

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

<b>5GRE</b>	<b>I-675 / Grange Hall Road</b>	Feasible: 2041-2045	Mileage: N/A	Cost: \$45.00 / \$71.55	TIP: No
Add full movements at Grange Hall Road interchange.					
<b>9AGRE</b>	<b>US 35 — Phase I</b>	Feasible: 2041-2045	Mileage: 0.53	Cost: \$120.00 / \$190.80	TIP: No
Eliminate the existing at grade intersections at Factory Road, Alpha Road, and Orchard Lane and replace them with full access interchanges.					
<b>53BGRE</b>	<b>Grange Hall Road</b>	Feasible: 2031-2035	Mileage: 0.66	Cost: \$4.03 / \$5.12	TIP: No
Widen Grange Hall Road from Summerfield Drive to Southview Drive from 2 to 3 lanes with curb, storm sewer, and sidewalk.					
<b>53DGRE</b>	<b>Grange Hall Road</b>	Feasible: 2026-2030	Mileage: 0.27	Cost: \$1.40 / \$1.40	TIP: Yes
Construct a sidewalk on the west side of Grange Hall Road between Kensington Glen and Shakertown Road and between Rockfield Drive and SR 835. Construct a shared use path along the east side of Spring House Park from Shakertown Road to Rockfield Drive. Build a pedestrian bridge over the Little Beaver Creek along the west side of Grange Hall Road. Improve the curb and drainage at the intersections along Grange Hall Road.					
<b>58DGRE</b>	<b>Kemp Road</b>	Feasible: 2026-2030	Mileage: 0.53	Cost: \$2.49 / \$2.49	TIP: Yes
Widen Kemp Road between North Fairfield Road and Hanes Rd from 2 to 3 lanes, and add bicycle and pedestrian amenities.					
<b>58EGRE</b>	<b>Kemp Road</b>	Feasible: 2026-2030	Mileage: 0.55	Cost: \$4.75 / \$4.75	TIP: Yes
Widen Kemp Road from 2 to 3 lanes from Meadowcourt Drive to Blue Wing Drive. Add bicycle and pedestrian amenities from Meadowcourt Drive to North Fairfield Road.					
<b>58FGRE</b>	<b>Kemp Road</b>	Feasible: 2031-2035	Mileage: 0.47	Cost: \$3.68 / \$4.67	TIP: No
Widen Kemp Road from 2 to 3 lanes from Hanes Road to Hidden Woods Boulevard.					
<b>66CGRE</b>	<b>New Germany-Trebein Road</b>	Feasible: 2031-2035	Mileage: 0.22	Cost: \$3.43 / \$4.36	TIP: No
Widen New Germany-Trebein Road from 3 to 5 lanes between Lillian Lane and Big Woods Drive.					
<b>74AGRE</b>	<b>Shakertown Road Phase 1</b>	Feasible: 2026-2030	Mileage: 0.60	Cost: \$3.89 / \$3.89	TIP: Yes
Widen Shakertown Road from 2 to 3 lanes between Carthage Drive and Southern Belle Boulevard. Also improve the gutters and storm sewer and add sidewalks.					
<b>74BGRE</b>	<b>Shakertown Road Phase 2</b>	Feasible: 2031-2035	Mileage: 1.07	Cost: \$7.93 / \$10.07	TIP: No
Widen Shakertown Road from 2 to 3 lanes from Autumn Leaf Drive to Carthage Drive, improve gutters and storm sewer, and add sidewalks.					
<b>74CGRE</b>	<b>Shakertown Road Phase 3</b>	Feasible: 2031-2035	Mileage: 0.47	Cost: \$3.85 / \$4.89	TIP: No
Widen from 2 to 3 lanes from Southern Belle Boulevard to the relocated Shakertown Road, improve gutters and storm sewer, and add sidewalks.					
<b>411CGRE</b>	<b>North Fairfield Road</b>	Feasible: 2031-2035	Mileage: 0.36	Cost: \$3.25 / \$4.13	TIP: No
Widen North Fairfield Road from 2 to 3 lanes between Fairbrook Elementary School and Indian Ripple Road, including installation of bicycle and pedestrian amenities.					
<b>425GRE</b>	<b>Upper Bellbrook Road Widening</b>	Feasible: 2031-2035	Mileage: 0.47	Cost: \$6.00 / \$7.62	TIP: No
Widen Upper Bellbrook Road from 2 to 3 lanes between Colorado Drive and Progress Drive, including a pedestrian path.					



**Table 5.4 — Proposed Congestion Management Projects  
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<b>443A GRE</b>	<b>Indian Ripple Road</b>	Feasible: 2026-2030	Mileage: 0.88	Cost: \$5.54 / \$5.54	TIP: Yes
Widen Indian Ripple Road from 2 to 3 lanes between Baronwood Boulevard and Alpha Bellbrook Road and add bicycle and pedestrian amenities.					
<b>443B GRE</b>	<b>Indian Ripple Road</b>	Feasible: 2031-2035	Mileage: 0.81	Cost: \$8.74 / \$11.10	TIP: No
Widen Indian Ripple Road from 2 to 3 lanes between Grange Hall Road and Baronwood Boulevard. Also add curb, gutter, storm sewer, and sidewalk.					
<b>455 GRE</b>	<b>Van Eaton Road / Hedges Road Intersection</b>	Feasible: 2046-2050	Mileage: N/A	Cost: \$3.15 / \$5.01	TIP: No
Realign the Van Eaton Road and Hedges Road intersection to eliminate its offset intersection.					
<b>456 GRE</b>	<b>East Main Street / North Patton Street / Jasper Road Intersect</b>	Feasible: 2041-2045	Mileage: N/A	Cost: \$3.25 / \$5.17	TIP: No
Reconstruct a five (5) point intersection at the intersection of East Main Street, North Patton Street, and Jasper Road with a roundabout.					
<b>457B GRE</b>	<b>Dayton-Xenia Road Widening</b>	Feasible: 2031-2035	Mileage: 1.33	Cost: \$9.86 / \$12.52	TIP: No
Widen Dayton-Xenia Road between Hanes Road and Beaver Valley Road from 2 to 3 lanes and install bicycle and pedestrian amenities.					
<b>459 GRE</b>	<b>Dayton-Xenia Road at High School Road</b>	Feasible: 2031-2035	Mileage: 0.20	Cost: \$1.40 / \$1.78	TIP: No
Install a new traffic signal at the East Beavercreek High School Road and Dayton-Xenia Road intersection and update lanes. Add bicycle and pedestrian facilities.					
<b>460 GRE</b>	<b>Hanes Road</b>	Feasible: 2041-2045	Mileage: 2.10	Cost: \$15.57 / \$24.76	TIP: No
Widen Hanes Road from 2 to 3 lanes between Dayton-Xenia Road and Kemp Road with bicycle and pedestrian facilities.					
<b>461A GRE</b>	<b>Kemp Road Widening</b>	Feasible: 2031-2035	Mileage: 0.57	Cost: \$4.83 / \$4.83	TIP: NF
Widen Kemp Road between I-675 and Grange Hall Road from 2 to 3 lanes and add bicycle and pedestrian facilities.					
<b>461B GRE</b>	<b>Kemp Road Widening</b>	Feasible: 2031-2035	Mileage: 0.45	Cost: \$4.63 / \$5.88	TIP: No
Widen Kemp Road from the west corporation line to I-675 from 2 to 3 lanes with bicycle and pedestrian facilities.					
<b>462 GRE</b>	<b>Alpha-Bellbrook Road</b>	Feasible: 2041-2045	Mileage: 1.20	Cost: \$9.12 / \$14.50	TIP: No
Widen Alpha-Bellbrook Road between Indian Ripple Road and Shakertown Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
<b>463 GRE</b>	<b>North Fairfield Road / Swigart Road Roundabout</b>	Feasible: 2036-2040	Mileage: 0.20	Cost: \$1.40 / \$1.78	TIP: No
Reconstruct the intersection of North Fairfield Road and Swigart Road with a roundabout.					
<b>464 GRE</b>	<b>North Fairfield Road Widening</b>	Feasible: 2036-2040	Mileage: 0.56	Cost: \$4.15 / \$5.27	TIP: No
Widen North Fairfield Road between Swigart Road and Indian Ripple Road from 2 to 3 lanes and add bicycle and pedestrian facilities.					
<b>465 GRE</b>	<b>Darst Road</b>	Feasible: 2036-2040	Mileage: 1.28	Cost: \$9.49 / \$12.05	TIP: No
Widen Darst Road between Swigart Road and Indian Ripple Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
<b>466 GRE</b>	<b>Indian Ripple Road/I-675 Sidepath</b>	Feasible: 2036-2040	Mileage: 0.22	Cost: \$1.00 / \$1.27	TIP: No
Extend the bicycle and pedestrian facilities west of the I-675/Indian Ripple Road interchange over I-675 to the existing bicycle/pedestrian facilities at Sylvania.					



