

CHAPTER 5

CONGESTION MANAGEMENT STRATEGIES-HIGHWAY

5.1 Overview

Following the Long Range Transportation Plan kick-off meeting in August 2020, MVRPC worked with stakeholders in the Region to develop Congestion Management (CM) highway projects for the period between SFY 2021 and 2050, including 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 virtual public participation meetings. The process continued by identifying future revenue capacity and conducting a systematic evaluation of projects.

As a result, the 2050 LRTP includes 212 projects with a total cost of \$2,326.89 million. The congestion management list is fiscally constrained, with projected revenue of \$2,959.46 million. The remainder revenue, \$4,240.00 million, is reserved for operations and maintenance/reconstruction projects. As required by the FAST Act, both costs and revenues are expressed in year of expenditure dollars.

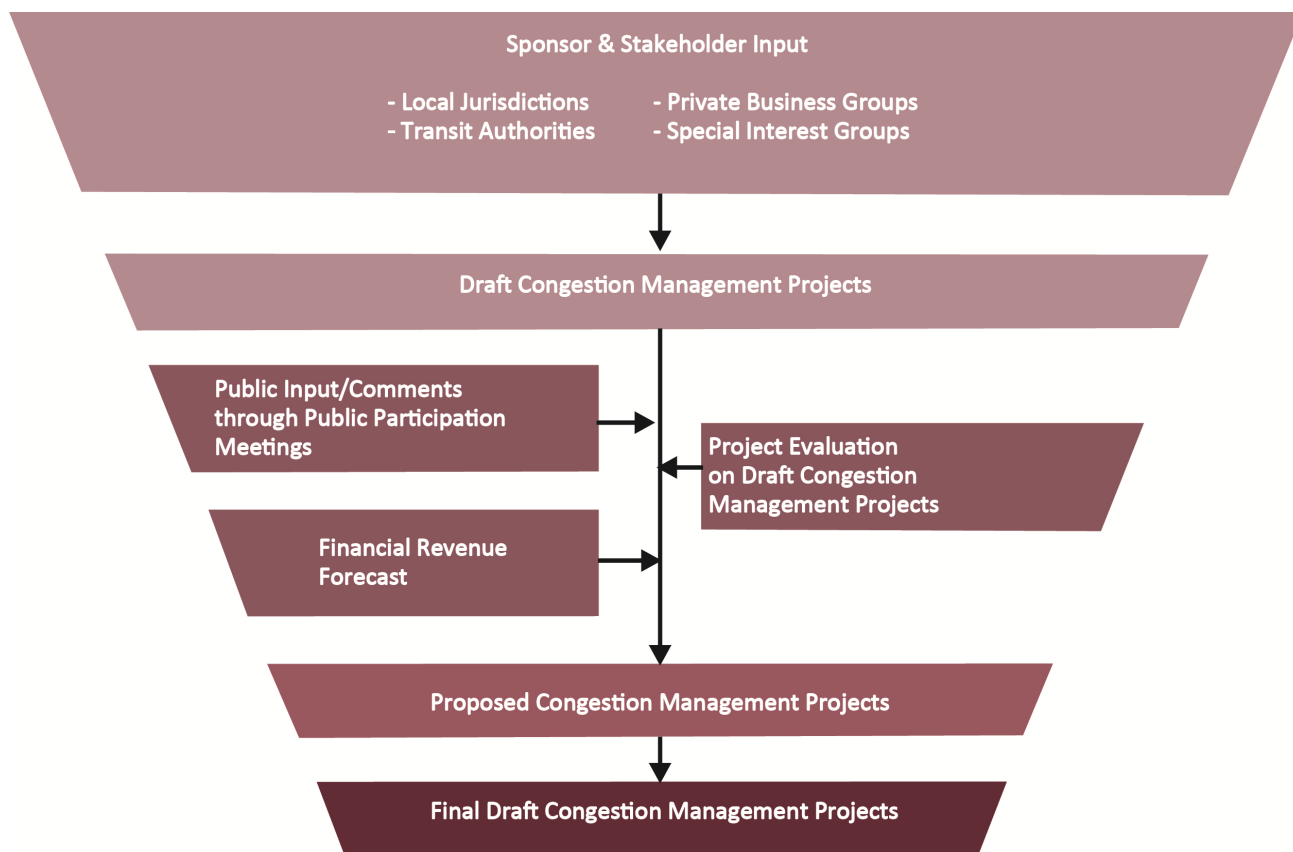
5.2 Process Overview

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 also involved in every step of the process.

MVRPC first sought sponsor and stakeholder input through virtual meetings and a stakeholder survey. MVRPC staff then compiled the draft, not-fiscally-constrained, project list and modified it as necessary to make the list of projects consistent. MVRPC hosted virtual public participation meetings to present the draft CM list and to solicit comments from the general public. After the meetings, applicable comments received from the public were forwarded to the appropriate project sponsor and, if necessary, the projects were modified. Next, the financial analysis was conducted to determine the available 30-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 2020, which then directed staff to begin the analyses pertaining to the Plan update.

The following sections of this chapter provide in-depth information on each step of the congestion management project development process.

Figure 5.1 — Congestion Management Projects Development Process Overview



5.3 Sponsor and Stakeholder Input

MVRPC invited both governmental and non-governmental 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 (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, including project profile and 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 following the August 2020 Technical Advisory Committee (TAC) meeting via zoom.

Pursuant to its public participation policy and the consultation requirements in the FAST Act, MVRPC invited stakeholders, including project sponsors, on its public participation contact list to participate in an online survey to gauge the Region's satisfaction with the availability and condition of the existing transportation infrastructure and to set priorities for the future. At the end of the survey, respondents were also given the opportunity to submit comments. The results can be seen in the Public Participation Summary document.

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 those that have been completed or are under construction, to update the current status of remaining projects (including deletion of projects), and to identify new projects. The Project Profile Form and the Project Evaluation Form were submitted by the project sponsors electronically.

MVRPC received a total of 212 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. Further, the draft project list was sent to project sponsors for their review prior to the public participation meetings in October 2020.

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 also 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 via zoom on October 20 and 22, 2020, to present the draft CM projects and to solicit comments from the general public and other interested parties. 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 – Public Participation and Consultation for more information regarding the October public participation meetings.

5.5 Project Evaluation

MVRPC 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 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 is a more collaborative, transparent, and interactive way to work with member jurisdictions. As a result, some

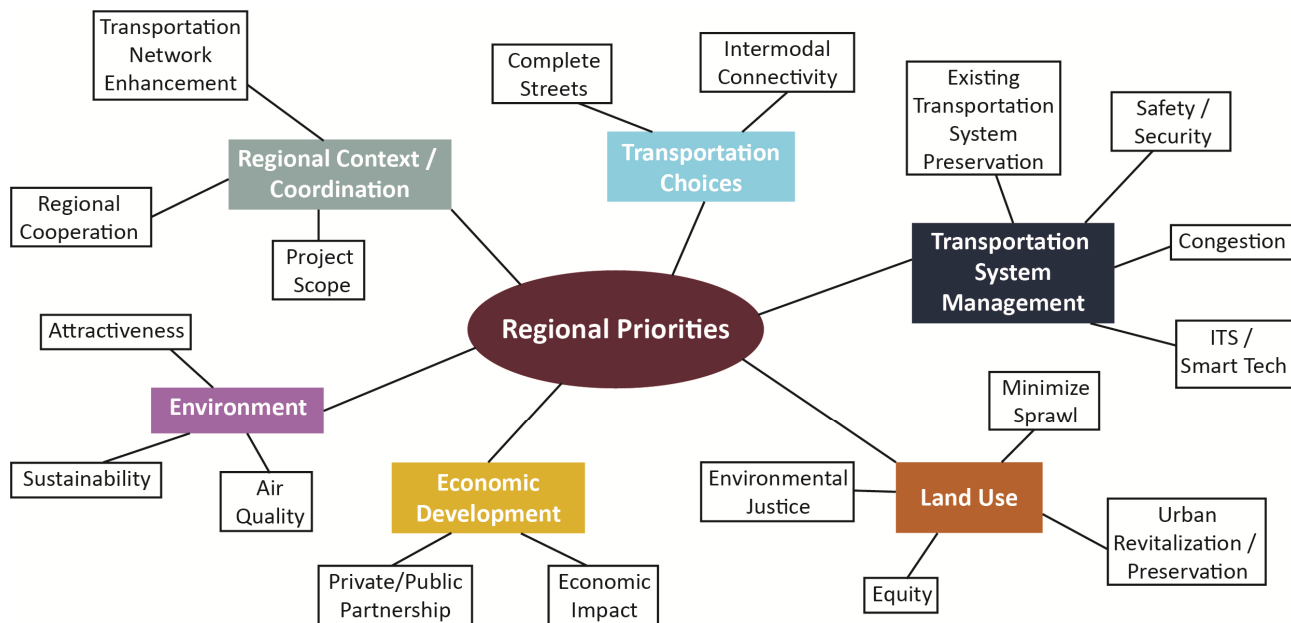
criteria were modified, additional explanation and examples were provided, and a complete set of maps and data were made available to project sponsors to aid in the self-scoring process.

In 2019, MVRPC staff worked with a PES Update Committee, comprising 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 are currently being funded, and to incorporate equity criteria and a performance management approach for project scoring and selection.

The PES is now available on the MVRPC website along with all relevant information and the MVRPC staff works with participants to ensure a full understanding of the process, including 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.

Figure 5.2 — Project Evaluation System Design Concept



The PES is both exhaustive and equitable, while also being easy to understand. 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 equitable. 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 212 projects with a total cost of \$2,326.89 million for the 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 3, 2020, making the proposed project list the final draft list. Minor changes to the list occurred between December 3, 2020, and the plan adoption on May 6, 2021 and the list was again presented to the public in April 2021. The final 2050 LRTP CM projects are included in Table 5.3. Figures 5.4, 5.5, 5.6, and 5.7 illustrate locations of CM projects in the Region.

Table 5.3 includes the following information about each project:

- Project ID Number;
- County;
- Roadway Name;
- Assumed feasible implementation period;
- Mileage (length of project in miles);
- Cost (in millions of 2020/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 the TIP years, No = not in TIP/not funded); and
- Description of project.

All 212 CM projects can be categorized by project type as follows:

- Studies – 1 project;
- Road or Bridge Widening – 28 projects;
- Interchange, Intersection Improvement, Turn Lane Additions – 127 projects;
- Road/Bridge Replacement, Realignment, or Reconstruction – 14 projects;
- Signal Improvement or Signal Interconnect – 3 projects;
- Bike/Pedestrian – 12 projects;
- New Road, New Interchange, or Road Extension – 12 projects; and
- Road Diets – 15 projects.

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 2021-2024 TIP.

Downtown Dayton Sub-Corridor

Originally developed as part of the North South Transportation Initiative, this project improved I-75 between Keowee Street and Edwin C. Moses Boulevard in Downtown Dayton to address safety and capacity concerns by adding continuous through lanes, eliminating left entrance and exit ramps, and increasing the spacing between interchanges. The final phase of the project was completed in the Fall of 2016 after nearly 10 years of construction.



US 35 in Montgomery County

In 2004, MVRPC in cooperation 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. This section of US 35 is one of the oldest sections of freeway in Ohio and needs geometric improvements to address safety, congestion, and accessibility issues resulting from increased traffic and changing traffic characteristics over the last 60 years.

Divided in five phases for construction, the first three – widening mainline bridges, installing a noise wall, and improving the Smithville interchange are completed. The next phase to widen US 35 between Steve Whalen Boulevard and I-675 by adding a lane in each direction is under construction and the last phase, to improve the Woodman interchange, is funded in SFY 2023. When completed, this project will reduce peak hour congestion and improve safety throughout the corridor by correcting geometric deficiencies, improving lane continuity, and reducing crashes.

US 35 in Greene County

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

Further study, driven by statewide funding constraints, unveiled a new alternative to convert US 35 to a “superstreet” that would address the majority of the safety concerns at a lower cost. With a superstreet, drivers traveling north on Factory Road or Orchard Lane would not be able to turn left on US 35. They would turn right and drive a short distance before making a U-turn on US 35 to travel west or to continue on Factory Road or Orchard Lane. The US 35 superstreet is currently under construction and it is expected to be completed in 2022.

