

Interstate 675/Grange Hall Interchange Study

Project Next Steps



ODOT Project: GRE-IR675-8.95 Project ID 117486

Complete the Feasibility Study

- Public meeting and comment period from November 14, 2024, to December 16, 2024.
- Address public comments from December 16, 2024, to January 12, 2025.
- Feasibility Study approval from January 13, 2025, to February 9, 2025.
- Preferred Alternative selection from February 10, 2025, to March 23, 2025.

Continue with the Project Development Process

- WPAFB R/W study (if needed).
- IMS/Preliminary Engineering.
- Environmental Engineering.
- Final Engineering/ROW.
- Construction.

Funding

Develop a funding plan

- Build local, regional, and political consensus for the importance of the project.
- Identify a large and diverse array of potential funding sources.

Develop a phasing plan

- Identify opportunities to phase-in local street improvements over time to reduce the costs of initial construction.
- Ensure phasing does not degrade the operation or safety of the interstate system.

Interstate 675/Grange Hall Interchange Study

Purpose and Need



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Purpose

The purpose of the project is to improve mobility and system linkage to support existing and future land uses in the study area.

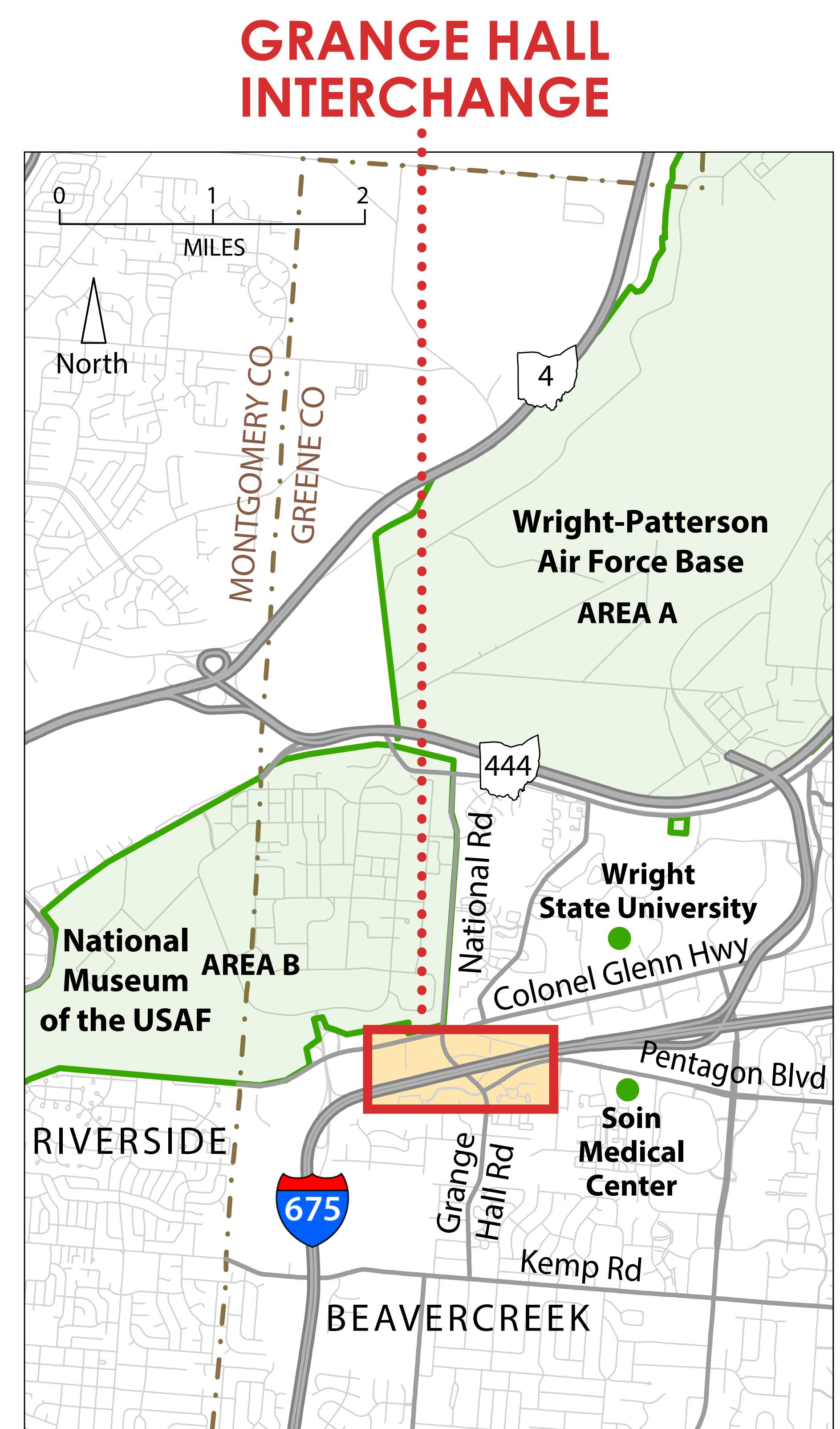
Primary Needs

Mobility Concerns

- Congestion from institutional, commercial, and retail developments.
- Insufficient intersection capacity and turning lane storage at Grange Hall Road and Colonel Glenn Highway.
- Congestion on I-675 between Grange Hall Road and North Fairfield Road interchanges.
- Back-ups on I-675 from traffic entering WPAFB via the Colonel Glenn Highway interchange.

System Linkage Concerns

- Poor connectivity to and from I-675 southbound causes redundant traffic on local road network.
- Lack of pedestrian and bicycle infrastructure.



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Evaluation Matrix



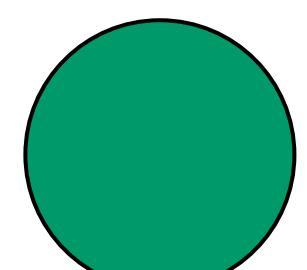
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ALTERNATIVES

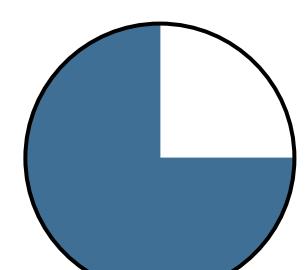
Evaluation Criteria	1 Tight Diamond with Auxiliary Lane	2 Folded Diamond with Auxiliary Lane	3 Braid Ramp Interchange	4 No-Build
	1 Tight Diamond with Auxiliary Lane	2 Folded Diamond with Auxiliary Lane	3 Braid Ramp Interchange	4 No-Build
Safety Performance	●	●	●	●
Traffic Operations	●	●	●	●
Roadway Assessment	●	●	●	●
Structures	●	●	●	●
Right-of-Way Impacts	●	●	●	●
Multimodal	●	●	●	●
Utilities	●	●	●	●
Environmental	●	●	●	●
Total Alternative Cost (2033 dollars)	\$46,585,000	\$48,425,000	\$78,930,000	\$0

