





**Online Video Presentation
Interchange Improvements at Interstate 75 and State Route 725
MOT-725-14.41, PID 108619**

The presentation and additional project information are available at the following link:
<https://www.transportation.ohio.gov/wps/portal/gov/odot/projects/projects/108619>



Contacts: Tony Bensman, Project Manager
 Phone: 937-497-6815
 Email: tony.bensman@dot.ohio.gov

Tricia Bishop, Environmental Coordinator
Phone: 937-497-6721
Email: tricia.bishop@dot.ohio.gov

The Ohio Department of Transportation (ODOT) is hosting an **Online Video Presentation** to provide interested parties an opportunity to review and comment on proposed improvements to the Interstate 75/State Route 725 interchange in Montgomery County.

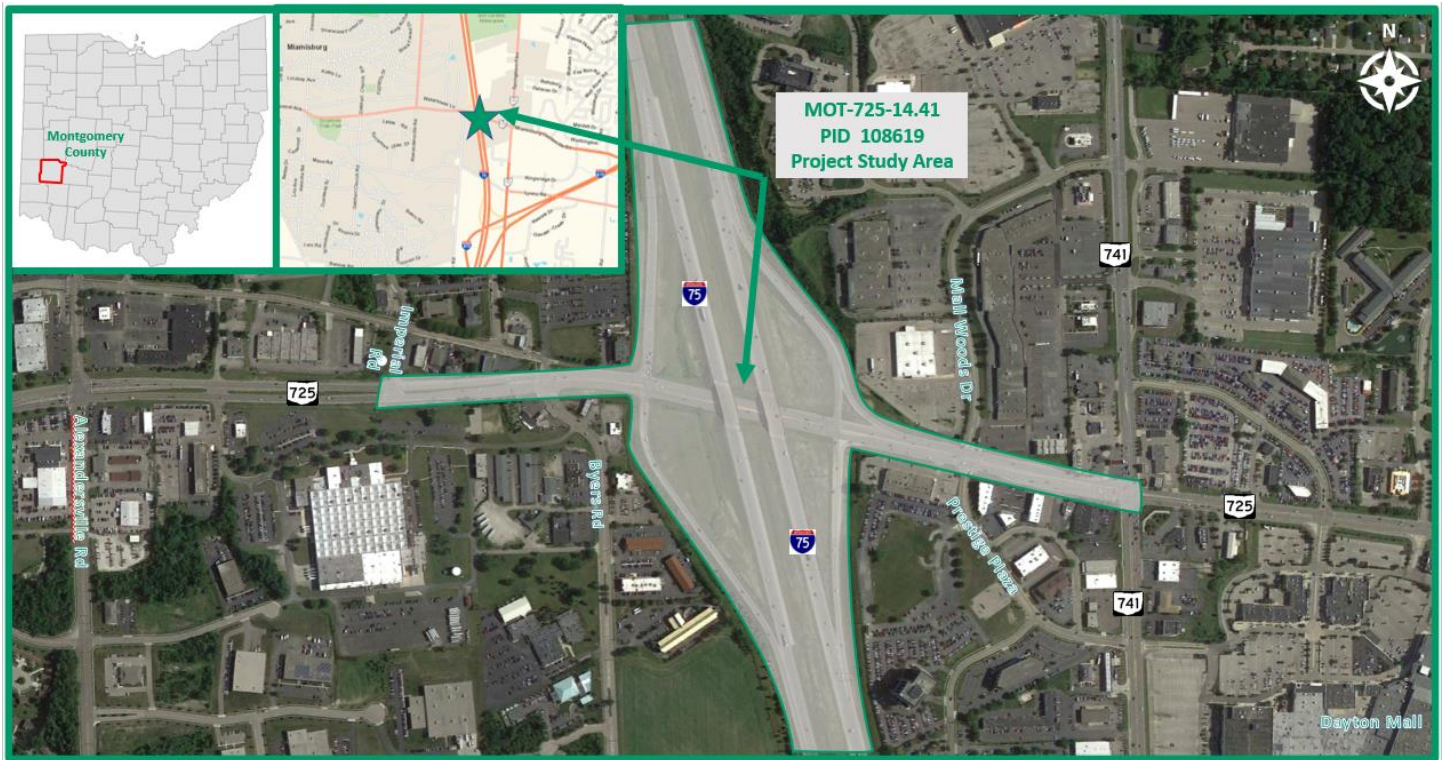
We welcome your comments, questions and suggestions on the project. Your input will be considered in the decision-making process. Comments may be provided via the ODOT Project Page (link above), by email or phone to either of the individuals above, or by returning the enclosed comment form to the address above. Comments are requested no later than **June 16, 2021**, to ensure they may be considered in the project development process.

