

How will the project affect bus access?

Greater Dayton RTA bus routes along Ludlow Street will remain in service during construction, although temporary stop closures and relocations may be necessary for safety reasons. Advance notice of any temporary closures/relocations will be provided at affected stops.

How will traffic be maintained during construction?

Traffic will be maintained with at least one lane. Pedestrian access will be maintained on at least one side of the street at all times.

Why can't project be constructed sooner?

Many factors go into developing a schedule for construction of an Urban Paving project of this size. In addition to providing time for data collection, project design, and quality control review, the schedule must also provide for public involvement, environmental review, environmental permitting, right of way negotiations, and utility relocations.

Why can't these moneys be used elsewhere or on more urgently needed improvements?

The money from the Federal Government for this project is specifically allocated to pay for the section of Ludlow Street being reconstructed.

How will utilities be impacted in this project when all utility relocations occur?

Currently, impacts to utilities are expected to be minimal. If private utilities are found to require relocation, these relocations will be performed by the individual utility owners and may take place several months prior to the actual project start.

How will the project affect travel times through the corridor with the addition of bike lane?

With the timing of the signals, the addition of the bike lane and elimination of a travel lane, should have little to no effect on travel time.

How will the road cross section change?

The existing pavement width will not change, but the lane usage will. The following is the typical section.



Ludlow Street

How will this project effect on street parking?

On-street parking will continue to be permitted. However the total length of the parking along some blocks will be reduced slightly for improved safety at intersection approaches.

How can I submit comments?

You can email, call, or write the individual listed in the blue box above. Comments are requested not later than 11/30/2023

Questions or Comments?

Contact Us!

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City of Dayton

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ODOT :

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District Environmental Coordinator

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ODOT District 7

1001 St. Marys Avenue

Sidney, Ohio 45365

What is the current status of decision making on this project?

No final decisions regarding any proposed improvements have been made at this time. The City is seeking public input, in order to ensure the best possible decisions are made for the community. We welcome your input and encourage you to provide comments.



The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12/14/2020, and executed by FHWA and ODOT.

Ludlow Street Urban Paving

MOT-48D-0.09, PID 111952



What is the project?

The City of Dayton proposes to resurface Ludlow Street from Monument Avenue to Washington Street. As currently proposed, the following improvement will be undertaken:

- The asphalt pavement will be ground and a new 2" surface course will be installed.
- A protected bike lane will be installed along the west side of the street.
- One through traffic lane will be removed.

The project will not alter the existing roadway width. The project will **start** in the summer of 2024 and take about 2 months to construct.

Why is this project needed?

The pavement has reached the end of its useful life and the corridor currently lacks bicycle facilities.

The project is intended to improve traffic flow for all users. The bike lanes, the reduction of a traffic lane, and better defined parking are also expected to calm traffic, improving the travel experience for cyclists and pedestrians.

How is this project funded?

This project will be funded using a combination of Ohio Department of Transportation Urban Paving Funds and City of Dayton general capital funds.

Who proposed this project and who is responsible for oversight?

The City of Dayton applied for and received ODOT Urban paving funds. ODOT will provide oversight of the project.

What is buffered or protected bike lane?

A buffered bike lane allows a dead space area between the vehicular lane and the bike lane. A protected lane has a physical feature such as a median or parked car between the vehicular lane and the bike lane.

Will right-of-way acquisition be required?

No. All construction should be in the existing right-of-way.

Will any historic properties be affected?

An evaluation of the project for impacts to historic properties will be undertaken by the Ohio Department of Transportation (ODOT). The project will include work within the Downtown Dayton and Dayton Terra-Cotta Historic Districts. As the project will be limited to work within right-of-way and existing pavement, no adverse impacts to these historic districts are anticipated.

The City is considering the removal of the existing brick pavers under the railroad bridge. The removal of the pavers will avoid a decrease in under bridge clearance and allow for improved drainage. Dayton will offer the removed pavers to Dayton History for preservation or other appropriate use. If you are concerned that the project will affect historic properties and would like to comment on ODOT's decision making, please contact Tricia Bishop at ODOT District 7 (tricia.bishop@dot.ohio.gov).

