

Chapter 5

Congestion Management Strategies–Highway

5.1 Overview

Following the Long Range Transportation Plan kick-off meeting in August 2025, MVRPC worked with stakeholders in the Region to develop Congestion Management (CM) highway projects for SFY 2026 through SFY 2050. This list includes all roadway capacity expansion projects and other projects not covered under the operations and maintenance program.

In order to develop the final congestion management project list for the 2050 LRTP update, MVRPC hosted a project sponsor webinar followed by in-person (October 29, 2025) and virtual (October 30, 2025) public participation meetings.

The process continued by identifying future revenue and conducting a systematic evaluation of projects. The resulting SFY 2026-2050 LRTP includes 238 projects with a total cost of \$2,998.25 million. The congestion management list is fiscally constrained, with a projected revenue of \$3,433.89 million. The remainder revenue of \$4,372.08 million is reserved for operations and maintenance/reconstruction projects. As required by the Infrastructure Investment and Jobs Act (IIJA), both costs and revenues are expressed in year of expenditure dollars.

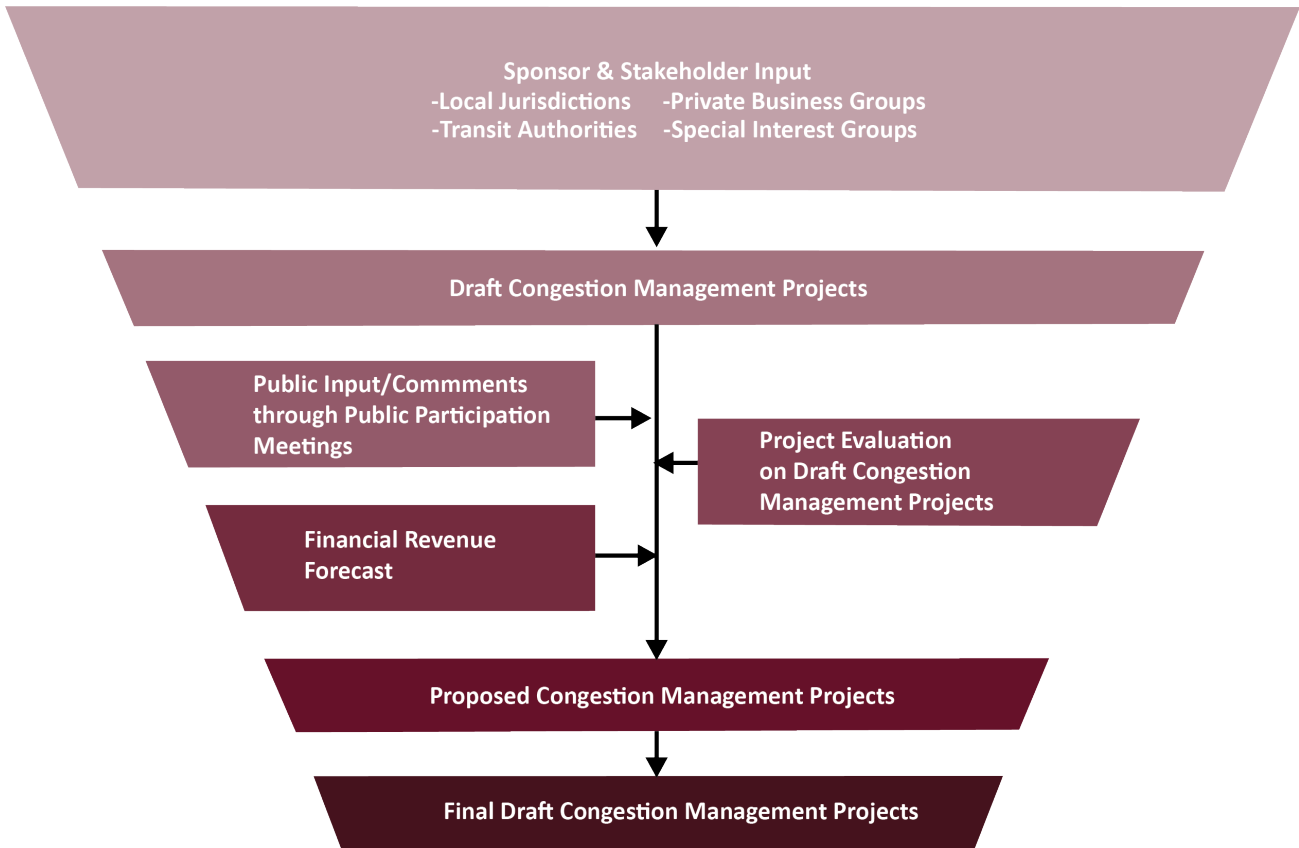
5.2 Process Overview

MVRPC developed the final CM projects following several interactive steps in conjunction with local stakeholders in the Region. Representatives of all stakeholders in the Region, from local jurisdictions to the general public, were involved in every step of the process.

MVRPC first sought sponsor and stakeholder input through virtual meetings. Staff then compiled the draft fiscally unconstrained project list and modified it as necessary to make the list of projects consistent. Following this, MVRPC hosted both in-person and virtual public participation meetings to present the draft CM list and solicit comments from the general public. After the meetings, applicable public comments were forwarded to the appropriate project sponsor and, if necessary, the projects were modified. Next, the financial analysis was conducted to determine the available 25-year revenue. Staff then completed the project evaluation process and developed a fiscally constrained proposed project list. Finally, the proposed project list was presented at the MVRPC committee meetings and adopted by the Board of Directors in December 2025. Staff were then directed to begin the analyses pertaining to the Plan update.

The following sections of this chapter provide in-depth information on each step of the CM project development process and is visualized below in Figure 5.1.

Figure 5.1 — Congestion Management Projects Development Process Overview



5.3 Sponsor and Stakeholder Input

MVRPC invited both governmental and other organizations to submit projects to the 2050 LRTP by sending an invitation email. In addition, web links to the Project Profile and Evaluation Forms, along with pertinent background information materials on the state of the transportation system, were emailed prior to the meetings and made available on the Plan website (<https://plan2050.mvrpc.org/>)

Project sponsors were encouraged to submit forms electronically, using user-friendly point-and-click forms. The background information materials attached with the invitation email and available on the Plan webpage included:

- List and maps of Congestion Management Projects in the current LRTP
- Project Evaluation System information—including project profile forms, evaluation forms, criteria definitions, and maps;
- Project review spreadsheet; and
- Tips for project submission.

A seminar for jurisdictions on how to submit LRTP projects, was held on August 14, 2025 via zoom.

MVRPC staff electronically communicated with all jurisdictions and project sponsors regarding project submission requirements and deadlines, and also provided them with a review spreadsheet that could be used to update the status of CM projects included in the previous LRTP to identify projects that have been completed or are under construction, update the current status of remaining projects (including deletion of projects), and identify new projects. The Project Profile Form and the Project Evaluation Form were submitted by the project sponsors electronically.

MVRPC received a total of 238 CM projects. Once all the projects were submitted, the staff compiled the projects and worked with the appropriate project sponsor to fine-tune the projects in terms of scope, feasibility, and cost to develop a draft, not-fiscally-constrained, CM project list. After this, the draft project list was sent to project sponsors for their review prior to the public participation meetings in October 2025.

In general, project cost was estimated by the project sponsor and included in the Project Profile Form. However, other sources such as the TIP and relevant transportation studies were additionally used when necessary. Due to recent trends in construction related inflation, project sponsors were encouraged to re-estimate the cost of all projects being submitted to the LRTP process using up-to-date assumptions.

5.4 Public Participation

Two public participation meetings were held to present the draft CM projects and solicit comments from the general public and other interested parties; an in-person meeting was held on October 29, 2025, and a virtual meeting via zoom was held on October 30, 2025. Comments received regarding the draft CM projects were reviewed by MVRPC staff, forwarded to the appropriate project sponsor and, if necessary, projects were modified accordingly. All comments were also presented to the TAC and Board of Directors prior to the adoption of the draft congestion management project list. Please refer to Chapter 11 for more information regarding the October public participation meetings.