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<b>467 GRE</b>	<b>New Germany-Trebein Road Sidepath</b>	Feasible: 2036-2040	Mileage: 1.35	Cost: \$4.33 / \$5.50	TIP: No
Extend existing bicycle and pedestrian facilities along New Germany-Trebein Road from Big Woods Drive to Varner Drive.					
<b>468 GRE</b>	<b>Grange Hall Road</b>	Feasible: 2041-2045	Mileage: 2.41	Cost: \$17.87 / \$28.41	TIP: No
Widen Grange Hall Road between Patterson Road and Indian Ripple Road from 2 to 3 lanes. The project will also include bicycle and pedestrian facilities.					
<b>469 GRE</b>	<b>Lantz Road Sidepath</b>	Feasible: 2041-2045	Mileage: 1.33	Cost: \$4.70 / \$7.47	TIP: No
Add bicycle and pedestrian facilities along Lantz/McKay Roads from Hanes Road to Beaver Valley Road.					
<b>470 GRE</b>	<b>Lantz Road Widening</b>	Feasible: 2041-2045	Mileage: 0.64	Cost: \$4.75 / \$7.55	TIP: No
Widen Lantz Road between North Fairfield Road and Hanes Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
<b>471 GRE</b>	<b>Kemp Road</b>	Feasible: 2046-2050	Mileage: 1.28	Cost: \$9.49 / \$15.09	TIP: No
Widen Kemp Road between Hidden Woods Boulevard and Beaver Valley Road from 2 to 3 lanes with bicycle and pedestrian facilities. Relocate roadway to remove S curves.					
<b>472 GRE</b>	<b>Patterson Road Widening</b>	Feasible: 2046-2050	Mileage: 1.88	Cost: \$13.94 / \$22.16	TIP: No
Widen Patterson Road between County Line Road and SR 835 from 2 to 3 lanes with bicycle and pedestrian facilities.					
<b>473 GRE</b>	<b>Swigart Road Sidepath</b>	Feasible: 2046-2050	Mileage: 0.83	Cost: \$2.75 / \$4.37	TIP: No
Install bicycle and pedestrian facilities along Swigart Road from Darst Road to North Fairfield Road.					
<b>474 GRE</b>	<b>Research Blvd (SR 835)/Seajay Drive Sidepath</b>	Feasible: 2046-2050	Mileage: 0.75	Cost: \$2.75 / \$4.37	TIP: No
Extend the City bicycle and pedestrian facilities from Patterson Road to North Fairfield Road along SR 835 and Seajay Drive.					
<b>475A GRE</b>	<b>Beaver Valley Road Improvement</b>	Feasible: 2026-2030	Mileage: 0.27	Cost: \$2.24 / \$2.24	TIP: Yes
Extend bicycle and pedestrian facilities along Beaver Valley Road from Dayton-Xenia Road to Hazel Drive.					
<b>475B GRE</b>	<b>Beaver Valley Road Improvement</b>	Feasible: 2046-2050	Mileage: 1.24	Cost: \$10.00 / \$15.90	TIP: No
Extend bicycle and pedestrian facilities along Beaver Valley Road from Hazel Drive to Lantz Road.					
<b>476 GRE</b>	<b>SR 235 &amp; Byron, Trebein</b>	Feasible: 2026-2030	Mileage: 0.75	Cost: \$5.00 / \$5.60	TIP: No
Construct adjacent roundabouts at the intersections of SR 235 with Byron and Trebein Roads.					
<b>477 GRE</b>	<b>I-675 NB Exit to Col. Glenn</b>	Feasible: 2031-2035	Mileage: 1.18	Cost: \$3.00 / \$3.81	TIP: No
Widen the exit ramp from I-675 to WPAFB on Colonel Glenn Highway from 2 to 3 lanes.					
<b>481 GRE</b>	<b>US 42 Sidewalk</b>	Feasible: 2026-2030	Mileage: 0.17	Cost: \$2.00 / \$2.24	TIP: No
Construct a sidewalk and crossing between the Cedarville Meadows subdivision and Cedarville High School.					
<b>482 GRE</b>	<b>S. Detroit, Miami and Home Intersection Improvements</b>	Feasible: 2036-2040	Mileage: N/A	Cost: \$3.50 / \$4.45	TIP: No
Reconstruct a skewed intersection at S. Detroit Street, Miami Avenue and Home Avenue with a roundabout. Install new sidewalk and provide a better connection for the Ohio to Erie Bike Path to the Xenia Station Bike Hub.					
<b>483 GRE</b>	<b>Hospitality Drive</b>	Feasible: 2036-2040	Mileage: 0.40	Cost: \$2.50 / \$3.18	TIP: No
Widen Hospitality Drive between West Main Street and South Progress Drive from 3 to 5 lanes.					



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<b>484 GRE</b>	<b>Progress Drive</b>	Feasible: 2041-2045	Mileage: 0.97	Cost: \$6.10 / \$9.70	TIP: No
Widen Progress Drive between West Second Street and Dayton Xenia Road from 3 to 5 lanes.					
<b>485 GRE</b>	<b>N. Progress Drive / Greene Way Boulevard Intersection</b>	Feasible: 2031-2035	Mileage: N/A	Cost: \$0.75 / \$0.95	TIP: No
Add a mast arm signal to the intersection of N. Progress Drive and Greene Way Boulevard.					
<b>487 GRE</b>	<b>Progress Drive / W. Main Street Intersection Improvements</b>	Feasible: 2031-2035	Mileage: N/A	Cost: \$6.00 / \$7.62	TIP: No
Reconfigure the intersection of Progress Dr. and W. Main Street with a dual lane roundabout.					
<b>488 GRE</b>	<b>US 68 / Innovation Drive Intersection</b>	Feasible: 2036-2040	Mileage: N/A	Cost: \$1.00 / \$1.27	TIP: No
Install a new mast arm traffic signal at the intersection of US 68 and Innovation Drive.					
<b>489 GRE</b>	<b>I-71 Widening</b>	Feasible: 2041-2045	Mileage: 3.98	Cost: \$60.00 / \$95.40	TIP: No
Widen I-71 from 2 to 3 lanes in each direction. This project is part of a larger effort to widen I-71 to 6 lanes in Warren, Clinton, and Greene counties.					
<b>490 GRE</b>	<b>Indian Ripple / Factory Road</b>	Feasible: 2026-2030	Mileage: 0.28	Cost: \$6.46 / \$6.46	TIP: Yes
Replace the existing two-way stop control intersection on Factory Road with the addition of turn lanes on Indian Ripple Road and a new signal. The project will also include bridge widening and rehabilitation.					
<b>491 GRE</b>	<b>National Road</b>	Feasible: 2031-2035	Mileage: 1.33	Cost: \$19.90 / \$25.27	TIP: No
Reconstruct and widen National Road between Colonel Glenn Highway and Kauffman Avenue from 2/3/4 lanes to 5 and add bicycle and pedestrian facilities.					
<b>492 GRE</b>	<b>Kauffman Avenue</b>	Feasible: 2031-2035	Mileage: 1.71	Cost: \$4.10 / \$5.21	TIP: No
Widen Kauffman Avenue from 3 to 4 lanes between M Street and National Road and include bicycle and pedestrian facility upgrades.					
<b>493A GRE</b>	<b>Trebein Road — Section 1</b>	Feasible: 2031-2035	Mileage: 2.16	Cost: \$20.20 / \$25.65	TIP: No
Reconstruct and widen Trebein Road from 2/3 lanes to 3/5 lanes and add bicycle and pedestrian facilities between Dayton-Xenia Road and Fairground Road.					
<b>493B GRE</b>	<b>Trebein Road — Section 2</b>	Feasible: 2041-2045	Mileage: 3.41	Cost: \$19.10 / \$30.37	TIP: No
Reconstruct and widen Trebein Road from 2 to 3 lanes and add bicycle and pedestrian facilities between Fairground Road and Dayton-Yellow Springs Road.					
<b>493C GRE</b>	<b>Trebein Road — Section 3</b>	Feasible: 2046-2050	Mileage: 1.98	Cost: \$8.50 / \$13.52	TIP: No
Reconstruct and widen Trebein Road from 2 to 3 lanes and add bicycle and pedestrian facilities between Dayton-Yellow Springs Road and SR 235.					
<b>494A GRE</b>	<b>Feedwire Road Section 2 — Phase 1</b>	Feasible: 2031-2035	Mileage: 0.40	Cost: \$4.10 / \$5.21	TIP: No
Reconstruct, widen from 2 to 3 lanes, and add bike and pedestrian facilities to Feedwire Road between Brookdale Boulevard and Little Sugarcreek Road. Also add a right turn lane to the Little Sugar Creek Road side of the intersection with Feedwire Road.					
<b>494B GRE</b>	<b>Feedwire Road Section 2 — Phase 2</b>	Feasible: 2041-2045	Mileage: 0.31	Cost: \$4.69 / \$7.46	TIP: No
Reconstruct and widen Feedwire Road from 3 to 5 lanes from Brookdale Boulevard to Little Sugarcreek Road and add bicycle and pedestrian facilities.					
<b>494C GRE</b>	<b>Feedwire Road — Section 3</b>	Feasible: 2041-2045	Mileage: 1.03	Cost: \$6.30 / \$10.02	TIP: No
Reconstruct and widen Feedwire Road from 2/3 to 5 lanes from Little Sugarcreek Road to Upper Bellbrook Road and add bicycle and pedestrian facilities.					