LEGEND

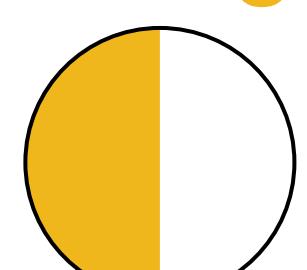
Excellent



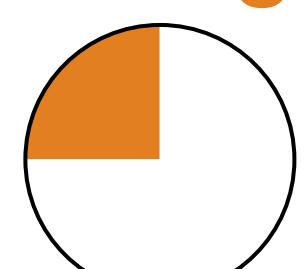
Good



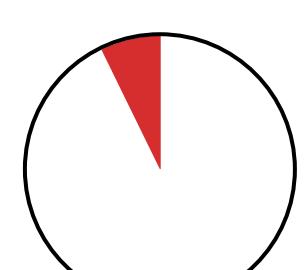
Average

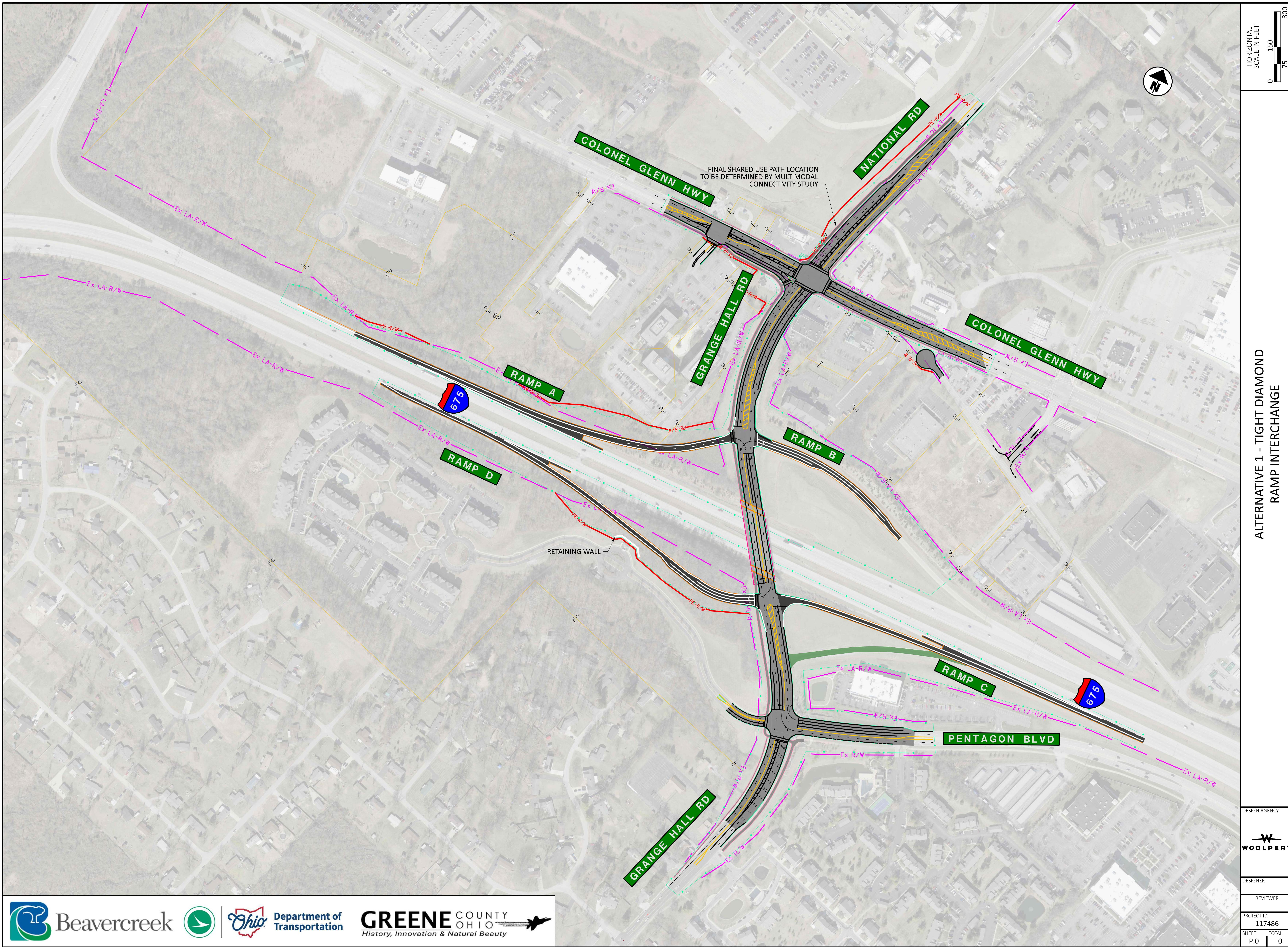


