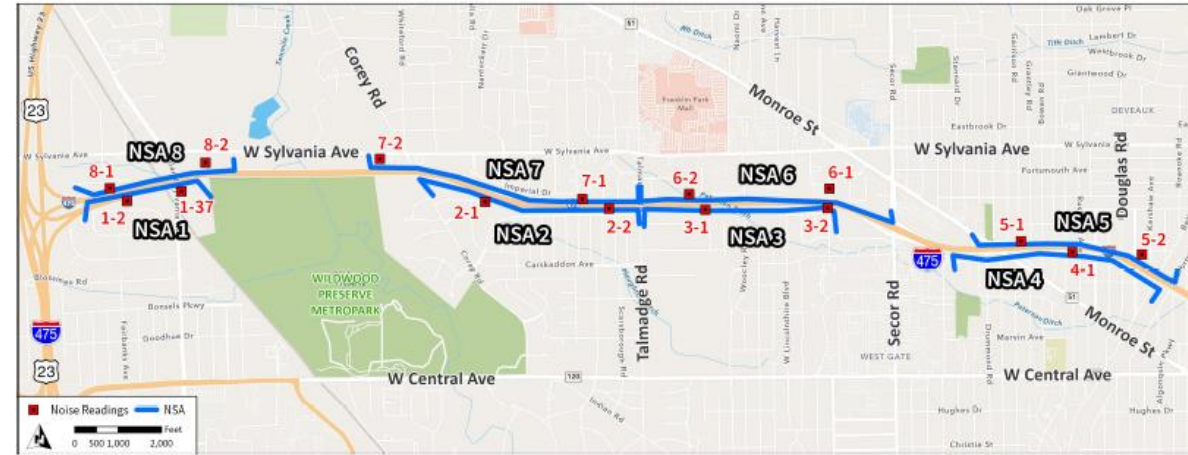
Additional Comments:

Once the noise study for the project is complete, impacted residents and property owners in the project area will be asked to fill out a survey similar to the one to the left to determine if the identified noise walls are desired. This public involvement is anticipated to take place in Spring 2025.



# NOISEWALL

- 7,400' Potential New Wall
- Jamesway Dr. – 1,600'
- Langenderfer Dr. – 3,000'
- Groveland Rd. – 2,800'
- Majority vote
- Choices on residential side



**Please check one:**




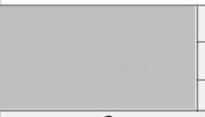


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# TREE PROGRAM

- First program of its kind in the state
- Residents can plant on their own properties
- More to come!



# PROJECT INFORMATION



**Scan to go to the project website to follow project updates.**







**Department of  
Transportation**

[transportation.ohio.gov](http://transportation.ohio.gov)

**QUESTIONS**