5.5 Project Evaluation

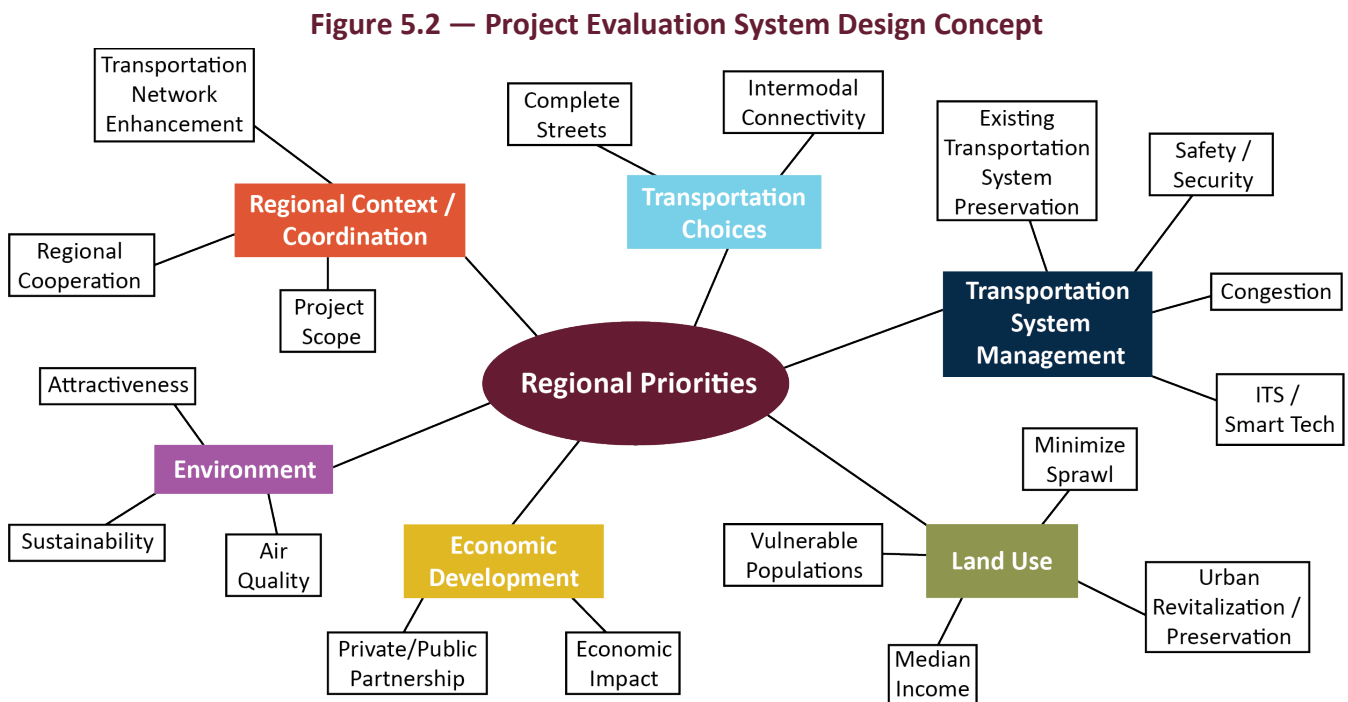
MVRPC originally developed the Project Evaluation System (PES) for the 2004 LRTP in order to advance transportation projects that are consistent with regional transportation priorities. The PES was based on the common themes and transportation values identified by the 2003 visioning process, named TransAction 2030, and reflected under the Plan goals and objectives described in Chapter 1.

In 2006, MVRPC undertook a major review of the project evaluation system to ensure that the process was a more collaborative, transparent, and interactive way to work with member jurisdictions. As a result, some criteria were modified, additional explanations and examples were provided, and a complete set of maps and data were made available to project sponsors to aid in the self-scoring process.

In 2019, MVRPC staff worked with a PES Update Committee composed of 15 TAC or Board members representing MPO member agencies and communities to undertake another major review of the PES. Following an analysis of the projects funded over the previous decade, the motivation for the 2019 update was to better align the criteria with the type of projects that were currently being funded, and to incorporate the performance management approach for project scoring and selection.

The PES is now available on the MVRPC website along with all relevant information. MVRPC staff work with participants to ensure a full understanding of the process—which includes hosting a seminar for project sponsors. PES maps and criteria are updated as needed to ensure that they are based on the most recent information.

Figure 5.2 illustrates the conceptual design structure of MVRPC’s PES.



Although some of the criteria under the different categories may appear to overlap, the attributes that they measure for each project remain distinct and unique. Specifically, the PES for highway projects measures 20 indicators, with a maximum total of 70 points grouped by 6 themes. These themes are: Regional Context/Coordination; Transportation Choices; Transportation System Management; Land Use; Economic Development; and Environment. Based on the PES, the Project Evaluation Form was updated so that a project sponsor could complete the project evaluation and attach it to the Project Profile Form at the time of project submission.

Once all Project Evaluation Forms were received, MVRPC staff reviewed them for consistency, accuracy, and completeness of data for each individual project. A cross-examination of all projects was also conducted to ensure that the evaluation remained fair. Other factors such as existing traffic counts, future projected traffic volumes, future land use plans, and corridor completion were incorporated into the evaluation process to determine the proposed fiscally-constrained project list.

5.6 Congestion Management Projects

Based on public input, future revenue projections by timeframe, and the project evaluation process, MVRPC proposed 238 projects with a total cost of \$2,998.25 million for the current 2050 LRTP. All of the projects submitted to the LRTP process are included in the final CM list. However, due to additional requirements regarding the LRTP financial plan, some projects were moved to later years of the Plan where financial capacity was expected to be available. Decisions about what projects to cut or move to a later period were made based on the PES score, public input, and consultation with the project sponsor. MVRPC presented the proposed project list to its committees and the Board of Directors adopted it on December 4, 2025, making the proposed project list the final draft list. Minor changes to the list occurred between December 4, 2025, and the plan adoption on May 7, 2026 and the list was again presented to the public in April 2026. The final 2050 LRTP CM projects are included in Table 5.4. Figures 5.4, 5.5, 5.6, and 5.7 illustrate locations of CM projects in the Region.

Table 5.4 includes the following information about each project:

- Project ID Number;
- County;
- Roadway Name;
- Assumed feasible implementation period;
- Mileage (length in project miles);
- Cost (in millions of 2025/YOE dollars; TIP project costs in the year in which the funds are committed);
- TIP (Yes = in TIP, YP = partially in TIP (e.g. PE/ROW Phases only), NF = committed project with local funds or federal funds outside of the current TIP years, No = not in TIP/not funded); and
- Description of the project.

All 238 CM projects can be categorized by project type as follows:

- Interchange, Intersection Improvement, Turn Lane Additions – 143 projects (60.1%);
- Road or Bridge Widening – 30 projects (12.6%);
- Bike/Pedestrian – 19 projects (8.0%);
- Road Diets – 18 projects (7.6%);
- Road/Bridge Replacement, Realignment, or Reconstruction – 15 projects (6.3%);
- New Road, New Interchange, or Road Extension – 7 projects (2.9%);
- Signal Improvement or Signal Interconnect – 3 projects (1.3%);
- Other – 2 projects (0.8%); and
- Studies – 1 project (0.4%).

5.7 Status of Major Projects

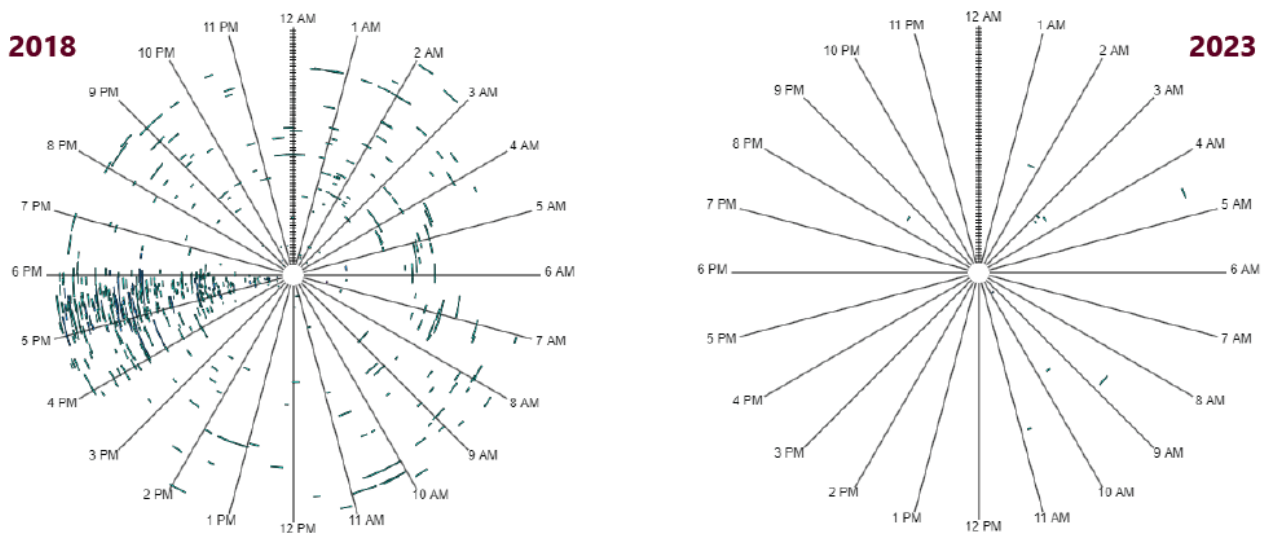
This section provides a brief update on major and regionally significant projects that have been completed since the adoption of the last plan, are currently under construction, or are funded in the current SFY 2026-2029 TIP.

US 35 in Montgomery County

MVRPC, in conjunction with ODOT, conducted the US 35 Corridor Major Investment Study (MIS) to identify improvements to the US 35 corridor from I-75 to I-675 in 2004. This section of US 35 is one of the oldest sections of freeway in Ohio and needed geometric improvements to address safety, congestion, and accessibility issues resulting from increased traffic and changing traffic characteristics over the last 60 years.

The US 35 improvement project was divided in five phases for construction: (1) widening mainline bridges, (2) installing a noise wall, (3) improving the Smithville interchange, (4) widening US 35 between Steve Whalen Boulevard and I-675 by adding a lane in each direction, and (5) improving the Woodman interchange. The widening project wrapped up in SFY 2023 and has been reducing peak hour congestion and improving safety throughout the corridor by reducing traffic bottlenecks and reducing crashes. INRIX data indicates significantly less congestion events occurred after the project was completed. Figure 5.3 shows that significantly less traffic delays happened after the improvements compared to before. The lines around the circle indicate bottlenecks along the US-35 Corridor and the center of the circle represents the beginning of the year and outer edge is the end of the year. The 2018 data shows routine backup queues of variable lengths being particularly common between 4pm and 6pm. In contrast, the 2023-time spiral shows that congestion now occurs far less frequently and with shorter durations along the corridor.