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<b>495AGRE</b>	<b>Indian Ripple Road — Section 1</b>	Feasible: 2031-2035	Mileage: 0.34	Cost: \$4.90 / \$6.22	TIP: No
Widen Indian Ripple Road from 2 to 3 lanes and add bicycle and pedestrian facilities between Alpha Bellbrook Road and Ridgebrook Trail. Construct a roundabout at the intersection of Alpha Bellbrook Road and Indian Ripple Road.					
<b>495B GRE</b>	<b>Indian Ripple Road — Section 2</b>	Feasible: 2036-2040	Mileage: 0.91	Cost: \$3.50 / \$4.45	TIP: No
Widen Indian Ripple Road from 2 to 3 lanes and add bicycle and pedestrian facilities between Narrows Path Way and Shepard Road.					
<b>496 GRE</b>	<b>South Alpha Bellbrook Road</b>	Feasible: 2036-2040	Mileage: 0.91	Cost: \$4.70 / \$5.97	TIP: No
Reconstruct and widen S. Alpha-Bellbrook Road from 2 to 3 lanes between Swigart Road and Indian Ripple Road and include bicycle and pedestrian facilities.					
<b>822D GRE</b>	<b>Feedwire East (Wilmington/I-675)</b>	Feasible: 2031-2035	Mileage: 0.60	Cost: \$22.89 / \$29.07	TIP: No
Replace and widen the bridge over I-675 from 2 to 4 lanes and rebuild the traffic signal at the Cloy Road intersection.					
<b>89A MIA</b>	<b>I-75 — Phase I</b>	Feasible: 2036-2040	Mileage: 2.33	Cost: \$125.00 / \$158.75	TIP: No
Rehabilitate and widen I-75 from 4 to 6 lanes between 1.13 miles north of SR 41 and CR 25A.					
<b>89B MIA</b>	<b>I-75 — Phase II</b>	Feasible: 2041-2045	Mileage: 6.77	Cost: \$125.00 / \$198.75	TIP: No
Rehabilitate and widen I-75 from 4 to 6 lanes between CR 25A and the Shelby County Line.					
<b>96 MIA</b>	<b>SR 41</b>	Feasible: 2031-2035	Mileage: 0.72	Cost: \$2.03 / \$2.58	TIP: No
Widen SR 41 from 2 to 5 lanes from just west of Kings Chapel Drive to Washington Road.					
<b>103 MIA</b>	<b>Commerce Boulevard — Phase III</b>	Feasible: 2031-2035	Mileage: 0.60	Cost: \$3.60 / \$4.57	TIP: No
Extend Commerce Center Boulevard from its eastern terminus to intersect SR 718 at Barnhart Road.					
<b>105B MIA</b>	<b>County Road 25A — Phase V</b>	Feasible: 2036-2040	Mileage: 1.51	Cost: \$7.55 / \$9.59	TIP: No
Widen CR 25A from 2 to 4/5 lanes between the Montgomery County line and Evanston Road.					
<b>112 MIA</b>	<b>Evanston Road</b>	Feasible: 2031-2035	Mileage: 0.50	Cost: \$6.10 / \$7.75	TIP: No
Widen Evanston Road from 2 to 3 lanes between CR 25A and I-75, including a proposed bike/pedestrian crossing over I-75 and construct either an on- or off-street bike/pedestrian path.					
<b>113A MIA</b>	<b>Eldean Road / Experiment Farm Road</b>	Feasible: 2036-2040	Mileage: 0.33	Cost: \$2.19 / \$2.78	TIP: No
Realign the offset intersection at the Eldean Road and Experiment Farm Road intersection.					
<b>113B MIA</b>	<b>Experiment Farm Road</b>	Feasible: 2031-2035	Mileage: 0.51	Cost: \$1.56 / \$1.98	TIP: No
Widen Experiment Farm Road from 2 to 5 lanes between just north of Corporate Drive and Eldean Road.					
<b>121 MIA</b>	<b>McKaig Road</b>	Feasible: 2031-2035	Mileage: 1.40	Cost: \$6.00 / \$7.62	TIP: No
Widen McKaig Road from 2 to 3 lanes between Dorset Road and Cartwright Court.					
<b>130B MIA</b>	<b>R. M. Davis Parkway Extension</b>	Feasible: 2036-2040	Mileage: 0.52	Cost: \$3.75 / \$4.76	TIP: No
Create a roadway extending R.M. Davis Parkway south to Brown Road and include utilities, curb and gutter.					
<b>139A MIA</b>	<b>Washington Road / Wilson Road</b>	Feasible: 2031-2035	Mileage: 0.74	Cost: \$1.35 / \$1.71	TIP: No
Realign Washington Road to intersect Wilson Road at McKaig Road.					



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<b>371MIA</b>	<b>SR 41</b>	Feasible: 2031-2035	Mileage: 0.51	Cost: \$1.13 / \$1.44	TIP: No
Widen SR 41 from 5 to 7 lanes between Experiment Farm Road and I-75.					
<b>501MIA</b>	<b>Tipp-Cowlesville Road Widening</b>	Feasible: 2031-2035	Mileage: 1.31	Cost: \$4.38 / \$5.56	TIP: No
Widen Tipp-Cowlesville Road from 2 to 3 lanes between Crane Road and CR 25A.					
<b>507MIA</b>	<b>Swailles Road Extension</b>	Feasible: 2041-2045	Mileage: 0.55	Cost: \$1.35 / \$2.15	TIP: No
New roadway extension from the western termini of Swailles Road at Nashville Road to Wilson Road at SR 55.					
<b>508AMIA</b>	<b>Peters Road — Phase I</b>	Feasible: 2031-2035	Mileage: 0.41	Cost: \$1.24 / \$1.57	TIP: No
Widen Peters Road from 2 to 3 lanes between Dickerson Drive and Premwood Road.					
<b>508BMIA</b>	<b>Peters Road — Phase II</b>	Feasible: 2036-2040	Mileage: 0.68	Cost: \$1.96 / \$2.49	TIP: No
Widen Peters Road from 2 to 3 lanes between Premwood Road and Swailles Road.					
<b>512AMIA</b>	<b>Eldean Road — Phase I</b>	Feasible: 2036-2040	Mileage: 1.13	Cost: \$3.75 / \$4.76	TIP: No
Widen Eldean Road from 2 to 3 lanes between Experiment Farm Road and CR 25A.					
<b>512BMIA</b>	<b>Eldean Road — Phase II</b>	Feasible: 2041-2045	Mileage: 1.03	Cost: \$3.21 / \$5.10	TIP: No
Widen Eldean Road from 2 to 3 lanes between Washington Road and Experiment Farm Road.					
<b>512CMIA</b>	<b>Eldean Road — Phase III</b>	Feasible: 2046-2050	Mileage: 1.14	Cost: \$3.56 / \$5.66	TIP: No
Widen Eldean Road from 2 to 3 lanes between SR 41 and Washington Road.					
<b>514MIA</b>	<b>Piqua-Troy Road</b>	Feasible: 2031-2035	Mileage: 1.64	Cost: \$3.73 / \$4.74	TIP: No
Widen Piqua-Troy Road from 2 to 3 lanes between the Troy north corporation limit and Troy-Sidney Road.					
<b>516AMIA</b>	<b>Washington Road — Phase I</b>	Feasible: 2031-2035	Mileage: 1.43	Cost: \$5.85 / \$7.43	TIP: No
Widen Washington Road from 2 to 3 lanes between SR 718 and 0.6 miles south of SR 41.					
<b>516BMIA</b>	<b>Washington Road — Phase II</b>	Feasible: 2036-2040	Mileage: 0.78	Cost: \$2.54 / \$3.23	TIP: No
Widen Washington Road from 2 to 3 lanes between SR 41 and Eldean Road.					
<b>516CMIA</b>	<b>Washington Road — Phase III</b>	Feasible: 2041-2045	Mileage: 1.94	Cost: \$6.06 / \$9.64	TIP: No
Widen Washington Road from 2 to 3 lanes between Eldean Road and Farrington Road.					
<b>517BMIA</b>	<b>Farrington Road — Phase II</b>	Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.00 / \$2.54	TIP: No
Widen Farrington Road from 2 to 3 lanes between Stillwell Road and Washington Road.					
<b>517CMIA</b>	<b>Farrington Road Widening - Phase I</b>	Feasible: 2031-2035	Mileage: 1.49	Cost: \$8.00 / \$10.16	TIP: No
Widen Farrington Road between Washington Road and County Route 25-A to 5 lanes and install a shared use path, curb, and gutter.					
<b>518BMIA</b>	<b>Kinna Drive — South</b>	Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.74 / \$3.48	TIP: No
Construct a 3-lane extension from the current south terminus of Kinna Drive to Evanston Road.					
<b>520AMIA</b>	<b>Peters Road — Phase I</b>	Feasible: 2036-2040	Mileage: 2.09	Cost: \$6.54 / \$8.31	TIP: No
Widen Peters Road from 2 to 3 lanes between Kessler-Cowlesville Road and Swailles Road.					