A project to convert the Valley/Trebein-US 35 intersection to an interchange has completed environmental review and is currently under design, pending construction funding from the Transportation Review Advisory Council (TRAC).

US 40 Logistics Improvements

This project, currently under construction, improves US 40 from Airpark Boulevard to Peters Pike to a five-lane cross section and upgrades the interchange at Airport Access Road and US 40 to facilitate the movement of freight.

Major Bridge Replacements

The Webster Street, Helena Street, Harshman Road, and Keowee Street bridges were completed between 2016 and 2019. The Third Street bridge in Downtown Dayton is currently under construction.

I-75/SR 725 Interchange

As one of the busiest roads in the Region, the SR 725 at I-75 interchange has long been a source of congestion and safety concerns. This project will convert the existing interchange to a diverging diamond interchange (DDI) and install a bike and pedestrian facility along SR 725. DDIs reduce vehicle-to-vehicle conflict points by nearly 50 percent and eliminate many of the most severe crash types, mainly left-turn and angle.

5.8 Fiscal Constraint

The Congestion Management projects in the 2050 LRTP are fiscally constrained, with a total cost of \$2,326.89 million and a total projected revenue of \$2,959.46 million when expressed in year of expenditure dollars. Table 5.1 shows a summary of costs and revenues by timeframe. Project costs, for projects outside the TIP, were inflated using FY 2021, U.S. Office of Management and Budget, U.S. Budget Economic Assumptions for Consumer Price Index for FY 2030 or 2.3 percent per year. This resulted in inflation factors of 1.1, 1.20, 1.41, and 1.77 for years 2025, 2030, 2035 and 2045, the mid-years of the Plan periods (2021-2025), (2026-2030), (2031-2040), and (2041-2050). A few projects outside the TIP years were not inflated because their cost estimates reflect ODOT's Ellis and are already inflated according to ODOT guidelines. These projects are identified in Table 5.3 as TIP: NF. 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 2020 / Year of Expenditure dollars)

Costs / Revenues	Short Term Plan I (2021-2025)	Short Term Plan II (2026-2030)	Long Term Plan I (2031-2040)	Long Term Plan II (2041-2050)	For Full 30 Year Plan
2020					
– Cost	\$78.29	\$326.27	\$647.34	\$541.13	\$1,593.03
– Revenues	\$244.84	\$357.94	\$715.88	\$715.88	\$2,034.54
YOE					
– Cost	\$79.43	\$376.91	\$912.75	\$957.80	\$2,326.89
– Revenues	\$253.43	\$429.53	\$1,009.39	\$1,267.11	\$2,959.46

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 46% of TIP revenues for operations and maintenance/reconstruction projects and 72% of local roadway expenditures on operations and maintenance/reconstruction on projects not programmed in the TIP for a total of \$4,240.00 million over the life of the Plan, SFY 2021 to SFY 2050.

The assumption is that these funds (\$4,240.00) will be reserved for operations and maintenance/reconstruction projects and will be sufficient to maintain the transportation system. Table 5.2 shows operations and maintenance/reconstruction costs and revenues for each Plan period by funding source.

**Table 5.2 — 2050 Operations and Maintenance/Reconstruction
Costs and Revenues by Funding Source
(in millions of 2020 / Year of Expenditure dollars)**

Source	Costs / Revenues				
	Short Term Plan I (2021-2025)	Short Term Plan II (2026-2030)	Long Term Plan I (2031-2040)	Long Term Plan II (2041-2050)	For Full 30 Year Plan
Federal	\$209.25	\$218.15	\$436.31	\$436.31	1,300.02
State	\$108.79	\$129.18	\$258.36	\$258.36	\$754.68
Local, Other	\$154.72	\$149.40	\$298.81	\$298.81	\$901.74
Total (2020 Dollars)	\$472.76	\$496.74	\$993.47	\$993.47	\$2,956.44
Total (YOE Dollars)	\$484.68	\$596.08	\$1,400.79	\$1,758.44	\$4,240.00

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

5 GRE	I-675 / Grange Hall Road				
Feasible: 2041-2045	Mileage: NA	Cost: \$30.00 / \$53.10	TIP: No	Add full movements at Grange Hall Road interchange.	
9A GRE	US 35 — Phase I				
Feasible: 2041-2045	Mileage: 1.50	Cost: \$79.70 / \$141.07	TIP: No	Eliminate the existing at grade intersections at Factory Road, Alpha Road, and Orchard Lane and replace them with full access interchange at Factory Road.	
9B GRE	US 35 — Phase II				
Feasible: 2026-2030	Mileage: 1.00	Cost: \$30.07 / \$30.07	TIP: YP	Eliminate the existing at grade intersection at Trebein/Valley Road and replace with full access interchanges at Trebein/Valley Road. Preliminary engineering and right of way phases are currently funded in the TIP.	
10B GRE	US 42				
Feasible: 2036-2040	Mileage: 0.62	Cost: \$1.65 / \$2.33	TIP: No	Widen from 2 to 3 lanes from Bickett Road to Hickman Road.	
10D GRE	US 42				
Feasible: 2031-2035	Mileage: 0.81	Cost: \$2.16 / \$3.05	TIP: No	Widen US 42 from E. Church Street to City Corporation Limits from 2 to 3 lanes.	
17B GRE	SR 72				
Feasible: 2021-2025	Mileage: 4.80	Cost: \$7.17 / \$7.17	TIP: Yes	Widen at intersections, safety upgrades and roadway realignment as needed from north of Klontz Road to southern Cedarville corporation limit.	
21 GRE	SR 235				
Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90 / \$4.68	TIP: No	Widen from 2 to 3 lanes from I-675 to Byron Road.	
24B GRE	SR 444 — Phase III				
Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.27 / \$3.27	TIP: NF	Narrow the western portion and widen the eastern portion to create a uniform 3-lane section from Central Avenue to Sandhill Road.	
24C GRE	SR 444 — Phase IIA				
Feasible: 2021-2025	Mileage: 0.51	Cost: \$3.69 / \$3.69	TIP: Yes	Narrow the roadway from 4 to 3 lanes and install bike lanes and access management techniques, as well as replace the waterline from Dayton Drive to Koogler Street.	
24D GRE	SR 444 — Phase IIB				
Feasible: 2026-2030	Mileage: 0.55	Cost: \$1.78 / \$2.14	TIP: No	Narrow the roadway from 4 to 3 lanes and install bike lanes and access management techniques from Koogler Street to Central Avenue.	
50 GRE	Garland Extension - West				
Feasible: 2036-2040	Mileage: 0.70	Cost: \$3.00 / \$4.23	TIP: No	Extend as 2 lanes from its eastern terminus at Maple Avenue to Meadowlands Drive.	
53B GRE	Grange Hall Road				
Feasible: 2026-2030	Mileage: 1.63	Cost: \$8.61 / \$10.33	TIP: No	Widen from Summerfield Drive to Southview Drive and SR 835 to Patterson Road from 2 to 3 lanes, and add pedestrian and bicycle amenities.	
53C GRE	Grange Hall Road				
Feasible: 2021-2025	Mileage: 0.67	Cost: \$3.70 / \$3.70	TIP: Yes	Widen from Summerfield Drive to Kemp Road from 2 to 3 lanes, and add pedestrian and bicycle amenities.	

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

58D GRE	Kemp Road	Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.30 / \$6.36	TIP: No
Widen from North Fairfield Road to Hidden Woods Boulevard from 2 to 3 lanes, and add bicycle and pedestrian amenities.					
58E GRE	Kemp Road	Feasible: 2031-2035	Mileage: 1.55	Cost: \$3.73 / \$5.26	TIP: No
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.					
66C GRE	New Germany-Trebein Road	Feasible: 2026-2030	Mileage: 0.35	Cost: \$1.95 / \$2.34	TIP: No
Widen from 3 to 5 lanes from Lillian Lane to Big Woods Drive.					
74 GRE	Shakertown Road	Feasible: 2031-2035	Mileage: 2.02	Cost: \$10.64 / \$15.00	TIP: No
Widen from 2 to 3 lanes from Autumn Leaf Drive to relocated Shakertown Road with bicycle and pedestrian amenities.					
78C GRE	Trebein Road	Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.20 / \$8.74	TIP: No
Widen from 2 to 3 lanes from Dayton-Yellow Springs Road to Xenia Drive; add bicycle and pedestrian facilities, widen culverts, and improve safety of vertical and horizontal curves.					
345 GRE	Industrial Boulevard Extension	Feasible: 2031-2035	Mileage: 0.47	Cost: \$0.93 / \$1.31	TIP: No
Extend as 3 lanes from Bellbrook Avenue to W. Second Street.					
407 GRE	I-675/Shakertown Rd.	Feasible: 2046-2050	Mileage: NA	Cost: \$0.75 / \$1.33	TIP: No
Feasibility study to construct new interchange on I-675 at Shakertown Road to improve job access to land in Beavercreek and Kettering.					
411A GRE	North Fairfield Road	Feasible: 2021-2025	Mileage: 0.49	Cost: \$3.25 / \$3.25	TIP: Yes
Widen from 2 to 3 lanes from Plantation Place to Shakertown Road including installation of bicycle and pedestrian amenities.					
411B GRE	North Fairfield Road	Feasible: 2021-2025	Mileage: 0.18	Cost: \$2.12 / \$2.12	TIP: NF
Widen from 2 to 3 lanes from Plantation Place to Fairbrook Elementary School including installation of bicycle and pedestrian amenities.					
411C GRE	North Fairfield Road	Feasible: 2026-2030	Mileage: 0.36	Cost: \$2.90 / \$3.48	TIP: No
Widen from 2 to 3 lanes from Fairbrook Elementary School to Indian Ripple Road including installation of bicycle and pedestrian amenities.					
414 GRE	Funderburg Road	Feasible: 2031-2035	Mileage: 1.30	Cost: \$3.40 / \$4.79	TIP: No
Widen from 2 to 3 lanes from Colonel Glenn Road to Dayton Yellow Springs Road.					
415 GRE	Garland Avenue Extension	Feasible: 2036-2040	Mileage: 0.90	Cost: \$4.50 / \$6.35	TIP: No
Extend as 2 lanes from Trebein Road to SR 235.					
417 GRE	Schwerman Drive	Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.70 / \$3.81	TIP: No
Widen from 2 to 3 lanes from Adams Street to SR 444 including improvements to the Sandhill Road intersection.					
425 GRE	Upper Bellbrook Road	Feasible: 2026-2030	Mileage: 0.38	Cost: \$1.44 / \$1.73	TIP: No
Widen from 2 to 3 lanes from Colorado Drive to Progress Drive including a pedestrian path.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

