

Dayton International Airport Northeast Logistics Access Project, PID 115795



BIRTHPLACE *of* INNOVATION

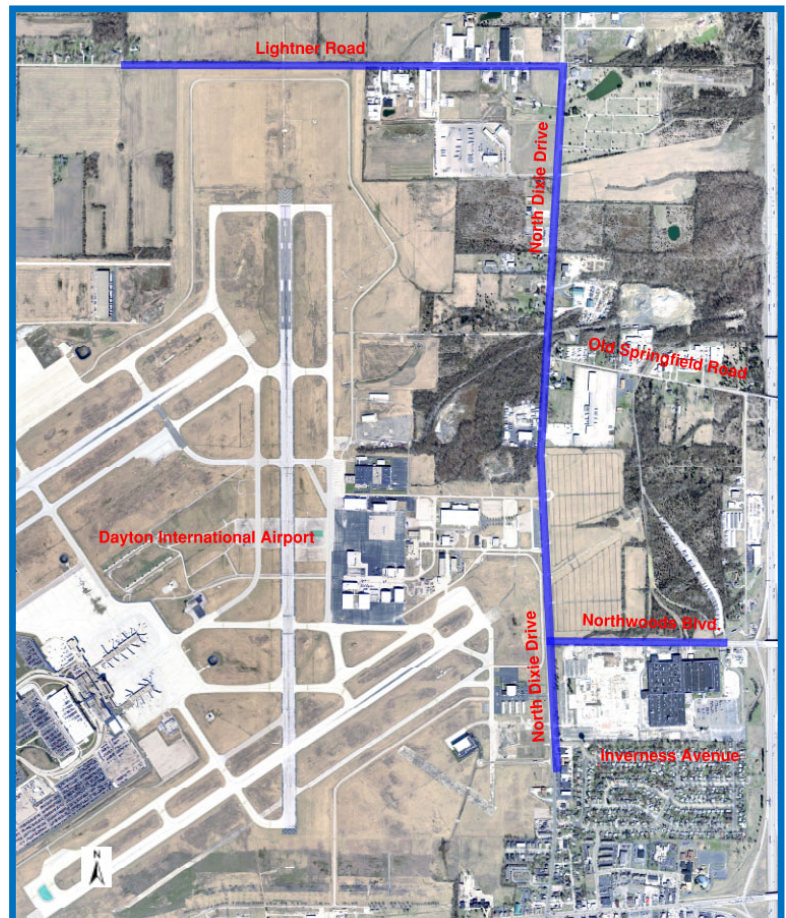


What does this project involve? Under the selected alternative, the project will:

- Provide a continuous center left turn lane on North Dixie Drive and the eastern portion of Lightner Road, to remove turning vehicles from the through travel lanes.
- Replace existing substandard shoulders with standard 4-foot paved shoulders or curb & gutter sections.
- Provide a shared use path on the east side of North Dixie Drive and the south side of Lightner Road.
- Upgrade the North Dixie Drive and Lightner Rd intersection with a modern roundabout.
- Upgrade the North Dixie Drive and Northwoods Blvd traffic signal with mast arms and improved timing/phasing. The upgrades will include converting the existing southbound thru/left lane to a left turn only lane, providing a future second southbound left turn lane, and converting the northbound thru/right lane to a right turn only lane.

Why is this project needed? Logistics development is burgeoning around the Dayton International Airport, with many large scale warehouse and distribution facilities in full operation and more projects of this type underway. This development has begun to tax the existing roadway system on North Dixie Drive (from approximately Inverness Avenue to Lightner Road), Lightner Road (from the Chewy Fulfillment Center to North Dixie Drive), and Northwoods Boulevard (from the Flying J Truckstop to North Dixie Drive). These roadways are experiencing congestion primarily caused by turning vehicles. In addition, the intersection of North Dixie Drive and Lightner Road is expected to experience unacceptable delays during peak hours before the design year of 2047.

The purpose of this project is to improve the project corridors for all users by safely accommodating existing and anticipated future motor vehicle traffic, particularly truck traffic, servicing regional industrial parks and large logistics and distribution facilities while addressing the needs of other vehicular, transit, bicycle, and pedestrian users.