Figure 5.3 — Time Spirals for the US-35 Corridor from I-75 to I-675 in Montgomery County



Source: INRIX and RITIS

US 35 in Greene County

The Major Investment Study (MIS), completed in 2004, evaluated the conversion of US 35 from North Fairfield Road to the Xenia Bypass into a limited access facility by eliminating the at-grade intersections at Shakertown Road, Factory Road, Alpha Road, Orchard Lane, and Valley Road.

Further research, driven by statewide funding constraints, unveiled a new alternative to convert US 35 into a “superstreet” that would address the majority of the safety concerns at a lower cost. The superstreet was completed in SFY 2023 and allows drivers traveling north on Factory Road or Orchard Lane to only make an immediate right-turn or drive a short distance further before making a U-turn on US 35 to travel west or continue on Factory Road or Orchard Lane.

The superstreet is intended to be a short-term fix. A project is tentatively planned to occur between 2041 and 2045—pending construction funding from the Transportation Review Advisory Council (TRAC)—to eliminate at-grade intersections at Factory Road, Alpha Road, and Orchard Lane and replace them with full-access interchanges.

Additionally, the US 35 intersection with Trebein Road and North Valley Road is undergoing conversion to a grade separated interchange and is expected to be completed in April 2026. This project will reduce congestion and improve safety.

Northeast Logistics Access at the Dayton International Airport

Montgomery County hired a consulting firm to perform an analysis focused on potential logistics and distribution sector growth in the area surrounding the Dayton International Airport (DIA) in 2013. This was done because the area was identified as a potentially optimal location for logistics and distribution sector growth due to close proximity to an airport (DIA) and multiple highways (I-70 and I-75). As part of a regional strategy to attract logistic and distribution sector investment, various roadway improvement projects were and actively are being planned in the area surrounding the DIA.

One project, completed in 2023, widened US 40 between Airpark Boulevard and Peters Pike to a five-lane cross section and upgraded the interchange at the Airport Access Road and US 40 intersection.

The next large-scale improvement planned in the area is scheduled for construction in SFY 2027 on Northwoods Boulevard, North Dixie Drive (between Northwoods Boulevard and Lightner Road), and Lightner Road. It will include resurfacing the existing roadways, widening shoulders, installing concrete barriers, adding tree lawns, adding bike paths, creating a roundabout (at the intersection of North Dixie Drive, Lightner Road, and CR 25A) and upgrading a traffic signal. This project will help the three roadways accommodate increased traffic—especially from heavy truck traffic servicing large logistics and distribution facilities near the I-70/I-75 Interchange and the Dayton International Airport.



Source: Google Maps

I-70 Corridor Improvements

I-70 is a major interstate that crosses through the northern part of Montgomery County and is close to the DIA. In recent years, a concerted effort has been made to widen I-70 to 3 continuous lanes in both directions. As part of that endeavor, I-70 will be widened in Montgomery County in three phases. Phase 1 will widen I-70 between SR 48 and the SR 49 interchange and is expected to be finished in 2031. Phase 2 will widen I-70 between the SR 49 interchange and 0.3 miles east of Brookville-Phillipsburg Road and is tentatively planned in the 2031-2035 timeframe. Phase 3 will widen I-70 from 0.3 miles east of Brookville-Phillipsburg Road to Upper Lewisburg-Salem Road and is tentatively planned in the 2036-2040 timeframe. All three phases of the project are currently completing the environmental and preliminary engineering phases. One last phase to widen I-70 between Jordan Road in Preble County and Upper Lewisburg Salem Road in Montgomery County is tentatively scheduled in the 2041-2045 timeframe and has not yet started the environmental process.

5.8 Fiscal Constraint

The Congestion Management projects in the 2050 LRTP are fiscally constrained, with a total cost of \$2,238.64 million and a total projected revenue of \$2,672.02 million when expressed in year of expenditure dollars and excluding interstate projects (analyzed separately). Table 5.1 shows a summary of costs and revenues by timeframe. Project costs for projects outside the TIP were inflated using the March 2025 Congressional Budget Office’s “Long-Term Budget Outlook: 2025 to 2055 for Consumer Price Index for all urban consumers for FY 2025 and beyond” (2.3 percent per year). This resulted in inflation factors of 1.12, 1.27, and 1.59 being used for the mid-years of the Plan periods (2030), (2031-2040), and (2041-2050) respectively. A few projects outside the TIP years were not inflated because their cost estimates reflect ODOT’s Ellis estimates and are already inflated according to ODOT guidelines. These projects are identified in Table 5.4 as TIP: NF and YP. Complete documentation of the revenue forecast can be found in the Financial Summary Report.

**Table 5.1 — Fiscal Constraint of the 2050 LRTP Projects
(in millions of 2025/Year of Expenditure dollars)**

Costs / Revenues	Short Term Plan (2026-2030)	Medium Term Plan (2031-2040)	Long Term Plan (2041-2050)	For Full 25 Year Plan
2025				
- Cost	215.15	762.95	662.30	1,640.40
- Revenues	393.17	831.70	831.70	2,056.56
YOE				
- Cost	217.71	965.62	1,053.06	2,236.38
- Revenues	401.49	1,022.99	1,247.54	2,672.02

Source: MVRPC

Due to the high cost and high state and national significance of interstate widening projects (I-70, I-75, and I-71 corridors), the financial resources that have been historically available to the Region are not sufficient to implement such high cost/high impact projects. As a result, MVRPC is primarily relying on financial resources from outside the Region to implement interstate projects and it is expected that all such projects will receive funding through Ohio’s Transportation Review Advisory Council (TRAC). Table 5.2 documents the costs of these projects in year of expenditure dollars.

**Table 5.2 — 2050 Forecasted Cost and Revenues for Interstate Widening Projects
(in millions of Year of Expenditure dollars)**

Program	Short Term Plan (2026-2030)	Medium Term Plan (2031-2040)	Long Term Plan (2041-2050)	For Full 25 Year Plan
Cost/Revenue	106.27	296.85	358.75	761.87

Source: MVRPC

Recognizing that the transportation system cannot be sustained in the long term without proper maintenance, MVRPC includes operations and maintenance/reconstruction projects as part of its revenue forecast. The forecast is based on actual programmed projects on the TIP and historical expenditures derived from the annual local project sponsor survey. The current forecast shows that the Region is expending approximately 54% of TIP revenues for operations and maintenance/reconstruction projects and 81% of local roadway expenditures on operations and maintenance/reconstruction projects not programmed in the TIP for a total of \$4,372.08 million over the life of the Plan spanning from SFY 2026 to SFY 2050.

The assumption is that these funds (\$4,372,080) will be reserved for operations and maintenance/reconstruction projects and will be sufficient to maintain the transportation system. Table 5.3 shows operations and maintenance/reconstruction costs as well as revenues for each Plan period by funding source.

**Table 5.3 — 2050 Operations and Maintenance / Reconstruction Costs and Revenues by Funding
Source (in millions of 2025 / Year of Expenditure dollars)**

Source	Costs/ Revenues				
	Four Year (2026-2029)	Short Term Plan (2026-2030)	Medium Term Plan (2031-2040)	Long Term Plan (2041-2050)	For Full 25 Year Plan
Federal	205.72	262.39	566.76	566.76	1,395.91
State	113.21	139.39	261.71	261.71	662.80
Local and Other	197.51	250.42	529.15	529.15	1,308.73
Total (2025 Dollars)	516.44	652.20	1,357.62	1,357.62	3,367.44
Total (YOE Dollars)	516.44	665.78	1,669.87	2,036.43	4,372.08

Source: MVRPC

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

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

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

443A GRE	Indian Ripple Road	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.					
443B GRE	Indian Ripple Road	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.					
455 GRE	Van Eaton Road / Hedges Road Intersection	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.					
456 GRE	East Main Street / North Patton Street / Jasper Road Intersect	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.					
457B GRE	Dayton-Xenia Road Widening	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.					
459 GRE	Dayton-Xenia Road at High School Road	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.					
460 GRE	Hanes Road	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.					
461A GRE	Kemp Road Widening	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.					
461B GRE	Kemp Road Widening	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.					
462 GRE	Alpha-Bellbrook Road	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.					
463 GRE	North Fairfield Road / Swigart Road Roundabout	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.					
464 GRE	North Fairfield Road Widening	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.					
465 GRE	Darst Road	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.					
466 GRE	Indian Ripple Road/I-675 Sidepath	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.					

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

467 GRE	New Germany-Trebein Road Sidepath	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.					
468 GRE	Grange Hall Road	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.					
469 GRE	Lantz Road Sidepath	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.					
470 GRE	Lantz Road Widening	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.					
471 GRE	Kemp Road	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.					
472 GRE	Patterson Road Widening	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.					
473 GRE	Swigart Road Sidepath	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.					
474 GRE	Research Blvd (SR 835)/Seajay Drive Sidepath	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.					
475A GRE	Beaver Valley Road Improvement	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.					
475B GRE	Beaver Valley Road Improvement	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.					
476 GRE	SR 235 & Byron, Trebein	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.					
477 GRE	I-675 NB Exit to Col. Glenn	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.					
481 GRE	US 42 Sidewalk	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.					
482 GRE	S. Detroit, Miami and Home Intersection Improvements	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.					
483 GRE	Hospitality Drive	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.					