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<b>520BMIA</b>	<b>Peters Road — Phase II</b>	Feasible: 2041-2045	Mileage: 1.10	Cost: \$3.44 / \$5.47	TIP: No
Widen Peters Road from 2 to 3 lanes between SR 571 and Kessler-Cowlesville Road.					
<b>531DMIA</b>	<b>Main Street — Streetscape</b>	Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.87 / \$2.09	TIP: No
Rehabilitate and improve West Main Street / SR 571 from Hyatt Street eastward to the CSX Railroad Tracks; includes an interconnection among the existing traffic signals.					
<b>532MIA</b>	<b>Experiment Farm Road</b>	Feasible: 2036-2040	Mileage: 1.96	Cost: \$6.13 / \$7.79	TIP: No
Widen Experiment Farm Road from 2 to 3 lanes between Eldean Road and Farrington Road.					
<b>546MIA</b>	<b>CR 25A / Looney Road Intersection</b>	Feasible: 2046-2050	Mileage: N/A	Cost: \$2.75 / \$4.37	TIP: No
Build a roundabout at the intersection of Looney Road and CR 25A.					
<b>548MIA</b>	<b>R. M. Davis Parkway / US 36 Intersection</b>	Feasible: 2036-2040	Mileage: N/A	Cost: \$4.25 / \$5.40	TIP: No
Build a roundabout at the intersection of R.M. Davis Parkway and US 36.					
<b>549MIA</b>	<b>Fox Drive / CR 25A</b>	Feasible: 2036-2040	Mileage: N/A	Cost: \$4.00 / \$5.08	TIP: No
Build a roundabout at the intersection of Fox Drive and County Road 25A and add a bike path extension from Goodrich Giles Park south to this intersection and further along County Road 25A.					
<b>550MIA</b>	<b>Stillwell Road Widening</b>	Feasible: 2036-2040	Mileage: 1.87	Cost: \$3.50 / \$4.45	TIP: No
Widen Stillwell Road to two 12' lanes and improve the Brown/Stillwell Road and Stillwell/Farrington Road intersections. Road alignment will be changed by Brown Road to meet up with the new R.M. Davis Parkway extension.					
<b>551MIA</b>	<b>Wood Street / Wayne Street Intersection</b>	Feasible: 2041-2045	Mileage: N/A	Cost: \$2.60 / \$4.13	TIP: No
Build a roundabout at the intersection of Wood Street and S. Wayne Street.					
<b>552MIA</b>	<b>E. Ash Street (US 36) Improvements</b>	Feasible: 2046-2050	Mileage: 0.41	Cost: \$1.05 / \$1.67	TIP: No
Add curb, gutter, sidewalks and street trees to E. Ash Street (US 36) between Looney Road and Kienle Drive.					
<b>553MIA</b>	<b>College / South Street Intersection</b>	Feasible: 2046-2050	Mileage: N/A	Cost: \$2.60 / \$4.13	TIP: No
Build a roundabout at the intersection of S. College Street and South Street.					
<b>554MIA</b>	<b>Washington / Farrington Road Intersection Improvements</b>	Feasible: 2031-2035	Mileage: N/A	Cost: \$4.50 / \$5.72	TIP: No
Build a roundabout at the intersection of Washington Road and Farrington Road.					
<b>555MIA</b>	<b>Washington Road Widening</b>	Feasible: 2031-2035	Mileage: 1.67	Cost: \$3.50 / \$4.45	TIP: No
Widen Washington Road between Arrowhead Drive and Farrington Road from 2 to 3 lanes and include a shared use path, curb, and gutter installation or improvements.					
<b>556MIA</b>	<b>Farrington Road / CR 25A Intersection</b>	Feasible: 2031-2035	Mileage: N/A	Cost: \$1.00 / \$1.27	TIP: No
Add turn lanes at the intersection of Farrington Road and County Route 25A and improve the signal at the intersection.					
<b>557MIA</b>	<b>Farrington / Experiment Farm Road Intersection</b>	Feasible: 2031-2035	Mileage: N/A	Cost: \$4.00 / \$5.08	TIP: No
Build a roundabout at the intersection of Farrington Road and Experiment Farm Road.					
<b>558MIA</b>	<b>Center Court Intersection Improvements</b>	Feasible: 2031-2035	Mileage: 0.66	Cost: \$5.25 / \$6.67	TIP: No
Build a roundabout at the intersection of Center Court ~350 feet south of E. Ash Street (US 36). Reconstruct Center Court with pedestrian facilities from E. Ash Street (US 36) to Garbry Road and move utilities.					



**Table 5.4 — Proposed Congestion Management Projects  
(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

<b>559MIA</b>	<b>High Street and Piqua-Clayton Road Reconstruction</b>	Feasible: 2031-2035	Mileage: 0.34	Cost: \$1.25 / \$1.59	TIP: No
Reconstruct W. High Street/Piqua-Clayton Road from Lambert Drive west ~1,800 feet with an added right-turn only lane and sidewalks.					
<b>560MIA</b>	<b>SR 55 Widening</b>	Feasible: 2026-2030	Mileage: 0.44	Cost: \$6.00 / \$6.72	TIP: No
Widen SR 55 from 2 to 5 lanes between Kenton Way and Horizon West Court.					
<b>561MIA</b>	<b>Swailles Road and CR 25A Intersection Improvements</b>	Feasible: 2026-2030	Mileage: N/A	Cost: \$0.50 / \$0.56	TIP: No
Intersection improvements to increase safety at the intersection of Swailles Road and CR 25A.					
<b>144CMOT</b>	<b>I-70 Widening — Phase I</b>	Feasible: 2026-2030	Mileage: 4.12	Cost: \$106.27 / \$106.27	TIP: YP
Widen I-70 from 4 to 6 lanes between SR 48 and the SR 49 interchange. Environmental document to be cleared under PID 119672. Expected completion in CY 2031.					
<b>144DMOT</b>	<b>I-70 Widening — Phase II</b>	Feasible: 2031-2035	Mileage: 2.37	Cost: \$68.93 / \$68.93	TIP: YP
Widen I-70 from 4 to 6 lanes between the SR 49 interchange and 0.3 miles east of Brookville-Phillipsburg Road. Environmental document to be cleared under PID 119672.					
<b>144EMOT</b>	<b>I-70 Widening — Phase III</b>	Feasible: 2036-2040	Mileage: 1.95	Cost: \$69.17 / \$69.17	TIP: YP
Widen I-70 from 4 to 6 lanes from 0.3 miles east of Brookville-Phillipsburg Road to Upper Lewisburg-Salem Road. Environmental document to be cleared under PID 119672.					
<b>144FMOT</b>	<b>I-70 Widening — Phase IV</b>	Feasible: 2041-2045	Mileage: 3.97	Cost: \$64.60 / \$64.60	TIP: No
Widen I-70 from 4 to 6 lanes from Jordan Road in Preble County to Upper Lewisburg Salem Road.					
<b>167MOT</b>	<b>SR 48 Widening</b>	Feasible: 2031-2035	Mileage: 1.70	Cost: \$10.00 / \$12.70	TIP: No
Widen SR 48 from 2 to 3 lanes between the Warren County Line and Sheehan Road.					
<b>184BMOT</b>	<b>SR 725</b>	Feasible: 2036-2040	Mileage: 1.00	Cost: \$8.00 / \$10.16	TIP: No
Widen SR 725 from 2 to 5 lanes between Bigger Road and Wilmington Pike.					
<b>202GMOT</b>	<b>Social Row Road — Phase III</b>	Feasible: 2036-2040	Mileage: 0.39	Cost: \$3.30 / \$4.19	TIP: No
Widen Social Row Road from 2 to 3 lanes between 500 feet west of Benham Road and 1,500 ft east of Benham Road.					
<b>202HMOT</b>	<b>Social Row Road — Phase IV</b>	Feasible: 2036-2040	Mileage: 0.36	Cost: \$3.10 / \$3.94	TIP: No
Widen Social Row Road from 2 to 3 lanes between 1,500 ft east of Benham Road and SR 48.					
<b>209AMOT</b>	<b>Arlington Road</b>	Feasible: 2041-2045	Mileage: 1.20	Cost: \$7.00 / \$11.13	TIP: No
Widen Arlington Road from 2 to 3 lanes between I-70 and US 40.					
<b>220MOT</b>	<b>Clyo Road</b>	Feasible: 2041-2045	Mileage: 2.42	Cost: \$14.30 / \$22.74	TIP: No
Widen Clyo Road from 2 to 3 lanes between Spring Valley Road and Social Row Road.					
<b>221BMOT</b>	<b>Clyo Road</b>	Feasible: 2026-2030	Mileage: 0.72	Cost: \$4.63 / \$4.63	TIP: Yes
Widen Clyo Road from 2 to 3 lanes between St. Leonard's Way and 150' south of Ole Quaker Court. Also add a shared use path and improve the intersection with Dimco Way.					



**Table 5.4 — Proposed Congestion Management Projects  
(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

<b>244CMOT</b>	<b>Hoke Road</b>	Feasible: 2026-2030	Mileage: 0.28	Cost: \$5.53 / \$5.53	TIP: Yes
Widen Hoke Road from 2 to 3 lanes between Wenger Road and Smith Drive, including intersection improvements and a roundabout at Wenger Road.					
<b>244DMOT</b>	<b>Hoke Road</b>	Feasible: 2031-2035	Mileage: 0.47	Cost: \$7.48 / \$7.48	TIP: NF
Widen Hoke Road from 2 to 3 lanes between Wenger Road and Springview Lane.					
<b>244EMOT</b>	<b>Hoke Road</b>	Feasible: 2031-2035	Mileage: 0.43	Cost: \$4.80 / \$6.10	TIP: No
Widen Hoke Road from 2 to 3 lanes between Springview Lane and US 40.					
<b>253MOT</b>	<b>Little Richmond Road / Diamond Mill Road</b>	Feasible: 2046-2050	Mileage: N/A	Cost: \$4.00 / \$6.36	TIP: No
Correct the split-T intersection at the Diamond Mill Road and Little Richmond Road intersection.					
<b>260MOT</b>	<b>Mad River Road</b>	Feasible: 2046-2050	Mileage: N/A	Cost: \$4.50 / \$7.16	TIP: No
Improve and realign intersections of Yankee Street and Munger Road with Mad River Road.					
<b>272BMOT</b>	<b>DIA Northeast Logistics</b>	Feasible: 2026-2030	Mileage: 0.80	Cost: \$22.50 / \$22.50	TIP: YP
Improve Northwoods Blvd and N Dixie Drive between Northwoods Blvd and Lighter Road as well as Lighter Road. Includes the installation of a roundabout and upgrading a traffic signal.					
<b>298MOT</b>	<b>Salem Avenue</b>	Feasible: 2046-2050	Mileage: 1.10	Cost: \$10.60 / \$16.85	TIP: No
Widen Salem Avenue from 4 to 5 lanes between Hillcrest Avenue and Curundu Avenue.					
<b>335BMOT</b>	<b>Yankee Street — Phase III</b>	Feasible: 2036-2040	Mileage: 0.75	Cost: \$6.00 / \$7.62	TIP: No
Widen Yankee Street from 2 to 5 lanes between Winding Green Way and Spring Valley Pike.					
<b>335CMOT</b>	<b>Yankee Street — Phase IV</b>	Feasible: 2036-2040	Mileage: 0.55	Cost: \$2.45 / \$3.11	TIP: No
Widen Yankee Street from 3 to 5 lanes between Social Row Road/Austin Pike and Winding Green Way.					
<b>336AMOT</b>	<b>Yankee Street Reconstruction Section 1</b>	Feasible: 2031-2035	Mileage: 0.40	Cost: \$2.50 / \$3.18	TIP: No
Widen Yankee Street from 2 to 3 lanes between Social Row Road/Austin Pike and 2,088 ft south of that intersection.					
<b>336BMOT</b>	<b>Yankee Street Reconstruction Section 2</b>	Feasible: 2031-2035	Mileage: 0.40	Cost: \$2.50 / \$3.18	TIP: No
Widen Yankee Street from 2 to 3 lanes between 2,088 ft south of Austin Pike and the Montgomery-Warren County Line.					
<b>338CMOT</b>	<b>Miamisburg-Springboro Pike Section 1 — Phase II</b>	Feasible: 2041-2045	Mileage: 0.50	Cost: \$6.50 / \$10.34	TIP: No
Widen Miamisburg-Springboro Pike from 3 to 5 lanes between Peacock Lane and Medlar Road.					
<b>338DMOT</b>	<b>Miamisburg-Springboro Pike Section 2 — Phase I</b>	Feasible: 2031-2035	Mileage: 0.90	Cost: \$8.50 / \$10.80	TIP: No
Widen Miamisburg-Springboro from 2 to 3 lanes between Medlar Road and Benner Road.					
<b>338EMOT</b>	<b>Miamisburg-Springboro Pike Section 2 — Phase II</b>	Feasible: 2041-2045	Mileage: 0.90	Cost: \$6.50 / \$10.34	TIP: No
Widen Miamisburg-Springboro Road from 3 to 5 lanes between Medlar Road and Benner Road.					
<b>338FMOT</b>	<b>Benner Road</b>	Feasible: 2031-2035	Mileage: 1.40	Cost: \$14.00 / \$17.78	TIP: No
Widen Benner Road from 2 to 3 lanes between Dayton-Cincinnati Pike and Miamisburg-Springboro Pike.					