ODOT expects to post a consolidated response to all comments received on the ODOT Project Page by the end of July, with a mailed copy to individuals that provide an address.

Individuals without access to computers may request a hard copy of the presentation and transcript by contacting the individuals listed above. *Public participation is solicited without regard to race, color, sex, age, national origin, or disability. Individuals who require special accommodations or translation or interpreter services to participate should contact the individuals listed above.*

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 06/06/2018, and executed by FHWA and ODOT.



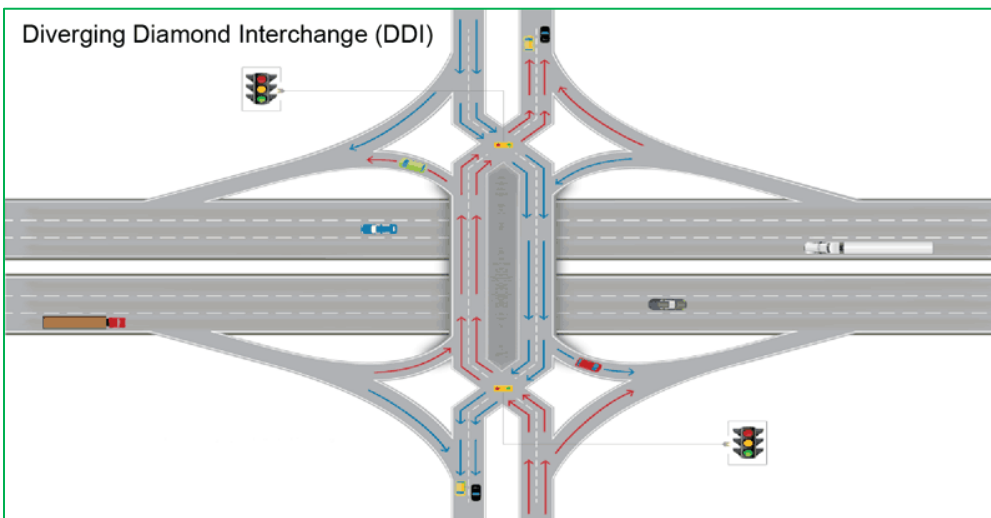


Project Location - Interstate 75 at State Route 725 (Miamisburg-Centerville Road)

Why is this project needed? The project corridor experiences a high crash rate and has consistently ranked in the top ten crash locations on ODOT's Highway Safety Improvement Program list. Between 2016 and 2018, there were 170 crashes, including one fatality and 38 injury crashes. The purpose of the project is to address conditions within the corridor that are contributing to the high crash rate. The project also provides an opportunity to improve pedestrian access in this commercial area.

What does this project involve? This project plans to convert the Interstate 75/State Route 725 interchange from a traditional diamond interchange to a diverging diamond interchange, upgrade the traffic signals between the State Route 725/Byers Road intersection and the State Route 725/Mall Woods/Prestige Plaza intersection, and install sidewalk from Byers Road to State Route 741.

What are the benefits of the Diverging Diamond Interchange (DDI)? A diverging diamond interchange allows free-flowing turns when entering an interstate, eliminating the left turn against oncoming traffic, and limiting the number of traffic signal phases. It is easy to navigate, eliminates last-minute lane changes, and provides better sight distance at turns, resulting in fewer crashes at this type of interchange. More information regarding diverging diamond interchanges including a video simulation of a DDI in operation are available on ODOT's Project Page for PID 108619.



Are there other diverging diamond interchanges (DDI) in Ohio? Yes, there are a few:

- 1) In Butler County, the Interstate 75/Union Centre Boulevard interchange.
- 2) In Franklin County, the Interstate 270/Roberts Road interchange.
- 3) In Wood County, the Interstate 475/US-23/State Route 25 interchange.

To what extent are the improvements expected to reduce crashes? Improve traffic flow? ODOT will work with the local jurisdictions to optimize signal phasing to provide the best progression along State Route 725. Predicted crash rates utilizing design year 2045 traffic volumes show an expected 17% reduction in total crashes (12 less crashes annually). Typical crash severity should be reduced due to the elimination of many left-hand turn conflict points with opposing traffic.