Who proposed this project and who is responsible for its oversight? The Montgomery County Engineers Office and the City of Vandalia are co-sponsors of the DIA Northeast Logistics Access Project, which is intended to reconstruct city and county roadways around the northeast perimeter of the Dayton International Airport. ODOT, acting as steward of the federal transportation funds, will provide oversight during project development and construction.

UPDATED: How much will this project cost? The project is currently estimated to cost approximately \$27.9 million, with environmental and engineering costs estimated at \$2.2 million, right of way acquisition and utility relocations expected to cost \$2.2 million, and the construction phase estimated to cost \$23.5 million.

UPDATED: How will the project be funded? Funding is expected to include federal participation at an 80% rate for each phase of the project, with the remaining 20% of the funding provided by the local project sponsors and the Ohio Public Works Commission (OPWC). To date, funding for the environmental and engineering phase includes a \$1.6 million federal grant awarded to the Montgomery County Engineer’s Office through ODOT’s Transportation Review Advisory Council (TRAC). A federal funding application for the right of way phase was submitted to TRAC in 2024. Funding applications for the construction phase will be submitted to TRAC in 2025 and to OPWC in 2026. Continued advancement of the project is dependent upon the successful outcome of the current and future funding applications.

Why can’t these moneys be used elsewhere, on more urgently needed improvements? The federal funds awarded to the Montgomery County Engineers Office and the City of Vandalia must be utilized on the funded project or be forfeited.

UPDATED: When will this project be constructed, and how long will it take to build? Final plans are expected to be completed in July 2026. Based on the current schedule, the project is expected to be awarded to a contractor in December 2026, with construction beginning in March 2027 and extending through the fall of 2028. Private utility relocations are expected to occur in 2026, prior to project construction.

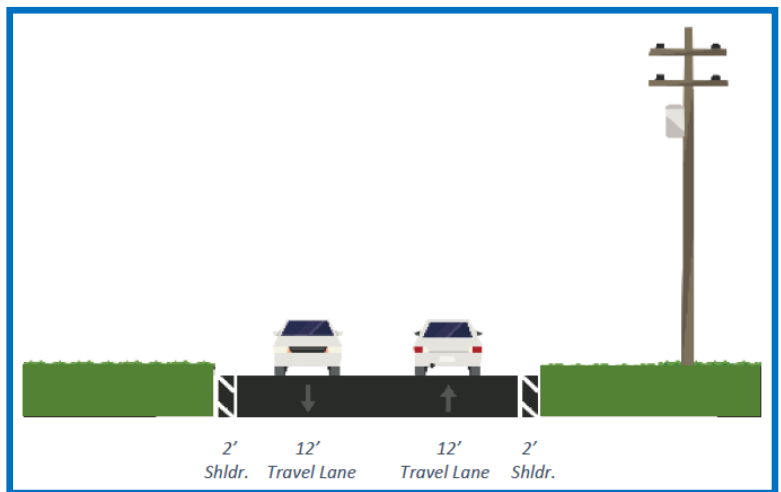
Will the project interfere with the Dayton Air Show?

No. During construction, the Contractor will be required to maintain access to air show parking areas and to restrict construction activities that would adversely affect traffic circulation during the events.

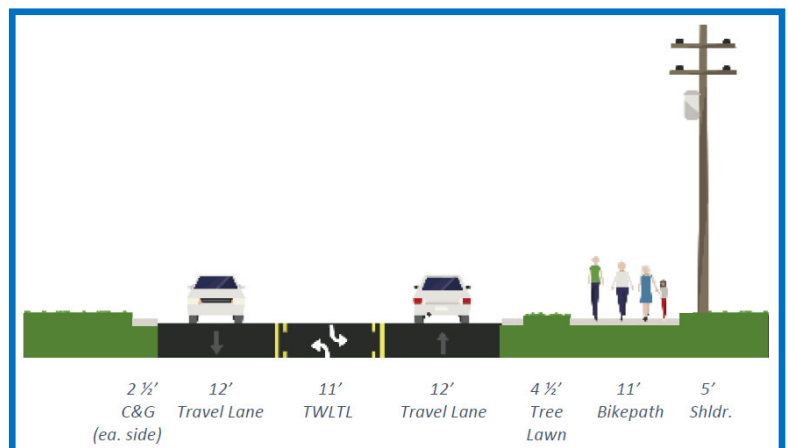
UPDATED: What property acquisitions will be required for this project? The project is expected to require approximately 7 acres of new permanent right-of-way to support the roadway improvements and utility relocations, and approximately 4 acres of temporary right-of-way for grading work and construction access. The majority of the proposed roadways will either be constructed within the existing right-of-way or will impact publicly owned lands.

