

I-270/US 33 Interchange Project Open House/Public Meeting

May 16 – 24, 2013



I-270/US 33
Interchange Solution
PHASE 1



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ONLINE MEETING INSTRUCTIONS

- Thank you for joining us online!
- Use the arrow icons to move forward or backward through the online public meeting
- Please let us know your thoughts by taking the survey at the end of the presentation
- You can also click on the pencil at the top of each page to submit a comment



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PURPOSE

Present how ODOT plans to fix the I-270/US 33 interchange: the recommended preferred alternative





OVERVIEW

- The Recommended Preferred Alternative
- Project history and goals
- How this fixes the problems and achieves project goals
- Next steps
- How to get involved and stay informed



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RECOMMENDATION

The Recommended Preferred Alternative for the I-270/US-33 Interchange is a 2-phased solution...

(As you click on the next slides you will be walked through the improvements)



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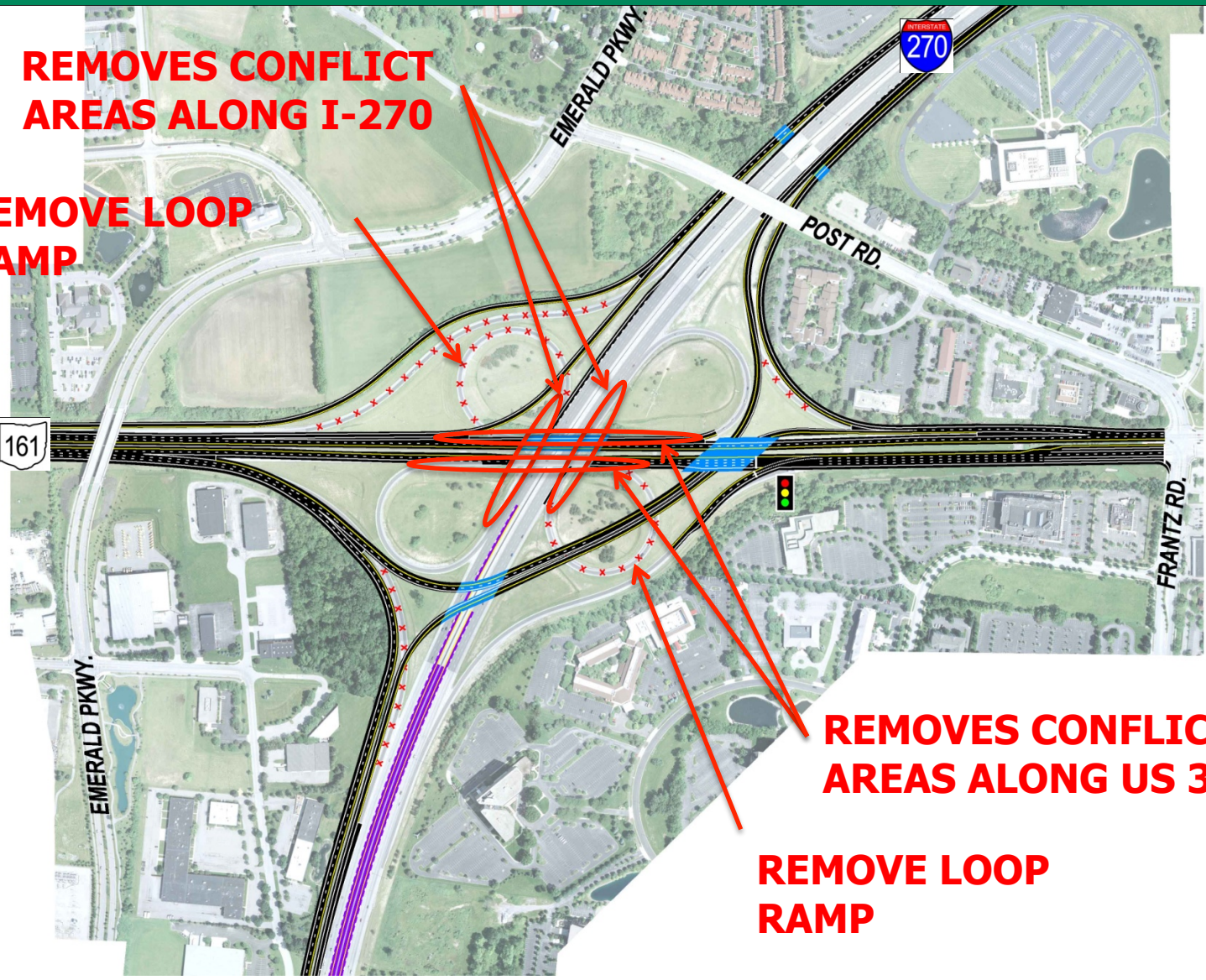
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PHASE 1