431 GRE	Valley Springs Connector Road	Feasible: 2026-2030	Mileage: 0.82	Cost: \$2.50 / \$3.00	TIP: No
Provide a 3-lane connector road from Orchard Lane to the proposed Valley Road / US 35 interchange.					
433 GRE	US 35	Feasible: 2031-2035	Mileage: 1.00	Cost: \$9.00 / \$12.69	TIP: No
Reconfigure the US 35 and Business 35 interchange located on the west side of Xenia for safety and operational purposes.					
443 GRE	Indian Ripple Road	Feasible: 2031-2035	Mileage: 1.69	Cost: \$8.90 / \$12.55	TIP: No
Widening from 2 to 3 lanes from Grange Hall Road to Alpha Bellbrook Road including installation of bicycle and pedestrian amenities.					
451 GRE	Fairborn Schools Street Upgrades	Feasible: 2031-2035	Mileage: 2.00	Cost: \$5.20 / \$7.33	TIP: No
Widening Garland and Trebein Roads from 2 to 3 lanes, and adding turn lanes on Commerce Center for future school expansion on the adjacent property.					
452 GRE	Maple Avenue — Phase II	Feasible: 2021-2025	Mileage: 1.10	Cost: \$3.53 / \$3.53	TIP: Yes
Widen from 2 lanes to 3 and add bike lanes from Doris Drive to Dayton-Yellow Springs Road.					
453 GRE	Kauffman Avenue	Feasible: 2026-2030	Mileage: 2.00	Cost: \$5.20 / \$6.24	TIP: No
Left turn lanes and right turn drop lanes will be added at intersections from National Road to Colonel Glenn Highway.					
454 GRE	Garland Avenue Bike Path	Feasible: 2026-2030	Mileage: 1.05	Cost: \$0.92 / \$1.10	TIP: No
Install a bike path on City-owned property from the proposed bike lanes on Maple Avenue to the existing path on Garland Avenue near I-675.					
455 GRE	Van Eaton Road / Hedges Road Intersection	Feasible: 2041-2045	Mileage: NA	Cost: \$1.32 / \$2.34	TIP: No
Intersection realignment to eliminate offset intersection.					
456 GRE	East Main Street / North Patton Street / Jasper Road	Feasible: 2031-2035	Mileage: NA	Cost: \$2.25 / \$3.17	TIP: No
Reconstruct a five (5) point intersection with a roundabout.					
457A GRE	Dayton-Xenia Road Widening	Feasible: 2026-2030	Mileage: 0.30	Cost: \$2.39 / \$2.87	TIP: No
Widen Dayton-Xenia Road from 3 to 5 lanes from Meadow Bridge to Hanes Road. The project will also include signal work, bicycle and pedestrian amenities.					
457B GRE	Dayton-Xenia Road Widening	Feasible: 2031-2035	Mileage: 1.33	Cost: \$8.76 / \$12.35	TIP: No
Widen Dayton-Xenia Road between Hanes Road and Beaver Valley Road from 2 to 3 lanes including installation of bicycle and pedestrian amenities.					
458 GRE	Lantz Road Extension	Feasible: 2026-2030	Mileage: 0.35	Cost: \$2.77 / \$3.32	TIP: No
Extend Lantz Road from Dayton-Xenia Road to North Fairfield Road. The project will include a new signal at Dayton-Xenia Road, and bicycle and pedestrian facilities.					
459 GRE	Dayton-Xenia Road at High School Road	Feasible: 2026-2030	Mileage: 0.20	Cost: \$0.75 / \$0.90	TIP: No
Installation of a new traffic signal for the East Beavercreek High School Road at Dayton-Xenia Road. This will also include pedestrian, bicycle and lane upgrades.					
460 GRE	Hanes Road	Feasible: 2036-2040	Mileage: 2.10	Cost: \$12.20 / \$17.20	TIP: No
Widen Hanes Road from 2 to 3 lanes from Dayton-Xenia Road to Kemp Road with bicycle/pedestrian facilities.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

461 GRE	Kemp Road Widening	Feasible: 2031-2035	Mileage: 1.03	Cost: \$5.42 / \$7.64	TIP: No
Widen Kemp Road from the west corporation line to Grange Hall Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
462 GRE	Alpha-Bellbrook Road	Feasible: 2036-2040	Mileage: 1.23	Cost: \$7.75 / \$10.93	TIP: No
Widen Apha-Bellbrook Road from Indian Ripple Road to Shakertown Road from 2 to 3 laneswith bicycle and pedestrian facilities.					
463 GRE	North Fairfield Road / Swigart Road Roundabout	Feasible: 2036-2040	Mileage: 0.20	Cost: \$0.75 / \$1.06	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: \$3.15 / \$4.44	TIP: No
Widen North Fairfield Road from Swigart Road to Indian Ripple Road from 2 to 3 lanes and add bicycle and pedestrian facilities.					
465 GRE	Darst Road	Feasible: 2036-2040	Mileage: 1.12	Cost: \$6.09 / \$8.59	TIP: No
Widen Darst Road from Swigart Road to 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: \$0.74 / \$1.04	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.					
467 GRE	New Germany-Trebein Road Sidepath	Feasible: 2036-2040	Mileage: 1.35	Cost: \$3.56 / \$5.02	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: \$12.70 / \$22.48	TIP: No
Widen Grange Hall Road from Patterson Road to 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: \$3.87 / \$6.85	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: \$3.36 / \$5.95	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: \$6.75 / \$11.95	TIP: No
Widen Kemp Road from Hidden Woods to 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: \$9.93 / \$17.58	TIP: No
Widen Patterson Road from County Line Road to SR 835 from 2 to 3 lanes with bicycle and pedestrian facilities.					
473 GRE	Swigart Road Sidepath	Feasible: 2046-2050	Mileage: 0.83	Cost: \$2.19 / \$3.88	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: \$1.98 / \$3.50	TIP: No
Extend the City bicycle and pedestrian facilities from Patterson Road to North Fairfield Road along SR 835 and Seajay Drive.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

475 GRE	Beaver Valley Road Sidepath				
Feasible: 2046-2050	Mileage: 1.45	Cost: \$4.22 / \$7.47	TIP: No		
Extend bicycle and pedestrian facilities along Beaver Valley Road from Dayton-Xenia Road to Lantz Road.					
476 GRE	GRE-235				
Feasible: 2026-2030	Mileage: 0.75	Cost: \$2.00 / \$2.40	TIP: No		
Construct adjacent roundabouts at the intersections of GRE-235 with Byron and Trebein Roads.					
477 GRE	GRE-675				
Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.00 / \$2.82	TIP: No		
Widen exit ramp from I-675 to WPAFB, Colonel Glenn Highway from 2 to 3 lanes.					
478 GRE	GRE-42				
Feasible: 2031-2035	Mileage: 0.30	Cost: \$5.00 / \$7.05	TIP: No		
Change intersection of US 42 and Brush Row Road and US 42 and N. Bickett Road into adjacent roundabouts.					
479 GRE	GRE-68				
Feasible: 2031-2035	Mileage: N/A	Cost: \$2.00 / \$2.82	TIP: No		
Construct a roundabout at the intersection of US 68 and Hyde Road.					
480 GRE	GRE-235				
Feasible: 2031-2035	Mileage: 1.25	Cost: \$1.50 / \$2.12	TIP: No		
Reduce SR 235 from 4 lanes to 2 from SLM 9.00-10.30.					
481 GRE	GRE-42				
Feasible: 2026-2030	Mileage: 0.17	Cost: \$2.00 / \$2.40	TIP: No		
Construct sidewalk and crossing between Cedarville Meadows subdivision and Cedarville High School.					
482 GRE	S. Detroit, Miami and Home Intersection Improvements				
Feasible: 2026-2030	Mileage: NA	Cost: \$2.02 / \$2.42	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: 2026-2030	Mileage: 0.40	Cost: \$1.98 / \$2.38	TIP: No		
Widening Hospitality Drive from W. Main Street to S. Progress Drive from 3 to 5 lanes.					
484 GRE	Progress Drive				
Feasible: 2026-2030	Mileage: 0.97	Cost: \$3.25 / \$3.90	TIP: No		
Widen Progress Drive from W. Second Street to Dayton Xenia Road from 3 to 5 lanes.					
485 GRE	N. Progress Drive / Greene Way Boulevard Intersection				
Feasible: 2026-2030	Mileage: NA	Cost: \$0.50 / \$0.60	TIP: No		
Add a mast arm signal to the intersection of N. Progress Drive and Greene Way Boulevard.					
486 GRE	Valley-Bell Connector Road				
Feasible: 2031-2035	Mileage: 1.20	Cost: \$4.12 / \$5.81	TIP: No		
New road to connect Indian Ripple Road and Valley Road at the Lewis A. Jackson Greene County Regional Airport.					
89A MIA	I-75 — Phase I				
Feasible: 2036-2040	Mileage: 2.89	Cost: \$41.15 / \$58.02	TIP: No		
Rehabilitate and widen from 4 to 6 lanes from 1.13 miles north of SR 41 to 0.42 miles north of CR 15 (Piqua-Troy Road).					
89B MIA	I-75 — Phase II				
Feasible: 2041-2045	Mileage: 4.04	Cost: \$37.75 / \$66.82	TIP: No		
Rehabilitate and widen from 4 to 6 lanes from 0.42 miles north of CR 15 (Piqua Troy Road) to CR 25A.					
96 MIA	SR 41				
Feasible: 2026-2030	Mileage: 0.60	Cost: \$2.03 / \$2.44	TIP: No		
Widen from 2 to 5 lanes from just west of Kings Chapel Drive to Washington Road.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

103 MIA	Commerce Boulevard — Phase III				
Feasible: 2031-2035	Mileage: 0.60	Cost: \$3.60 / \$5.08	TIP: No		
Extend Commerce Center Boulevard from its eastern terminus to intersect SR 718 at Barnhard Road.					
105B MIA	County Road 25A — Phase V				
Feasible: 2036-2040	Mileage: 1.51	Cost: \$6.04 / \$8.52	TIP: No		
Widen from 2 to 4/5 lanes from the Montgomery County line to Evanston Road.					
108 MIA	Donn Davis Way Connection				
Feasible: 2036-2040	Mileage: 1.00	Cost: \$4.30 / \$6.06	TIP: No		
Extend as 3/4 lanes from Kessler-Cowlesville Road to the existing Donn Davis Way at Parkwood Avenue, crossing North Hyatt Street north of Arapaho Trail.					
112 MIA	Evanston Road				
Feasible: 2026-2030	Mileage: 0.50	Cost: \$4.90 / \$5.88	TIP: No		
Widen from 2 to 3 lanes from CR 25A to I-75 including a proposed bike/pedestrian crossing over I-75 (attached to existing overpass) and construct either an on- or off-street bike/pedestrian path.					
113 MIA	Experiment Farm Road				
Feasible: 2031-2035	Mileage: 0.33	Cost: \$1.56 / \$2.20	TIP: No		
Widen from 2 to 5 lanes from just north of Corporate Drive to Eldean Road.					
113A MIA	Eldean Road / Experiment Farm Road				
Feasible: 2026-2030	Mileage: 0.33	Cost: \$1.75 / \$2.10	TIP: No		
Realign the offset intersection.					
121 MIA	McKaig Road				
Feasible: 2026-2030	Mileage: 1.40	Cost: \$2.02 / \$2.42	TIP: No		
Widen from 2 to 3 lanes from Dorset Road to Cartwright Court.					
139A MIA	Washington Road / Wilson Road				
Feasible: 2026-2030	Mileage: 0.74	Cost: \$1.35 / \$1.62	TIP: No		
Realign Washington Road to intersect Wilson Road at McKaig Road.					
371 MIA	SR 41				
Feasible: 2026-2030	Mileage: 0.51	Cost: \$1.13 / \$1.36	TIP: No		
Widen from 5 to 7 lanes from Experiment Farm Road to I-75.					
501 MIA	Tipp-Cowlesville Road				
Feasible: 2026-2030	Mileage: 1.31	Cost: \$3.50 / \$4.20	TIP: No		
Widen from 2 to 3 lanes from Crane Road to CR 25A.					
507 MIA	Swailes Road Extension				
Feasible: 2036-2040	Mileage: 0.70	Cost: \$1.35 / \$1.90	TIP: No		
New roadway extension from the western termini of Swailes Road at Nashville Road to Wilson Road at SR 55.					
508A MIA	Peters Road — Phase I				
Feasible: 2026-2030	Mileage: 0.41	Cost: \$1.24 / \$1.49	TIP: No		
Widen from 2 to 3 lanes from Dickerson Drive to Premwood Road.					
508B MIA	Peters Road — Phase II				
Feasible: 2031-2035	Mileage: 0.80	Cost: \$1.96 / \$2.76	TIP: No		
Widen from 2 to 3 lanes from Premwood Road to Swailes Road.					
512A MIA	Eldean Road — Phase I				
Feasible: 2026-2030	Mileage: 1.20	Cost: \$3.00 / \$3.60	TIP: No		
Widen from 2 to 3 lanes from Experiment Farm Road to CR 25A.					
512B MIA	Eldean Road — Phase II				
Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.57 / \$3.08	TIP: No		
Widen from 2 to 3 lanes from Washington Road to Experiment Farm Road.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

