

GRE-IR675/Grange Hall Interchange Study-8.95 (PID 117486), Comment Database 11.18.24 - 12.18.24		
Comment Date	Comment	Response
11/17/24	Alternative 2 - I am pleased with this alternative, as myself and my husband routinely walk across this Grange Hall bridge to go to restaurants on Col Glenn. The current situation is very unsafe for walking or biking. I routinely see people biking across this bridge also. With option 2, there would be less exit/entrance ramps to cross. Also, we are pleased that a pedestrian/bike access will be available.	Thank you for your comments and interest in the Grange Hall Interchange Study.
11/18/24	I have no objection to any of the proposed plans showed at Wright State yesterday. I would suggest two things, however: 1) Put up a noise wall along the new east-bound exit ramp and further west on I675 2) Since this will undoubtedly result in additional southbound traffic on Grange Hall Road, as a resident of Grangeview Acres, I request a traffic light be installed at the intersection of Gardenview and Grange Hall. It can already be very difficult to make a left-hand turn either out of or into our place, the additional traffic will only make it worse.	1) Noise analysis will be completed in later stages of project development to identify impacts and potential mitigation measures. 2) The intersection of Gardenview and Grange Hall is not within the study limits. The engineering requirements or "warrants" needed to install a traffic signal will be reviewed by the City.
11/14/24	1) I am concerned that since the city does not clear snow from cycling paths, this MUP would not be usable in winter weather. Currently, this and Fairfield (a busier more dangerous bridge) are the only "safe" crossings in winter weather. This proposed change, without snow clearing, will increase usage of Grange Hall and likely make it a less safe, potentially livable alternative. 2) Consider special timing for ped/cycle signals, such as H-way stop to prevent turning collisions at the crossings. 3) Consider a southbound MUP on the west side to get users to Grange Hall bike lanes. Proposed design forces an awkward entry into the traffic lane after Pentagon, or forces southbound (bike lane destined) users onto narrow side walks. Alternatively, the proposed design forces users to cross Grange Hall 2 extra times to avoid cycling in lane to get to the bike lanes. 4) I am curious about the MUP connection to WPAFB National Gate. This MUP would be useful, but I'm concerned about it supporting 2 way traffic. 5) Alternative 2 reduces crossings/conflicts for pedestrians and cyclists, and from that perspective would be my choice. 6) Independent of the on ramps, will the city please examine a MUP or protected lane using the existing wide shoulder on the west? Dropping off onto a bike lane/shared after pentagon would be nice. Both seem like a low cost solutions.	1) The City will treat any proposed paths or walks the same as others within the City Limits. 2) Special signal timings are a design detail that will be addressed in later stages of project development. 3) The existing bike lane will be able to connect to an 11-ft wide shared use path. 4) The MUP connection to Get 19 will be developed further as part of a local project. 5) Comment noted. 6) A shared use path has been proposed on the west side of Grange Hall.
11/14/24	For environmental (noise reduction) reason, Ramp D needs to hug I675 longer until the ramp gets closer to Grange Hall Rd. Installation of a noise reduction wall needs to be included along the entire right side of Ramp D.	Noise analysis will be completed in later stages of project development to identify impacts and potential mitigation measures.
11/14/24	I like the tight diamond (no left turn to enter SB I675 and potentially wrong way traffic) and less impact to hotel (on folded diamond) but either are acceptable. On ramp D from 675N if it were not so close to promenade mailboxes - beneficial and noise barrier for exit ramp, braid way too expensive!!!	Thank you for your comments and interest in the Grange Hall Interchange Study. Noise analysis will be completed in later stages of project development to identify impacts and potential mitigation measures.
11/14/24	We are concerned whether our property will be shortened or taken. We lost our property to road widening in the early 1970's, but were eventually "able to build a new house on the back of our property." Then a few years later we lost some of our property to a widening of Grange Hall Rd. Now of course our concern is will any more of our property be taken. We were pretty much assured today, 11-14-24, that probably would not happen. Hopefully this holds true. Thanks for letting us voice our concerns.	Thank you for your comments and interest in the Grange Hall Interchange Study.