**REMOVES CONFLICT
AREAS ALONG I-270**

**REMOVE LOOP
RAMP**



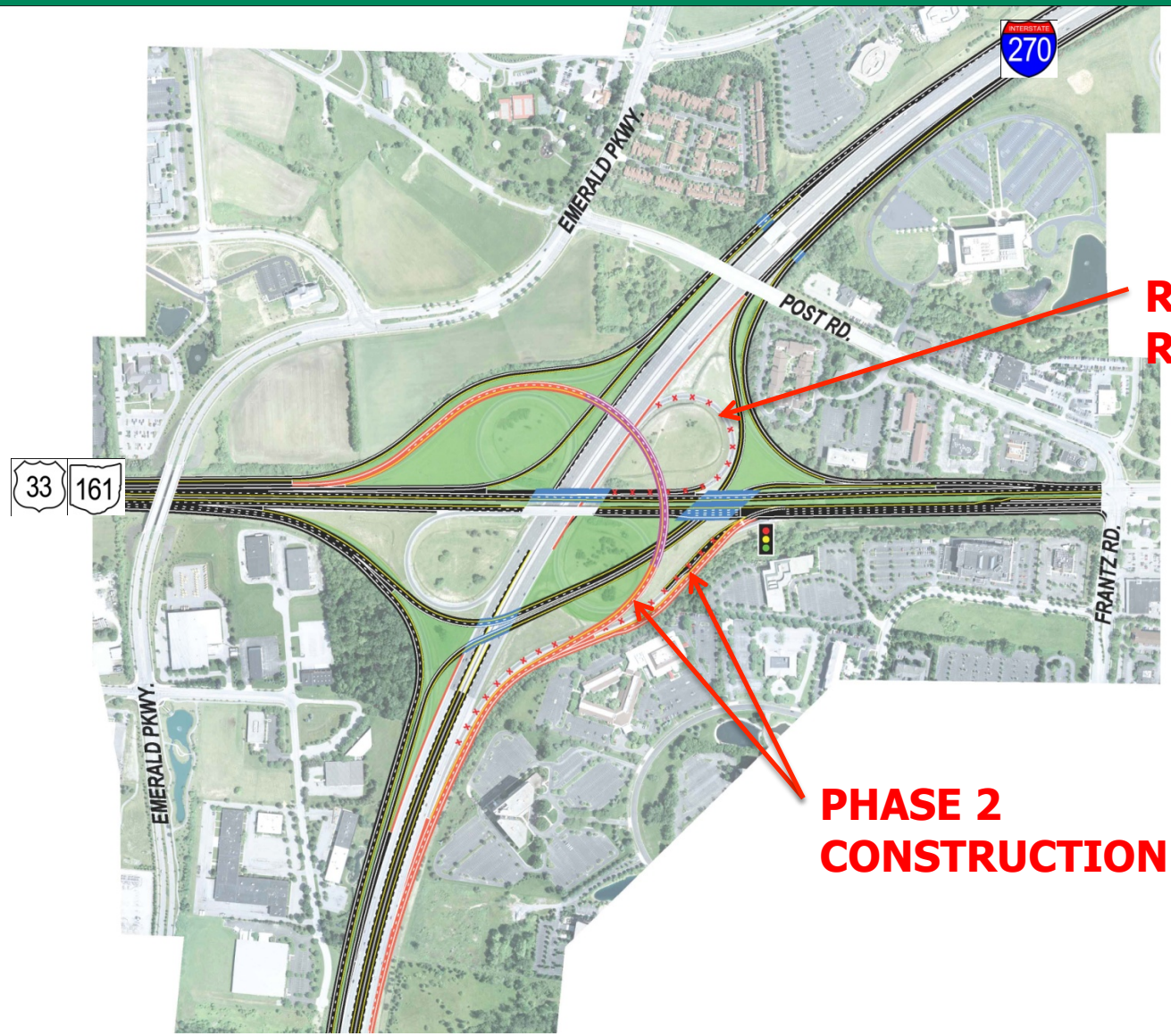
**REMOVES CONFLICT
AREAS ALONG US 33**

**REMOVE LOOP
RAMP**





PHASE 2



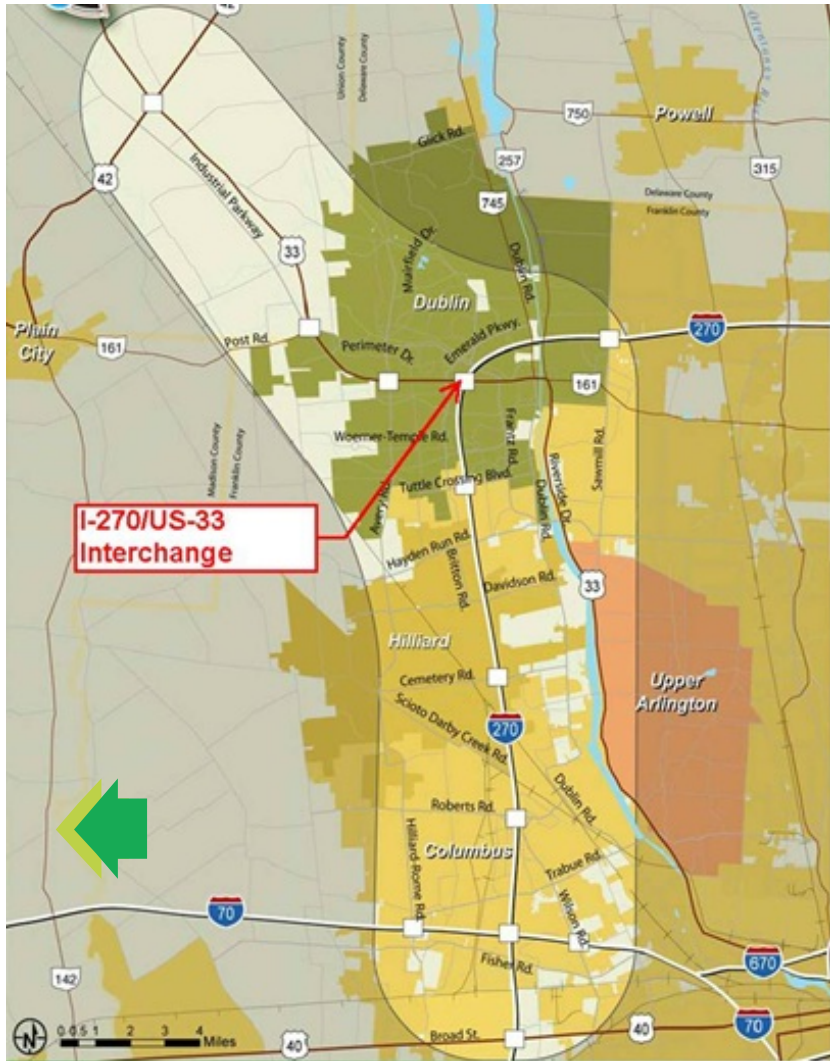
REMOVE LOOP RAMP

**PHASE 2
CONSTRUCTION**





PROJECT HISTORY



- I-270/US 33 interchange problems and possible alternatives were identified in the 2006 Northwest Freeway Study
- These alternatives were further developed based on technical analysis and public input



THE RECOMMENDED ALTERNATIVE ADDRESSES THIS PURPOSE AND NEED



- Addresses traffic congestion
- Improves safety conditions within the study area
- Resolves existing obsolete geometric designs within the interchange



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AND MEETS THESE GOALS AND OBJECTIVES



The Northwest Freeway Study established goals based on an extensive public and stakeholder input. These included:

Goal 1: Improved Operational Efficiency

Goal 2: Accessibility

Goal 3: Traffic Safety and Security

Goal 4: Quality of Life

Goal 5: Protection of the Environment

Goal 6: Economic and Community Development

Goal 7: Fiscal Responsibility/Implementability

Goal 8: Constructability



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HOW THIS FIXES US 33 NEAR AVERY-MUIRFIELD