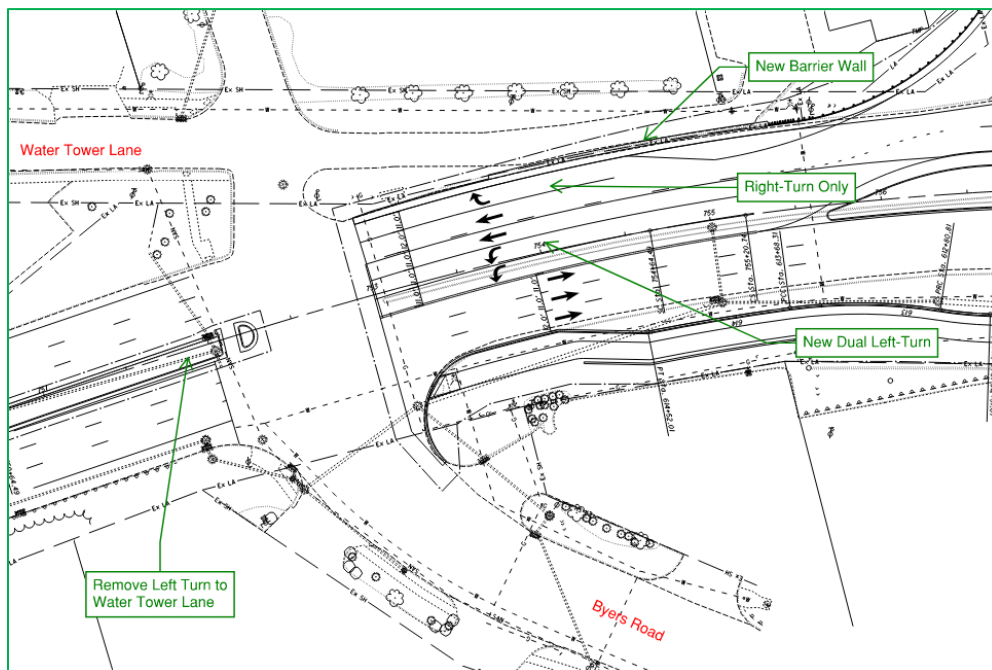
Were other options considered? ODOT studied a variety of interchange options and improvements to the existing interchange. In addition to the “no build” alternative, ODOT considered a partial cloverleaf design, upgrades to this existing traditional diamond interchange, a tight urban diamond interchange, and signal modifications. Due to the high cost, both in terms of dollars and property impacts, the cloverleaf option was dismissed without additional consideration. The other alternatives do not offer the level of crash reduction presented by the preferred alternative. Our Feasibility Study, detailing the analysis of these alternatives, is available on ODOT’s Project Page for PID 108619.

Is this project going to cause the same problems we saw with the Austin Boulevard interchange? When the Austin Boulevard interchange opened, it altered the character of the area by changing where many drivers were accessing Interstate 75. In addition, the rapid new development adjacent to the interchange further increased traffic volumes and transformed a formerly mostly rural/partly suburban location to one with more urban characteristics. It is challenging to predict and plan for the level of change that occurred in such a short period of time at the Interstate 75/Austin interchange.

Unlike the interchange at Austin Boulevard, the Interstate 75/State Route 725 interchange is an existing fully developed interchange. Traffic conditions are more stable and easier to predict. This project has been thoroughly analyzed to ensure we are providing the proper number and types of lanes at each intersection along with the proper turn lane lengths, as best we can with the existing site constraints.

What changes will occur at intersection of State Route 725 and Water Tower Lane/Byers Road? Can Water Tower Lane at Miamisburg-Centerville Road be modified from in only to in/out? The project will include a westbound dedicated right-turn lane on State Route 725 into Water Tower Lane, to accommodate

the approximately 3970 vehicles per day making this movement. To improve operations within the corridor, the existing eastbound left-turn movement into Water Tower Lane will be eliminated; currently, only 50 vehicles per day utilize this movement.



ODOT did consider modification of this intersection to allow for “out” movements from Water Tower Lane. However, such a modification would have substantial negative effects on operations at this intersection, contributing to increased congestion on the corridor.

Will the project include bicycle facilities? The project will provide a 10' sidewalk through the interchange, but this route will not be ideal for bicycle traffic. Bicycle-friendly improvements were recently completed on the nearby parallel and lower volume Lyons Road. As this lower-volume road is more amenable to bicycle traffic, it is ODOT's preferred primary route for cyclists. Therefore, although considered, dedicated bicycle facilities were determined to not be included in the project.

Will the project improve pedestrian facilities and will the project be ADA compliant? Yes. The project will include a new, ADA-compliant sidewalk on the south side of State Route 725, which crosses to the north side east of Prestige Plaza/Mall Woods Dr. and continues to State Route 741. The State Route 725 pedestrian crossing, west of Byers Rd., will become a 2-phased crossing, to benefit the progression of traffic along SR-725.

