

US 35 Corridor Study Montgomery County

Evaluation of Transportation Alternatives

	No Build	3 Lane Continuity	4 Lane Continuity
Evaluation Criteria	Projects Curtrently in TIP	Includes 3 continuous lanes throughout the corridor and interchange improvements	Includes 4 continuous lanes throughout the corridor and interchange improvements
Capital Costs (in millions)			
Downtown Dayton	\$0.00	\$168.4	\$186.2
Steve Whalen Boulevard	\$32.0 Million (MOT-35-15.07)	By Others	By Others
Smithville Road		\$47.7	\$52.4
Woodman Drive	\$43.0 Million (Includes MOT-Linden; MOT-Woodman and MOT-35-18.57)	\$33.6	\$37.6
Spinning Road		\$10.3	\$11.9
I-675	\$0.00	\$59.3	\$60.6
Total Cost: (rounded)	\$75.0 Million	\$340.0 Million	\$350.0 Million
Safety Benefits	(Accident Rates: 1998-2002)		
Downtown Dayton	28.72 Accidents/Mile/Year	Numerous major improvements proposed	Numerous major improvements proposed
Steve Whalen Boulevard	12.28 Accidents/Mile/Year	By Others	By Others
Smithville Road	16.56 Accidents/Mile/Year	Reduced Hwy access points from 6 to 4	Reduced Hwy access points from 6 to 4
Woodman Drive	16.45 Accidents/Mile/Year	No major safety improvements	No major safety improvements
Spinning Road	16.96 Accidents/Mile/Year	Improved vertical clearance	Improved vertical clearance
I-675	37.20 Accidents/Mile/Year	Improved geometry and weaving issues	Improved geometry and weaving issues
Levels of Service (Mainline PM Peak Ave)			
Downtown Dayton	0.88 - E	0.64 - C	0.54 - C
Steve Whalen Boulevard	1.10 - F	0.67 - D	0.52 - C
Smithville Road	1.19 - F	0.74 - D	0.57 - C
Woodman Drive	1.12 - F	0.71 - D	0.55 - C
Spinning Road	1.24 - F	0.79 - D	0.61 - C
I-675	0.69 - D	0.56 - C	0.54 - C
ROW Required (Acres/Comm Bldgs/Res. Bldgs)			
Downtown Dayton	None	3.4 / 0 / 0	3.5 / 0 / 0
Steve Whalen Boulevard	None	By Others	By Others
Smithville Road	None	0.5 / 0 / 2	0.9 / 1 / 2
Woodman Drive	None	0.5 / 0 / 0	0.9 / 0 / 0
Spinning Road	None	0.0 / 0 / 0	0.0 / 0 / 0
I-675	None	3.1 / 0 / 0	3.1 / 0 / 0
Totals	None	7.5 / 0 / 2	8.4 / 1 / 2
Potential ROW Abandoned (Acres)			
Downtown Dayton	None	9.8	9.8
Steve Whalen Boulevard	None	By Others	By Others
Smithville Road	None	0	0
Woodman Drive	None	0	0
Spinning Road	None	0	0
I-675	None	0	0
Environmental Impacts*			
Downtown Dayton	None	No Major Issues Anticipated	No Major Issues Anticipated
Steve Whalen Boulevard	None	By Others	By Others
Smithville Road	None	No Major Issues Anticipated	No Major Issues Anticipated
Woodman Drive	None	No Major Issues Anticipated	No Major Issues Anticipated
Spinning Road	None	No Major Issues Anticipated	No Major Issues Anticipated
I-675	None	No Major Issues Anticipated	No Major Issues Anticipated
Environmental Justice			
Downtown Dayton	None	No Issues Anticipated	No Issues Anticipated
Steve Whalen Boulevard	None	By Others	By Others
Smithville Road	None	No Issues Anticipated	No Issues Anticipated
Woodman Drive	None	No Issues Anticipated	No Issues Anticipated
Spinning Road	None	No Issues Anticipated	No Issues Anticipated
I-675	None	No Issues Anticipated	No Issues Anticipated

*Based on Secondary Source Literature