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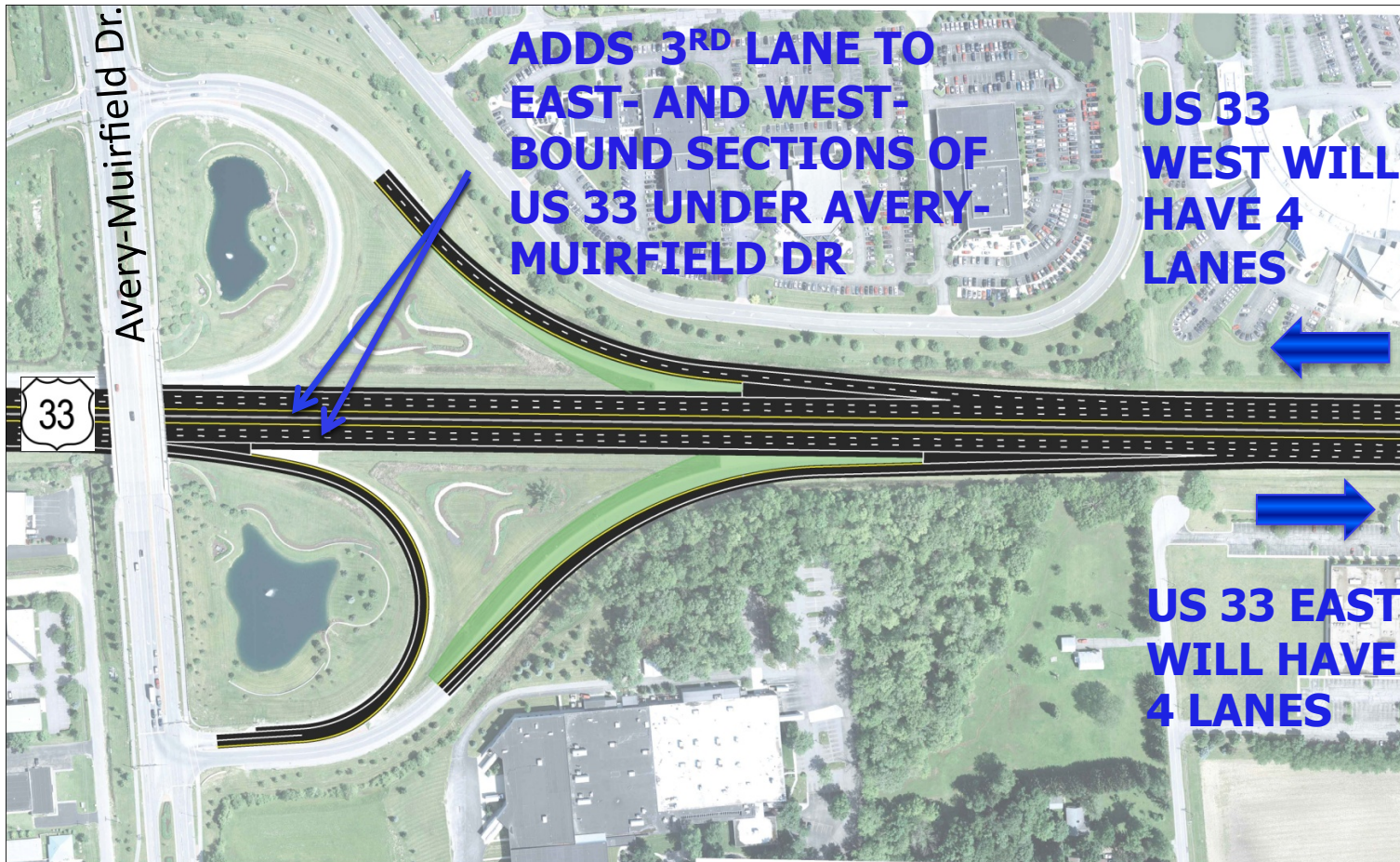


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HOW THIS FIXES US 33 NEAR AVERY-MUIRFIELD



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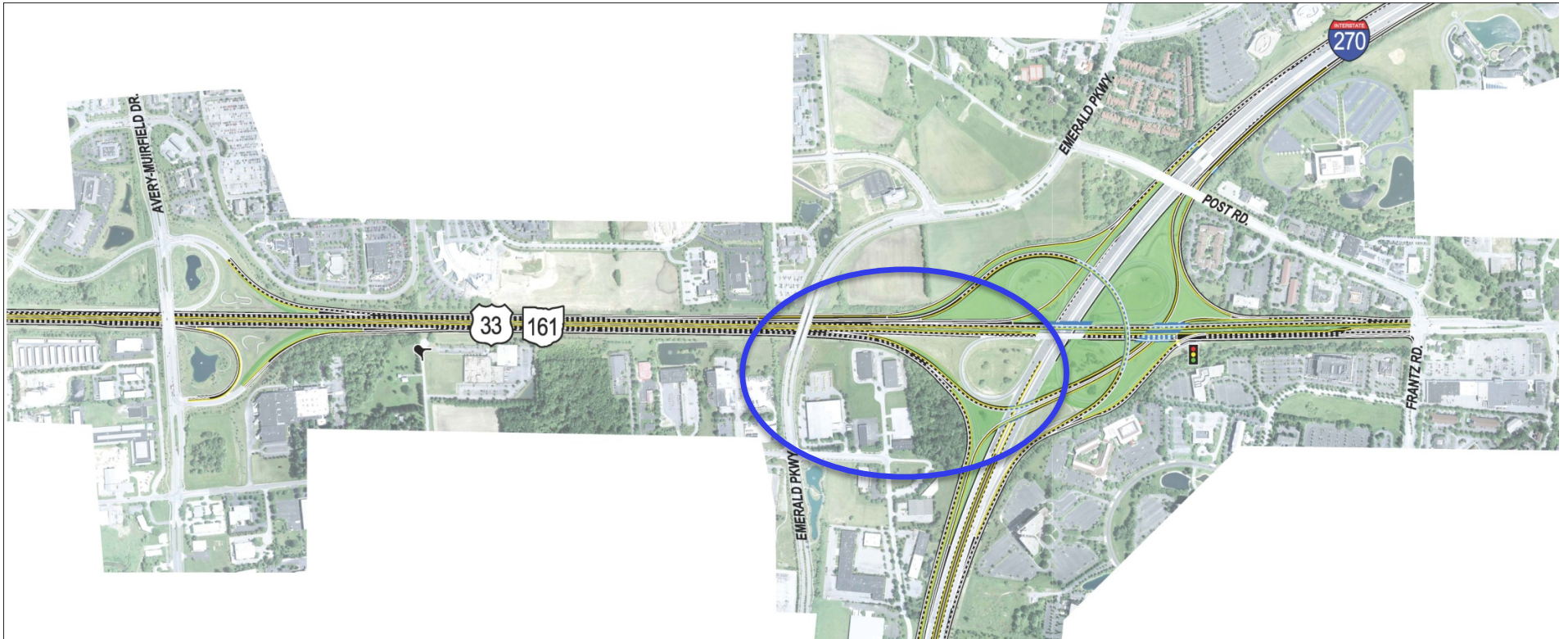


