

LOCAL

Possible gas leak closes schools

STORY, C1

LOCAL

Man recalls killing elderly intruder

STORY, C1

LOCAL

Fairfield man sued over bridge crash

STORY, C1

FORECAST



Today **44°/33°**
Today will be partly cloudy

Complete forecast, B4

» Updated conditions and forecast: Journal-News.com/weather

Friday **51°/38°**



Saturday **47°/30°**



Sunday **39°/28°**



Hamilton Journal News

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THURSDAY, JANUARY 5, 2012

BREAKING NEWS AT JOURNAL-NEWS.COM

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TRANSPORTATION

No more left turns off new bypass road

Traffic pattern to shift during night on Jan. 11.

By Eric Robinette
Staff Writer

FAIRFIELD — One of the final phases for the Bypass Ohio 4 construction project, a source of controversy and confusion among area motorists, will open next week.

A new diversion road between Ohio 4 and the bypass at its southernmost tip will open, and no left turns will be allowed beginning Jan. 12.

Bypass Ohio 4 is one of the busiest roadways in Butler County, with an estimated average daily traffic count of 18,950 cars. Ohio 4 averages 40,300 cars a day. By 2030, daily traffic is projected to be 29,800 for the bypass and 48,900 for Ohio 4.

The Bypass Ohio 4 construction project enters one of its final phases when traffic patterns change, beginning at 8 p.m. Jan. 11, when motorists will be routed to the new pavement at the intersection, said City Engineer Ben Mann.

The new traffic configuration will be in place by the morning of Jan. 12, weather permitting.

Construction continued on A4

Widening project in its final phase

Construction

continued from A1

"People will still be able to go across the road," said Mann, adding that the new traffic pattern would allow for work on the old pavement at that site while motorists drive on the new pavement.

When the project is complete, "There will be two bridges with two lanes in each direction. ... We'll have more signals and better traffic flow," Mann added.



The Bypass Ohio 4 widening project is expected to be complete by late summer of this year. STAFF PHOTO BY GREG LYNCH

The widening project thus far has been the source of numerous complaints by motorists who have complained about the

"superstreets" that require drivers to make U-turns instead of direct left-hand turns.

Although this portion of the

project does not include the superstreet design, it does eliminate left turns at a busy intersection.

"This will be more the same," said David Moore, who drives the roadway on a daily basis. "I'm not sure they thought all of this through."

The new traffic patterns will be delineated with pavement markings and signage both overhead and on the ground. Message boards will be in place along southbound and northbound Ohio 4 to further advise motorists of the change, according to ODOT officials.

More than 100 people who responded to a question posted on the JournalNews' Facebook page said they had concerns with the "superstreet" design thus far, and some said it was a waste of taxpayers' money.

Fairfield Twp. Fire Chief David Downie said crews responding to calls have experienced a longer response time due to the superstreet intersections. However, Fairfield Twp. police had a more positive response.

"The mere fact that police officers responding to emergencies using the bypass are no longer encountering gridlocked stopped traffic with no place to go with the narrow two-lane pavement is a significant improvement over the way things were in the past," said Chief Richard St. John.

The widening project is expected to be complete by late summer of this year; work has been ongoing since the fall of 2010. Fairfield's share of the project is \$9.3 million, \$1.2 million of which was funded by a grant from the Ohio Public Works Commission, Mann said.