Strips of right-of-way will be required from many privately held properties along the project corridor, however. Affected property owners will be contacted at a later date to discuss the actual right-of-way needed, explain the acquisition timelines, and inform property owners of their rights during the acquisition process.

UPDATED: How will the roadway cross-sections change? In addition to the intersection improvements described above, the project will include construction of continuous two-way left turn lanes where required and shared use paths along North Dixie Drive and Lightner Road. Representative existing and proposed cross-sections for an existing two-lane segment of the project are shown to the right.



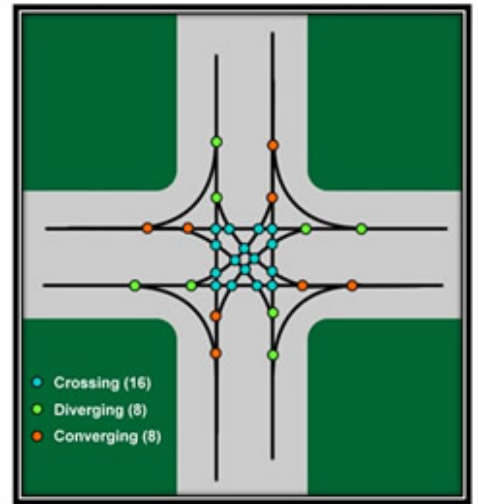
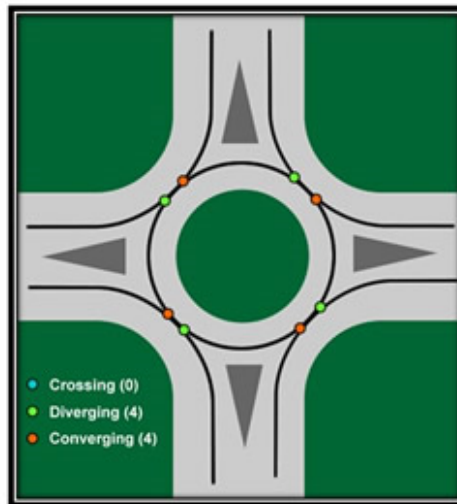
Existing 2-Lane Cross Section



Proposed 3-Lane Cross Section

What are the benefits of roundabouts over traditional intersection designs? Roundabouts are statistically safer and more efficient than traditional intersections. Their geometry creates a low speed (approximately 15-20 mph) environment inside the circulatory roadway, as well as through the entry and exit locations. The roundabout geometry also reduces the likelihood of high angle crashes. Lower angle, low speed crashes tend to be less severe than higher angle, high speed crashes. Significant reductions in both crash frequency and severity are commonly observed following conversions to roundabouts.

More efficient operations also result from the yield at entry condition, as drivers only have to check for traffic from the left. If an adequate gap is available, traffic may enter the roundabout without stopping. After entering, vehicles inside the roundabout have the right-of-way, and do not have to stop or yield to exit. When drivers do need to yield to traffic inside the roundabout before entering, the delays are brief and typically less than the time they would be stopped at a traffic signal.



Why not put in a traffic signal at the intersection of North Dixie Drive and Lightner Road? A traffic signal at North Dixie Drive and Lightner Road was considered. However, a traffic signal at this location does not meet the required signal warrants under opening year traffic volumes and is therefore not eligible for federal funding.

Why isn't a roundabout being considered at the intersection of North Dixie Drive and Northwoods Blvd? A roundabout at North Dixie Drive and Northwoods Blvd was considered. However, an upgraded traffic signal at this location was recommended due to the superior level of service, lower overall delays, and reduced right-of-way impacts provided by the signalized intersection compared to the roundabout alternative.



How will large vehicles, including school buses, emergency vehicles, and trucks negotiate a roundabout? The design of the intersection will allow semi-trucks, school buses, and other large vehicles to navigate the roundabout while still providing adequate safety for passenger vehicles within the traffic stream. Wide paved surfaces on the inside of roundabouts known as "truck aprons" provide an area between the raised central island and the traveled way that is mountable by larger vehicles and trailers, but not used by passenger vehicles.