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HOW THIS FIXES THE SOUTHWEST QUADRANT OF THE INTERCHANGE



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THE NEW FLOW ELIMINATES MERGING AND WEAIVING



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HOW THIS FIXES THE NORTHWEST QUADRANT OF THE INTERCHANGE



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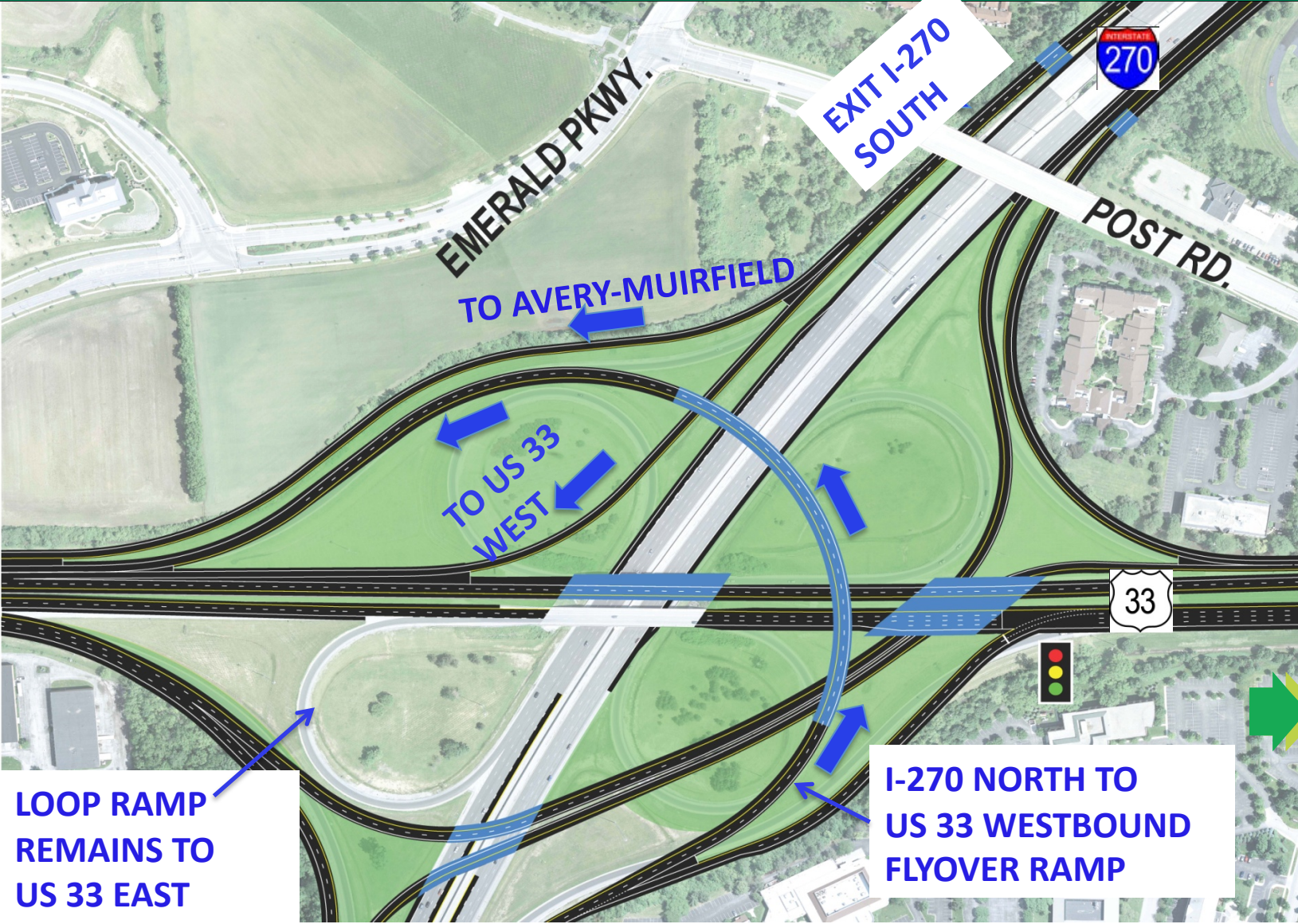
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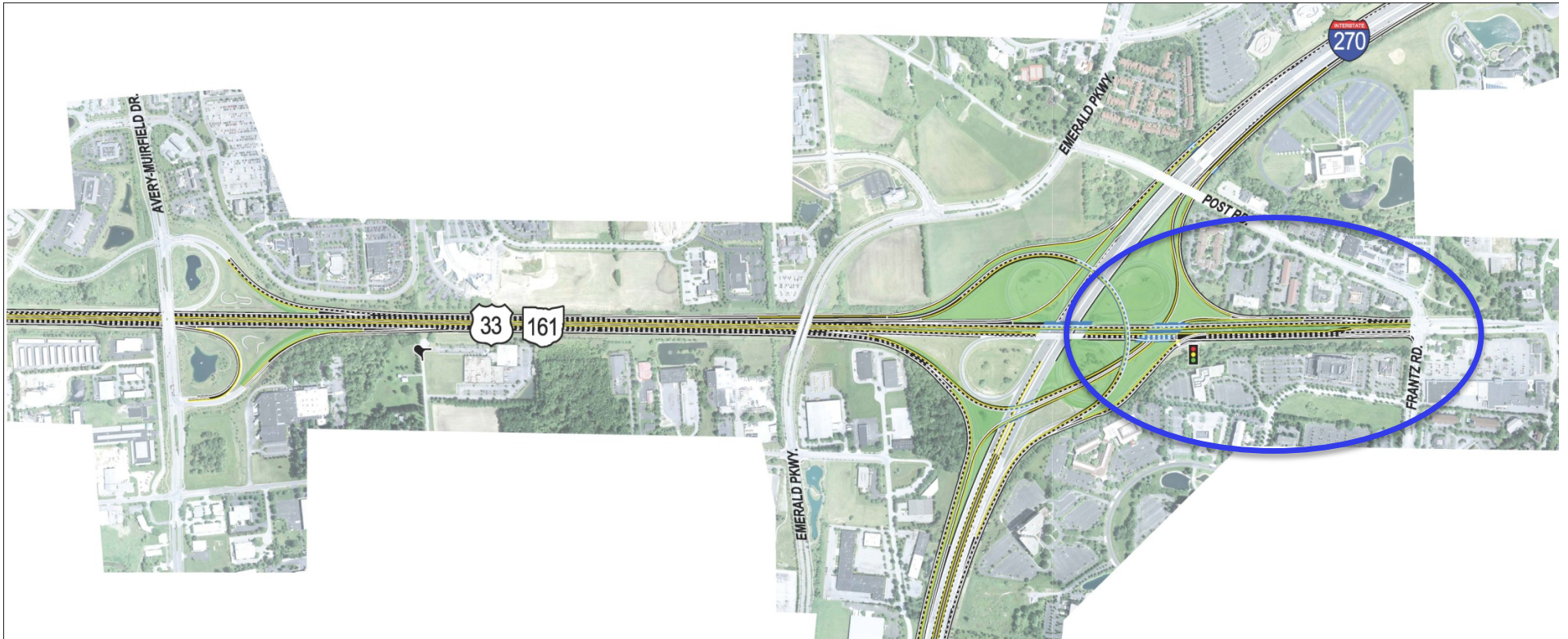
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THE NEW FLOW ELIMINATES MERGING AND WEAVING



HOW THIS FIXES US 33 NEAR FRANTZ RD.



