

US 35 Reconstruction Project

GRE-35-4.26 (PID No. 80468)

Project Stakeholders Meeting – January 12, 2010

ATTENDEES:

Keith Smith/ODOT	Clay Alsip/Jeff Schmitt Auto Group
Jay Hamilton/ODOT	Gregory Stout/Voss Toyota
Mary Bapu-Tamaskar/ODOT	Jack Heller
Bob Geyer /Greene County	Rob George/Voss Auto
David Beach/City of Beavercreek	Joe Hidy/Hidy
Scott Miller/Xenia Township	Larry Spicer/Premiere
John Faulkner/Xenia Township	Shafi Alam/EDB Inc.
Marilyn Reid/Greene Co. Com.	Ron Miller/Canyon Drive Thru
Alan Anderson/Greene Co. Com.	Carlo McGinnis/Valley Springs Farm
Howard Poston/Greene Co. Com.	Robert Ware/Valley Springs Farm
Jarrold B. Martin/State Rep.	Dan Meyer/Columbia Beavercreek
Donald Spang/MVRPC	Jennifer Angus/Columbia Beavercreek
Ana Ramirez/MVRPC	David Vomacka/CH2M HILL
Sharon Konkler/NAI Dayton	Daniel Baah/CH2M HILL
Brad Phillips/Phillips Co.	Joe Everette/CH2M HILL
Brady Bonner/Enterprise	Craig Ketron/CH2M HILL

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FROM: Daniel Baah/CH2M HILL
Craig Ketron/CH2M HILL

DATE: February 1, 2010

A stakeholders meeting was held on Tuesday, January 12, 2010, at the Beavercreek City Hall, to provide a project status update and discuss additional modifications to the alternatives based on comments received from the April 20, 2009 meeting with business representatives and the comments received during the Public Involvement Meetings.

1) Introduction

Keith Smith opened the meeting welcoming and thanking everyone for their attendance. Keith mentioned that since the Conceptual Alternatives Study (CAS) was submitted, ODOT and CH2M HILL have been in the contractual phase of Step 6 until about 2 months ago. The project is now back in full gear and moving forward.

Everyone introduced themselves and named the organization that they were representing.

Daniel Baah reviewed the agenda, and covered the objectives of the meeting, which were to bring the group up to speed on the project and seek input for each alternative.

2) Project Overview Update

Keith provided an overview of the scope, schedule and funding. CH2M HILL completed the CAS in the spring of last year. This was Step 5 of a 14 step process. Currently, the project is in Step 6, which is an Assessment of Feasible Alternatives.

Keith covered the updated schedule for the project. The next few milestones are listed below:

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| • 2 nd Public Involvement Meeting | Fall 2010 |
| • Determine Preferred Alternative | Winter 2010 |
| • Finalize Environmental Document/Prepare Stage 1 Plans | Spring 2011 |
| • Final Design – Pending Funding | 2013 |
| • Right-of-Way – Pending Funding | 2014 |
| • Construction – Pending Funding | 2014 |

Currently, funding is available through Step 8 (Development of Stage 1 Plans). ODOT will continue to seek funding for construction, as the project progresses.

Action Item: CH2M HILL to make the current schedule available on the project websites.

[Project Schedule is posted to the MVRPC website – GRE-35-4.26 (PID 80468) section]

3) Recap of Conceptual Alternatives Study

Daniel recapped the alternatives developed for the CAS.

- **Factory Road/Orchard Lane** – Alternative 1 was based on the *Greene 35 Corridor Study* prepared for the Miami Valley Regional Planning Commission (MVRPC). Alternative 2, a Split Diamond Interchange, was developed based on comments to access Orchard Lane.
- **Valley Road/Trebein Road** – Alternative 1 and 2 both are a tight diamond on the north side of US35 to limit the impacts on the park. On the south side of US35, the ramps are more conventional and have been pushed away from US35, so that retaining walls are not needed.

Comments were made concerning the above alternatives. These comments are listed below:

- With US35 elevated at Factory and Orchard, visibility for the businesses is a concern.
- Frontage Roads should extend to Valley Road/Trebein Road
- Frontage Roads should be two way (ODOT to provide Certified Traffic forecast, which is expected around the first part of March 2010).