512C MIA	Eldean Road — Phase III				
Feasible: 2031-2035	Mileage: 1.14	Cost: \$2.85 / \$4.02	TIP: No		
Widen from 2 to 3 lanes from SR 41 to Washington Road.					
514 MIA	Piqua-Troy Road				
Feasible: 2031-2035	Mileage: 1.19	Cost: \$2.98 / \$4.20	TIP: No		
Widen from 2 to 3 lanes from the Troy north corporation limit to Troy-Sidney Road.					
516A MIA	Washington Road — Phase I				
Feasible: 2026-2030	Mileage: 1.87	Cost: \$4.68 / \$5.62	TIP: No		
Widen from 2 to 3 lanes from SR 718 to 0.6 miles south of SR 41.					
516B MIA	Washington Road — Phase II				
Feasible: 2031-2035	Mileage: 0.81	Cost: \$2.03 / \$2.86	TIP: No		
Widen from 2 to 3 lanes from SR 41 to Eldean Road.					
516C MIA	Washington Road — Phase III				
Feasible: 2036-2040	Mileage: 1.94	Cost: \$4.85 / \$6.84	TIP: No		
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.					
517B MIA	Farrington Road — Phase II				
Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.58 / \$3.10	TIP: No		
Widen Farrington Road from 2 to 3 lanes from Washington Road to Experiment Farm Road.					
518B MIA	Kinna Drive — South				
Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.20 / \$3.10	TIP: No		
Construct a 3-lane extension from the current south terminus of Kinna Drive to Evanston Road.					
520A MIA	Peters Road — Phase I				
Feasible: 2026-2030	Mileage: 2.09	Cost: \$5.23 / \$6.28	TIP: No		
Widen from 2 to 3 lanes from Kessler-Cowlesville Road to Swailes Road.					
520B MIA	Peters Road — Phase II				
Feasible: 2031-2035	Mileage: 1.10	Cost: \$2.75 / \$3.88	TIP: No		
Widen from 2 to 3 lanes from SR 571 to Kessler-Cowlesville Road.					
528 MIA	I-75 / SR 571				
Feasible: 2036-2040	Mileage: NA	Cost: \$1.61 / \$2.27	TIP: No		
Interchange modification to improve capacity of existing ramps and replace structure with 5-lane capacity structure.					
530 MIA	Riverside Drive				
Feasible: 2021-2025	Mileage: 0.46	Cost: \$1.94 / \$2.17	TIP: No		
Widen from 2 to 3 lanes from 600 feet north of Adams Street to the Duke Park north boundary.					
531D MIA	Main Street — Streetscape				
Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50 / \$1.80	TIP: No		
Rehabilitate and improve West Main Street / SR 571 from Hyatt Street eastward to the CSX Railroad Tracks; including an interconnection among the existing traffic signals.					
532 MIA	Experiment Farm Road				
Feasible: 2036-2040	Mileage: 1.96	Cost: \$4.90 / \$6.91	TIP: No		
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.					
537A MIA	SR 41 Traffic Signal Interconnect				
Feasible: 2021-2025	Mileage: NA	Cost: \$0.41 / \$0.41	TIP: Yes		
Extend communication backbone to allow traffic signals to operate as a closed loop system at the intersections with Dorset Road and Marybill Drive.					
546 MIA	CR 25A/Looney Road Intersection Improvement Project				
Feasible: 2026-2030	Mileage: NA	Cost: \$2.04 / \$2.45	TIP: No		
Construction of a roundabout at the intersection of Looney Road and CR 25A.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

547 MIA	Tipp City I-75 Pedestrian Bridge				
Feasible: 2036-2040	Mileage: 0.30	Cost: \$10.00 / \$14.10	TIP: No		
Construct a pedestrian bridge over I-75 at Kessler-Cowlesville Road.					
643 MIA	SR 201 — Phase VIII				
Feasible: 2026-2030	Mileage: 0.16	Cost: \$1.70 / \$2.04	TIP: No		
Widen from 2 to 4 lanes from Montgomery County line to Singer Road; including a grass median island, curb, gutter, storm drainage system, and landscaping enhancements.					
144C MOT	I-70				
Feasible: 2031-2035	Mileage: 7.70	Cost: \$53.31 / \$75.17	TIP: No		
Rehabilitate and widen from 4 to 6 lanes; beginning at Arlington Road to SR-48. (Interchange improvements will be included on this project if the Interchange Modification Study requires any improvements.)					
147E MOT	I-75				
Feasible: 2046-2050	Mileage: 8.80	Cost: \$225.43 / \$399.01	TIP: No		
Safety upgrade and modernization of I-75 from I-675 to Edwin C. Moses Boulevard including widening from 6 to 8 lanes.					
147F MOT	I-75				
Feasible: 2046-2050	Mileage: 2.70	Cost: \$79.21 / \$140.20	TIP: No		
Safety upgrade and modernization of I-75 from Wagner Ford Road to Benchwood Wyse Road including widening from 6 to 8 lanes.					
154F MOT	US 35 — Phase III				
Feasible: 2021-2025	Mileage: 0.78	Cost: \$11.07 / \$11.07	TIP: Yes		
US 35 at Woodman Drive / SR 835 interchange modification.					
155D MOT	US 35				
Feasible: 2036-2040	Mileage: 2.00	Cost: \$5.95 / \$8.39	TIP: No		
Widen from 2 to 3 lanes from Union Road to Lutheran Church Road.					
155E MOT	US 35				
Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.73 / \$3.85	TIP: No		
Widen from 2 to 3 lanes from Lutheran Church Road to Diamond Mill Road.					
167 MOT	SR 48				
Feasible: 2031-2035	Mileage: 1.67	Cost: \$3.01 / \$4.24	TIP: No		
Widen from 2 to 5 lanes from the Warren County line to Sheehan Road.					
184B MOT	SR 725				
Feasible: 2031-2035	Mileage: 1.00	Cost: \$8.00 / \$11.28	TIP: No		
Widen from 2 to 5 lanes from Bigger Road to Wilmington Pike.					
202E MOT	Social Row Road — Phase I				
Feasible: 2021-2025	Mileage: 0.40	Cost: \$6.11 / \$6.11	TIP: NF		
Widen from 2 to 5 lanes from Waterbury Ridge Lane to Paragon Road.					
202F MOT	Social Row Road — Phase II				
Feasible: 2026-2030	Mileage: 0.28	Cost: \$3.90 / \$4.68	TIP: No		
Widen from 2 to 5 lanes from Paragon Road to Sheehan Road.					
202G MOT	Social Row Road — Phase III				
Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90 / \$4.68	TIP: No		
Widen from 2 to 3 lanes from Sheehan Road to SR 48.					
209A MOT	Arlington Road				
Feasible: 2036-2040	Mileage: 1.20	Cost: \$6.30 / \$8.88	TIP: No		
Widen from 2 to 3 lanes from I-70 to US 40.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

220 MOT	Clyo Road	Feasible: 2036-2040	Mileage: 2.42	Cost: \$8.50 / \$11.99	TIP: No
Widen from 2 to 3 lanes from Spring Valley Road to Social Row Road.					
221B MOT	Clyo Road	Feasible: 2031-2035	Mileage: 0.72	Cost: \$3.00 / \$4.23	TIP: No
Widen from 2 to 3 lanes from St. Leonard's Way to south corporation limits.					
244C MOT	Hoke Road	Feasible: 2026-2030	Mileage: 0.38	Cost: \$3.89 / \$4.67	TIP: No
Widen from 2 to 3 lanes from Wenger Road to Smith Drive, including intersection improvements and traffic signals at Wenger Road.					
244D MOT	Hoke Road	Feasible: 2026-2030	Mileage: 0.9	Cost: \$5.35 / \$6.42	TIP: No
Widen from 2 to 3 lanes from Wenger Road to US 40.					
253 MOT	Little Richmond Road / Diamond Mill Road	Feasible: 2046-2050	Mileage: NA	Cost: \$2.00 / \$3.54	TIP: No
Correct the split-T intersection at Diamond Mill Road.					
260 MOT	Mad River Road	Feasible: 2036-2040	Mileage: NA	Cost: \$3.50 / \$4.94	TIP: No
Improve and realign intersections of Yankee Street and Munger Road.					
272B MOT	North Dixie Drive	Feasible: 2031-2035	Mileage: 0.80	Cost: \$2.50 / \$3.53	TIP: No
Widen from 2 to 3 lanes from the Vandalia north corporation limit to the Miami County line.					
298 MOT	Salem Avenue	Feasible: 2036-2040	Mileage: 1.10	Cost: \$9.50 / \$13.40	TIP: No
Widen from 4 to 5 lanes from Hillcrest Avenue to Curundu Avenue.					
335B MOT	Yankee Street — Phase III	Feasible: 2031-2035	Mileage: 0.75	Cost: \$6.00 / \$8.46	TIP: No
Widen from 2 to 5 lanes from Winding Green Way to Spring Valley Pike.					
335C MOT	Yankee Street — Phase IV	Feasible: 2036-2040	Mileage: 0.55	Cost: \$2.45 / \$3.45	TIP: No
Widen from 3 to 5 lanes from Social Row Road/Austin Pike to Winding Green Way.					
336 MOT	Yankee Street	Feasible: 2031-2035	Mileage: 0.60	Cost: \$7.00 / \$9.87	TIP: No
Widen from 2 to 3 lanes from Social Row Road/Austin Boulevard to Warren County Line.					
338C MOT	Miamisburg-Springboro Pike, Section 1 — Phase II	Feasible: 2031-2035	Mileage: 0.50	Cost: \$5.00 / \$7.05	TIP: No
Widen from 3 to 5 lanes from Peacock Lane to Medlar Road.					
338D MOT	Miamisburg-Springboro Pike, Section 2 — Phase I	Feasible: 2026-2030	Mileage: 0.90	Cost: \$8.50 / \$10.20	TIP: No
Widen from 2 to 3 lanes from Medlar Road to Benner Road.					
338E MOT	Miamisburg-Springboro Pike, Section 2 — Phase II	Feasible: 2036-2040	Mileage: 0.90	Cost: \$6.00 / \$8.46	TIP: No
Widen from 3 to 5 lanes from Medlar Road to Benner Road.					
338F MOT	Benner Road	Feasible: 2026-2030	Mileage: 1.40	Cost: \$8.53 / \$10.24	TIP: No
Widen from 2 to 3 lanes from Dayton-Cincinnati Pike to Miamisburg-Springboro Pike.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

338G MOT	I-75				
Feasible: 2026-2030	Mileage: 2.62	Cost: \$43.00 / \$43.00	TIP: NF		
Widen from 6 to 8 lanes from approximately Pennyroyal Lane to I-675.					
372A MOT	Spring Valley Road - Phase I				
Feasible: 2036-2040	Mileage: 1.40	Cost: \$4.50 / \$6.35	TIP: No		
Widen from 2/3 to 5 lanes from SR 48 to Clio Road.					
372B MOT	Spring Valley Road - Phase II				
Feasible: 2036-2040	Mileage: 2.10	Cost: \$9.80 / \$13.82	TIP: No		
Widen from 3 to 5 lanes from Yankee Street to SR 48.					
608 MOT	Brookville-Salem Road				
Feasible: 2041-2045	Mileage: 2.10	Cost: \$8.00 / \$14.16	TIP: No		
Widen from 2 to 3 lanes from SR 49 to Brookville-Phillipsburg Road.					
611A MOT	Hoke Road — South				
Feasible: 2031-2035	Mileage: 0.60	Cost: \$1.60 / \$2.26	TIP: No		
Widen Hoke Road from 2 to 3 lanes from south of Career Drive to Westbrook Road and add traffic signals at the Westbrook intersection.					
613B MOT	Union Road				
Feasible: 2041-2045	Mileage: NA	Cost: \$1.42 / \$2.51	TIP: No		
Widen from Westbrook Road to US 35 to add left turn lanes at the Shiloh Springs Road and Little Richmond Road intersections.					
613C MOT	Union Road				
Feasible: 2036-2040	Mileage: 6.50	Cost: \$7.00 / \$9.87	TIP: No		
Improve geometry from SR 4 to Fairview Drive by eliminating the horizontal curves/offsets at the Lower Miamisburg Road intersections; including an extension of Union Road along the current north/south alignment through Lower Miamisburg Road, creating a new four-leg intersection.					
628A MOT	Diamond Mill Road				
Feasible: 2041-2045	Mileage: 7.80	Cost: \$6.00 / \$10.62	TIP: No		
Improve roadway geometry and left turn lanes on Diamond Mill Road at the Upper Lewisburg-Salem Road, Westbrook Road, Air Hill/Shiloh Springs Road, Wolf Creek Pike, and Old Dayton Road intersections; including a realignment of the Shiloh Springs Road/Air Hill Road intersection.					
628B MOT	Diamond Mill Road				
Feasible: 2036-2040	Mileage: 8.10	Cost: \$8.00 / \$11.28	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; including a realignment of the Hemple Road intersection.					
637 MOT	Little York Road — Phase I				
Feasible: 2026-2030	Mileage: 0.45	Cost: \$6.00 / \$7.20	TIP: No		
Widen from 2 to 3 lanes from Miller Lane to North Dixie Drive.					
647 MOT	Little York Road — Phase II				
Feasible: 2031-2035	Mileage: 1.50	Cost: \$7.00 / \$9.87	TIP: No		
Widen from 2 to 3 lanes from North Dixie Drive to Peters Pike.					
648 MOT	Little York Road — Phase III				
Feasible: 2036-2040	Mileage: 1.50	Cost: \$8.50 / \$11.99	TIP: No		
Widen from 2 to 3 lanes from Peters Pike to Frederick Pike.					
650 MOT	Frederick Pike				
Feasible: 2041-2045	Mileage: 2.00	Cost: \$8.00 / \$14.16	TIP: No		
Widen from 2 to 3 lanes from Little York Road to US 40.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