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

484 GRE	Progress Drive	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.					
485 GRE	N. Progress Drive / Greene Way Boulevard Intersection	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.					
487 GRE	Progress Drive / W. Main Street Intersection Improvements	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.					
488 GRE	US 68 / Innovation Drive Intersection	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.					
489 GRE	I-71 Widening	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.					
490 GRE	Indian Ripple / Factory Road	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.					
491 GRE	National Road	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.					
492 GRE	Kauffman Avenue	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.					
493A GRE	Trebein Road — Section 1	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.					
493B GRE	Trebein Road — Section 2	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.					
493C GRE	Trebein Road — Section 3	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.					
494A GRE	Feedwire Road Section 2 — Phase 1	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.					
494B GRE	Feedwire Road Section 2 — Phase 2	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.					
494C GRE	Feedwire Road — Section 3	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.					

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

495A GRE	Indian Ripple Road — Section 1	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.					
495B GRE	Indian Ripple Road — Section 2	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.					
496 GRE	South Alpha Bellbrook Road	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.					
822D GRE	Feedwire East (Wilmington/I-675)	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.					
89A MIA	I-75 — Phase I	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.					
89B MIA	I-75 — Phase II	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.					
96 MIA	SR 41	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.					
103 MIA	Commerce Boulevard — Phase III	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.					
105B MIA	County Road 25A — Phase V	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.					
112 MIA	Evanston Road	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.					
113A MIA	Eldean Road / Experiment Farm Road	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.					
113B MIA	Experiment Farm Road	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.					
121 MIA	McKaig Road	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.					
130B MIA	R. M. Davis Parkway Extension	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.					
139A MIA	Washington Road / Wilson Road	Feasible: 2031-2035	Mileage: 0.74	Cost: \$1.35 / \$1.71	TIP: No
Realign Washington Road to intersect Wilson Road at McKaig Road.					

**Table 5.4 — Proposed Congestion Management Projects
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371MIA	SR 41	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.					
501MIA	Tipp-Cowlesville Road Widening	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.					
507MIA	Swailes Road Extension	Feasible: 2041-2045	Mileage: 0.55	Cost: \$1.35 / \$2.15	TIP: No
New roadway extension from the western termini of Swailes Road at Nashville Road to Wilson Road at SR 55.					
508AMIA	Peters Road — Phase I	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.					
508BMIA	Peters Road — Phase II	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 Swailes Road.					
512AMIA	Eldean Road — Phase I	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.					
512BMIA	Eldean Road — Phase II	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.					
512CMIA	Eldean Road — Phase III	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.					
514MIA	Piqua-Troy Road	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.					
516AMIA	Washington Road — Phase I	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.					
516BMIA	Washington Road — Phase II	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.					
516CMIA	Washington Road — Phase III	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.					
517BMIA	Farrington Road — Phase II	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.					
517CMIA	Farrington Road Widening - Phase I	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.					
518BMIA	Kinna Drive — South	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.					
520AMIA	Peters Road — Phase I	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 Swailes Road.					

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

520BMIA	Peters Road — Phase II	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.					
531DMIA	Main Street — Streetscape	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.					
532MIA	Experiment Farm Road	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.					
546MIA	CR 25A / Looney Road Intersection	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.					
548MIA	R. M. Davis Parkway / US 36 Intersection	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.					
549MIA	Fox Drive / CR 25A	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.					
550MIA	Stillwell Road Widening	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.					
551MIA	Wood Street / Wayne Street Intersection	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.					
552MIA	E. Ash Street (US 36) Improvements	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.					
553MIA	College / South Street Intersection	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.					
554MIA	Washington / Farrington Road Intersection Improvements	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.					
555MIA	Washington Road Widening	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.					
556MIA	Farrington Road / CR 25A Intersection	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.					
557MIA	Farrington / Experiment Farm Road Intersection	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.					
558MIA	Center Court Intersection Improvements	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
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559MIA	High Street and Piqua-Clayton Road Reconstruction	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.					
560MIA	SR 55 Widening	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.					
561MIA	Swailes Road and CR 25A Intersection Improvements	Feasible: 2026-2030	Mileage: N/A	Cost: \$0.50 / \$0.56	TIP: No
Intersection improvements to increase safety at the intersection of Swailes Road and CR 25A.					
144CMOT	I-70 Widening — Phase I	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.					
144DMOT	I-70 Widening — Phase II	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.					
144EMOT	I-70 Widening — Phase III	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.					
144FMOT	I-70 Widening — Phase IV	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.					
167MOT	SR 48 Widening	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.					
184BMOT	SR 725	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.					
202GMOT	Social Row Road — Phase III	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.					
202HMOT	Social Row Road — Phase IV	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.					
209AMOT	Arlington Road	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.					
220MOT	Clyo Road	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.					
221BMOT	Clyo Road	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)**

244CMOT	Hoke Road	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.					
244DMOT	Hoke Road	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.					
244EMOT	Hoke Road	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.					
253MOT	Little Richmond Road / Diamond Mill Road	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.					
260MOT	Mad River Road	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.					
272BMOT	DIA Northeast Logistics	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.					
298MOT	Salem Avenue	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.					
335BMOT	Yankee Street — Phase III	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.					
335CMOT	Yankee Street — Phase IV	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.					
336AMOT	Yankee Street Reconstruction Section 1	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.					
336BMOT	Yankee Street Reconstruction Section 2	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.					
338CMOT	Miamisburg-Springboro Pike Section 1 — Phase II	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.					
338DMOT	Miamisburg-Springboro Pike Section 2 — Phase I	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.					
338EMOT	Miamisburg-Springboro Pike Section 2 — Phase II	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.					
338FMOT	Benner Road	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)**

338GMOT	I-75	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.					
338HMOT	Miamisburg-Springboro Pike at Benner Road	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.					
361MOT	South Brown School Road Improvements	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.					
372AMOT	Spring Valley Road - Phase I	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.					
372BMOT	Spring Valley Road - Phase II	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.					
608MOT	Brookville-Salem Road	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.					
611AMOT	Hoke Road — South	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.					
611BMOT	Hoke Road and Westbrook Road Roundabout	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.					
613CMOT	Union Road	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.					
628AMOT	Diamond Mill Road	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.					
628BMOT	Diamond Mill Road	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.					
637MOT	Little York Road — Phase I	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.					
647MOT	Little York Road — Phase II	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.					
648MOT	Little York Road — Phase III	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)**

650MOT	Frederick Pike	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.					
654MOT	Broadway Street Widening and Realignment	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.					
656AMOT	Smithville Road Reconstruction Phase 1	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.					
656BMOT	Smithville Road Reconstruction Phase 2	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.					
665MOT	Sheehan Road	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.					
668MOT	Kitridge Road Widening	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.					
669MOT	Spring Valley Pike	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.					
670AMOT	Centerville Station Road — Phase I	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.					
670BMOT	Centerville Station Road — Phase II	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.					
676MOT	I-75 / Needmore Road Interchange	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.					
677MOT	I-75 Edwin C. Moses/SR 741/Dryden Road Interchanges	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.					
678MOT	I-75 Wagner Ford Rd and Stanley Ave Interchanges	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.					
800AMOT	West Moraine Connector — Phase I	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.					
800BMOT	West Moraine Connector — Phase II	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)**

804MOT	SR 48	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.					
808AMOT	SR 4 / Manning / Jamaica	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.					
808BMOT	SR 4 / South Union	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.					
810MOT	Helena Street Widening and Realignment	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.					
822BMOT	Clyo & Wilmington (Wilmington/I-675)	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.					
822CMOT	Feedwire Improvements (Wilmington/I-675)	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.					
823BMOT	I-675 Southbound Exit Ramp (Wilmington/I-675)	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.					
823CMOT	Diverging Diamond Interchange (Wilmington/I-675)	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.					
830MOT	East Third Street	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.					
833MOT	Patterson Boulevard Reconstruction	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.					
837BMOT	First Street	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.					
839MOT	Webster Street Widening	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.					
859MOT	Dryden Road Multi-Modal Path — Phase I	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
(Cost is in Millions of 2025 / Year of Expenditure Dollars)**

860MOT	Dryden Road Multi-Modal Path — Phase II	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.					
865MOT	East Third Street Roadway Improvements	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.					
867MOT	Hudson Avenue / Main Street Intersection Realignment	Feasible: 2036-2040	Mileage: 0.25	Cost: \$1.50 / \$1.91	TIP: No
Realign Hudson Avenue at Main Street to create a single intersection.					
868MOT	Monument Avenue Left Turn Lane Installation	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.					
869MOT	Webster Street Left Turn Lane Installation	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.					
870AMOT	West Third Street	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.					
870BMOT	West Third Street	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.					
870CMOT	West Third Street	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.					
870DMOT	West Third Street	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.					
872MOT	Washington Church Road Extension	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.					
879BMOT	Woodman Gateway - Springfield Street Intersection	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.					
879CMOT	Woodman Gateway - Springfield to Bayside/Longview	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.					
880MOT	Byers - Lyons Bikeway Connector	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.					
881MOT	Patterson Boulevard Bridge	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)**

882AMOT	Alex-Bell Road Reconstruction - Phase 1	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.					
882BMOT	Alex-Bell Road Reconstruction - Phase 2	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.					
882CMOT	Alex-Bell Road Reconstruction - Phase 3	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.					
889MOT	Monument Avenue Street Conversion	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.					
890MOT	Keowee Street Improvements	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.					
891MOT	James H. McGee Boulevard Extension	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.					
892MOT	Findlay Street	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.					
893AMOT	Edwin C. Moses Boulevard and West Riverview Road	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.					
893BMOT	West Riverview Avenue	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.					
894MOT	Far Hills Avenue Improvements	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.					
895MOT	East Chambersburg Road Widening, Phase V	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.					
896MOT	Catalpa & Siebenthaler Intersection	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.					
897MOT	Sheehan Road Widening	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)**