**Table 5.4 — Proposed Congestion Management Projects  
(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

<b>338GMOT</b>	<b>I-75</b>	Feasible: 2026-2030	Mileage: 3.575	Cost: \$74.10 / \$74.10	TIP: Yes
Widen I-75 from 6 to 8 lanes between close to Pennyroyal Lane and I-675.					
<b>338HMOT</b>	<b>Miamisburg-Springboro Pike at Benner Road</b>	Feasible: 2026-2030	Mileage: N/A	Cost: \$4.60 / \$4.60	TIP: Yes
Construct congestion mitigation and safety improvements at the intersection of Miamisburg-Springboro Pike with Benner Road.					
<b>361MOT</b>	<b>South Brown School Road Improvements</b>	Feasible: 2031-2035	Mileage: 1.60	Cost: \$4.00 / \$5.08	TIP: No
Widen and improve drainage on South Brown School Road roadway from Waldsmith Way to Little York Road from 2 to 3 lanes and improve the intersection of US 40/S Brown School Rd via signalization or a roundabout.					
<b>372AMOT</b>	<b>Spring Valley Road - Phase I</b>	Feasible: 2041-2045	Mileage: 1.40	Cost: \$4.50 / \$7.16	TIP: No
Widen Spring Valley Road from 2/3 to 5 lanes between SR 48 and Cloy Road.					
<b>372BMOT</b>	<b>Spring Valley Road - Phase II</b>	Feasible: 2041-2045	Mileage: 2.10	Cost: \$9.80 / \$15.58	TIP: No
Widen Spring Valley Road from 3 to 5 lanes between Yankee Street and SR 48.					
<b>608MOT</b>	<b>Brookville-Salem Road</b>	Feasible: 2041-2045	Mileage: 2.10	Cost: \$12.40 / \$19.72	TIP: No
Widen Brookville-Salem Road from 2 to 3 lanes between SR 49 and Brookville-Phillipsburg Road.					
<b>611AMOT</b>	<b>Hoke Road — South</b>	Feasible: 2031-2035	Mileage: 0.60	Cost: \$1.60 / \$2.03	TIP: No
Widen Hoke Road from 2 to 3 lanes between south of Career Drive and Westbrook Road.					
<b>611BMOT</b>	<b>Hoke Road and Westbrook Road Roundabout</b>	Feasible: 2026-2030	Mileage: N/A	Cost: \$3.58 / \$3.58	TIP: Yes
Construct a roundabout at the intersection of Westbrook Road and Hoke Road/Moss Creek Boulevard.					
<b>613CMOT</b>	<b>Union Road</b>	Feasible: 2046-2050	Mileage: 6.50	Cost: \$17.20 / \$27.35	TIP: No
Improve geometry on Union Road from SR 4 to Fairview Drive and extend Union Road through Lower Miamisburg Road to create a new four-leg intersection.					
<b>628AMOT</b>	<b>Diamond Mill Road</b>	Feasible: 2046-2050	Mileage: 7.80	Cost: \$15.00 / \$23.85	TIP: No
Improve the roadway geometry and left turn lanes of Diamond Mill Road at the Upper Lewisburg-Salem Road, Westbrook Road, Air Hill/Shiloh Springs Road, Wolf Creek Pike, and Old Dayton Road intersections; includes a realignment of the Shiloh Springs Road/Air Hill Road intersection.					
<b>628BMOT</b>	<b>Diamond Mill Road</b>	Feasible: 2041-2045	Mileage: 8.10	Cost: \$16.00 / \$25.44	TIP: No
Improve roadway geometry and add left turn lanes on Diamond Mill Road from the Germantown north corporation limit to US 35 at the Dayton-Farmersville Road, Hemple Road, Farmersville-West Carrollton Road, and Manning Road intersections; includes a realignment of the Hemple Road intersection with Diamond Mill Road.					
<b>637MOT</b>	<b>Little York Road — Phase I</b>	Feasible: 2031-2035	Mileage: 0.45	Cost: \$6.00 / \$7.62	TIP: No
Widen Little York Road from 2 to 3 lanes between Miller Lane and North Dixie Drive.					
<b>647MOT</b>	<b>Little York Road — Phase II</b>	Feasible: 2036-2040	Mileage: 1.50	Cost: \$7.00 / \$8.89	TIP: No
Widen Little York Road from 2 to 3 lanes between North Dixie Drive and Peters Pike.					
<b>648MOT</b>	<b>Little York Road — Phase III</b>	Feasible: 2041-2045	Mileage: 1.50	Cost: \$8.50 / \$13.52	TIP: No
Widen Little York Road from 2 to 3 lanes between Peters Pike and Frederick Pike.					



**Table 5.4 — Proposed Congestion Management Projects  
(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

<b>650MOT</b>	<b>Frederick Pike</b>	Feasible: 2046-2050	Mileage: 2.00	Cost: \$11.80 / \$18.76	TIP: No
Widen Frederick Pike from 2 to 3 lanes between Little York Road and US 40.					
<b>654MOT</b>	<b>Broadway Street Widening and Realignment</b>	Feasible: 2031-2035	Mileage: 1.00	Cost: \$5.75 / \$7.30	TIP: No
Realign and widen Broadway Street from 2 to 3 lanes between Germantown Street and Edwin C. Moses Boulevard and add bike lanes.					
<b>656AMOT</b>	<b>Smithville Road Reconstruction Phase 1</b>	Feasible: 2026-2030	Mileage: 0.53	Cost: \$3.31 / \$3.31	TIP: Yes
Reconstruct Smithville Road between US 35 and Huffman Avenue with new streetlights, sidewalks, curbs and catch basins.					
<b>656BMOT</b>	<b>Smithville Road Reconstruction Phase 2</b>	Feasible: 2026-2030	Mileage: 0.53	Cost: \$2.97 / \$2.97	TIP: Yes
Reconstruct Smithville Road between Huffman Avenue and East Third Street with a new shared use path and new curb ramps, curbs, catch basins, streetlights, and traffic signals.					
<b>665MOT</b>	<b>Sheehan Road</b>	Feasible: 2036-2040	Mileage: 1.50	Cost: \$4.00 / \$5.08	TIP: No
Widen Sheehan Road from 2 to 3 lanes between Social Row Road and Bonnie Anne Place.					
<b>668MOT</b>	<b>Kitridge Road Widening</b>	Feasible: 2031-2035	Mileage: 0.60	Cost: \$2.88 / \$3.66	TIP: No
Widen Kitridge Road from 2 to 3 lanes between Gander Road and the Dayton east corporation limit.					
<b>669MOT</b>	<b>Spring Valley Pike</b>	Feasible: 2046-2050	Mileage: 1.20	Cost: \$4.40 / \$7.00	TIP: No
Widen Spring Valley Pike from 2 to 3 lanes between Clio Road and the Greene County Line.					
<b>670AMOT</b>	<b>Centerville Station Road — Phase I</b>	Feasible: 2026-2030	Mileage: 0.43	Cost: \$4.72 / \$4.72	TIP: Yes
Reconstruct Centerville Station Road from Parkeast Court to the Centerville East corporation limit with improved roadway geometry and drainage.					
<b>670BMOT</b>	<b>Centerville Station Road — Phase II</b>	Feasible: 2036-2040	Mileage: 0.45	Cost: \$1.10 / \$1.40	TIP: No
Widen Centerville Station Road between Brainard Woods Drive and Parkeast Court from 2 to 3 lanes.					
<b>676MOT</b>	<b>I-75 / Needmore Road Interchange</b>	Feasible: 2041-2045	Mileage: N/A	Cost: \$30.00 / \$47.70	TIP: No
Improve the traffic operation of the I-75 and Needmore Road interchange.					
<b>677MOT</b>	<b>I-75 Edwin C. Moses/SR 741/Dryden Road Interchanges</b>	Feasible: 2036-2040	Mileage: N/A	Cost: \$75.00 / \$95.25	TIP: No
Improve safety and operations at and between interchanges at I-75 intersecting with Edwin C. Moses Boulevard, SR 741, and Dryden Road.					
<b>678MOT</b>	<b>I-75 Wagner Ford Rd and Stanley Ave Interchanges</b>	Feasible: 2036-2040	Mileage: N/A	Cost: \$50.00 / \$63.50	TIP: No
Improve safety and operations at and between I-75 intersecting with Stanley Avenue and Wagner Ford Road.					
<b>800AMOT</b>	<b>West Moraine Connector — Phase I</b>	Feasible: 2031-2035	Mileage: 1.00	Cost: \$8.25 / \$10.48	TIP: No
Widen Pinnacle Road from the Moraine/Jefferson Township boundary to Infirmary Road, Infirmary Road from Pinnacle Road to Hemple Road, and Hemple Road from Infirmary Road to 800 feet west of Infirmary Road; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Infirmary Road and Hemple Road.					
<b>800BMOT</b>	<b>West Moraine Connector — Phase II</b>	Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.70 / \$3.43	TIP: No
Widen Hemple Road from 800 feet west of Infirmary Road to SR 4; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Hemple Road and SR 4.					



