

CONTACT US



If you would like more information about roadway improvements in the Fields-Ertel and Mason-Montgomery Road area, please don't hesitate to contact us.

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PUBLIC INVOLVEMENT

As a NEPA project, public participation has played a critical role in the planning and development of the improvements taking place at the Fields-Ertel and Mason-Montgomery Road Interchange at I-71. Public involvement will continue to be instrumental as various construction alternatives undergo further evaluation and refinement.

Project partners are working closely with stakeholders to examine and develop proposed project elements into alternatives that best meet the needs of the regional community.

The public will be able to engage in the planning process by participating in information meetings, attending public presentations and corresponding with project representatives at meetings. The public can also get involved via the project web site — www.AdvancingFieldsErtel.com — and through social media networking. Information about upcoming public involvement opportunities will be posted on the website.

NEPA PROCESS

The I-71/Fields-Ertel/Mason-Montgomery Road Interchange Improvement Project is following the stringent development and evaluation process prescribed by the National Environmental Policy Act (NEPA) of 1969. The process focuses on identifying a proposed project's potential effects on the natural and cultural environment and identifying ways to avoid or reduce negative impacts. The NEPA process also requires extensive public involvement throughout the project development process.



I-71 / FIELDS-ERTEL ROAD / MASON-MONTGOMERY ROAD

INTERCHANGE

WWW.ADVANCINGFIELDSERTEL.COM

PHASED IMPROVEMENTS



In 2005, a major transportation investment study, the Southwest Warren County Transportation Study, identified the Fields-Ertel/Mason-Montgomery Road interchange at Interstate 71 as a major priority. A Conceptual Alternatives Study completed in 2009 listed potential improvements and a practical approach towards accomplishing them. Perhaps the most critical finding from that study was that there is no single answer to resolving the many traffic issues that vary based on the time of day, but improvements should be integrated and phased.

The goals and objectives that were identified in this study were to:

- Improve mobility for people and goods
- Accommodate the growth of traffic
- Improve traffic movement through the study area
- Move truck traffic more efficiently
- Improve the operating efficiency of existing roadways
- Protect capacity through access management
- Identify alternatives for expanding transit

With these goals and objectives in mind, multiple regional organizations have come together to support the improvements that are now being seen in the Fields-Ertel and Mason-Montgomery Road area. Project partners include:



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Work has already begun in the Fields-Ertel/Mason-Montgomery Road area and will continue in phases over the next several years. We are making improvements that will gradually and successfully address traffic issues. These changes will ease congestion, expand access to business and shopping, and improve safety for all who travel through the area. The following information outlines current and planned project improvements:

1 Additional Northbound Lane from Fields-Ertel to Parkway Drive

PROJECT STATUS: COMPLETED

TOTAL PROJECT COST: \$1,585,000

COMMUNITY BENEFIT: This additional lane will ease congestion and prepare for future interchange improvements.

2 Coordination of 22 Traffic Signals in the Fields-Ertel/Mason-Montgomery Road Area

PROJECT STATUS: COMPLETED

TOTAL PROJECT COST: \$1,355,000

COMMUNITY BENEFIT: Upgraded computer controllers within the traffic signals will allow signal timing to be coordinated more effectively so that traffic can flow more easily.

3 Gore Extension & Lane Expansion

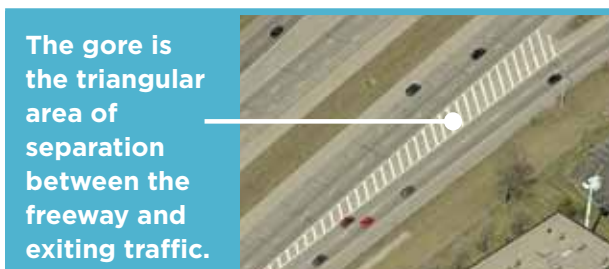
START DATE: 3rd Quarter 2013

EXPECTED END DATE: 2nd Quarter 2014

TOTAL PROJECT COST ESTIMATE: \$2,020,000

FUNDING STATUS: Secured

COMMUNITY BENEFIT: Expanding the gore and exit lane at the Northbound 71 Fields-Ertel/Mason-Montgomery Road exit will allow cars to exit I-71 and move onto the expanded off-ramp sooner; this will also create more separation between freeway and exiting traffic.



The gore is the triangular area of separation between the freeway and exiting traffic.

4 Southbound I-71 Additional Right Turn Lane onto Mason-Montgomery Road

START DATE: 3rd Quarter 2013

EXPECTED END DATE: 2nd Quarter 2014

TOTAL PROJECT COST ESTIMATE: \$1,435,000

FUNDING STATUS: Secured

COMMUNITY BENEFIT: The southbound I-71 exit will be widened to provide additional capacity to its intersection with Mason-Montgomery Road and Escort Drive by adding an additional right turn lane for traffic turning right onto Mason-Montgomery Road.

5 Loop Ramp Construction

Pending public input and confirmation as the Recommended Preliminary Preferred Alternative

START DATE: 1st Quarter 2014

EXPECTED END DATE: 4th Quarter 2015

TOTAL PROJECT COST ESTIMATE: \$12,190,000

FUNDING STATUS: Secured

COMMUNITY BENEFIT: The loop ramp will relieve congestion at the FE/MM intersection by allowing northbound traffic to by-pass the intersection. During morning rush hour, forty percent of the traffic going through the Fields-Ertel Road and Mason-Montgomery Road intersection comes from the northbound off-ramp of I-71. This loop ramp will allow that traffic to bypass this intersection.

6 Fields-Ertel/Gregory Road access Management Improvements

START DATE: 3rd Quarter 2015

EXPECTED END DATE: 2nd Quarter 2016

TOTAL PROJECT COST ESTIMATE: \$2,387,765

FUNDING STATUS: Secured

COMMUNITY BENEFIT: These improvements will eliminate potential conflict points for turning traffic to allow for safer and more efficient traffic movements.

Access management is a tool used by traffic engineers to restrict turning movements in various roadway locations to eliminate potential conflict points.

PROJECT NOTE

In addition to the Loop Ramp, the Split-Diamond, Continuous Flow Intersection and ramp Metering projects were presented at the public Involvement Meeting held in the spring of 2008, and were included in the most recently approved study as alternatives in the project development process. The Loop ramp is being advanced as the Preliminary Preferred Alternative in the Interchange Modification study (IMS). The Continuous Flow Intersection remains under consideration as an alternative. A public meeting will be held to announce the findings and recommendations of the current IMS in the first quarter of 2013. This is the final study performed in the project development process before construction.