Below Average



Poor





HORIZONTAL
SCALE IN FEET
0 75 150 300

ALTERNATIVE 2 - FOLDED
RAMP INTERCHANGE

DESIGN AGENCY



DESIGNER

REVIEWER

PROJECT ID

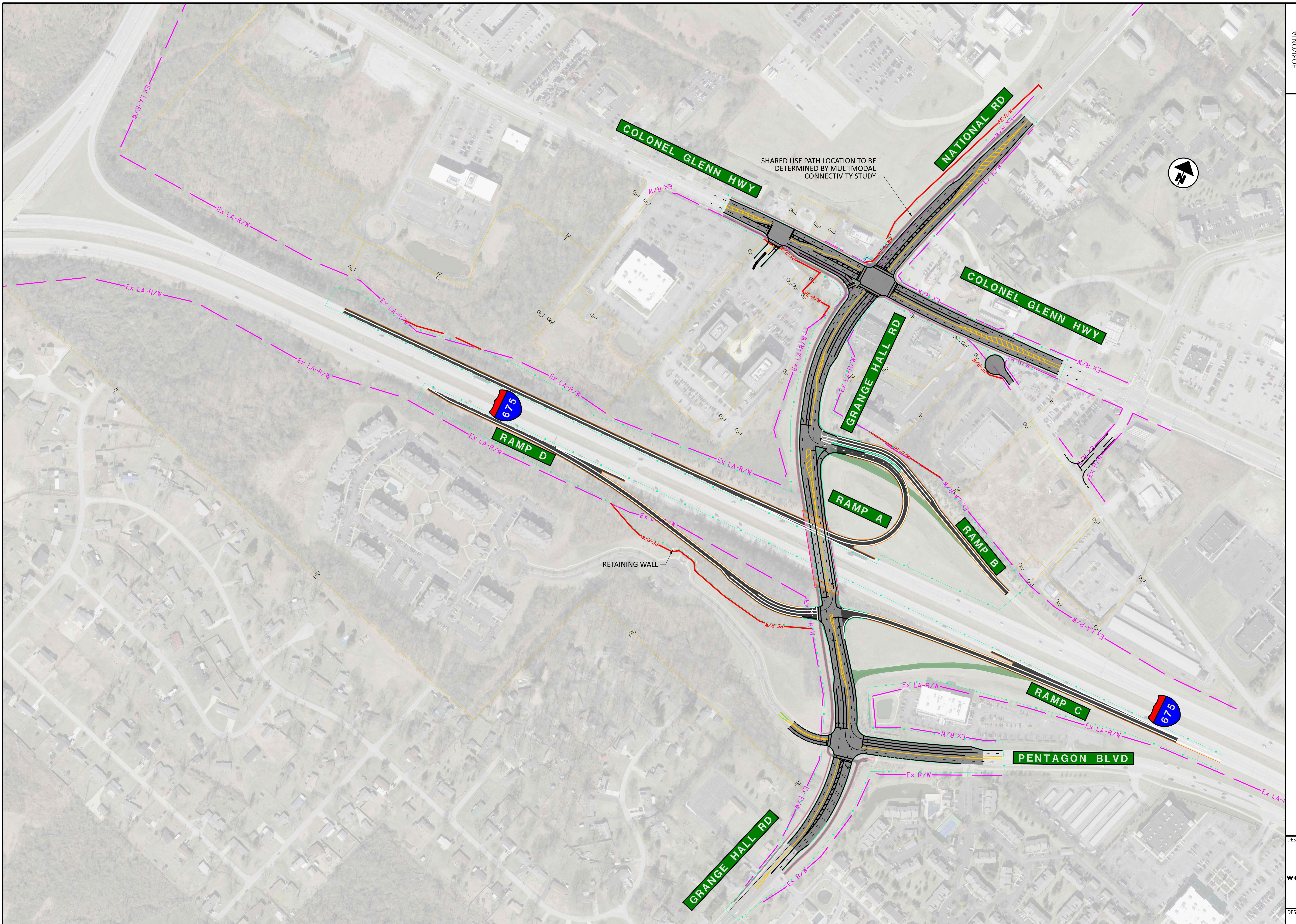
117486

SHEET

P.O.