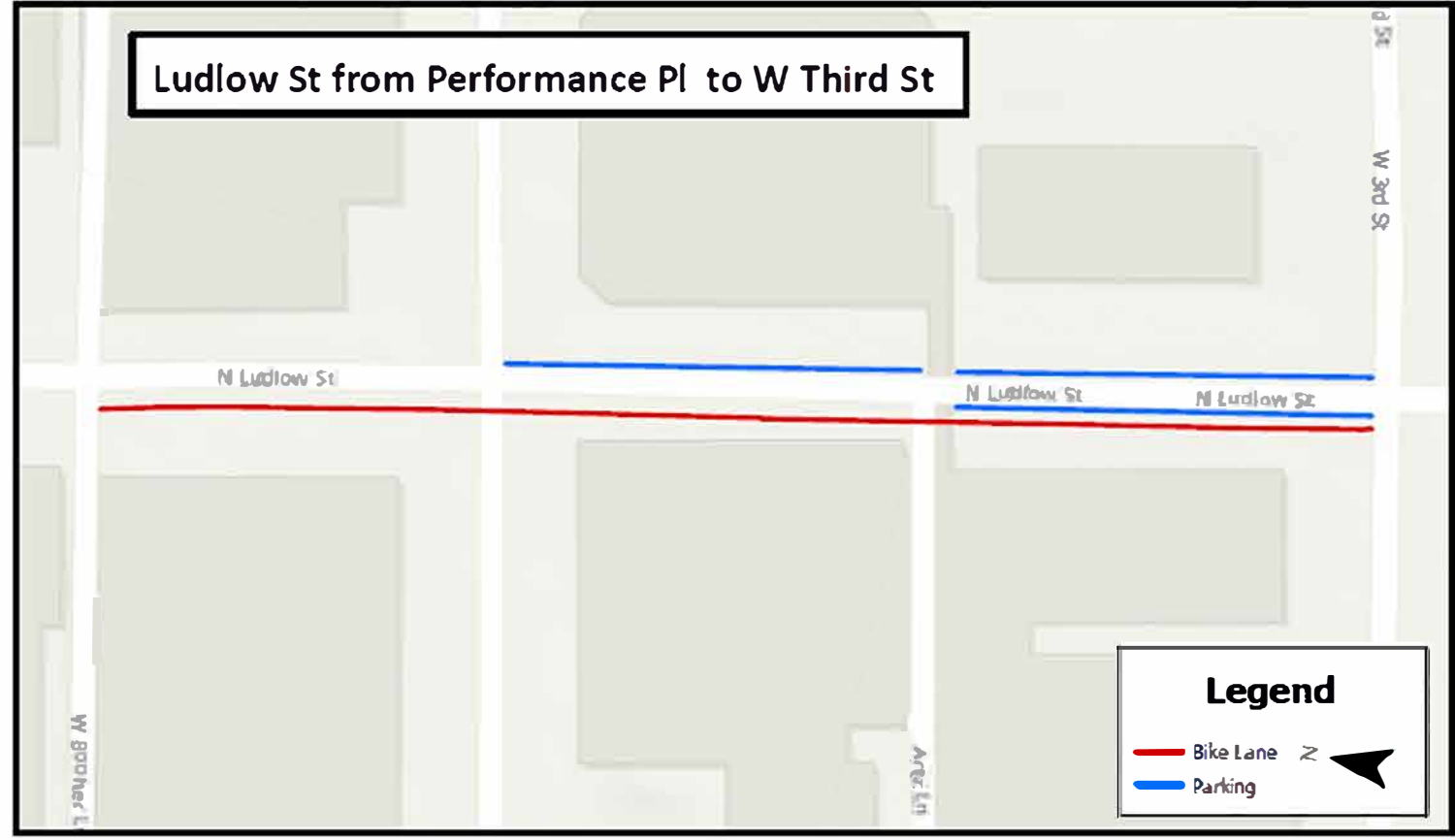
Ludlow St from Monument Ave to Performance Pl



Legend

- Bike Lane
- Parking

Ludlow St from Performance Pl to W Third St



Legend

- Bike Lane
- Parking

Ludlow St from W Third St to W Fifth St



Legend

- Bike Lane
- Parking

Ludlow St from W Fifth St to Franklin St



Legend

- Bike Lane
- Parking