

70/75 Airport Logistics Access Project MOT-40-1333

Public Involvement Meeting

Aug. 29, 2017

Dayton International Airport Main Terminal

70/75 Airport Logistics Project

▶ **PURPOSE OF MEETING**

- ▶ Provide project information to general public
- ▶ Opportunity for general public questions and comments about project
- ▶ Part of larger effort to involve the public prior to decision making about project

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▶ PLAN FOR MEETING

▶ General Session 4:30 - 5:30 PM

- ▶ Presentation about project
- ▶ Questions and comments
- ▶ Not recorded, so comments are not part of public involvement record

▶ Open House 5:30 - 7:00 PM

- ▶ More detail about project elements at three stations
- ▶ Environmental, traffic study and roadway design alternatives
- ▶ Get to know more about project and have questions answered in informal setting

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▶ **PRESENTATION OUTLINE**

- ▶ History
- ▶ Purpose & Need
- ▶ Location
- ▶ Traffic Study
- ▶ Environmental Considerations
- ▶ Alternatives
- ▶ Next Steps

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▶ HISTORY

- ▶ National Road intersection with Dixie Highway
- ▶ Dayton Municipal Airport in 1936
- ▶ Interstate 75 and Interstate 70 in 1960s
- ▶ James M. Cox Dayton International Airport in 1975
- ▶ Emory Hub opened in 1981, closed in mid-90s
- ▶ Local governments actively pursuing new industrial development in 21st century
- ▶ Vandalia Stone Quarry, Dayton Airport and Union Airpark all successful

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▶ PURPOSE AND NEED

- ▶ The **purpose** of the project
 - ▶ Address congestion and roadway design deficiencies along US 40 and at the interchange of US 40 and the Airport Access Road in order to support economic growth and development near the Dayton International Airport.
- ▶ The **need** for the project
 - ▶ Provide a corridor with capacity for current, upcoming and anticipated future development
 - ▶ Have interchange ramps meet current design standards
 - ▶ Reduce rear-end and angle crash rate

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▶ LOCATION

- ▶ The proposed project is located along US 40 from the interchange at US 40 and the Airport Access Road to approximately 2,650 ft. west of Airpark Boulevard.
- ▶ If constructed, improvements would include:
 - ▶ Expansion of US 40 to 5 lanes from the interchange to Airpark Boulevard
 - ▶ Taper US 40 back to 2 lanes west of Airpark Boulevard
 - ▶ Improvements to the interchange ramps

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▶ TRAFFIC STUDY

- ▶ Begin by identifying current traffic conditions and then project traffic conditions 30 years in the future
- ▶ ODOT “Certified Traffic” is the result
- ▶ 2016 actual traffic counts show acceptable levels of service in nearly all circumstances in study area
- ▶ 2046 “design year” certified traffic projections show unacceptable levels of service in study area if improvements are not made
- ▶ Also found somewhat higher incidence of rear-end and angle crashes in the corridor than average conditions

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▶ ENVIRONMENTAL CONSIDERATIONS

- ▶ Federal law requires examination of a wide variety of conditions before making decisions about a proposed project
- ▶ Conditions include traditional environmental conditions (wetlands, endangered species, stream segments, potentially contaminated sites, etc.) and other factors that can influence build/no-build or location decisions (parks, historic structures, right-of-way impacts, etc.)
- ▶ Generally, have not identified environmental conditions that argue “no build”

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▶ ALTERNATIVES

- ▶ No-build
- ▶ **Alternative A** - expand roadway improvements north and south from center line of current US 40
- ▶ **Alternative B** - expand roadway improvements to the north, holding current southern right-of-way limits
- ▶ Recommend Alternative B

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▶ NEXT STEP IS TO COMPLETE PUBLIC INVOLVEMENT PROCESS

- ▶ We invite your comments and questions tonight and during the next 30 days concerning the proposed project
- ▶ To be part of the official record, please submit comment forms or contact us by email or project phone hotline
- ▶ We will answer all questions posed about the proposed project
- ▶ Assemble the complete record of comments and add them to the project record prior to moving forward to select an alternative
- ▶ Once an alternative is selected, proceed with detailed design and seek construction funding commitments