

# MOT-35-18.57 WIDENING COMPARISON OF ALTERNATIVES

Evaluation Factor	Alternative 1	Alternative 2	Alternative 3	No Build
Purpose and Need Issues				
Operational Efficiency, Level of Service	1.This alternative eliminates the Dayton-Xenia Road partial interchange and provides a westbound collector distributor between Dayton-Xenia Road and Woodman Drive. 2.LOS C or greater, except at the following interchange locations which have LOS D: <ul style="list-style-type: none"><li>•AM Peak<ul style="list-style-type: none"><li>○US35 WB Steve Whalen Blvd to Smithville Road</li><li>○US35 WB Smithville Road to Woodman Drive</li><li>○US35 WB at Smithville Road</li></ul></li><li>•PM Peak<ul style="list-style-type: none"><li>○US35 EB Steve Whalen Blvd to Smithville Road</li><li>○US35 EB Smithville Road to Woodman Drive</li><li>○US35 EB at Woodman Drive</li></ul></li></ul>	1.This alternative eliminates the Dayton-Xenia Road partial interchange. 2.LOS C or greater, except at the following interchange locations which have LOS D: <ul style="list-style-type: none"><li>•AM Peak<ul style="list-style-type: none"><li>○US35 WB Steve Whalen Blvd to Smithville Road</li><li>○US35 WB Smithville Road to Woodman Drive</li><li>○US35 WB at Smithville Road</li></ul></li><li>•PM Peak<ul style="list-style-type: none"><li>○US35 EB Steve Whalen Blvd to Smithville Road</li><li>○US35 EB Smithville Road to Woodman Drive</li><li>○US35 EB at Woodman Drive</li></ul></li></ul>	1.This alternative maintains the Dayton-Xenia Road partial interchange which is spaced closely to the IR675 systems interchange. 2.LOS C or greater, except at the following interchange locations which have LOS D: <ul style="list-style-type: none"><li>•AM Peak<ul style="list-style-type: none"><li>○US35 WB Steve Whalen Blvd to Smithville Road</li><li>○US35 WB Smithville Road to Woodman Drive</li><li>○US35 WB Woodman Drive to Dayton-Xenia Road</li></ul></li><li>•PM Peak<ul style="list-style-type: none"><li>○US35 EB Steve Whalen Blvd to Smithville Road</li><li>○US35 EB Smithville Road to Woodman Drive</li><li>○US35 EB Woodman Drive to Dayton-Xenia Road</li><li>○US35 EB at Woodman Drive</li><li>○US35 EB at Dayton-Xenia Road</li></ul></li></ul>	Traffic flow or levels of service would not improve because neither capacity or demand along the freeway would be altered.
Safety	Meets current design standards; reduces conflict points	Meets current design standards; reduces conflict points	Violates FHWA Full Interchange Policy and spacing requirements; does not reduce conflict points	No improvements made
Local Access & Mobility	Westbound US35 connection from Dayton-Xenia Road via collector distributor; Mobility enhanced through improvements to Linden Avenue, Smithville Road and Woodman Drive interchanges	No direct US35 connection to Dayton-Xenia Road; Mobility enhanced through improvements to Linden Avenue, Smithville Road and Woodman Drive interchanges	Westbound and Eastbound US35 connections to Dayton-Xenia Road via existing ramps; Mobility enhanced through improvements to Linden Avenue, Smithville Road and Woodman Drive interchanges	No change to Dayton-Xenia Road existing access.
Geometric Features				
Interchange Spacing (feet)	3100' from I-675	6150' from I-675	Partial interchange 1870' from I-675	Partial interchange 1870' from I-675
Partial Interchanges	None	None	1 (Dayton-Xenia Road remains)	1 (Dayton-Xenia Road remains)
Design Exceptions required	Mainline Shoulder Width	Mainline Shoulder Width	Mainline Shoulder Width	N/A
Ability to Meet Current Signing Requirements	Yes	Yes	No	No
Right of Way				
Parcels impacted	17	3	3	N/A
Owners				N/A
Residential	0	0	0	N/A
Commercial/Industrial	17	3	3	N/A
Takes				N/A
Strip	16	3	3	N/A
Relocations	1	0	0	N/A
Total	1	0	0	N/A
Maintenance of Traffic Issues				
Ability to meet Work Zone Policy	Yes	Yes	Yes	N/A
Ability to Maintain Access to Residential/Commercial Properties	Yes	Yes	Yes	N/A
Major Utility Relocation Issues	Yes, Electric Transmission Towers	No	No	N/A
Estimated Cost	\$88.82M	\$82.06M	\$81.97M	\$0

**ACRONYMS:**

**FHWA - FEDERAL HIGHWAY ADMINISTRATION**  
**OMUTCD - OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES**  
**LOS - LEVEL OF SERVICE**

**PHRASES:**

**A.M. PEAK - PEAK TRAFFIC VOLUME DURING MORNING RUSH HOUR**  
**P.M. PEAK - PEAK TRAFFIC VOLUME DURING AFTERNOON RUSH HOUR**