898AMOT	Frederick Pike - Phase 1	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.					
898BMOT	Frederick Pike - Phase 2	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.					
898CMOT	Frederick Pike - Phase 3	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.					
898DMOT	Frederick Pike - Phase 4	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.					
899MOT	Linden Avenue	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.					
900MOT	Medlar Road	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.					
901MOT	Benner Road	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.					
902MOT	Mound Road	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.					
903MOT	SR 725 Shared-Use Path	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.					
904MOT	Gebhart Church Road	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.					
905MOT	SR 725 Intersection Improvements	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.					
906MOT	Dixie Drive Improvements	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.					
907MOT	East Third Street Cycle Track	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
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908MOT	Fifth Street Bike Lanes	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.					
909MOT	First Street Conversion	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.					
910MOT	Germantown Street Bike Lanes Phase 2	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.					
911MOT	James H. McGee Blvd	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.					
912MOT	Keowee Street Safety Improvements Phase 2	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.					
913MOT	Linden Avenue Reconstruction	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.					
914MOT	Riverside Drive	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.					
915MOT	Second Street Cycle Track	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.					
916MOT	Smithville Road Reconstruction Phase 3	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.					
917MOT	SR 48 Safety Improvements	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.					
918MOT	I-675/I-75/SR 725 Interchanges	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.					
919MOT	West Franklin Safety Study	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.					
920MOT	Franklin Street and Clyo Road Bike Path	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.					



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921MOT	Bigger Road / Clys Road Intersection	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 Clys Road intersection.					
922MOT	Main Street Uptown Improvements	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.					
923MOT	Loop Road Multi-use Path	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.					
924MOT	SR 48	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.					
925MOT	North County Line Road Improvements	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.					
715WAR	Clearcreek Franklin Road	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.					
716WAR	East Second Street Signal Upgrade	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.					
717WAR	SR 73 Improvement Project	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.					
718WAR	SR 123 Improvements (East)	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.					
719WAR	SR 123 Improvements (West)	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.					
720WAR	N Riley Blvd / N Main St / N River St / Van Horne Ave	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.					
721WAR	Riley Blvd / SR 73 / S Main St / Dixie Hwy Roundabout	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.					
722WAR	S Main Street Improvements	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

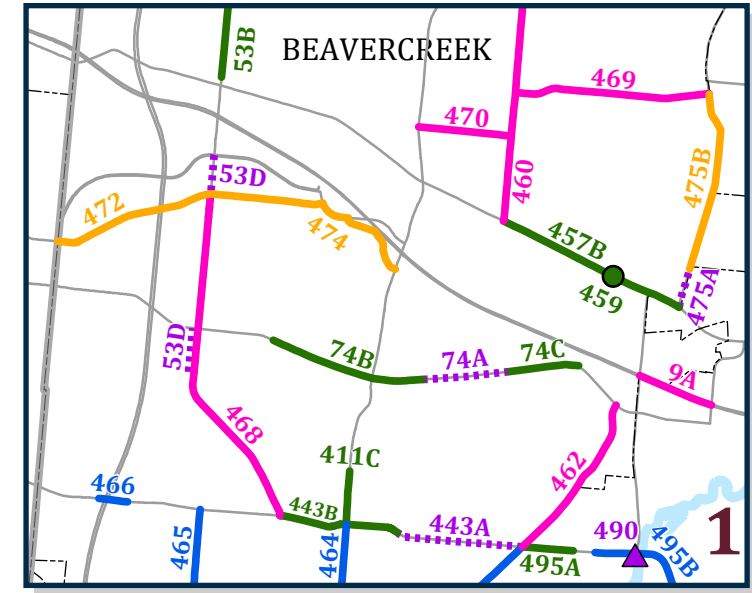
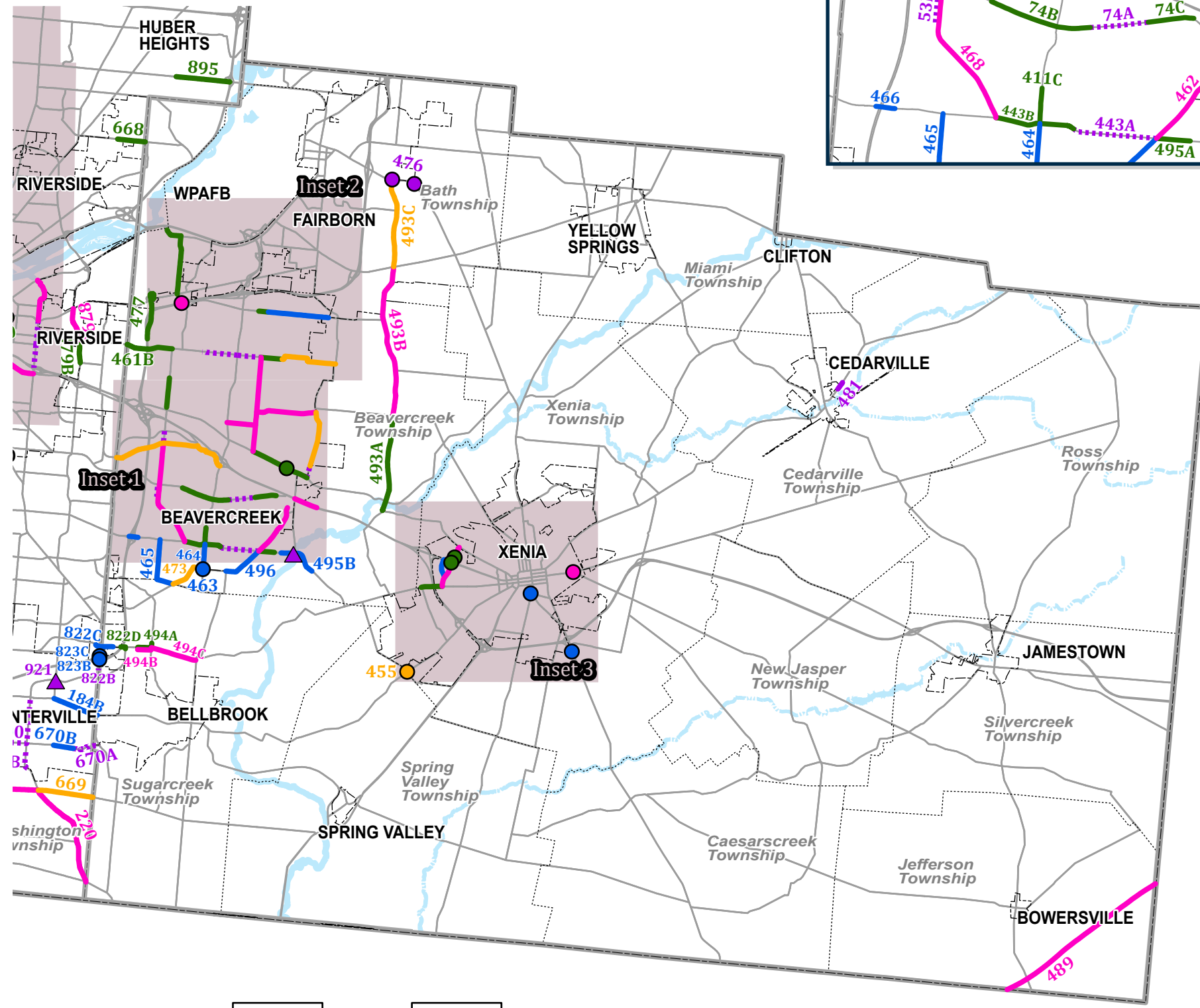