**Table 5.4 — Proposed Congestion Management Projects  
(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

<b>804MOT</b>	<b>SR 48</b>	Feasible: 2036-2040	Mileage: 0.50	Cost: \$4.50 / \$5.72	TIP: No
Traffic signal upgrades, street lighting, sidewalks, curb and gutter, and drainage issues on SR 48 from Westbrook Road to Hacker Road.					
<b>808AMOT</b>	<b>SR 4 / Manning / Jamaica</b>	Feasible: 2036-2040	Mileage: N/A	Cost: \$4.00 / \$5.08	TIP: No
Improve the SR 4, Manning, and Jamaica intersection to improve safety; this project might include road realignment and/or implementation of a roundabout.					
<b>808BMOT</b>	<b>SR 4 / South Union</b>	Feasible: 2036-2040	Mileage: N/A	Cost: \$1.20 / \$1.52	TIP: No
Upgrade the intersection of SR 4 and Union Road to increase safety and slow traffic by implementing a roundabout, turn lanes, and/or a traffic signal.					
<b>810MOT</b>	<b>Helena Street Widening and Realignment</b>	Feasible: 2031-2035	Mileage: 0.25	Cost: \$2.88 / \$3.66	TIP: No
Realign and widen Helena Street from 2 to 3 lanes between Riverside Drive and Forest Avenue.					
<b>822BMOT</b>	<b>Clyo &amp; Wilmington (Wilmington/I-675)</b>	Feasible: 2026-2030	Mileage: N/A	Cost: \$8.10 / \$8.10	TIP: NF
Improve operation of the Clyo Road and Wilmington Pike intersection by adding additional left and right turn lanes and extending turn lanes to accommodate longer queues.					
<b>822CMOT</b>	<b>Feedwire Improvements (Wilmington/I-675)</b>	Feasible: 2036-2040	Mileage: 0.40	Cost: \$9.76 / \$12.40	TIP: No
Reconfigure Feedwire Road between 600' west of Wilmington Pike and Clinger Road by reassigning lanes, adding lanes, and increasing queue lengths. Replace the traffic signals at the intersection of Wilmington Pike and Charles Drive.					
<b>823BMOT</b>	<b>I-675 Southbound Exit Ramp (Wilmington/I-675)</b>	Feasible: 2036-2040	Mileage: 0.50	Cost: \$4.80 / \$6.10	TIP: No
Widen the southbound exit ramp from I-675 to Wilmington Pike to 2 lanes and improve operations at the intersection with Wilmington Pike by adding additional turn lanes.					
<b>823CMOT</b>	<b>Diverging Diamond Interchange (Wilmington/I-675)</b>	Feasible: 2036-2040	Mileage: 1.75	Cost: \$25.80 / \$32.77	TIP: No
Reconstruct Wilmington Pike at I-675 to a diverging diamond interchange. Add through lanes on Wilmington Pike south of Feedwire Road, a second left turn lane onto I-675 at the SB and NB ramp intersections, and widen the NB ramp to I-675 to two lanes.					
<b>830MOT</b>	<b>East Third Street</b>	Feasible: 2031-2035	Mileage: 2.21	Cost: \$2.30 / \$2.92	TIP: No
Widen East Third Street at Findlay and Irwin Streets for the installation of left turn lanes.					
<b>833MOT</b>	<b>Patterson Boulevard Reconstruction</b>	Feasible: 2026-2030	Mileage: 0.46	Cost: \$4.26 / \$4.26	TIP: NF
Reconstruct Patterson Boulevard with new pavement, base, curb, sidewalk, streetlights, catch basins, and traffic signals.					
<b>837BMOT</b>	<b>First Street</b>	Feasible: 2031-2035	Mileage: 1.40	Cost: \$4.00 / \$5.08	TIP: No
Change the lane configuration of First Street from 4 to 3 lanes, including installation of bike lanes and street lighting, from Webster Street to Springfield Street.					
<b>839MOT</b>	<b>Webster Street Widening</b>	Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.50 / \$3.18	TIP: No
Widen Webster Street to 5 lanes from Deeds Park Drive to Keowee Street for the installation of left turn lanes with parking and bicycle infrastructure.					
<b>859MOT</b>	<b>Dryden Road Multi-Modal Path — Phase I</b>	Feasible: 2031-2035	Mileage: 1.40	Cost: \$0.75 / \$0.95	TIP: No
Construct a multimodal (bike, skate, walk) path along Dryden Road in front of former GM property to Northlawn Avenue to connect industrial property and West Moraine residential areas to the River Corridor bikepath.					



**Table 5.4 — Proposed Congestion Management Projects  
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<b>860MOT</b>	<b>Dryden Road Multi-Modal Path — Phase II</b>	Feasible: 2036-2040	Mileage: 1.40	Cost: \$0.85 / \$1.08	TIP: No
	Construct a multimodal (bike, skate, walk) path along Dryden Road from Arbor Boulevard to East River Road to loop through industrial areas and connect to the River Corridor bikepath.				
<b>865MOT</b>	<b>East Third Street Roadway Improvements</b>	Feasible: 2026-2030	Mileage: 0.65	Cost: \$1.53 / \$1.53	TIP: Yes
	Reduce travel lanes from 5/4 to 3 on East Third Street from Keowee Street to Springfield Street.				
<b>867MOT</b>	<b>Hudson Avenue / Main Street Intersection Realignment</b>	Feasible: 2036-2040	Mileage: 0.25	Cost: \$1.50 / \$1.91	TIP: No
	Realign Hudson Avenue at Main Street to create a single intersection.				
<b>868MOT</b>	<b>Monument Avenue Left Turn Lane Installation</b>	Feasible: 2041-2045	Mileage: 1.08	Cost: \$4.10 / \$6.52	TIP: No
	Install a left turn lane on Monument Avenue from Keowee Street to Findlay Street.				
<b>869MOT</b>	<b>Webster Street Left Turn Lane Installation</b>	Feasible: 2036-2040	Mileage: 0.83	Cost: \$4.10 / \$5.21	TIP: No
	Install a left turn lane on Webster Street from Keowee Street to Stanley Avenue.				
<b>870AMOT</b>	<b>West Third Street</b>	Feasible: 2026-2030	Mileage: 1.65	Cost: \$2.92 / \$2.92	TIP: Yes
	Reduce lane configuration from 4 to 3 lanes on West Third Street between Plaza Avenue and Broadway Street.				
<b>870BMOT</b>	<b>West Third Street</b>	Feasible: 2031-2035	Mileage: 0.48	Cost: \$1.98 / \$2.51	TIP: No
	Reduce lane configuration from 4 to 3 lanes on West Third Street between S Gettysburg Avenue and Plaza Avenue.				
<b>870CMOT</b>	<b>West Third Street</b>	Feasible: 2026-2030	Mileage: 0.51	Cost: \$2.11 / \$2.11	TIP: Yes
	Reduce lane configuration from 4 to 3 lanes on West Third Street between Gettysburg Avenue and Almond Avenue.				
<b>870DMOT</b>	<b>West Third Street</b>	Feasible: 2031-2035	Mileage: 0.33	Cost: \$1.36 / \$1.73	TIP: No
	Reduce lane configuration from 4 to 3 lanes on West Third Street between Almond Avenue and Liscum Drive.				
<b>872MOT</b>	<b>Washington Church Road Extension</b>	Feasible: 2026-2030	Mileage: 0.63	Cost: \$1.56 / \$1.74	TIP: No
	Construct a new 2/3 lane roadway approximately 3,300 feet south from the intersection of Washington Church Road and Austin Boulevard to the Montgomery/Warren County line.				
<b>879BMOT</b>	<b>Woodman Gateway - Springfield Street Intersection</b>	Feasible: 2031-2035	Mileage: 0.50	Cost: \$19.00 / \$24.13	TIP: No
	Reconstruct Woodman Drive at the Springfield Street intersection with an at-grade signalized intersection or roundabout based on a feasibility study. Scope will also include a shared use path, street lighting, and storm sewer replacement.				
<b>879CMOT</b>	<b>Woodman Gateway - Springfield to Bayside/Longview</b>	Feasible: 2041-2045	Mileage: 0.72	Cost: \$40.00 / \$63.60	TIP: No
	Reconstruct Woodman Drive south of the Springfield Street intersection to the Bayside/Longview intersection. Based on feasibility study results, intersections in the corridor will be adjusted. Scope will also include storm sewer replacement, street lighting and installation of a shared use path.				
<b>880MOT</b>	<b>Byers - Lyons Bikeway Connector</b>	Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.70 / \$0.78	TIP: No
	Construct a 10' ft wide shared used path linking the existing shared use path near a FedEx facility to the existing shared use path on Lyons Road.				
<b>881MOT</b>	<b>Patterson Boulevard Bridge</b>	Feasible: 2031-2035	Mileage: 0.15	Cost: \$23.10 / \$29.34	TIP: No
	Replace the Patterson Boulevard bridge and provide sidewalks on both sides of the bridge.				