Larry Spicer asked if any consideration has been given for frontage roads extending to Valley Road/Trebein Road. With this question, Daniel introduced Alternative 2A. These modifications are listed below:

- Access along Orchard Lane under US35 is cut off.
- US35 is at existing grade at Orchard Lane.

- The frontage roads are changed from one-way traffic to two-way traffic.
- North frontage road -- two-way traffic road terminates at Alpha Road and Phillips Gravel, while the south side terminates at Orchard Lane and Alpha Road

Mary Bapu-Tamaskar asked if the south frontage road is justified considering the recently constructed County Road. She added that changing a two lane, one-way road to a two lane, two-way road could cause capacity problems. Daniel responded that the south frontage road provides full access to Lang's Chevrolet and shorter travel times. Also, Certified Traffic Data is needed for a capacity analysis.

A cost estimate for Alternative 2A was mentioned. It has not been prepared yet, but is probably less than Alternatives 1 and 2, which both are around \$100 million.

Robert Miller asked if the Yellow Brick Road could be extended to connect with Valley Road/Trebein Road on the south side of US35 and if the US35 westbound entrance ramp could peel off and connect to the north frontage road. Daniel responded that, current standards for Limited Access facilities do not allow a frontage road to come off of the ramp. Mary Bapu-Tamaskar concurred and said that ODOT will not approve this. Also, going through the park would be difficult because of the 4(f) process.

Extending the north frontage road to Valley Road/Trebein Road was discussed. Keith explained that the park becomes a constraint and will require a 4(f). When going through a park, as this case, we must look at all prudent and feasible alternatives.

Bob Geyer asked if the north frontage road could turn and go to Dayton-Xenia Road. Keith indicated that this would be looked at, but couldn't promise that it would be implemented, as part of the GRE-35-4.26 project. The bike path would also be affected by 4(f) process. Daniel also responded that alternatives outside the purpose and need of the project need to be justified to FHWA and ODOT.

Carlo McGinnis suggested that it would be near sighted not to look at the potential traffic generated by the development of Valley Springs Farm. Robert Ware stated that the toe of slope for the loop in Alternative 1 is inside the flood plain. Daniel mentioned that hydraulics will be further investigated as the design proceeds.

Clay Alsip commented that the alternatives are a good start but the most desirable situation is for two-way frontage roads to connect the interchanges or, at the least, on the north side, the frontage road connecting to Dayton-Xenia Road. This is very important for the business owners. Jay Hamilton asked the business representatives if it is more important to have access on Orchard Lane with US35 elevated, or no through access on Orchard Lane with US35 at existing grade. Alsip and Phillips replied with a yes and Hidy responded with a no.

Clarification-Alsip and Phillips preferences are for two-way frontage roads connecting the two interchanges with US35 at-grade and no through access on Orchard Lane, which is the most important item. If two-way frontage roads can not be provided, they prefer US35 elevated with access at Orchard Lane

Scott Miller stated that Alternative 1 for Valley Road/Trebein Road is better considering weaving taking place on US35 between Trebein Road and the Xenia By-pass. Alternative 1 would provide more spacing for the weaving movement.

4) Next Steps

Keith covered the next steps of the project which is listed below:

- Alternative 2A was marked up to depict possible investigations to modify Alternative 2A based on discussions from the stakeholder meeting. The modifications will include a hybrid of Alternative 1, with a full diamond interchange at Factory Road (on and off ramps); and a two-way frontage road (Heller Drive extension) on the north side of US35 connecting to Factory Road, north of the ramps, and terminating in the vicinity of the Phillips Gravel. US35 remains at grade at Orchard Lane, with Orchard Lane terminated at both sides of US35.
- On the south side of US35, investigate a 2-way frontage road and identify possible termini, with provision for future access of development.
- Trebein/Valley Interchange – Alternatives 1 and 2 are still feasible; and either could be combined with a hybrid Alternative 2A noted above.
- Obtain Certified Traffic Data from ODOT (first part of March 2010)
- Determine if frontage roads would be justified to Valley/Trebein Road based on the Certified Traffic.
- Hold another Stakeholder meeting. Ideally before Fall 2010.

5) Action Items/Wrap Up

Keith closed the meeting by thanking everyone for their attendance and for their input.

Action Item: CH2M HILL to modify geometry design, as noted above from this meeting and submit to ODOT.