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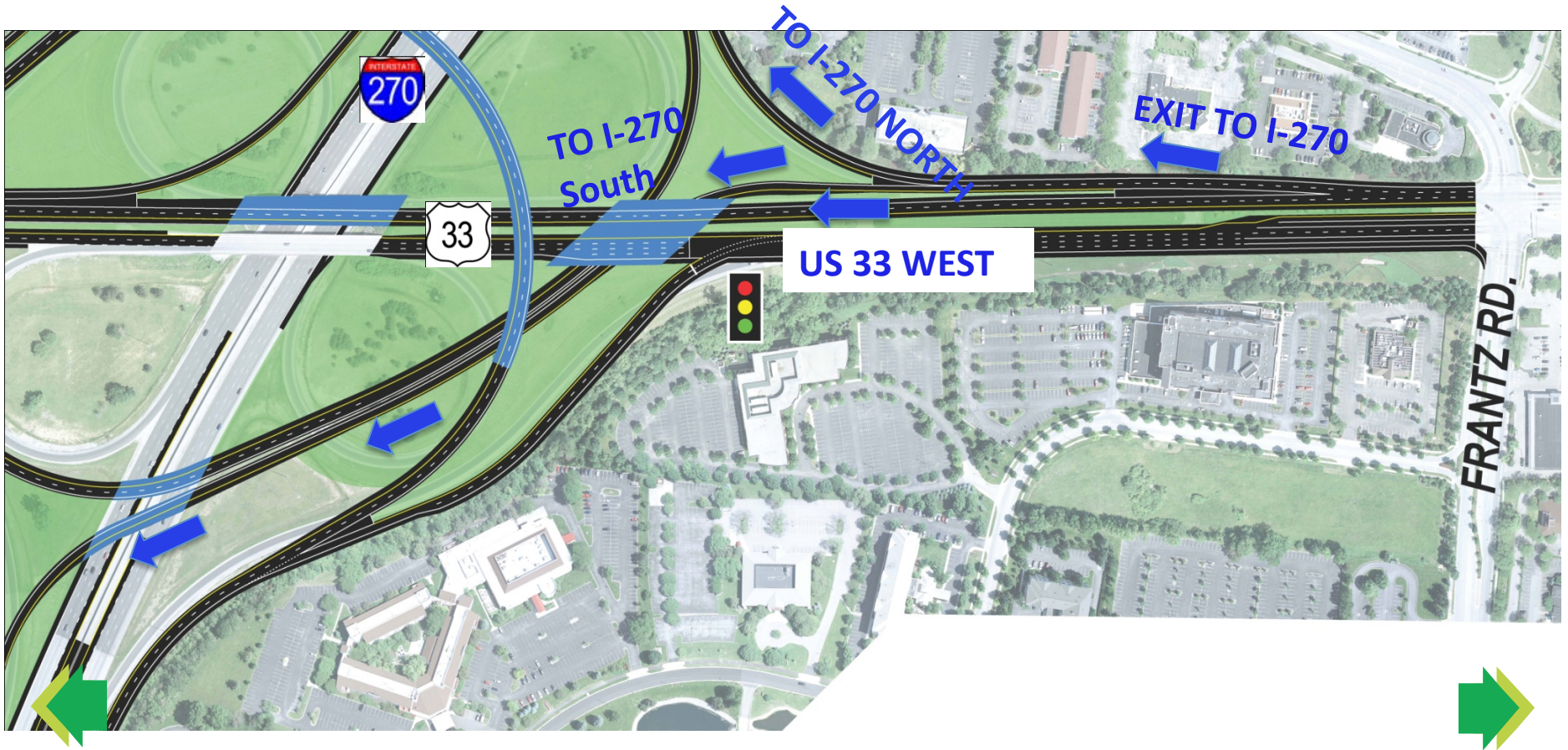


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NEW TRAFFIC SIGNAL CONTROLS LOCAL TRAFFIC ON US 33



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ELIMINATED ALTERNATIVES

NO BUILD – (STATUS QUO)

- Safety concerns with conflict areas
- Grid lock during rush hour traffic

The following alternatives were considered but eliminated because they did not adequately meet the purpose and need of the project