TIP Status

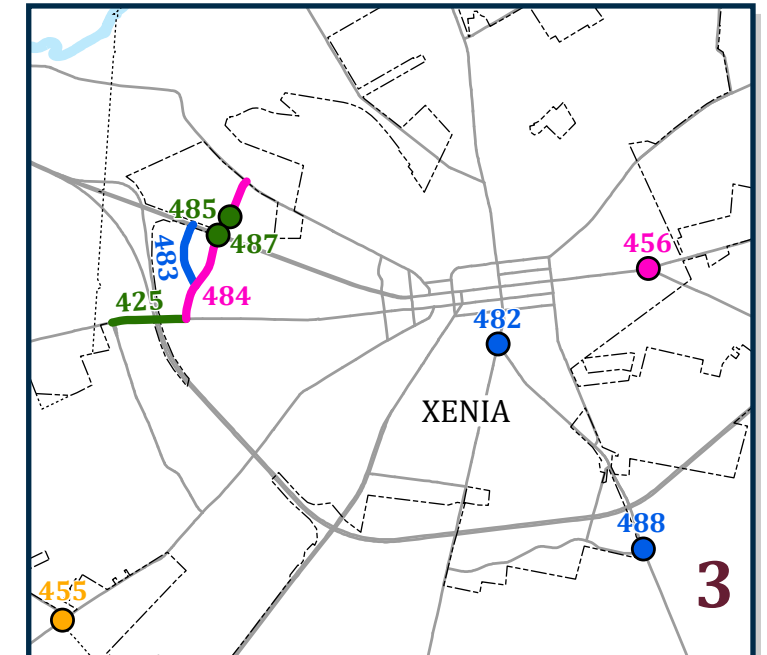
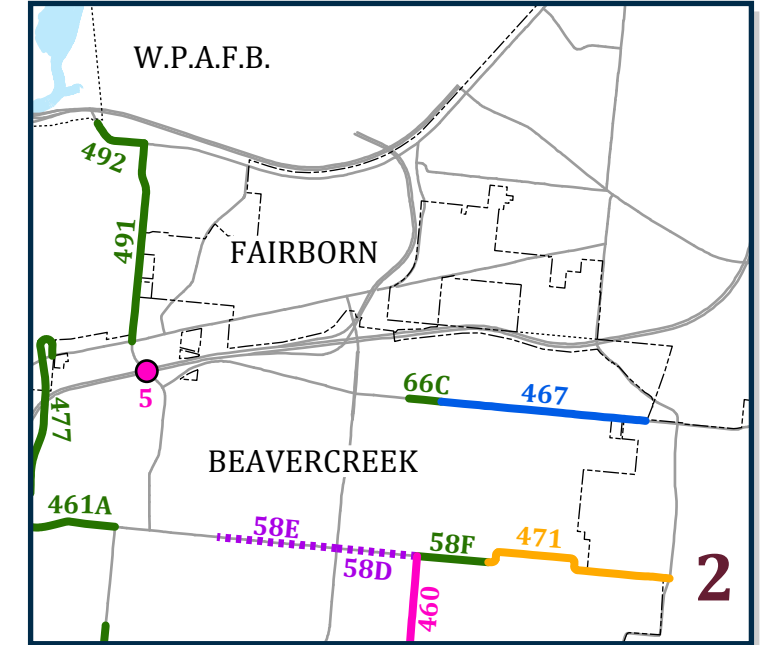
Yes  No 

Feasibility

 2026 - 2030  2041 - 2045
 2031 - 2035  2046 - 2050
 2036 - 2040



**Figure 5.4
Congestion Management
Projects: Greene County**



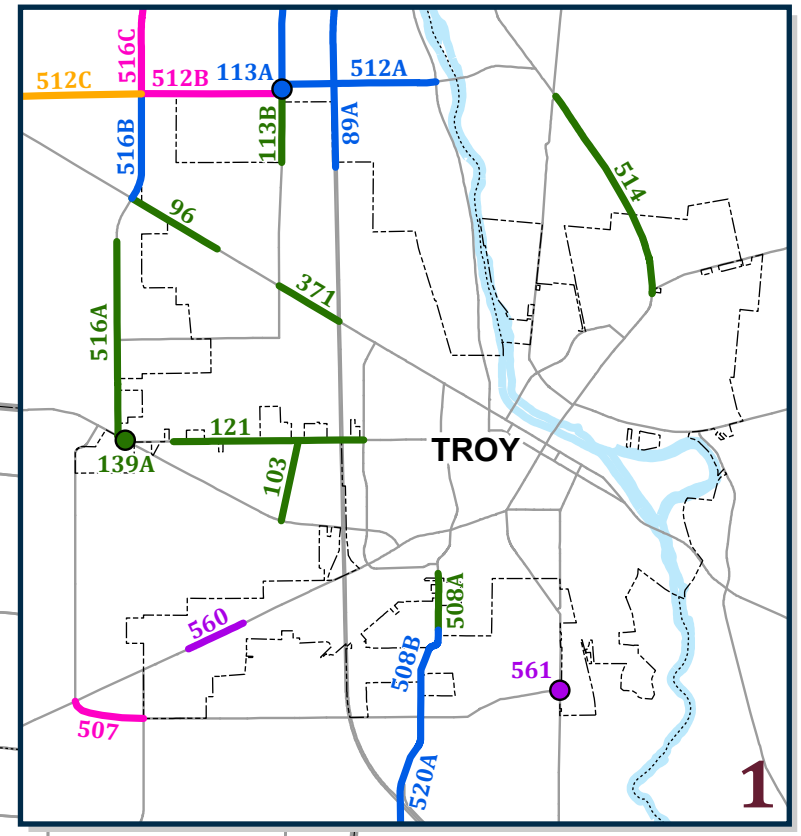
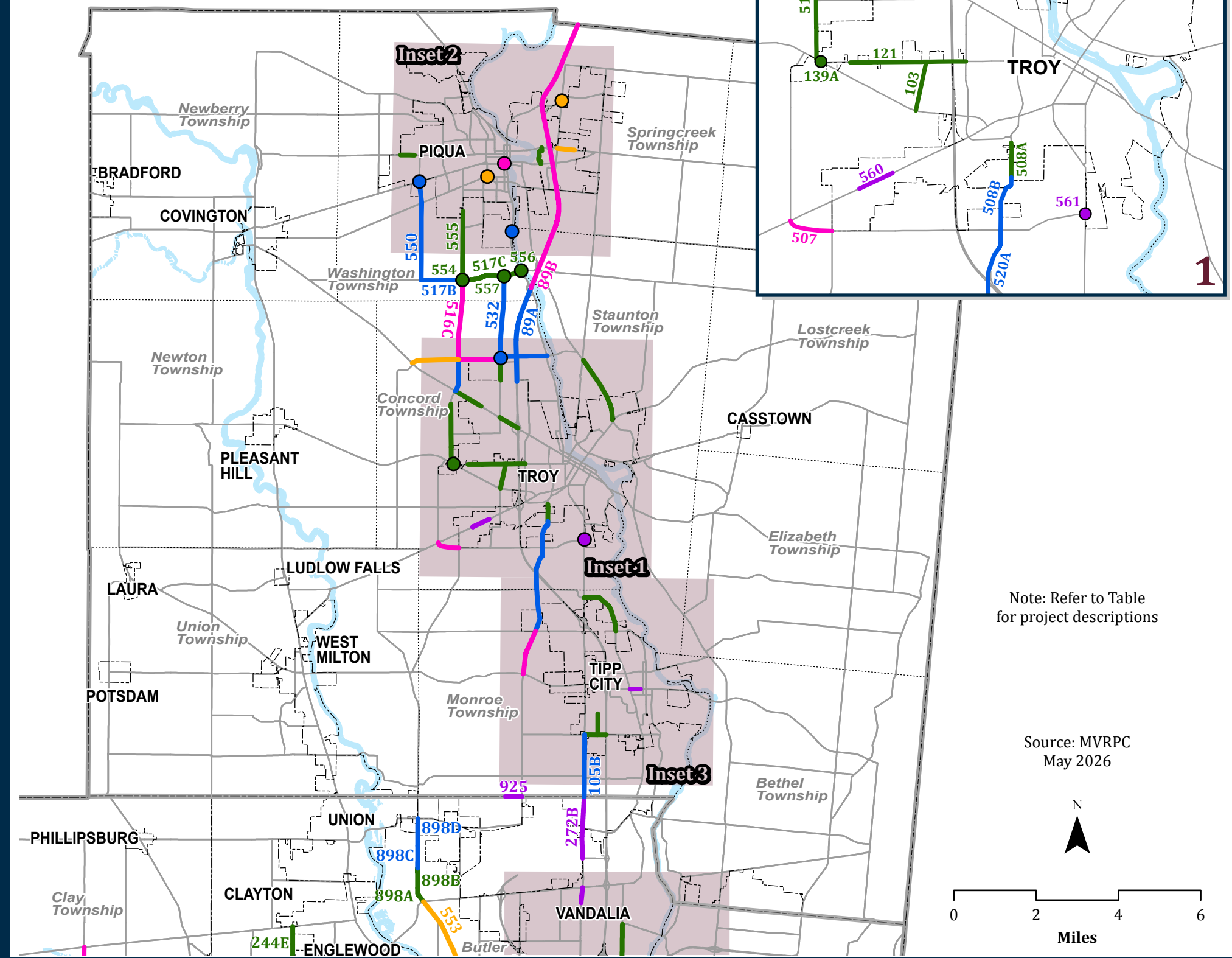
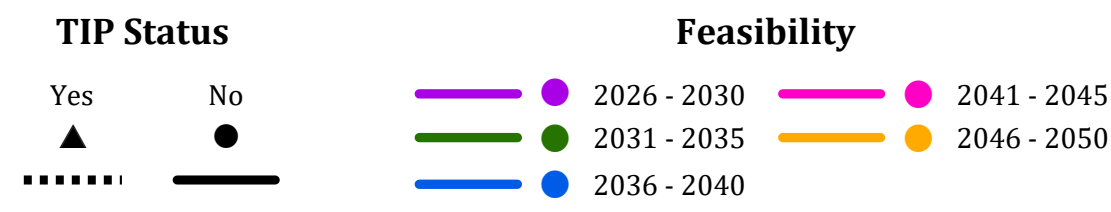
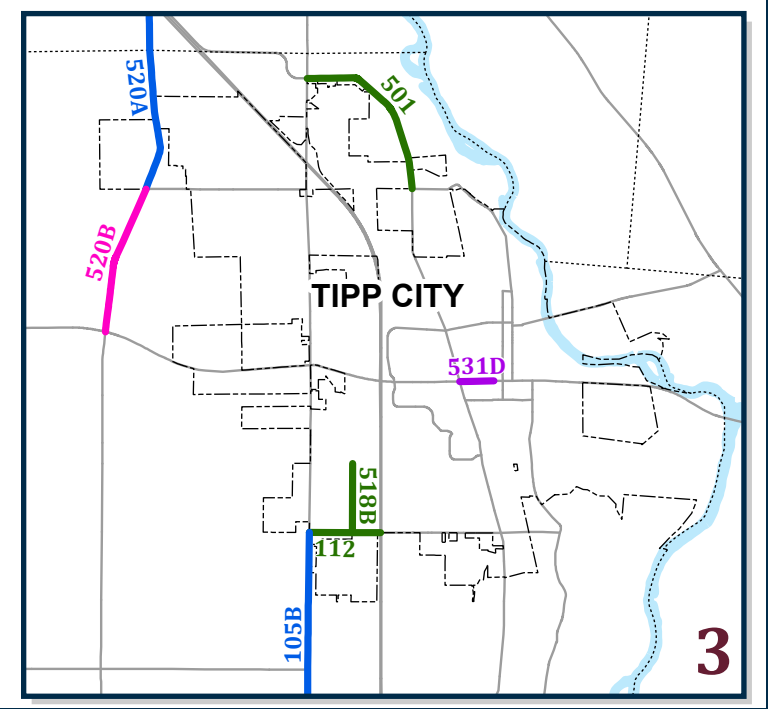
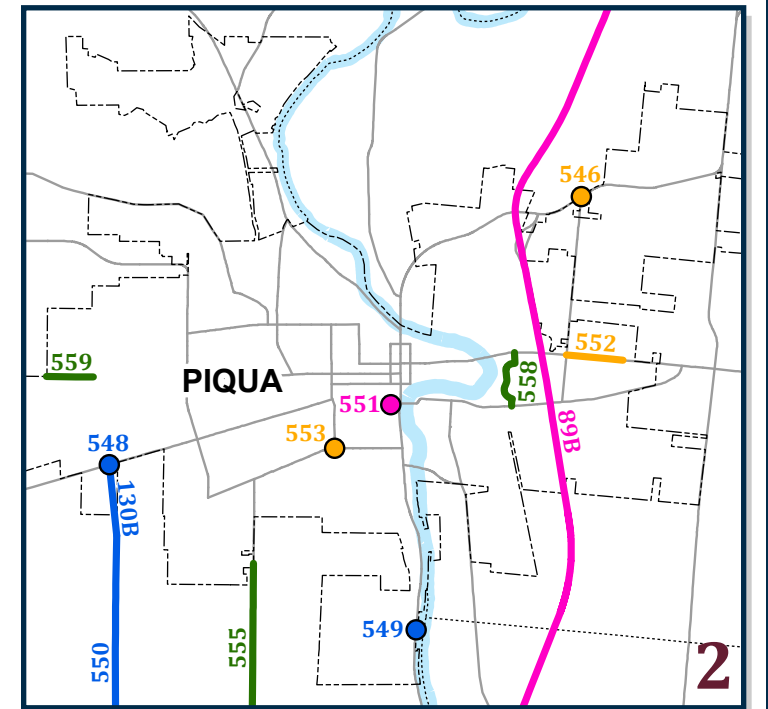