11/14/24	1) Current traffic volume on Grange Hall Rd is 100x what it was when we bought our property in 1968. This will likely add 2.2x more southbound traffic in front of our home, thus a 220x increase in traffic over the years. 2) Average speed in front of our house is 51.4 mph. Tested it with a speed gun from a former colleague of mine from law enforcement. Posted speed is 35 mph. How much faster will cars be driving right from the exit ramp to beat oncoming traffic? 3) Will a stop light be placed at our driveway? It's very complicated to enter or exit our driveway. 4) Since Ohio is losing about 3% of its population every 5 years, how is more traffic projected in coming years? 5) Could our property be zoned differently as a result of this proposal? Several more concerns, especially related to creating a "safe" bike lane and "shared" space.	1) The study traffic analysis was built from current traffic counts and a review of historic counts was not included. 2) Design of the proposed project will be more consistent with the current posted speed and urban nature of the corridor. 3) A stop light at a residential driveway is unlikely to meet the required warrants needed to install a signal. 4) Traffic projections are based upon close coordination with the regional planning agency and approved by the department of transportation. 5) Zoning is regulated by the City and changes are outside the scope of the project.
11/14/24	Primary concern is the loss of tree cover in the project area. Would suggest ODOT offer to offset loss by planting native tree species in a similar density somewhere proximate to the project site. Possible partner in that effort would be Beavercreek Wetlands Association which could identify appropriate species. Secondary concern is stream/aquatic life in project area (...shock) be taken to protect stream bed. Positive comment: inclusion of shared use path would be an asset for non-drivers to access commercial area of Colonel Glenn and WPAFB.	Detailed ecological studies will be performed in later phases of project development.
11/14/24	The current setup is a mess(edited for language). Any of the 3 proposed alternatives is better than doing nothing. Bicycle facilities are important. I would like to bike to work on the opposite side of 675, but it is not safe to bike across the bridge northbound due to narrow shoulder, speed of traffic (often 45-50 mph) and crossing two ramps. Would like to see a biker or shared use path continuing east towards Wright State on Colonel Glenn. Moving southbound ramps right outside my apartment complex will simplify local travel and errands and reduce the number of lights to access 675 from N8 to 3. Returning northbound I hate getting caught in base traffic at Exit 15.	Thank you for your comments and interest in the Grange Hall Interchange Study. The proposed alternatives also include shared use facilities along Grange Hall road including the bridge over I-675.

11/14/24	Alt 1 - Normal, sound aligned to expected traffic patterns for base and area connections. Alt 2 - Useless. This will result in an above average number of accidents, detours, confusion by increasing the number of commuters who live outside of interchange area. Alt 3 - Unnecessary. Peaks are before 8 and after 4 M-F and are driven by WPAFB (not I675 traffic flow (I 75 to I 70) plus this costs a ... for ingress/egress that is not needed. Ongoing congestion on Grange Hall...Thank you for hosting this.	Thank you for your comments and interest in the Grange Hall Interchange Study.
	I love the idea of the shared use path, and I believe it should be prioritized. This area is too car-centered, at the moment, and leaves few options for WSU students without a car to access this area. It would help alleviate traffic as well, giving people the option to not drive. As far as the interchange goes, alternative 2 is probably the best option. My only fear is the potential for increased car demand by giving access to i-675 south, which could create even more congestion near exit 15, leading to slowdowns and safety concerns. However, these issues would be exacerbated by alternative 1, with even less room for merging. Alternative 3 seems infeasible due to the cost, and all negative impacts it would bring, even it would slightly improve safety.	Thank you for your comments and interest in the Grange Hall Interchange Study.
	We reviewed the various options and we think option 2 works best for our property.	Thank you for your comments and interest in the Grange Hall Interchange Study.