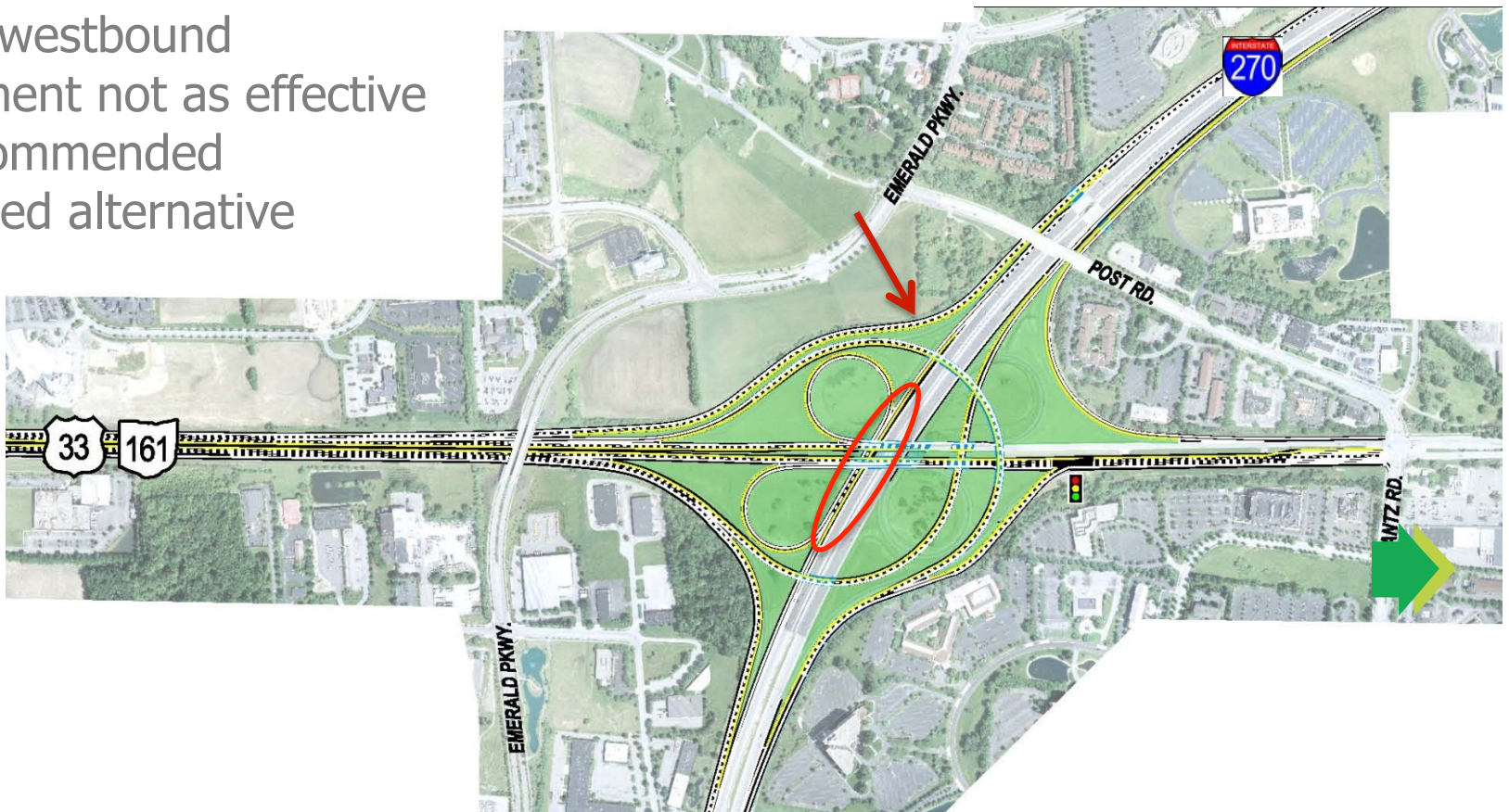




ELIMINATED ALTERNATIVES

ALTERNATIVE 4

- I-270 southbound weaving area remains
- US 33 westbound movement not as effective as recommended preferred alternative





ELIMINATED ALTERNATIVES

ALTERNATIVE 7

- Additional signal installed on US 33
 - Creates a conflict point
- US 33 westbound movement not as effective as recommended preferred alternative
- Greater costs and right-of-way impacts





PROJECT PHASES

- Construction of Phase 1 is slated to begin in late 2014 and be completed in 2016
 - Eliminates the current interchange's weaving movements
- Construction of Phase 2 is expected to occur in 10 to 12 years
 - Eliminates the north-bound I-270 to west-bound US 33 loop ramp and replaces it with a directional flyover ramp



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NEXT STEPS

- Pursue sources to fully fund the project
- Keep public informed and engaged
- Environmental studies anticipated by August of 2013
 - Contact property owners
- Preliminary design anticipated in December of 2013
- Final design of Phase 1 anticipated in July of 2014
- Phase 1 construction starts: late 2014
 - Ongoing public outreach program
 - Lane and ramp closures required



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LET US KNOW WHAT YOU THINK!

TAKE OUR ONLINE SURVEY 



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