

MOT-35-18.57, PID 75864
Widening of US 35 from Steve Whalen to I-675
Public Meeting Summary

On 08-27-2009, the Ohio Department of Transportation (ODOT), in conjunction with the Miami Valley Regional Planning Commission (MVRPC), held an "open house" public meeting to present the alternatives under consideration to improve US 35. Excluding City and ODOT staff, other agency representatives, news media and the design consultants, approximately 212 individuals attended the public meeting.

Over 200 private citizens took the time to provide comments regarding the project. Approximately 7% of the comments expressed support for improvement to the US 35 corridor overall. In general, private citizens did not provide clear statements of either support or opposition to the primary project components: Widening US 35 and improving the Smithville Road and Woodman Drive interchanges.

Of the comments received, 200 comments related to the proposed closure of the Dayton-Xenia/Linden Avenue Ramps. Of those comments, 192 (96%) expressed opposition to the proposed closure of the ramps. Objections to the ramp closures included:

- The closures will result in increased traffic on Linden Avenue.
- The closures will increase traffic in front of Carroll High School.
- The closures will increase congestion at the Woodman Drive and Fairfield Road interchanges.
- The closures will result in increased traffic on area residential streets.
- The closures will result in increased pollution and energy costs due to longer commutes and increased congestion.
- The closures will cause delays for emergency services that currently use the ramps to access Linden Avenue and Dayton-Xenia Road.
- The closures will cause increased commute time and distance for commuters currently using the ramps.
- The closures will result in the loss of an alternate route when US 35 or other area roadways are closed due to accidents.

- The closures will harm Linden Avenue businesses, due to the loss of these access points and the already congested conditions on Woodman Drive and Fairfield Road.
- It will make the recent improvements on Dayton-Xenia Road unnecessary, as these improvements benefit drivers accessing the ramps.

Representatives of local government (City of Beavercreek, Beavercreek Township, Beavercreek Chamber of Commerce, Riverside Chamber of Commerce, Greene County Board of Commissioners, Greene County Engineer, Montgomery County Water Services, and Riverside City Council) were overwhelmingly opposed to the closure of the Dayton-Xenia/Linden Avenue partial interchange.

ODOT intends to proceed with design of Alternative 3 (attached). This alternative will include the addition of through lanes on US 35, reconfiguration of the Smithville Road interchange to a partial cloverleaf interchange, and reconfiguration of the Woodman Drive interchange to a Single-Point Urban Interchange (SPUI). **ODOT has determined to leave the Dayton-Xenia/Linden Avenue ramps open, as current data do not indicate that these ramps degrade the operation of US 35 or have contributed to accidents on US 35.**

ODOT and MVRPC appreciate the effort and time of citizens to provide input into the project development process. If you have questions or need additional information regarding this project, please contact the ODOT Project Manager:

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Frequently Asked Questions

Will the Dayton-Xenia/Linden Avenue ramps be closed? ODOT and FHWA have determined to allow the Dayton-Xenia/Linden Avenue partial interchange to remain open. ODOT has determined that the operation of US 35 will not be degraded if the ramps remain open and that the ramps have not contributed to accidents of record on US 35. The purpose and need of the MOT-35-18.57 project (reduce peak hour congestion and improve safety throughout the US 35 corridor) will still be met if the Dayton-Xenia/Linden Avenue partial interchange remains open.

When will this project be constructed? Mainline US 35 bridges over the railroad and Spinning Road are scheduled for construction in 2012. There are no funds committed for construction of the other phases.

Where may I see the displays from the meeting? MVRPC has posted the displays at the following location: <http://www.mvrpc.org/us35mot/>

Where may I get more information regarding the proposed Single-Point Urban Interchange (SPUI) at Woodman Drive? MVRPC has posted a video depicting the operation of the proposed Woodman Drive SPUI:

<http://www.mvrpc.org/us35mot/>

Visitors to Columbus can drive a SPUI at the Sawmill interchange of I-270.

Why isn't a SPUI being installed at the Smithville interchange? A SPUI at the Smithville interchange would have required the acquisition of several homes and buildings associated with Cornerstone Baptist Church and school. This alternative was determined to be too costly, both socially and economically.

Will the project increase the drainage problems in the area? The project will be designed to accommodate stormwater runoff consistent with best management practices. The project should not exacerbate any existing storm drainage issues in the surrounding neighborhoods.

Will right-of-way be required for the project? Minor temporary and permanent right-of-way will be required. The entire project is expected to require less than two acres of temporary and permanent right-of-way.