654 MOT	Broadway Street	Feasible: 2031-2035	Mileage: 1.00	Cost: \$5.75 / \$8.11	TIP: No
Realign and widen roadway from 2 to 3 lanes from Germantown Street to Edwin C. Moses Boulevard.					
656 MOT	Smithville Road	Feasible: 2026-2030	Mileage: 1.00	Cost: \$6.32 / \$7.58	TIP: No
Widen from 2/4 to 3/5 lanes from US 35 to Fourth Street.					
661 MOT	Washington Street	Feasible: 2026-2030	Mileage: 0.30	Cost: \$3.45 / \$4.14	TIP: No
Widen from 2 to 3 lanes from Perry Street to Veteran's Parkway.					
665 MOT	Sheehan Road	Feasible: 2036-2040	Mileage: 1.50	Cost: \$4.00 / \$5.64	TIP: No
Widen Sheehan Road from Social Row Road to Bonnie Anne Place from 2 to 3 lanes.					
668 MOT	Kittridge Road	Feasible: 2031-2035	Mileage: 0.60	Cost: \$2.88 / \$4.06	TIP: No
Widen from 2 to 3 lanes from Gander Road to the Dayton east corportation limit.					
669 MOT	Spring Valley Pike	Feasible: 2041-2045	Mileage: 1.20	Cost: \$6.00 / \$10.62	TIP: No
Widen from 2 to 3 lanes from Clyo Road to the Greene County Line.					
670A MOT	Centerville Station Road — Phase I	Feasible: 2026-2030	Mileage: 0.61	Cost: \$3.60 / \$4.32	TIP: No
Widen Centerville Station Road from Park East Court to Wilmington Pike from 2 to 3 lanes.					
670B MOT	Centerville Station Road — Phase II	Feasible: 2031-2035	Mileage: 0.45	Cost: \$1.10 / \$1.55	TIP: No
Widen Centerville Station Road from Brainard Woods Drive to Park East Court from 2 to 3 lanes.					
676 MOT	I-75 / Needmore Road Interchange	Feasible: 2036-2040	Mileage: NA	Cost: \$31.99 / \$45.11	TIP: No
Interchange modification to improve capacity of existing ramps; widen Needmore Road bridge over I-75 to 8 lanes.					
677 MOT	I-75 / Edwin C. Moses Boulevard	Feasible: 2031-2035	Mileage: NA	Cost: \$5.00 / \$7.05	TIP: No
Short term improvements at the interchange and nearby access points to improve traffic flow during special events.					
678 MOT	I-75 / Wagner Ford Road	Feasible: 2031-2035	Mileage: NA	Cost: \$54.46 / \$76.79	TIP: No
Interchange modification to address geometric and operational deficiencies.					
679 MOT	I-75 / SR 725	Feasible: 2021-2025	Mileage: NA	Cost: \$8.24 / \$8.24	TIP: Yes
Convert the existing interchange to a diverging diamond (DDI), upgrade the traffic signal at Byers Road and install sidewalk along SR 725.					
680 MOT	I-75 / US 40 / Northwoods Boulevard	Feasible: 2036-2040	Mileage: NA	Cost: \$38.08 / \$53.69	TIP: No
Interchange modifications to reduce weaving movements.					
800A MOT	West Moraine Connector — Phase I	Feasible: 2031-2035	Mileage: 1.00	Cost: \$8.25 / \$11.63	TIP: No
Widen Pinnacle Road from 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.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

800B MOT	West Moraine Connector — Phase II				
Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.70 / \$3.81	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.					
803A MOT	US 40				
Feasible: 2026-2030	Mileage: 0.30	Cost: \$1.45 / \$1.74	TIP: No		
Widen US 40 to three lanes from Haber Road to the main entrance of the Northmont School Campus and add a traffic signal and right turn lane on Haber Road.					
803B MOT	US 40				
Feasible: 2026-2030	Mileage: NA	Cost: \$1.00 / \$1.20	TIP: No		
Widen to provide left turn lanes at Arlington Road.					
804 MOT	SR 48				
Feasible: 2036-2040	Mileage: 0.50	Cost: \$2.80 / \$3.95	TIP: No		
Traffic signal upgrades, street lighting, sidewalks, curb and gutter, and drainage issues on SR 48 from Westbrook Road to Hacker Road.					
808 MOT	SR 4				
Feasible: 2036-2040	Mileage: 2.00	Cost: \$4.75 / \$6.70	TIP: No		
Upgrade intersections at Manning Road/Jamaica Road and Union Road in the communities of Moraine and Germantown including turn lanes and traffic signals.					
810 MOT	Helena Street				
Feasible: 2026-2030	Mileage: 0.25	Cost: \$2.88 / \$3.46	TIP: No		
Realign and widen from 2 to 3 lanes from Riverside Drive to Forest Avenue.					
815 MOT	Dog Leg Road / Frederick Pike / Meeker Road				
Feasible: 2041-2045	Mileage: 0.50	Cost: \$2.50 / \$4.43	TIP: No		
Install roundabout to consolidate three intersections.					
816 MOT	Alex-Bell Road and Mad River Road				
Feasible: 2021-2025	Mileage: 0.50	Cost: \$2.14 / \$2.14	TIP: Yes		
Installation of roundabout to improve traffic flow.					
822B MOT	Wilmington Pike — Phase III				
Feasible: 2026-2030	Mileage: 0.37	Cost: \$2.50 / \$3.00	TIP: No		
Widen Wilmington Pike from Clio Road to I-675 from 6 to 8 lanes with additional through lanes and auxiliary turn lanes to add capacity.					
823B MOT	I-675 / Wilmington Pike Interchange				
Feasible: 2026-2030	Mileage: NA	Cost: \$30.00 / \$36.00	TIP: No		
Long term interchange modifications to increase the capacity of the Wilmington Pike, exiting ramps, and entrance ramps.					
830 MOT	East Third Street				
Feasible: 2031-2035	Mileage: 2.21	Cost: \$2.30 / \$3.24	TIP: No		
Widening of East Third Street at Findlay and Irwin Streets for the installation of left turn lanes.					
832 MOT	North Main Street				
Feasible: 2021-2025	Mileage: 3.30	Cost: \$6.06 / \$6.79	TIP: No		
Change the 4 lane configuration to 3 lanes, including parking curb extensions, street lighting, and enhanced pedestrian crossing along North Main Street from Great Miami Boulevard to Shoup Mill Road.					
833 MOT	Patterson Boulevard				
Feasible: 2026-2030	Mileage: 0.78	Cost: \$2.70 / \$3.24	TIP: No		
Installation of left turn lanes on Patterson Boulevard at the intersections with Auto Club Drive, Lincoln Street, Stout Street, and Apple Street.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

835 MOT	Salem Avenue	Feasible: 2026-2030	Mileage: 1.80	Cost: \$4.20 / \$5.04	TIP: No
Widening of Salem Avenue from 4 to 5 lanes at the intersections with Kenwood, Emerson, Wabash, and Elsmere Avenues for the installation of left turn lanes.					
837B MOT	First Street	Feasible: 2031-2035	Mileage: 1.40	Cost: \$4.00 / \$5.64	TIP: No
Change the lane configuration from 4 to 3 lanes, including installation of bike lanes and street lighting, on East First Street from Webster Street to Springfield Street.					
838 MOT	Wayne Avenue	Feasible: 2021-2025	Mileage: 0.56	Cost: \$2.73 / \$2.73	TIP: Yes
Widening of Wayne Avenue from 4 to 5 lanes from Wyoming Street to Anderson Street for the installation of left turn lanes.					
839 MOT	Webster Street	Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.50 / \$3.53	TIP: No
Widening of Webster Street to 5 lanes from Deeds Park Drive to Keowee Street for the installation of left turn lanes with parking and bicycle infrastructure.					
844 MOT	County Line Road	Feasible: 2021-2025	Mileage: 0.68	Cost: \$4.34 / \$4.34	TIP: Yes
Widening of County Line Road between Vale Drive and East Dorothy Lane. Roadway is currently a 3-lane section in this area and the proposed project will widen County Line Road to a 5-lane section, with 2 southbound lanes, 2 northbound lanes, and a center two-way-left-turn lane. Additional improvements include a traffic signal modification at the intersection with Tonawanda Trail, modified street lighting, and the construction of a 10-foot wide multi-use sidepath along the west side of the road.					
856 MOT	Springfield Street	Feasible: 2021-2025	Mileage: 1.47	Cost: \$3.42 / \$3.42	TIP: Yes
Roadway improvements to Springfield Street from Harshman Road to the City's east corporation line. Project consists of resurfacing, spot full depth repairs, catch basin replacements, replacement of existing barrier curb, traffic signal upgrades at two intersections, installation of new street lighting, and implementation of a road diet.					
857A MOT	Valley Pike — Phase II	Feasible: 2026-2030	Mileage: 0.36	Cost: \$3.40 / \$4.08	TIP: No
Reconstruct Valley Pike to an urban 3-lane section with combined curb and gutter, sidewalks, storm sewer system, and utility relocations from Broadmead Boulevard to 370' northeast of Pleasant Valley Avenue.					
859 MOT	Dryden Road Multi-Modal Path — Phase I	Feasible: 2031-2035	Mileage: 1.40	Cost: \$0.75 / \$1.06	TIP: No
Construct 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.					
860 MOT	Dryden Road Multi-Modal Path — Phase II	Feasible: 2036-2040	Mileage: 1.40	Cost: \$0.85 / \$1.20	TIP: No
Construct 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.					
865 MOT	East Third Street	Feasible: 2036-2040	Mileage: 0.65	Cost: \$5.75 / \$8.11	TIP: No
Roadway narrowing on East Third Street from Keowee Street to Springfield Street to reduce travel lanes from 5/4 to 3.					
866 MOT	Germantown Street	Feasible: 2021-2025	Mileage: 0.78	Cost: \$0.49 / \$0.49	TIP: NF
Implement a road diet to reduce the through lanes from four lanes to two lanes with a double left turn lane and bike lanes on Germantown Street from Euclid Avenue to the Great Miami River Bridge.					
867 MOT	Hudson Avenue / Main Street	Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50 / \$1.80	TIP: No
Realignment of Hudson Avenue at Main Street to create a single intersection.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