**Table 5.4 — Proposed Congestion Management Projects  
(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

<b>882AMOT</b>	<b>Alex-Bell Road Reconstruction - Phase 1</b>	Feasible: 2031-2035	Mileage: 0.17	Cost: \$3.80 / \$4.83	TIP: No
Reconstruct Alex-Bell Road from SR 741 to 900 ft east to include continuous sidewalk on both sides of the road.					
<b>882BMOT</b>	<b>Alex-Bell Road Reconstruction - Phase 2</b>	Feasible: 2031-2035	Mileage: 0.31	Cost: \$2.40 / \$3.05	TIP: No
Reconstruct Alex-Bell Road from 900 ft east of SR 741 to Lamme Road to include continuous sidewalk on both sides of the road. Add a two-way left turn lane between Cobblegate Drive and Lamme Road.					
<b>882CMOT</b>	<b>Alex-Bell Road Reconstruction - Phase 3</b>	Feasible: 2031-2035	Mileage: 0.42	Cost: \$3.30 / \$4.19	TIP: No
Widen Alex-Bell Road between Lamme Road and Willowtwig Lane to an urban typical to include a two-way left turn lane and sidewalks.					
<b>889MOT</b>	<b>Monument Avenue Street Conversion</b>	Feasible: 2031-2035	Mileage: 0.50	Cost: \$0.50 / \$0.64	TIP: No
Convert one way Monument Avenue to two way with removal of the signals at St. Clair Street, Jefferson Street, Ludlow Street, and Wilkinson Street and replace with all-way stop signs.					
<b>890MOT</b>	<b>Keowee Street Improvements</b>	Feasible: 2026-2030	Mileage: 0.59	Cost: \$4.00 / \$4.00	TIP: Yes
Construct shared-use paths on both sides of Keowee Street from Fifth Street to Monument Avenue by reducing travel lanes from 7 to 5 lanes.					
<b>891MOT</b>	<b>James H. McGee Boulevard Extension</b>	Feasible: 2036-2040	Mileage: 0.20	Cost: \$1.50 / \$1.91	TIP: No
Extend James H. McGee Boulevard as a 5 lane section through the Desota Bass property to connect with Danner Avenue at W. Stewart Street.					
<b>892MOT</b>	<b>Findlay Street</b>	Feasible: 2026-2030	Mileage: 0.43	Cost: \$2.25 / \$2.25	TIP: Yes
Reconstruct Findlay Street between Springfield Street and E. Monument Avenue. Rebuild Curbs, sidewalks, driveway approaches, lighting, traffic signals, signage, pavement markings and a buried interconnect. Perform minor storm sewer work including new manholes, catch basins, and some pipe replacement.					
<b>893AMOT</b>	<b>Edwin C. Moses Boulevard and West Riverview Road</b>	Feasible: 2026-2030	Mileage: 0.34	Cost: \$0.85 / \$0.85	TIP: Yes
Implement road diet on Riverview Avenue and Edwin C. Moses Boulevard from Salem Avenue to West 3rd Street from 5/4 lanes to 2/3 lanes with parking, and realign the intersection of Edwin C. Moses Boulevard and West Riverview Avenue.					
<b>893BMOT</b>	<b>West Riverview Avenue</b>	Feasible: 2031-2035	Mileage: 0.16	Cost: \$0.40 / \$0.51	TIP: No
Implement a road diet on West Riverview Avenue from 4 lanes to 2/3 lanes with parking between Monument Avenue and West First Street.					
<b>894MOT</b>	<b>Far Hills Avenue Improvements</b>	Feasible: 2026-2030	Mileage: 0.87	Cost: \$2.95 / \$2.95	TIP: Yes
Reduce the existing roadway section between Stroop Road and Dorothy Lane from 6 to 5 lanes. Construct a new shared use path along the east side of the project corridor by eliminating the northbound curb lane.					
<b>895MOT</b>	<b>East Chambersburg Road Widening, Phase V</b>	Feasible: 2031-2035	Mileage: 1.10	Cost: \$7.00 / \$8.89	TIP: No
Widen Chambersburg Road from 2 to 3 lanes between 5,000 L.F. east of Bellefontaine Road and State Route 4/235.					
<b>896MOT</b>	<b>Catalpa &amp; Siebenthaler Intersection</b>	Feasible: 2026-2030	Mileage: N/A	Cost: \$3.00 / \$3.00	TIP: Yes
Improve safety at the intersection of Siebenthaler Avenue and Catalpa Drive by implementing a roundabout.					
<b>897MOT</b>	<b>Sheehan Road Widening</b>	Feasible: 2036-2040	Mileage: 0.50	Cost: \$3.00 / \$3.81	TIP: No
Widen Sheehan Road to an urban typical section to include a two-way left turn lane and sidewalks from Social Row Road to the Montgomery/Warren County Line.					



**Table 5.4 — Proposed Congestion Management Projects  
(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

<b>898AMOT</b>	<b>Frederick Pike - Phase 1</b>	Feasible: 2031-2035	Mileage: 0.40	Cost: \$2.40 / \$3.05	TIP: No
Widen Frederick Pike from 2 to 3 lanes to include a two-way left turn lane between US 40 and 2,000 feet north of US 40.					
<b>898BMOT</b>	<b>Frederick Pike - Phase 2</b>	Feasible: 2031-2035	Mileage: 0.50	Cost: \$3.00 / \$3.81	TIP: No
Widen Frederick Pike from 2 to 3 lanes to include a two-way left turn lane between 2,000 feet north of US 40 to 500 feet north of Martindale Road.					
<b>898CMOT</b>	<b>Frederick Pike - Phase 3</b>	Feasible: 2036-2040	Mileage: 0.50	Cost: \$3.00 / \$3.81	TIP: No
Widen Frederick Pike from 2 to 3 lanes to include a two-way left turn lane between 500 feet north of Martindale Road and 2,000 feet north of Jackson Road.					
<b>898DMOT</b>	<b>Frederick Pike - Phase 4</b>	Feasible: 2036-2040	Mileage: 0.70	Cost: \$4.10 / \$5.21	TIP: No
Widen Frederick Pike from 2 to 3 lanes to include a two-way left turn lane between 2,000 feet north of Jackson Road and Old Springfield Road.					
<b>899MOT</b>	<b>Linden Avenue</b>	Feasible: 2031-2035	Mileage: 1.00	Cost: \$6.50 / \$8.26	TIP: No
Widen and fix the geometry of Linden Avenue from Maue Road to Leis Road and add a center left-turn lane. Add curb, stormwater drains, and sidewalk on both sides of the roadway.					
<b>900MOT</b>	<b>Medlar Road</b>	Feasible: 2031-2035	Mileage: 0.65	Cost: \$4.00 / \$5.08	TIP: No
Widen Medlar Road from Mellow Drive to Miamisburg-Springboro Road and add a shared use path on the south side. Construct a roundabout at Medlar Road and Miamisburg-Springboro Road.					
<b>901MOT</b>	<b>Benner Road</b>	Feasible: 2036-2040	Mileage: 0.85	Cost: \$6.00 / \$7.62	TIP: No
Widen Benner Road from Hambletonian Court to Medlar Road and add a shared use path on the south side. Improve intersection at S. Gebhart Church Road and replace culvert structure.					
<b>902MOT</b>	<b>Mound Road</b>	Feasible: 2036-2040	Mileage: 0.65	Cost: \$4.20 / \$5.33	TIP: No
Widen Mound Road from Benner Road to Enterprise Court and add a shared use path on the east side. Realign Mound Road at Benner Road to eliminate the skewed intersection.					
<b>903MOT</b>	<b>SR 725 Shared-Use Path</b>	Feasible: 2041-2045	Mileage: 2.00	Cost: \$5.00 / \$7.95	TIP: No
Install an 11' shared-use path from Heincke Road to Byers Road, including updated pedestrian crossings at Heincke Road, Gebhart Church Road, Kettering Hospital Miamisburg, Alexandersville Road, and Monarch Lane.					
<b>904MOT</b>	<b>Gebhart Church Road</b>	Feasible: 2041-2045	Mileage: 0.40	Cost: \$5.00 / \$7.95	TIP: No
Widen and fix the geometry of Gebhart Church Road from Leiter Road to Maue Road. Upgrade the crossing over Sycamore Creek to accommodate proposed improvements.					
<b>905MOT</b>	<b>SR 725 Intersection Improvements</b>	Feasible: 2041-2045	Mileage: 0.25	Cost: \$4.00 / \$6.36	TIP: No
Upgrade the intersections at Union Road and Linden Avenue with roundabouts to improve traffic operations and roadway safety.					
<b>906MOT</b>	<b>Dixie Drive Improvements</b>	Feasible: 2026-2030	Mileage: 0.38	Cost: \$1.65 / \$1.85	TIP: No
Implement multimodal improvements on S Dixie Drive from National Road to Elva Court with a possible roundabout at Dixie Dr and National Rd and a road diet to add street parking and bike lanes.					
<b>907MOT</b>	<b>East Third Street Cycle Track</b>	Feasible: 2031-2035	Mileage: 0.70	Cost: \$1.60 / \$2.03	TIP: No
Create a two-way cycle track along the south side of East Third Street from Ludlow Street to Webster Street by removing a travel lane.					