Can the chain link fence on the barrier wall between Water Tower Lane and Miamisburg Centerville Road be upgraded to a decorative fence? Due to the modifications at the east end of Water Tower Lane, the existing fence and barrier will be replaced with a new, aesthetically-pleasing barrier between State Route 725 and the drive servicing the Corbus building. We will work with our partners at the Cities of West Carrollton and Miamisburg to determine the most appropriate treatment for the barrier.

Will the project include decorative lighting or other amenities? Except for the new barrier between State Route 725 and the drive servicing the Corbus building, no additional aesthetic treatments are proposed. Standard high mast interchange lighting and under bridge lighting will be provided.

How much will this project cost and how is it funded? The current estimated construction cost is approximately \$8.8-million. Project funding includes federal Highway Safety Improvement Program, federal Surface Transportation Program, federal and state System Preservation funds, state Safety Upgrade funds, and an approximately \$800-thousand local funding match through the Montgomery County Transportation Improvement District.

Why can't these moneys be used elsewhere, on more urgently needed improvements? The awarded federal funds cannot be transferred to alternate projects by the recipients. The funds must be utilized on the project or be forfeited.

Who proposed this project and who is responsible for oversight? The project is a joint effort between ODOT, the Montgomery County Transportation Improvement District, the City of Miamisburg, the City of West Carrollton, and the Miami Valley Regional Planning Commission. As steward of the federal funds, ODOT will be responsible for oversight of the project.

What acquisition is required for this project? Under the preferred alternative, the project may require minor temporary and permanent acquisition from private properties. Most of the project will occur within existing public right-of-way and no whole takes are anticipated. As the project is still in the early stages of project development, right-of-way plans are not yet available. Affected property owners will be contacted at a later date to discuss the right-of-way needs, the acquisition process, and property owner rights under the process.

Will property access/driveway configurations be affected? Some minor driveway work will be necessary.

How will traffic be maintained during construction? Will detours be required? Part width construction on State Route 725 (Miamisburg-Centerville Road) is planned, maintaining all existing movements through the corridor during construction. However, interstate ramp closures will likely be needed to construct the new ramp configuration; signed detours will be provided.

Will pedestrians be able to travel under IR-75 during construction? Although the corridor does not currently offer pedestrian facilities, ODOT recognizes that the area is utilized by pedestrians. A protected area for pedestrians will be provided during construction.

Will Greater Dayton RTA transit stops in the area be affected by construction? We do not anticipate impacts to RTA stops. ODOT will coordinate with the Greater Dayton RTA during detailed design to avoid or minimize impacts to RTA service during construction.

What is the schedule for the project? The project is currently in preliminary design. Final plans are expected to be completed in November 2022. Based on the current schedule, the project will be awarded to a contractor for construction in February 2023, with construction expected to begin in April 2023. The project is expected to require 6 months to complete.

Why can't the project be undertaken sooner? Many factors go into developing a schedule for construction of a federal-aid project of this size. In addition to providing time for data collection, project design and quality control review, the schedule must also provide for public involvement, environmental review, environmental permitting, right-of-way negotiations, and utility relocations.

How will utilities be impacted by this project? When will utility relocations occur? There are water line, gas line, and fiber optic lines in the corridor that may be affected by the project, as well as traffic monitoring facilities. All utility impacts will be coordinated with the utility owners prior to the start of construction.



Will the project include work in waterways/wetlands or otherwise impact habitat for protected species? No. The project corridor does not possess regulated waterways or wetlands. There are no records of protected species within the immediate project area. The project located within an urban area that does not offer habitat for protected species

Will the project affect historic resources? The project will be evaluated to determine if it will affect historic resources. However, as development in the area consists of modern commercial development, the project is unlikely to adversely affect historic properties.

If you are concerned that the project will affect historic properties and would like to have an opportunity to comment on our decision-making regarding historic properties, please complete the section of the comment form titled "Section 106 Consulting Party Request".

What is the current status of decision-making on this project? No final decisions regarding any proposed improvements have been made at this time. ODOT and our partners are seeking public input, in order to ensure the best possible decisions are made for the region. We welcome your input and encourage you to provide comments.

How can I submit comments? We want to hear from you! To provide comments, you may leave a comment on the Project Page for this project, return the comment form included in this packet by mail to the address on the comment form; you may call or email one of the individuals listed below, or you may send a letter to the address below. Please reference "MOT-725 Interchange" or "PID 108619" in any emails or letters. Comments are requested no later than **June 16, 2021**.

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Email: tricia.bishop@dot.ohio.gov

ODOT District 7
1001 St. Marys Avenue
Sidney, Ohio 45365