Figure 5.5
Congestion Management
Projects: Miami County



Note: Refer to Table for project descriptions

Source: MVRPC
May 2026

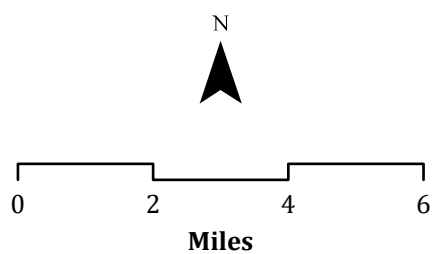
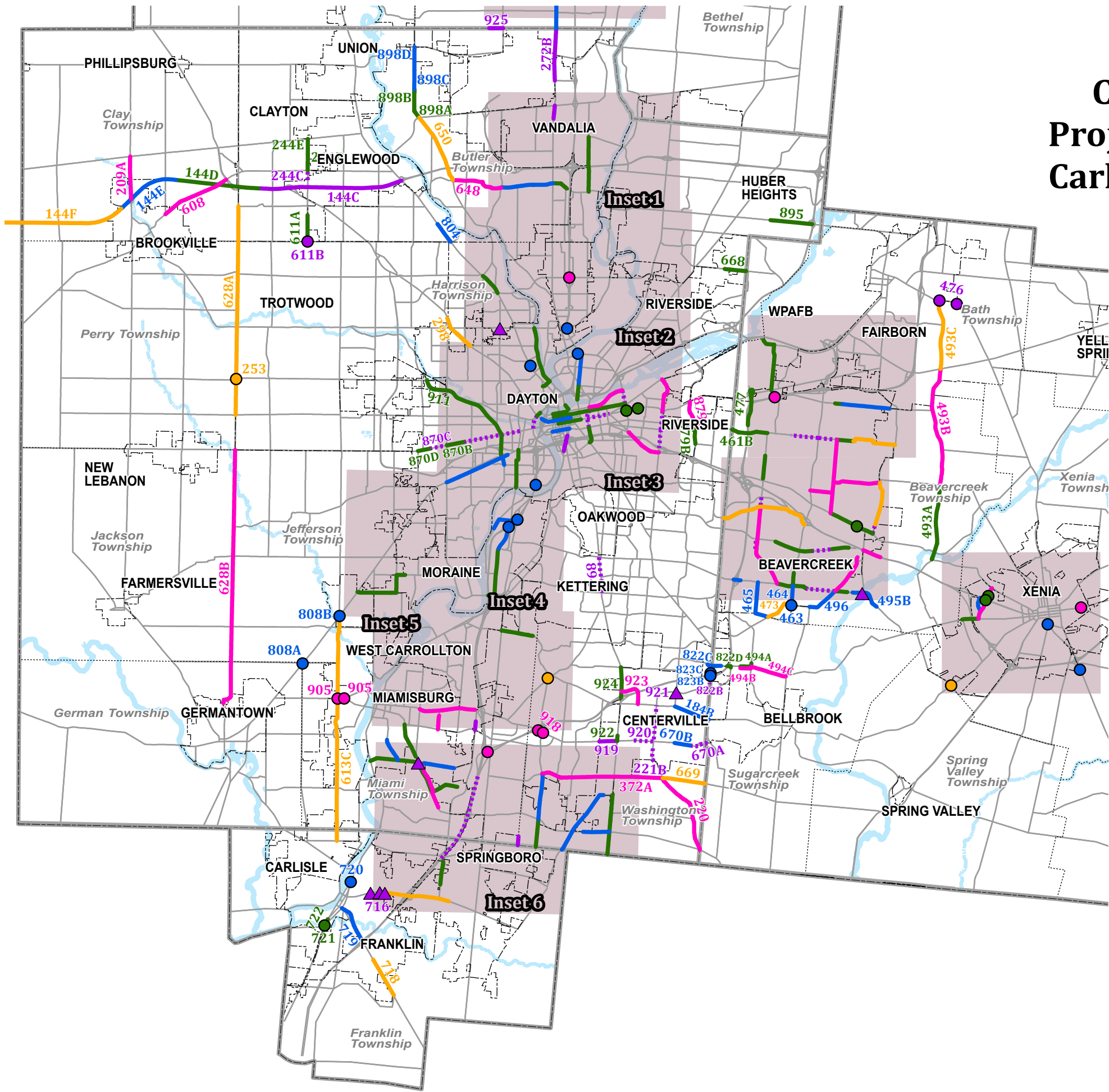


Figure 5.6
Congestion Management
Projects: Montgomery County,
Carlisle, Franklin, Springboro,
and Franklin Twp.



TIP Status

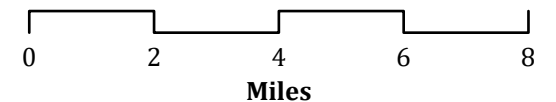
- | | |
|-------|------|
| Yes | No |
| ▲ | ● |
| | ———— |