**Table 5.4 — Proposed Congestion Management Projects  
(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

<b>908MOT</b>	<b>Fifth Street Bike Lanes</b>	Feasible: 2036-2040	Mileage: 0.50	Cost: \$1.50 / \$1.91	TIP: No
Install bike lanes by removing the eastbound lane on Fifth Street from Patterson Boulevard to Perry Street. Convert the block from Wilkinson Street to Perry Street to be a two-way street.					
<b>909MOT</b>	<b>First Street Conversion</b>	Feasible: 2031-2035	Mileage: 0.75	Cost: \$3.00 / \$3.81	TIP: No
Convert First Street from Webster Street to Wilkinson Street to be a two-way street.					
<b>910MOT</b>	<b>Germantown Street Bike Lanes Phase 2</b>	Feasible: 2036-2040	Mileage: 2.00	Cost: \$2.00 / \$2.54	TIP: No
Add bike lanes to Germantown Street from Euclid Avenue to Gettysburg Avenue.					
<b>911MOT</b>	<b>James H. McGee Blvd</b>	Feasible: 2031-2035	Mileage: 3.50	Cost: \$7.30 / \$9.27	TIP: No
Remove outside travel lanes and create a multi-use path and improve pedestrian crossings on James H. McGee Boulevard between Germantown Street and Little Richmond Road.					
<b>912MOT</b>	<b>Keowee Street Safety Improvements Phase 2</b>	Feasible: 2031-2035	Mileage: 0.50	Cost: \$3.00 / \$3.81	TIP: No
Remove the outside travel lanes from East Fifth Street to US Route 35 and the slip ramps for US Route 35. Create a standard intersection at the ramps and add shared use paths on both sides of Keowee Street.					
<b>913MOT</b>	<b>Linden Avenue Reconstruction</b>	Feasible: 2041-2045	Mileage: 1.10	Cost: \$10.00 / \$15.90	TIP: No
Reconstruct Linden Avenue between Hamilton Avenue and Smithville Road by reducing to three lanes with roundabouts at Hamilton Ave, Xenia Avenue, Lorain Ave, and John Glenn Ave.					
<b>914MOT</b>	<b>Riverside Drive</b>	Feasible: 2031-2035	Mileage: 1.60	Cost: \$5.00 / \$6.35	TIP: No
Remove outside travel lanes, create a multi-use path, and improve pedestrian crossings on Riverside Drive between Helena Street and Siebenthaler Ave.					
<b>915MOT</b>	<b>Second Street Cycle Track</b>	Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.00 / \$2.54	TIP: No
Add a two-way cycle track to the south side of Second Street between Patterson Boulevard and Salem Avenue Bridge by removing a travel lane.					
<b>916MOT</b>	<b>Smithville Road Reconstruction Phase 3</b>	Feasible: 2041-2045	Mileage: 1.00	Cost: \$7.50 / \$11.93	TIP: No
Change the lane configuration on Smithville Road from 2 lanes to 3 lanes, including curb, walk and street lighting from East Third Street to Springfield Street.					
<b>917MOT</b>	<b>SR 48 Safety Improvements</b>	Feasible: 2031-2035	Mileage: 0.70	Cost: \$5.00 / \$6.35	TIP: No
Reduce lanes from 4 to 3 and implement pedestrian safety and mobility treatments on SR 48 from Shoup Mill/Turner Road to Philadelphia Drive.					
<b>918MOT</b>	<b>I-675/I-75/SR 725 Interchanges</b>	Feasible: 2041-2045	Mileage: N/A	Cost: \$50.00 / \$79.50	TIP: No
Improve safety and operations at and between the I-675/I-75 and I-675/SR 725 interchanges and the SR 725 and Yankee Street intersection.					
<b>919MOT</b>	<b>West Franklin Safety Study</b>	Feasible: 2026-2030	Mileage: 0.52	Cost: \$2.50 / \$2.50	TIP: YP
Feasibility study for a road diet on West Franklin Street from Main Street to Normandy Lane with a goal to improve pedestrian safety with traffic calming features.					
<b>920MOT</b>	<b>Franklin Street and Clyo Road Bike Path</b>	Feasible: 2026-2030	Mileage: 1.65	Cost: \$1.98 / \$1.98	TIP: Yes
Install a multi-use trail on the south side of Franklin Street from South Johanna to Clyo and on the East side of Clyo from Franklin to Alex Bell. Replace signals that are affected by the work at the intersections.					



**Table 5.4 — Proposed Congestion Management Projects  
(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

<b>921MOT</b>	<b>Bigger Road / Clio Road Intersection</b>	Feasible: 2026-2030	Mileage: 0.25	Cost: \$2.05 / \$2.05	TIP: Yes
Increase EB left turn lane capacity, add protected turning movements for the SB left turn lane, and add storage capacity to SB dedicated turn lanes at the Bigger Road and Clio Road intersection.					
<b>922MOT</b>	<b>Main Street Uptown Improvements</b>	Feasible: 2031-2035	Mileage: 0.15	Cost: \$4.98 / \$6.32	TIP: No
Widen North Main Street between 150' north of Ridgeway Road and Franklin Street to a five-lane section and reconstruct the Ridgeway Road intersection with ADA curb ramps, crosswalks and a traffic signal. Also improve curve radii and ADA compliance of the Franklin intersection.					
<b>923MOT</b>	<b>Loop Road Multi-use Path</b>	Feasible: 2041-2045	Mileage: 0.85	Cost: \$12.00 / \$19.08	TIP: No
Install a multi-use trail from Alex Bell to SR 48 by replacing the existing sidewalk with a multi-use path. Widen the bridge to allow for the addition of a path.					
<b>924MOT</b>	<b>SR 48</b>	Feasible: 2031-2035	Mileage: 0.70	Cost: \$2.42 / \$3.07	TIP: No
Install a multi-use path and improve three traffic signals on SR 48 between Whipp Road and I-675.					
<b>925MOT</b>	<b>North County Line Road Improvements</b>	Feasible: 2026-2030	Mileage: 0.40	Cost: \$2.05 / \$2.30	TIP: No
Reconstruct 2100' of County Line Road west of the Peters/Lightner intersection to the intersection and widen the road from 2 to 3 lanes, add curb and gutters, and add an enclosed storm sewer system.					
<b>715WAR</b>	<b>Clearcreek Franklin Road</b>	Feasible: 2031-2035	Mileage: 0.70	Cost: \$1.35 / \$1.71	TIP: No
Widen Clearcreek Franklin Road from 2 to 3 lanes between Whispering Pines and Pennyroyal Road and add curb and gutters and storm sewers. Re-profile the roadway to correct vertical deficiencies and re-stripe roadway to include bike lanes.					
<b>716WAR</b>	<b>East Second Street Signal Upgrade</b>	Feasible: 2026-2030	Mileage: N/A	Cost: \$2.61 / \$2.61	TIP: Yes
Upgrade the traffic signals at the intersections of East Second Street at Charles Street/Victory Lane, Millard Drive and Deardoff Road and network them with the City's centrally controlled signal system. Extend the existing fiber optic infrastructure along East Second Street between Riley Boulevard and I-75 for networking and integrate 7 intersections with the ATMS signal system.					
<b>717WAR</b>	<b>SR 73 Improvement Project</b>	Feasible: 2046-2050	Mileage: 1.90	Cost: \$3.75 / \$5.96	TIP: No
Install curb and gutter, sidewalks, embankment, storm sewer pipe extension, catch basins, signal upgrades and a pedestrian bridge along SR 73 from Springwood Lane to Deardoff Road.					
<b>718WAR</b>	<b>SR 123 Improvements (East)</b>	Feasible: 2046-2050	Mileage: 1.14	Cost: \$4.30 / \$6.84	TIP: No
Widen SR 123 from 2 to 3 lanes including installation of a 4' treated shoulder from Beal Road to Robinson Vail Road, correct vertical alignment and add storm sewers as needed.					
<b>719WAR</b>	<b>SR 123 Improvements (West)</b>	Feasible: 2036-2040	Mileage: 1.14	Cost: \$5.20 / \$6.60	TIP: No
Widen SR 123 from 2 to 3 lanes including installation of a 4' treated shoulder from Riley Boulevard to I-75, realign and install traffic signal at the intersection of Grand Oak Drive and Watkins Glen Drive, and upgrade all existing traffic signals.					
<b>720WAR</b>	<b>N Riley Blvd / N Main St / N River St / Van Horne Ave</b>	Feasible: 2036-2040	Mileage: 0.25	Cost: \$4.00 / \$5.08	TIP: No
Install a roundabout at the six point intersection of N Riley Blvd, N Main St, N River St, and Van Horne Ave to improve traffic flow and safety and extend sidewalks for pedestrian access.					
<b>721WAR</b>	<b>Riley Blvd / SR 73 / S Main St / Dixie Hwy Roundabout</b>	Feasible: 2031-2035	Mileage: 0.25	Cost: \$5.00 / \$6.35	TIP: No
Install a roundabout at the skewed intersection of Riley Blvd, SR 73, S Main St, and Dixie Hwy. Also extend sidewalks for pedestrian access, and upgrade railroad crossing signals.					
<b>722WAR</b>	<b>S Main Street Improvements</b>	Feasible: 2031-2035	Mileage: 0.25	Cost: \$0.80 / \$1.02	TIP: No
Implement a road diet on S Main Street between Riley Boulevard and Hudson Street/S River Street from 4 lanes to 2/3 lanes.					

Source: MVRPC