TOTAL

0



Beavercreek



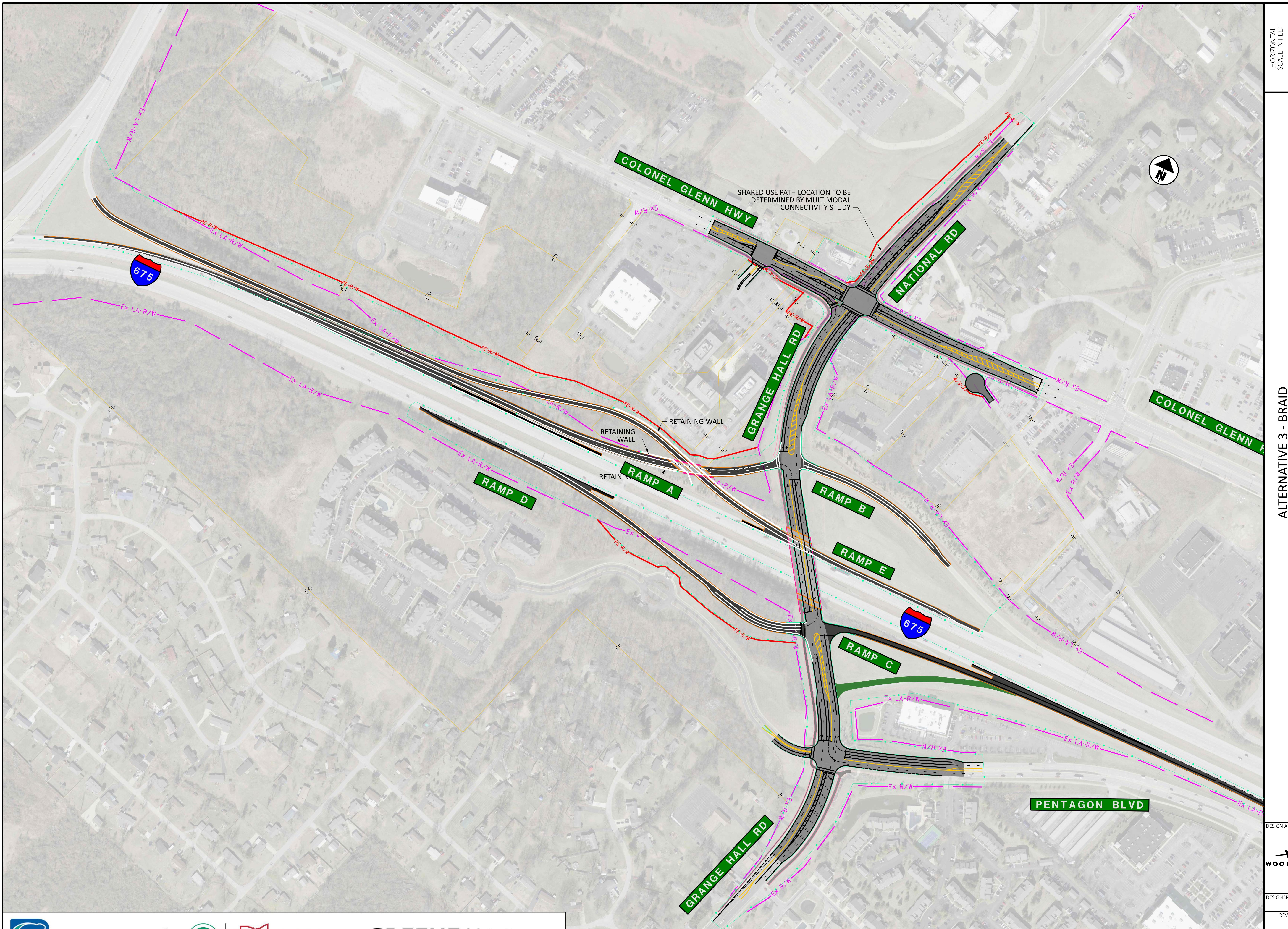
Department of
Transportation

GREENE COUNTY
OHIO
History, Innovation & Natural Beauty

HORIZONTAL
SCALE IN FEET
300
150
75
0

ALTERNATIVE 3 - BRAID
RAMPS INTERCHANGE

DESIGN AGENCY
W WOOLPERT
DESIGNER
REVIEWER
PROJECT ID 117486
SHET TOTAL P.O 0



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