Feasibility

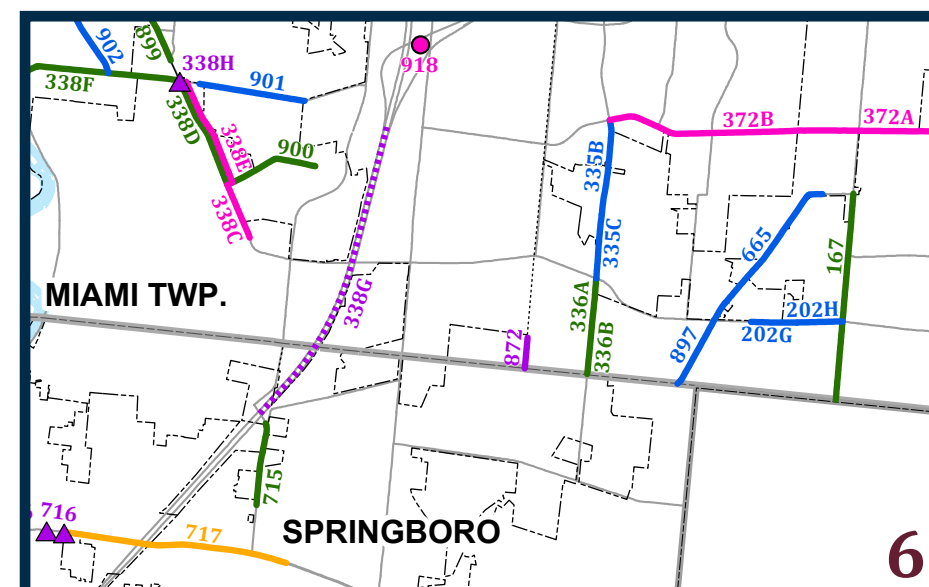
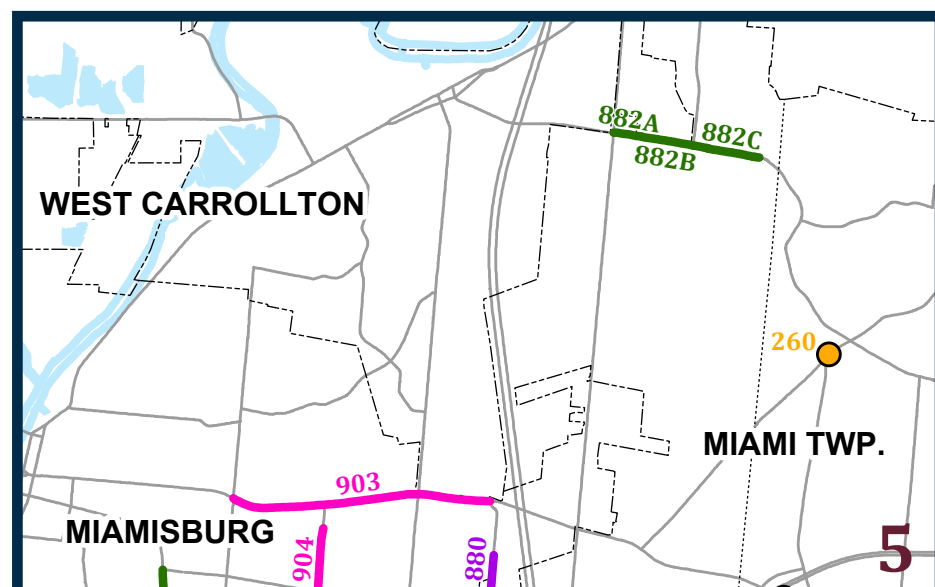
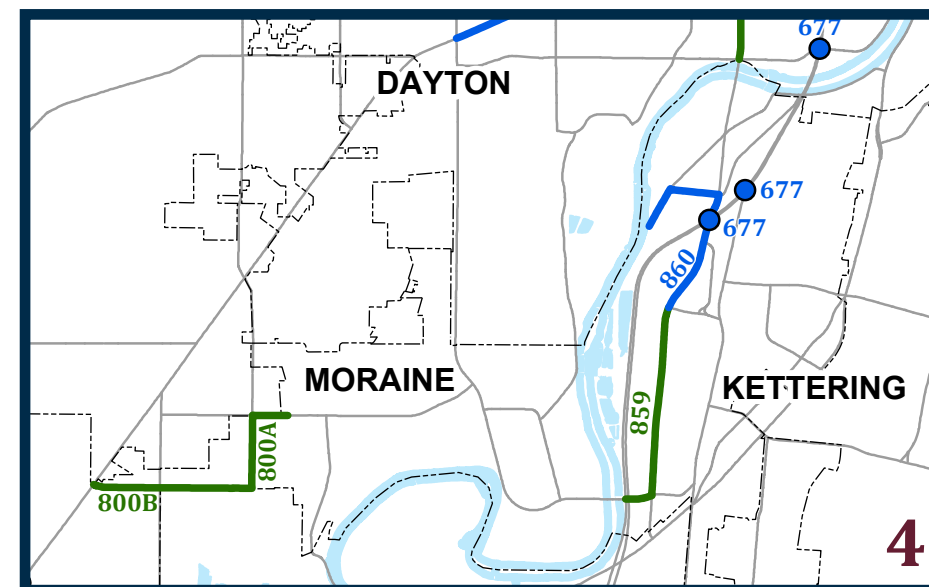
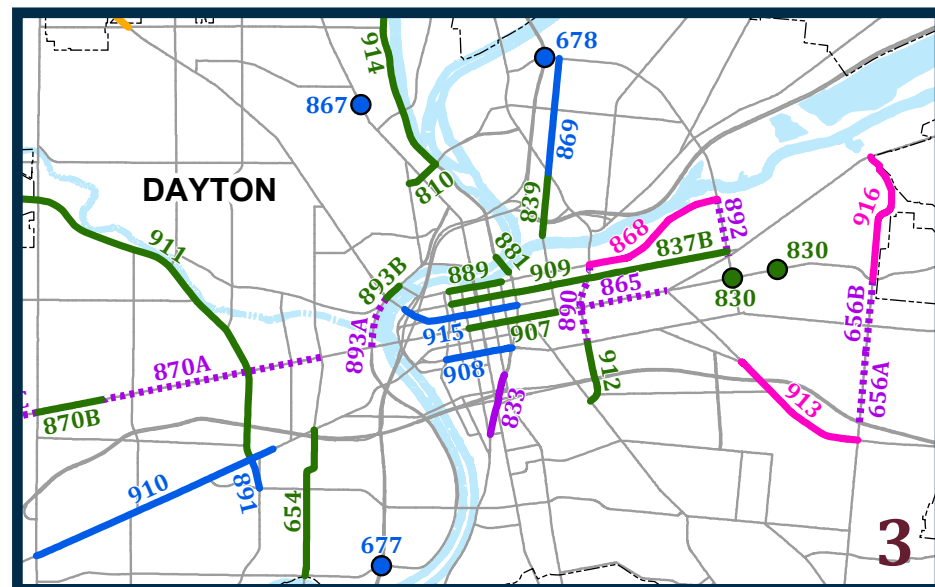
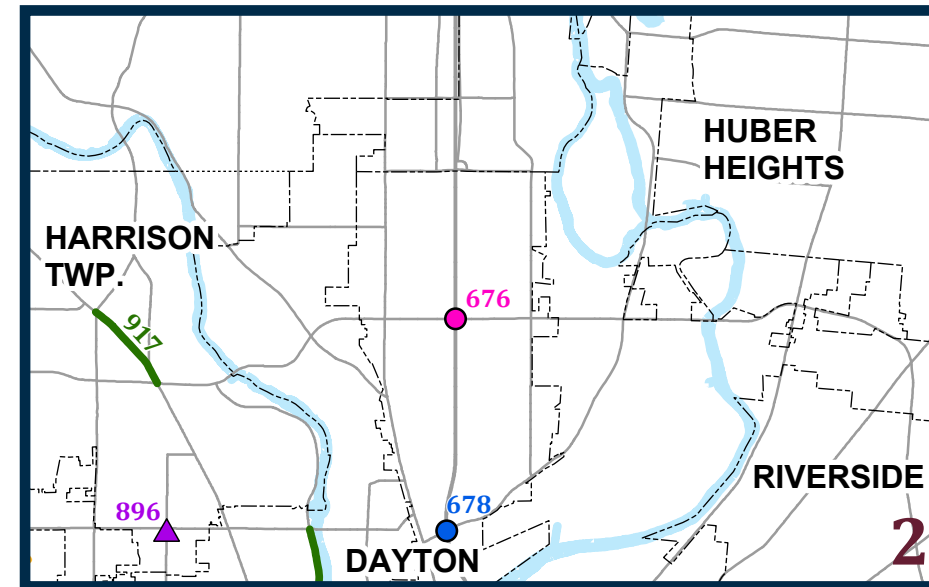
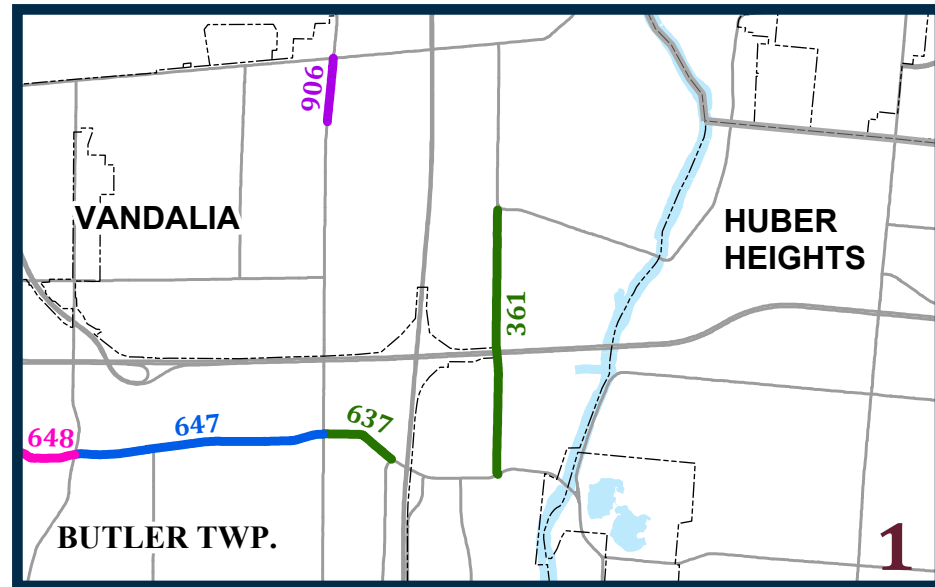
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|-----|---|-----|---|
| —●— | ● | —●— | ● |
| —●— | ● | —●— | ● |
| —●— | ● | —●— | ● |

Note: Refer to Table for project descriptions.

Source: MVRPC
 May 2026



**Figure 5.7
Congestion Management
Projects: Montgomery
County Insets**



TIP Status
 Yes No
 ▲ ●
 —

Feasibility

—	●	2026 - 2030	—	●	2041 - 2045
—	●	2031 - 2035	—	●	2046 - 2050
—	●	2036 - 2040			

Note: Refer to Table for project descriptions.

Source: MVRPC
May 2026