868 MOT	Monument Avenue	Feasible: 2026-2030	Mileage: 1.08	Cost: \$4.10 / \$4.92	TIP: No
Installation of a left turn lane on Monument Avenue from Keowee Street to Findlay Street.					
869 MOT	Webster Street	Feasible: 2026-2030	Mileage: 0.83	Cost: \$4.10 / \$4.92	TIP: No
Installation of a left turn lane on Webster Street from Keowee Street to Stanley Avenue.					
870 MOT	West Third Street	Feasible: 2036-2040	Mileage: 3.00	Cost: \$5.00 / \$7.05	TIP: No
Reduce lane configuration from 4 to 3 lanes along West Third Street from Broadway Street to Liscusm Drive.					
872 MOT	Washington Church Road Extension	Feasible: 2021-2025	Mileage: 0.63	Cost: \$1.56 / \$1.75	TIP: No
Construct new 2/3 land roadway approximately 3,300 feet south from intersection of Washington Church Road and Austin Boulevard to Montgomery/Warren County line.					
875A MOT	Springfield Street	Feasible: 2021-2025	Mileage: 0.77	Cost: \$3.05 / \$3.05	TIP: Yes
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Northcliff Drive to Woodman Drive. Include access management improvements and incorporate bike lane by changing cross section from 4 to 2 lanes with turn lane.					
875B MOT	Springfield Street	Feasible: 2026-2030	Mileage: 0.50	Cost: \$3.85 / \$4.62	TIP: No
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Smithville Road to Northcliff Drive. Include access management improvements and incorporate bike lane by changing cross section from 4 to 2 lanes with turn lane.					
879A MOT	Woodman Drive Reconstruction — Phase I	Feasible: 2026-2030	Mileage: 0.38	Cost: \$4.50 / \$5.40	TIP: No
Complete reconstruction of Woodman Drive between US 35 and Eastman including full-depth reconstruction, storm sewer replacement, traffic signal replacement, highway/decorative lighting and installation of sidewalk/bike path.					
879B MOT	Woodman Drive Reconstruction — Phase II	Feasible: 2031-2035	Mileage: 0.51	Cost: \$5.20 / \$7.33	TIP: No
Complete reconstruction of Woodman Drive between Eastman and Burkhardt including full-depth reconstruction, storm sewer replacement, installation of curb and gutter, lighting replacement, and installation of sidewalk/bike path.					
879C MOT	Woodman Drive Reconstruction — Phase III	Feasible: 2031-2035	Mileage: 0.72	Cost: \$7.10 / \$10.01	TIP: No
Complete reconstruction of Woodman Drive between Burkhardt and Airway including full-depth reconstruction, storm sewer replacement, curb and gutter, concrete median, new signal at Airway Shopping Center, access management, lighting replacement, and installation of sidewalk/bike path.					
879D MOT	Woodman Drive Reconstruction — Phase IVA	Feasible: 2026-2030	Mileage: 1.20	Cost: \$4.50 / \$5.40	TIP: No
Initial reconstruction of Woodman Drive between Airway and Springfield including R/W acquisition, storm sewer replacement, signal at Woodman and Springfield ramps, curb and gutter, and installation of sidewalk/bike path.					
879E MOT	Woodman Drive Reconstruction — Phase IVB	Feasible: 2026-2030	Mileage: 1.20	Cost: \$9.20 / \$11.04	TIP: No
Subsequent phase of reconstruction of Woodman Drive between Airway and Springfield including full-depth roadway reconstruction and highway/decorative lighting replacement.					
880 MOT	Byers - Lyons Bikeway Connector	Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.70 / \$0.84	TIP: No
Construct a 10' ft wide shared used path linking existing shared use path at FedEx facility to existing shared use path on Lyons Road.					
881 MOT	Patterson Boulevard Bridge	Feasible: 2031-2035	Mileage: 0.15	Cost: \$23.10 / \$32.57	TIP: No
Replace structurally and functionally deficient 60-year old Patterson Boulevard bridge structure over Great Miami River, and provide sidewalks on both sides of the bridge to connect 225 ft gap in sidewalks.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

882 MOT	Alex-Bell Road	Feasible: 2031-2035	Mileage: 0.50	Cost: \$6.00 / \$8.46	TIP: No
Reconstruct Alex-Bell Road from SR 741 to Lamme Road to include continuous sidewalk on both sides of road. Add two-way left turn lane between Cobblegate Drive and Lamme Road. Rehabilitate/reconstruct bridge located immediately east of Cobble Circle.					
883 MOT	I-75 Auxiliary Lane	Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.00 / \$6.00	TIP: No
Construct an additional entrance ramp lane to southbound I-75 from I-675 to Austin Boulevard exit ramp.					
884 MOT	I-75 Auxiliary Lane	Feasible: 2026-2030	Mileage: 0.58	Cost: \$7.00 / \$8.40	TIP: No
Construct an additional entrance ramp lane to southbound I-75 from SR 725 to the I-675 exit ramp.					
885 MOT	Dog Leg Road	Feasible: 2026-2030	Mileage: 1.23	Cost: \$4.80 / \$5.76	TIP: No
Widen Dog leg Road from 9,500 feet east of Union Airpark Boulevard to Old Springfield Road from 2 to 3 lanes.					
886 MOT	Old Springfield Road	Feasible: 2026-2030	Mileage: 1.50	Cost: \$7.00 / \$8.40	TIP: No
Widen Old Springfield Road from 600 feet east of Union Airpark Boulevard to Peters Pike from 2 to 3 lanes.					
887 MOT	Peters Pike	Feasible: 2031-2035	Mileage: 0.70	Cost: \$5.30 / \$7.47	TIP: No
Widen Peters Pike from Old Springfield Road to North County Line Road from 2 to 3 lanes. Re-align North County Line and Lightner Road at intersection with Peters Pike.					
888 MOT	Old Troy Pike	Feasible: 2026-2030	Mileage: 0.40	Cost: \$1.00 / \$1.20	TIP: No
Widen Old Troy Pike by adding an additional northbound lane between Taylorsville Road and the ramp to I-70 eastbound on the south side of the overpass bridge.					
889 MOT	Monument Avenue Street Conversion	Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.50 / \$0.60	TIP: No
Convert one way street to two way with removal of the signals at St. Clair Street, Jefferson Street, Ludlow Street, and Wilkinson Street and replacement with all-way stop signs.					
890 MOT	Keowee Street	Feasible: 2031-2035	Mileage: 0.75	Cost: \$4.00 / \$5.64	TIP: No
Reconstruct Keowee Street from US 35 to East First Street with a change of the lane configuration from 6/7 lanes to 5 lanes.					
891 MOT	James H. McGee Boulevard Extension	Feasible: 2031-2035	Mileage: 0.20	Cost: \$1.50 / \$2.12	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.					
892 MOT	Findlay Street	Feasible: 2031-2035	Mileage: 0.40	Cost: \$2.00 / \$2.82	TIP: No
Reconstruct Findlay Street from E. First Street to Monument Avenue with a reconfiguration to a 3 lane section with bike lanes or bike path.					
893 MOT	Edwin C. Moses Boulevard and West Riverview Road	Feasible: 2026-2030	Mileage: 0.50	Cost: \$0.50 / \$0.60	TIP: No
Implement road diet on Riverview Avenue and Edwin C. Moses Boulevard from Monument Avenue to West Third Street from 5/4 lanes to 2/3 lanes with parking, and realign the intersection of Edwin C. Moses Boulevard and West Riverview Avenue.					
710D WAR	SR 73 / I-75 — Phase IV	Feasible: 2031-2035	Mileage: 1.08	Cost: \$1.35 / \$1.90	TIP: No
Reconstruct Ramp D as a two-lane exit ramp from SR 73 south until the proposed edge of pavement intersects with existing I-75 edge of pavement and the Ramp E loop entrance ramp from SR 73 to the existing ramp pavement at the I-75 bridge; including a new traffic signal at the intersection of Ramp D and SR 73.					

Table 5.3 — Proposed Congestion Management Projects
(Cost is in Millions of 2020 / Year of Expenditure Dollars)

715 WAR	Clearcreek Franklin Road			
Feasible: 2031-2035	Mileage: 0.70	Cost: \$1.35 / \$1.90	TIP: No	
Widen from 2 to 3 lanes from Whispering Pines to Pennyroyal Road adding curb and gutters and storm sewers. Re-profile roadway to correct vertical deficiencies and re-stripe roadway to include bike lanes.				
716 WAR	Traffic Signal System Interconnect			
Feasible: 2031-2035	Mileage: N/A	Cost: \$1.75 / \$2.47	TIP: No	
Interconnect the traffic signals in the City of Franklin with the City's Central Controlled Signal System including the installation of either fiber or radio interconnect to each of the signals. The project would also update the outdated cabinets and controller equipment to advanced traffic control equipment (ATC) and NTCIP compliant to communicate to the City's Central Controlled signal system.				
717 WAR	SR 73 Improvement Project			
Feasible: 2046-2050	Mileage: 1.90	Cost: \$3.75 / \$6.64	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.				
718 WAR	SR 123 Improvements			
Feasible: 2046-2050	Mileage: 1.14	Cost: \$4.30 / \$7.61	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.				
719 WAR	SR 123 Improvements			
Feasible: 2036-2040	Mileage: 1.14	Cost: \$5.20 / \$7.33	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.				