Where can I find more information about roundabouts? Additional information is available from the Federal Highway Administration at the following link: <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>

If congestion is an issue, why not just add more through lanes? The existing through-lane capacity is sufficient for current and projected 2047 future traffic demands entering and exiting the project area.

UPDATED: Will property access or driveway configurations be affected by the project? In a few cases, yes. Where existing drive locations are incompatible with the proposed roundabout to be constructed at North Dixie Drive and Lightner Road, the location of the driveways will require alteration. Additionally, commercial entrances along the project corridors will be better defined for improved safety in accordance with current access management regulations.

Will the project affect the Forest Hills Memorial Garden cemetery? In general only temporary easements for grading and driveway construction will be needed from this property. There will be no impacts to existing gravesites.

Why is the shared use path being proposed on the east side of North Dixie Drive and on the south side of Lightner Road? Until the 1930s, an electric railway traction line existed on the east side of North Dixie Drive. Under the recommended alternative, the project will utilize the traction line's former location (now public right-of-way) to minimize private property acquisitions.

On Lightner Road, there are more employment centers on the south side of the roadway. The shared use path is recommended to be located on the south side to minimize pedestrian and bicycle crossings of Lightner Road.

Why aren't bike lanes being considered instead of a shared use path? Based on existing and future heavy truck volumes, bike lanes were determined to be less safe than a separated shared-use path. In addition, bike lanes would not provide for pedestrian traffic within the corridor or accommodate bicycle users having lower skill levels.

Why isn't a shared use path being provided on Northwoods Blvd? Northwoods Boulevard within the project limits currently offers limited employment and non-motorized travel destinations.

UPDATED: Will traffic be maintained during construction? If so, how will it be maintained? In general, traffic is expected to be maintained in both directions on all project roadways throughout the construction period. As the roadways are reconstructed and widened, traffic shifts will be implemented to allow work to be performed on the opposite side of the road. Once portions of the new lanes and replacement pavements have been constructed, traffic will be shifted onto the new construction and the other side of the roadway will be completed. In limited cases, such as construction of drainage culverts across a roadway, flaggers will be used to maintain two-way traffic on one lane.

Construction of the roundabout at North Dixie Drive and Lightner Road, however, will require that certain movements through the intersection be closed to traffic and detour routes established. While the roundabout is under construction, right turns from southbound CR 25A to westbound Lightner Road will be restricted and a detour route will be posted. Similarly, left turns from eastbound Lightner Road to northbound CR 25A will be restricted while the roundabout is constructed, and a separate detour route will be posted.

UPDATED: How will existing utilities be impacted by this project? When will utility relocations occur? The project is expected to impact existing aerial utility lines on North Dixie Drive and Lightner Road, and impact underground utility lines on North Dixie Drive and Northwoods Blvd. Private utility relocations are expected to occur in the year prior to project construction, or in 2026. Publicly owned utilities, such as water lines, storm lines, and sanitary sewers will be constructed or relocated where necessary as part of the project work.

Will the project include work in waterways or wetlands? The project will include replacement of an existing culvert and pipes that carry streams under North Dixie Drive and Northwoods Blvd. All necessary permits will be obtained prior to undertaking any work within a waterway or wetland.

UPDATED: Will the project affect historic resources? The preferred alternative has been evaluated by ODOT and determined to have no effect on historic properties.

Why can't the project be undertaken sooner? Many factors influence the schedule for a federal-aid project of this size. Before construction can begin, data collection, project engineering and design optimization, public involvement, environmental documentation, right-of-way acquisition, utility relocations, and construction permitting must occur.

UPDATED: What is the current status of decision-making on this project? A preferred alternative has been selected and designs for the project improvements described above have been refined and optimized. Preliminary and intermediate construction plans for the project have been reviewed and approved by the Montgomery County Engineers Office, the City of Vandalia, and the Ohio Department of Transportation. Final engineering of these improvements is now underway.

NEW: Whom may I contact for more information about this project? For additional information about this project, contact Rick Splawinski, the Project Manager, at 937-496-6510 or splawinski@mcohio.org.