12/3/24	Alternative 2 - seems like the best value. If Alternative 3 is significantly better for flow it may be worth the extra funds. However, I have a general concern. The Gate check is the bottleneck causing traffic. Please coordinate with WPAFB Civil Engineering and Security Forces to understand Gate Operations/Limits. Alternative 2 is appealing to reduce intersection crossings for a multiuse path. I've commuted to base via bike. A protected path from the intersection of Pentagon Blvd. + Grange Hall to National Rd. Gate on base would be huge!	Thank you for your comments and interest in the Grange Hall Interchange Study. WPAFB has provided positive feedback noting the project has the opportunity to provide improved access to more of the security gates that backup.
12/16/24	Thank you for taking the time to collect comments! My husband, daughter, and I live very close to the project area. We have approximately one acre (on two adjoining property parcels) right behind the Promenade apartment complexes. With the leaves off the trees, we can see the can watch their residents' cars drive along the entry roadway. My understanding is that a potential ramp would run alongside that entry into the Promenade. I don't know if the additional ramps are necessary, as there is access only a mile down the road off of Col Glenn. But I know that it's quite possible that the ramps will be added at some point, so sharing in case.... We recently installed a game cam to see what kind of wildlife we have on our property. In less than a month, we have seen at least one buck, a doe, raccoons, at least one fox, a coyote, and opossums. We have also seen (and smelled) skunks before. Our bird feeders have attracted a large number of songbirds, hummingbirds, and woodpeckers. We also had at least one hawk that nested and raised babies in the trees of our neighborhood this spring. And we have an assortment of rabbits, squirrels, and snakes to boot. Adding a ramp will be disruptive, so I would ask that there are environmental studies just to be sure that there aren't any vulnerable species in the area. (I am sure it's part of the usual process, but I have been surprised by how many of these animals live here. I don't know what their minimum threshold is in terms of required space, but the loss of habitat from the area between 675 and the Promenade drive would definitely drive some of these creatures into the neighborhood in the best case scenario, but may cause some loss of animal life in the worst case.) One of the things I love most about this property is seeing the local ecosystem thriving, with large herbivores and medium size predators in the area. I grew up in a local suburb where rabbits were about the most exciting critters still in the area, so this breadth of species is something I really appreciate. My husband has also expressed a more practical concern — if there is an increase in traffic, the current size of Grange Hall Rd may not be enough to carry additional vehicles. We already see congestion with folks trying to get onto the highway coming from the Col Glenn side. Just past those lanes, Grange Hall narrows to one lane and other drivers aren't always careful in merging. When I attended the in person Q&A opportunity in November, it sounded like the highway (if approved) would be funded by federal sources, but that surface streets would be a more local responsibility. So if there is a new highway entrance-exit, I hope there will be funding to keep traffic flowing safely on Grange Hall. Finally, I do have some concerns about pollution — we are very close to the build site and we still utilize well water on our property for bathing, washing, etc. (The cost to tap into city water was quite expensive, so not an easy option right now. We pay for bottled drinking water delivery.) We also have a small ravine for storm water that crosses our property. We can hear the highway traffic from our yard, more some days than others. So drinking water pollution, local water pollution, air pollution, and noise pollution are on our family's radar. Given that we have both the existing highway and the base so close, some of that is inevitable on our property, but I still hope that we don't see increases.	Thank you for your comments and interest in the Grange Hall Interchange Study. Detailed ecological studies will be preformed in later phases of project development. Noise analysis will be completed in later stages of project development to identify impacts and potential mitigation measures.
	Environmental and noise concerns for nearby residents continued construction and development without having infrastructure to support. Removal of trees that are important for pollution removal and to act as sound barrier for nearby residents, particularly in the Grange View Acres Plat. We already have significant issues exiting the plat due to continued increase in traffic and are concerned this project may further increase traffic.	Detailed ecological studies will be preformed in later phases of project development. Noise analysis will be completed in later stages of project development to identify impacts and potential mitigation measures.