Source: MVRPC

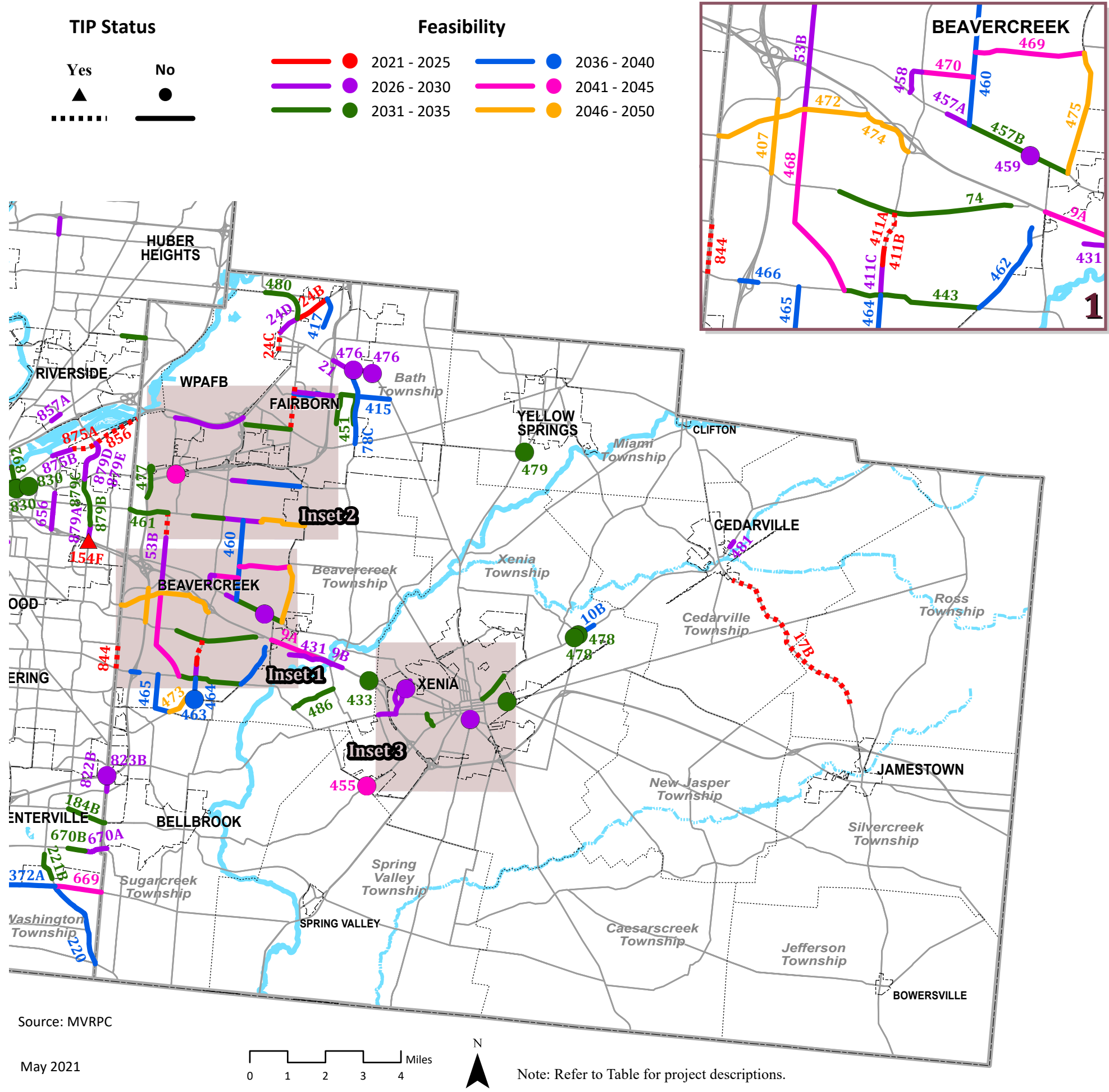


Figure 5.3
Congestion Management
Projects:
Greene County

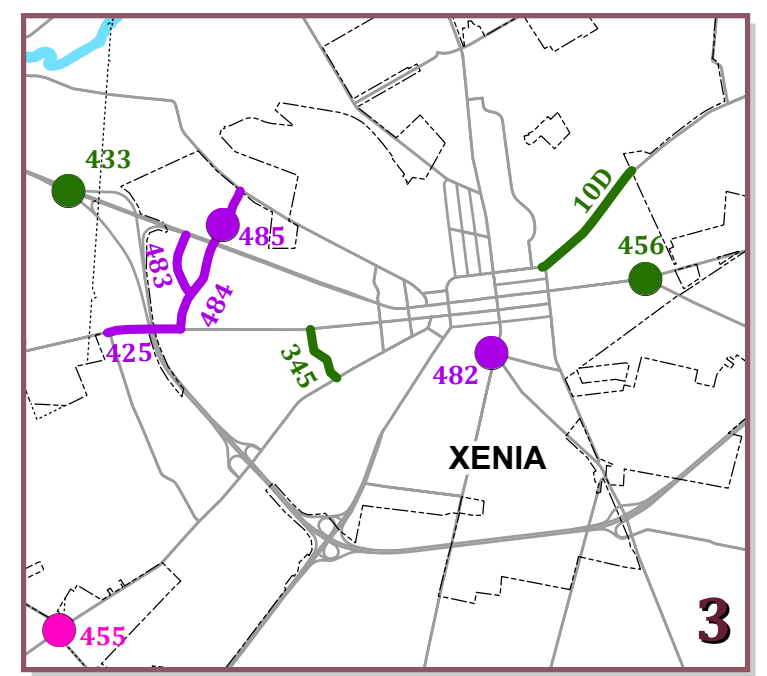
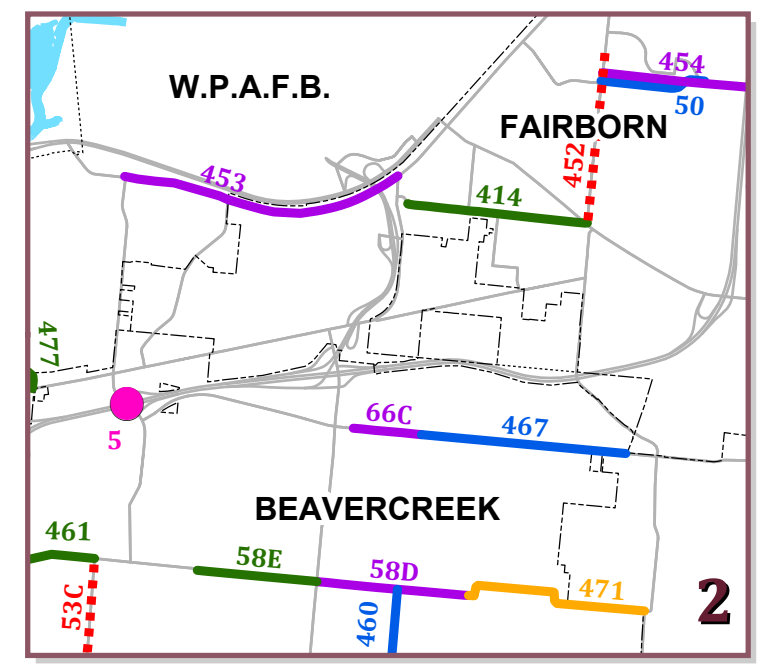
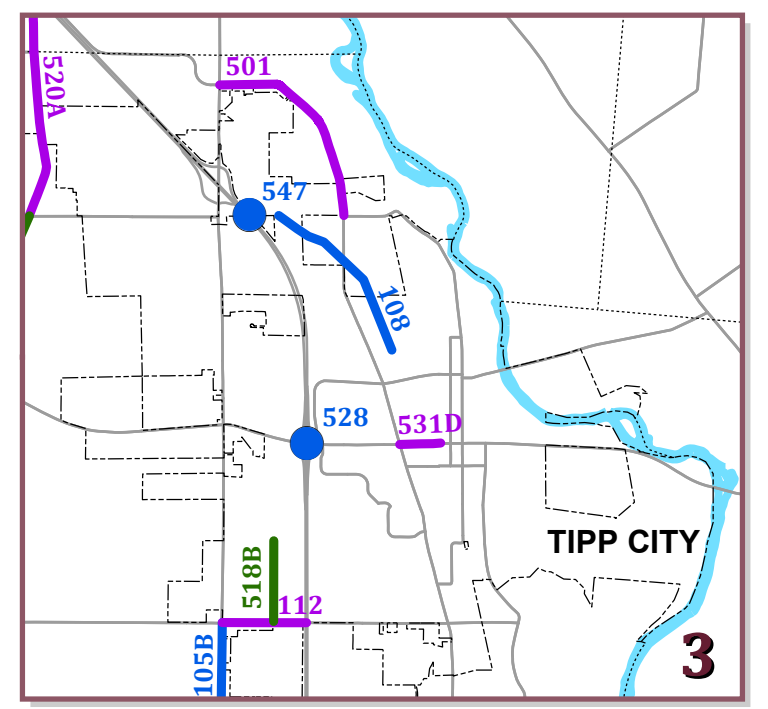
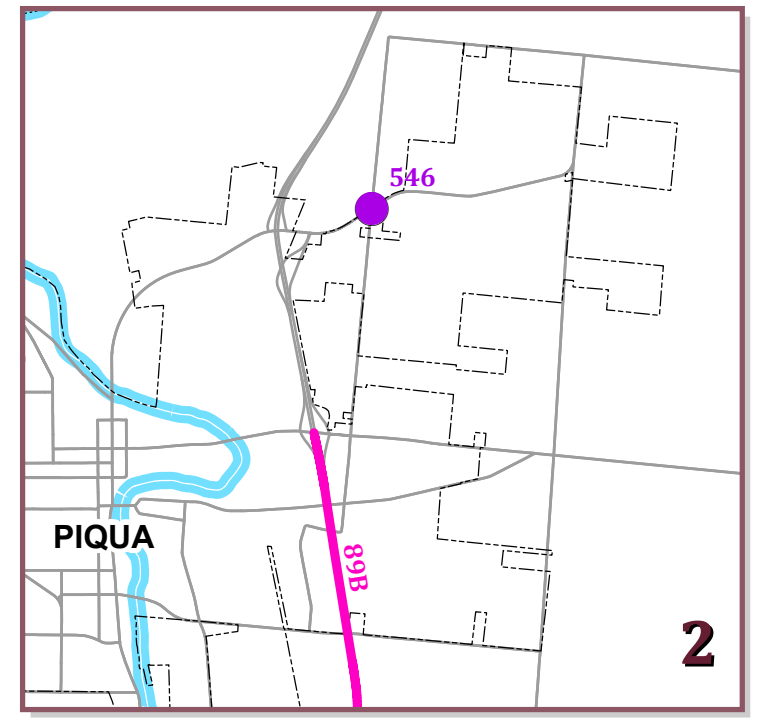
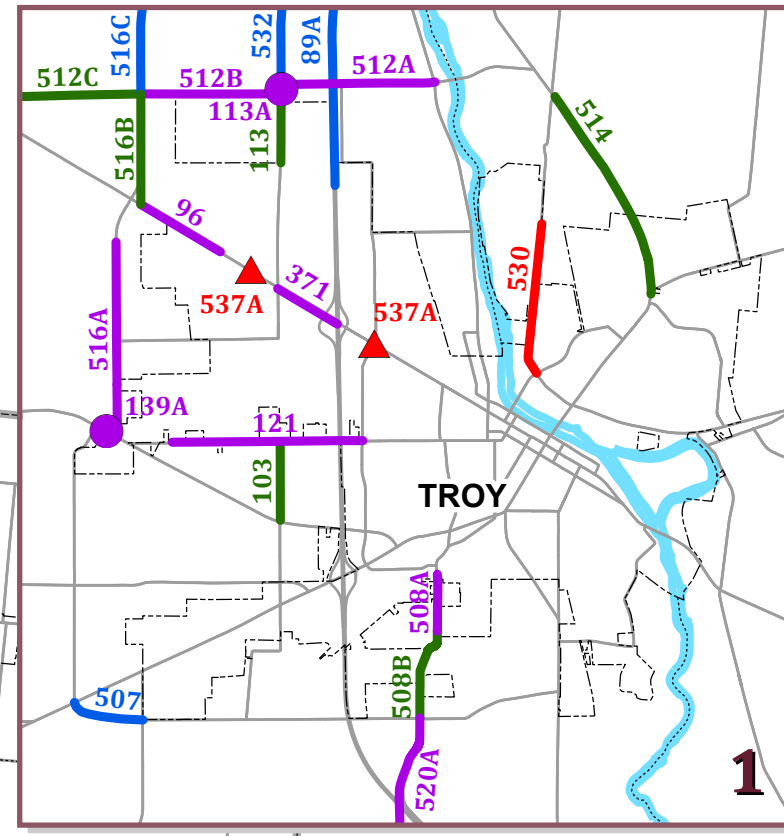
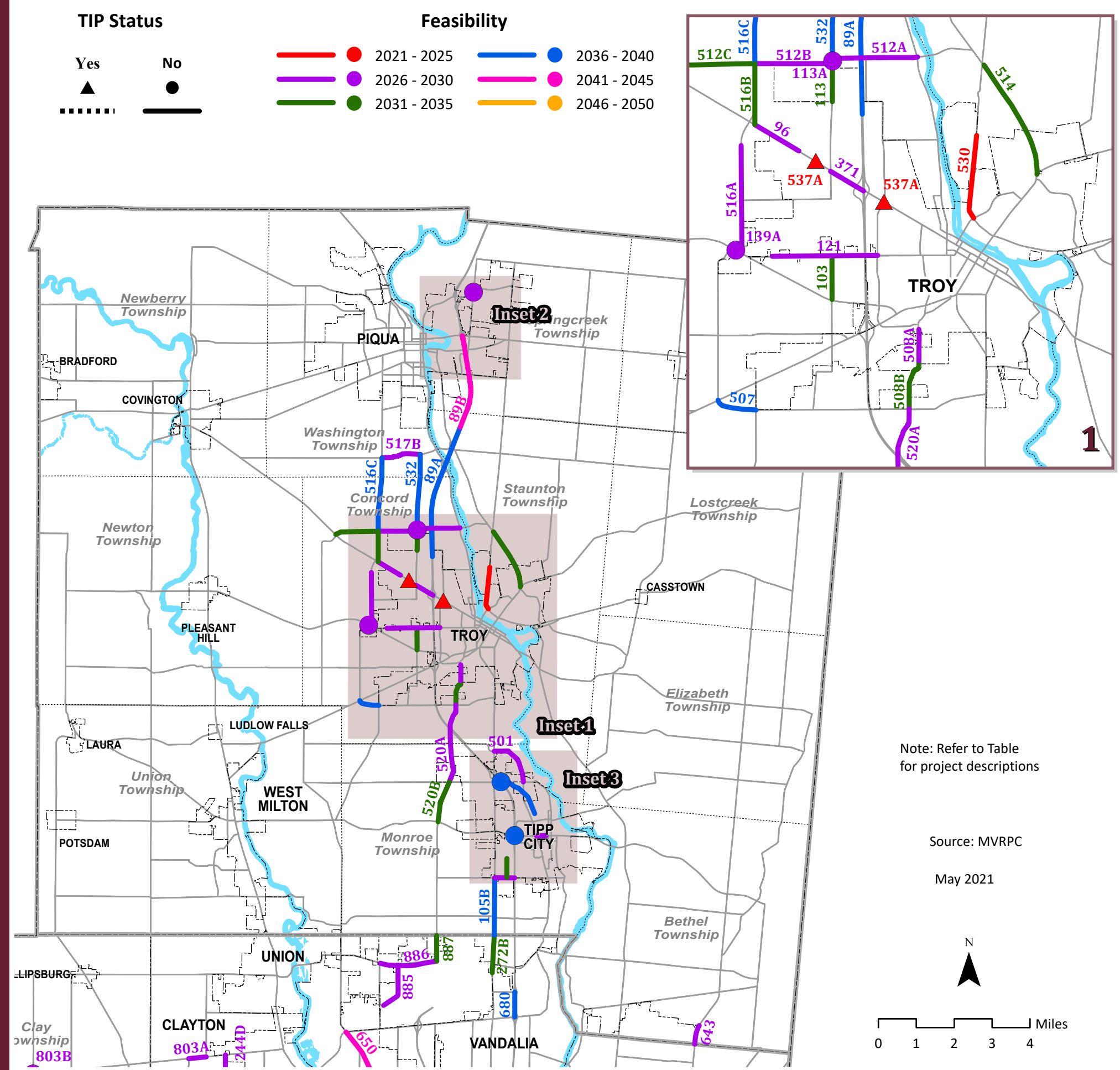


