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# TTD may drive up bypass project

## Officials propose starting Bypass Ohio 4 work with local funds

By Chris Dumond  
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**HAMILTON** — With state funding unlikely for another five or six years, transportation officials are looking for a way to move the Bypass Ohio 4 project forward with local money.

The Transportation Review Advisory Council — the body charged with making funding recommendations for the Ohio's major projects

— did not rank the bypass as a top priority. That makes state money unlikely until 2010 or 2011, Butler County Transportation Improvement District Director John Fomner said at the TTD board meeting Monday.

"The reaction of this board was not one of great enthusiasm about that," Fomner said.

He said he has asked the Ohio Department of Transportation to consider breaking the project into two phases: the first would be paid with local funds, as much as \$14 million, and the second with state funding when the project is a higher priority with TRAC.

Many of the intersections on the bypass are at capacity or are falling ODOT standards during rush hour.

The widening plan would take the two-lane road to four lanes along its length with six lanes between Symmes and Tylersville Roads with improvements at the intersections, said Mike Ciotola, an MBE Companies engineering consultant managing the project.

The cities of Hamilton and Fairfield have pledged financial support for the bypass work, along with Fairfield Township and Butler County.

Fomner said the local phase of the project should take care of the most

pressing needs first. His gut feeling, he said, would be to tackle congestion south of Tylersville Road.

However, engineers will make an assessment on how to best divide the project, which will be presented to state transportation officials in May.

Still, he said, it's unclear how much quicker the project could be started.

"I think we're within two to three years from this 2010-2011 time frame," he said. "We might be in a 2007-2008 time frame."

Ciotola said most preliminary engineering work is complete with noise studies ending last week.

"There appears to be a few

locations where noise walls would be warranted," he said. "That would kick in the next step of the process — to come up with preliminary layouts or locations of those and then proceed with some public involvement, whether or not people want those noise walls at those locations."

Although he could not say exactly where the walls could go, the most likely spots were areas where residential development had grown up around the bypass.

The completed project is expected to cost about \$27 million.

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