



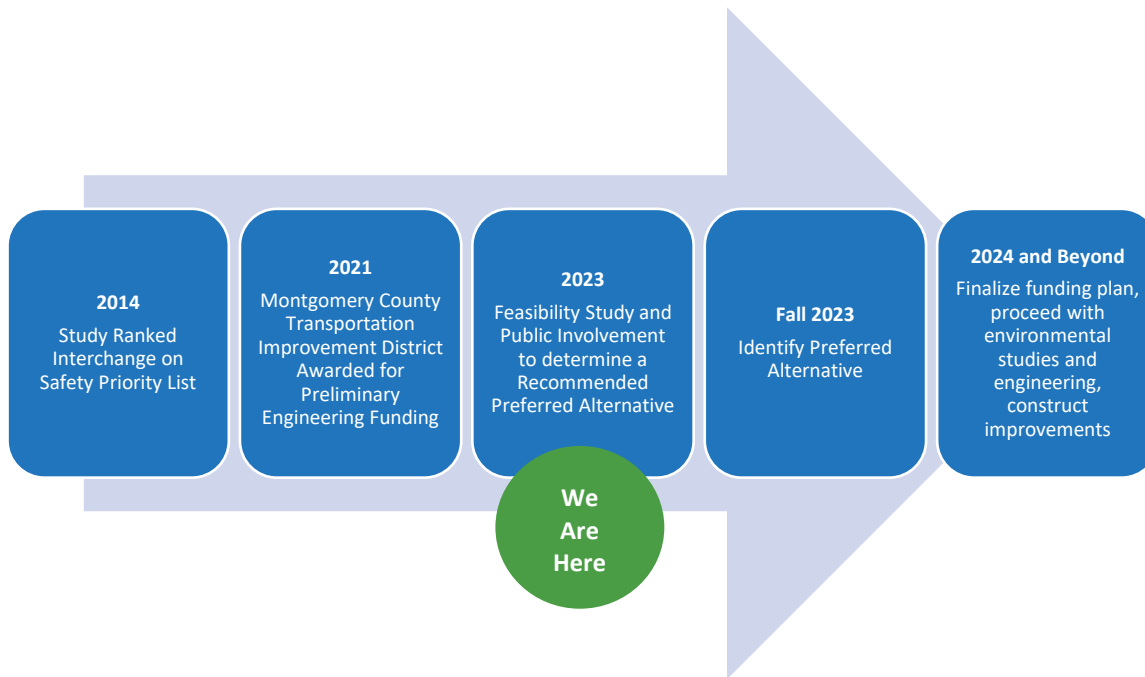
Purpose of the Project

- Reduce Congestion
- Improve Safety
- Improving Pedestrian Connectivity
- Support Economic Development

Evaluation Criteria	No Build	Alternative 1	Alternative 1B	Alternative 2
	Existing Conditions	Upgrade Diamond Interchange + Network Capacity Improvements	Diverging Diamond Interchange + Network Capacity Improvements	Split Interchange w/Feedwire Rd + Network Capacity Improvements
Congestion (Primary)	Majority of study area intersections operate at unacceptable levels of service (LOS E and F) in the 2050 Design Year	NB and SB I-675 Ramp intersections operate at unacceptable levels of service (LOS E and F) in 2050 Design Year	Acceptable levels of service (LOS D or better) at all study intersections	Acceptable levels of service (LOS D or better) at all study intersections
Safety (Primary)	Multiple segments and intersections on the ODOT and MVRPC safety priority lists	Safety performance issues expected at the NB and SB I-675 ramp intersections due to queues extending onto I-675 and through adjacent intersections; urban ramp (#80) on ODOT HISP list	Greater safety performance improvements achieved within study area: Predicted crash frequency reduction (-44.3 crashes per year)	Safety performance improved within study area: Predicted crash frequency reduction (-24.9 crashes per year)



Project Timeline





Project Cost and Funding

Alternative 1	Alternative 1B	Alternative 2
\$70.6 Million*	\$71.4 Million*	\$82.1 Million*

*Note that costs do not include right of way acquisition, utility relocation or inflation



Highway Safety Improvement Program (HSIP)	Project Partners
Transportation Review Advisory Council (TRAC)	Miami Valley Regional Planning Commission (MVRPC) Congestion Mitigation Air Quality (CMAQ)
Tax Increment Financing (TIF) Districts	State Infrastructure Bank (SIB)
Developer Impact Fees	Special Assessment Districts



Comparison of Alternatives

Evaluation Criteria	No Build	Alternative 1	Alternative 1B	Alternative 2
Congestion (Primary Need)	●	●	●	●
Safety (Primary Need)	●	○	○	●
Pedestrian Connectivity (Secondary Need)	○	○	●	●
Right of Way Impacts	●	○	●	●
Environmental Resource Impacts	●	●	○	●
Construction Cost*	\$0	\$70.6 Million	\$71.4 Million	\$82.1 Million


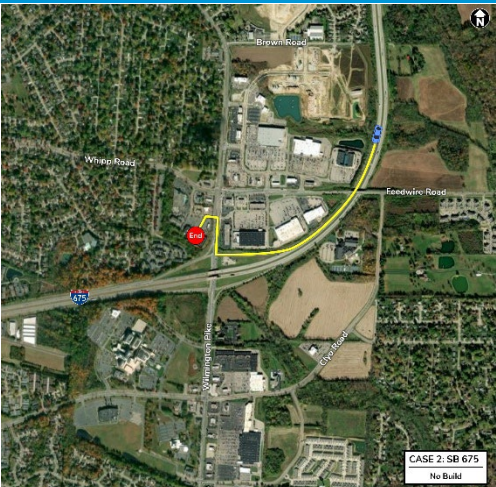

*Note that the reported costs do not include right of way, utility relocation or inflation

Legend

- Lower Benefit or Greater Environmental Impact
-
- Medium Benefit or Medium Environmental Impact
-
- High Benefit or Lower Environmental Impact
- Not Applicable/ Neutral



Travel Time Comparison

Travel Scenario	Travel Times (Minutes)			
	No Build	Alt 1	Alt 1B	Alt 2
<p>Northbound I-675 (2000' from Wilmington Pike) to Brookdale Blvd (Waterford at Sugar Creek apartments access) – 1.57 miles</p> 	13.2	7.7	5.4	2.7
<p>Southbound I-675 (5000' from Wilmington Pike) to Morris Furniture access on Whipp Road – 1.25 miles</p> 	8.0	3.1	3.1	3.2
<p>Northbound on Wilmington Pike (1000' from Clyo) to 500' north of Brown Road – 1.4 miles</p> 	9.8	6.2	4.8	4.5