Will noise barriers be installed as part of the US 35 widening project? The project will include installation of noise barriers if the following conditions are met:

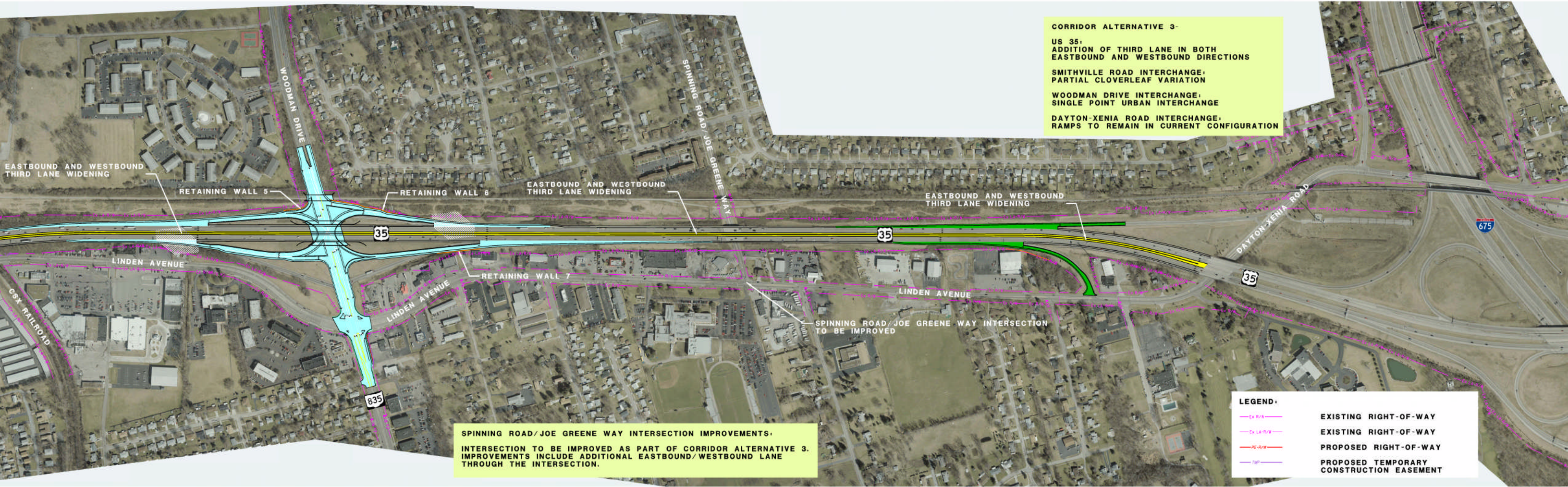
- Future noise levels will be above the FHWA noise abatement criteria.
- The barrier will serve its intended purpose by reducing noise levels by at least 5 dB for first row housing units adjacent to the barrier.
- The barrier is cost reasonable – that is, it can be constructed for \$35,000 or less per benefitting residential unit.
- The barrier is desired by a majority of the residents and homeowners residing in the first row of housing units adjacent to the barrier.

How will ODOT determine if residents and homeowners want a noise barrier? After ODOT has determined that a noise barrier is warranted, feasible, and cost reasonable, ODOT will contact the residents and owners of the first row housing units to determine if the noise wall is desired. ODOT will also solicit input on the desired color and texture of the wall that faces the residential units.

Will ODOT require permanent right-of-way from my property for the construction of the noise barrier? If warranted, noise barriers will be constructed along the US 35 right-of-way line and no new permanent right-of-way will be acquired for the sole purpose of constructing a noise barrier.

How will the project affect Creekside Trail and Iron Horse Trail? Creekside Trail will be detoured at its Woodman Drive underpass during reconstruction of the Woodman Drive interchange. Iron Horse Trail will be detoured during replacement of the US 35 bridge over the rail line. The detours of these multi-use trails are necessary to protect the public and will be developed in consultation with Five Rivers MetroParks. Signed detours on surface streets will be provided. Any trail segments damaged by construction activities will be fully restored as part of construction.

MOT-35-18.57 WIDENING RECOMMENDED CORRIDOR ALTERNATIVE



CORRIDOR ALTERNATIVE 3-

- US 35:**
ADDITION OF THIRD LANE IN BOTH
EASTBOUND AND WESTBOUND DIRECTIONS
- SMITHVILLE ROAD INTERCHANGE:**
PARTIAL CLOVERLEAF VARIATION
- WOODMAN DRIVE INTERCHANGE:**
SINGLE POINT URBAN INTERCHANGE
- DAYTON-XENIA ROAD INTERCHANGE:**
RAMPS TO REMAIN IN CURRENT CONFIGURATION

