

## **MEMORANDUM**

**To:** Technical Advisory Committee (TAC) and Board of Directors  
**From:** MVRPC Staff  
**Date:** April 14, 2004  
**Subject:** MOT US-35 Major Investment Study Recommendations

### **Background:**

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established planning principles involving the alternative transportation investment analysis requirement for metropolitan area corridors or sub-area corridors where high cost or high impact transportation solutions are being considered. The U.S. Department of Transportation created the Major Investment Study (MIS) process in the final Metropolitan Planning rules issued October 28, 1993 for implementation of these principles. A MIS is performed where federal funds are potentially involved in the development and construction of major transportation projects of substantial cost and impact. The study defines a transportation system problem or deficiency, suggests possible alternative modal solutions, evaluates the alternatives, and recommends a preferred course of action. The purpose of a MIS is to provide the region's transportation decision-makers with a tool to assist in evaluating alternatives to solve the defined problem and to refine the transportation plan.

The MOT US-35 MIS was initiated to identify and evaluate transportation issues based on existing and future conditions along the US35 corridor in eastern Montgomery County from I-75 to I-675. The study was also intended to evaluate the potential for alternative transportation solutions to alleviate identified problems.

### **Results of the MIS:**

The recommended alternative for the US 35 Corridor Study in Montgomery County will modernize the corridor in compliance with current state and federal expressway design specifications. This includes relocation of all left-hand exit and entrance ramps to the right hand side. The recommended alternative will also provide relief for high congestion locations and improve designs for areas with safety concerns.

Specifically, the recommended alternative will include widening the US 35 corridor to a total of up to four continuous lanes between I-75 and I-675.

The following recommendations were developed to address the study goals and the transportation issues identified within the study area:

- Re-configuration of Downtown Dayton access points to provide for right hand entrance and exit ramps only to be supplemented by collector/distributor roads to parallel US 35 on both sides.
- Re-design of the Wayne Avenue/Keowee Street to provide direct access to both streets, connected with collector/distributor roads to parallel US 35 on both sides.
- Improvement of the Smithville Road interchange to provide a more traditional diamond design. This configuration will also help improve traffic flow at the Smithville Road intersection with Linden Avenue.
- Improvement of the Woodman Drive interchange to provide a more traditional diamond design. This configuration will also help improve traffic flow at the Woodman Drive intersection with Linden Avenue.
- Provision of a westbound auxiliary lane to serve the Dayton-Xenia Road exit only. Signage improvements in this area will also be included.
- Replacement of the I-675 northbound to US 35 westbound loop ramp with a fly-over ramp connection. This connection provides for a higher speed and more direct connection.

The Montgomery County US35 Corridor Review Study Team met on January 22, 2004 and recommended the locally preferred alternative.

The MVRPC staff recommends endorsement of the MOT US-35 MIS LPA as described in the attached executive summary and resolution.

Attachments:

- (1) MOT US-35 MIS Executive Summary
- (2) March 17, 2004 Public Comments on the MOT US-35 MIS
- (3) Resolution

**RESOLUTION ADOPTING RECOMMENDATIONS OF THE  
MOT US-35 MAJOR INVESTMENT STUDY**

**WHEREAS**, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami and Montgomery Counties including the jurisdictions of Franklin and Carlisle in Warren County; and

**WHEREAS**, the MVRPC's Board of Directors serves as the policy and decision making body through which local governments guide the MPO's transportation planning process for the Dayton Metropolitan Area; and

**WHEREAS**, the Intermodal Surface Transportation Efficiency Act of 1991 requires that Major Investment Studies (MIS) are to:

- be prepared for major transportation investments in order to compare the proposed major investment with a range of other modal and scope options
- have the results of the MIS be endorsed by the MPO and incorporated into the MPO's Long Range Transportation Plan, as appropriate; and

**WHEREAS**, the MIS analysis for the MOT US-35 corridor satisfies the above criteria; and

**WHEREAS**, endorsement of the results of the MIS analysis does not result in any changes in the region's Transportation Improvement Program (TIP) or the TIP's regional emission analysis; and

**WHEREAS**, the MVRPC's Public Involvement Policy for Transportation Planning was followed to obtain public input on this endorsement.

**NOW THEREFORE BE IT RESOLVED**, that the Board of Directors of the Miami Valley Regional Planning Commission hereby endorses the MOT US-35 Transportation Study (Major Investment Study).

**BY ACTION OF THE** Miami Valley Regional Planning Commission's Board of Directors.

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**B. Ronald Widener, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

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**P. Michael Robinette**  
Executive Director

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Date