Figure 5.4 Congestion Management Projects: Miami County



Note: Refer to Table for project descriptions

Source: MVRPC

May 2021

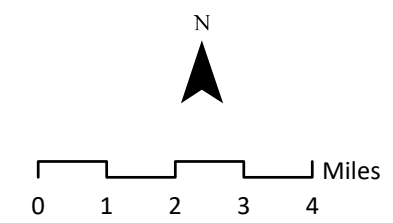
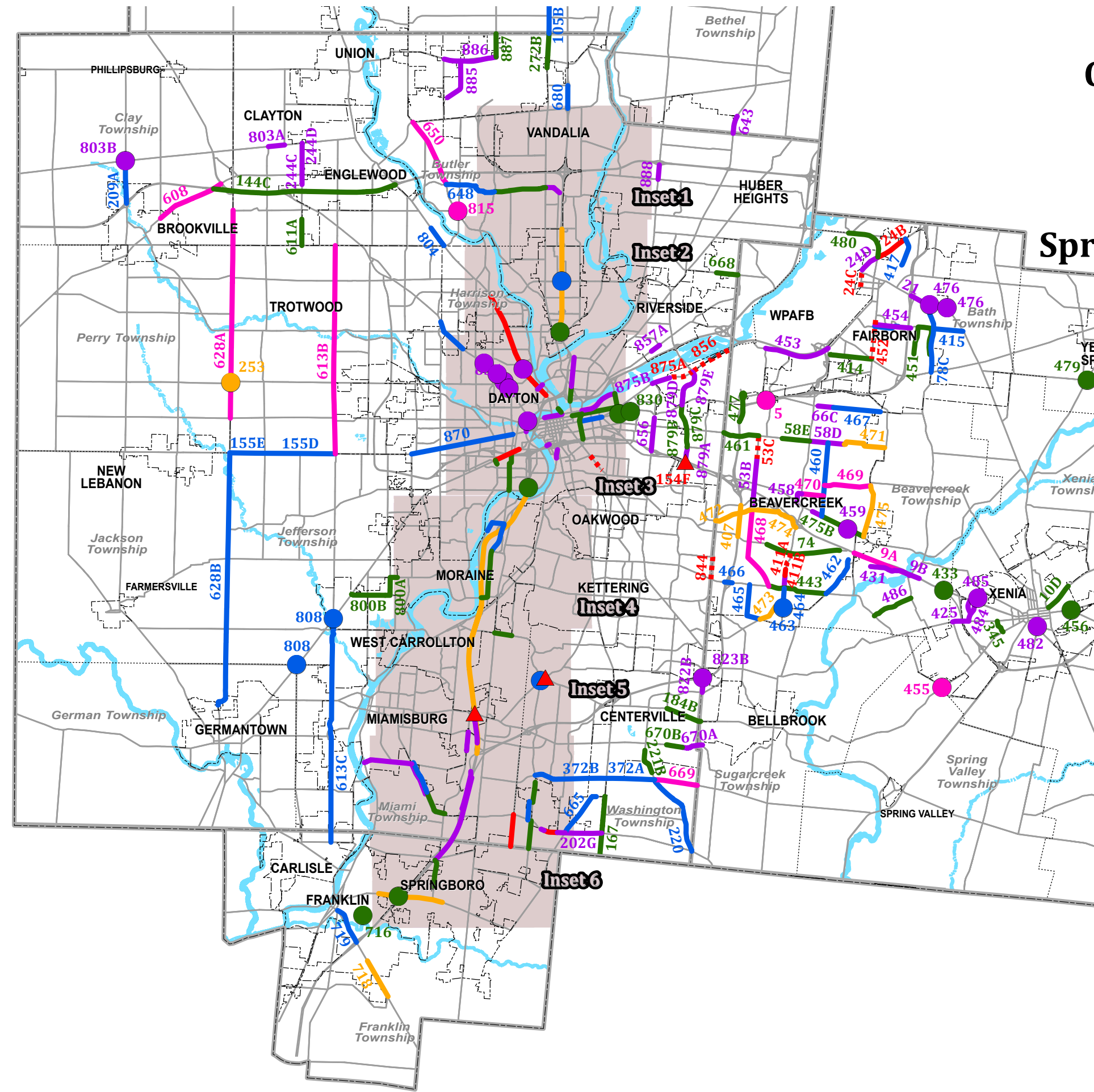




Figure 5.5
Congestion Management
Projects:
Montgomery County,
Carlisle, Franklin,
Springboro, and Franklin Twp.



TIP Status

Yes No

▲ ●

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Feasibility

—●—	2021 - 2025	—●—	2036 - 2040
—●—	2026 - 2030	—●—	2041 - 2045
—●—	2031 - 2035	—●—	2046 - 2050

Note: Refer to Table for project descriptions.

Source: MVRPC

May 2021

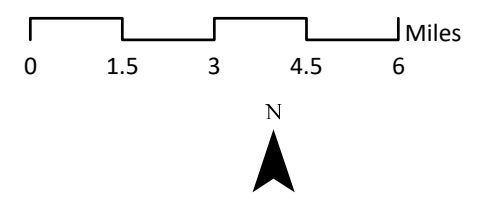
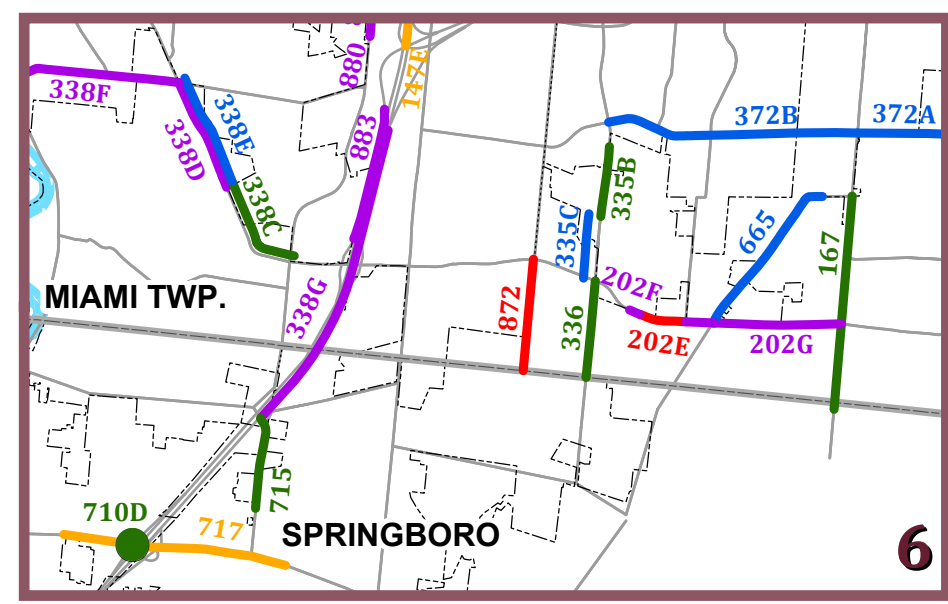
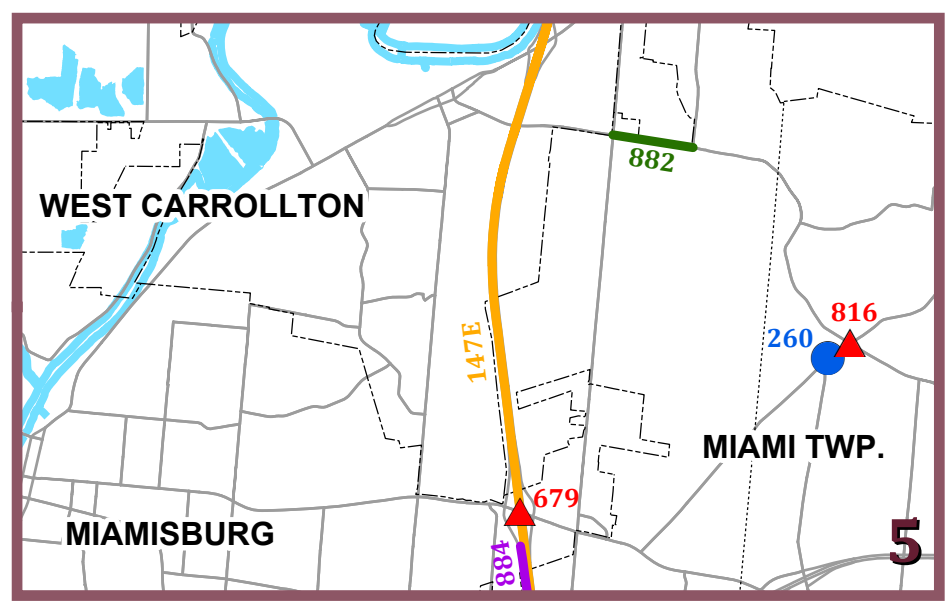
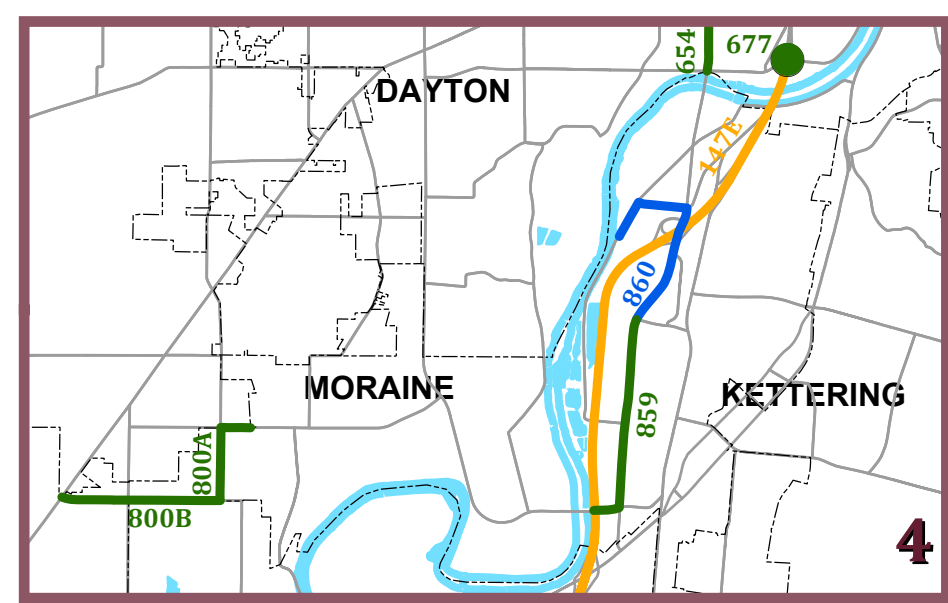
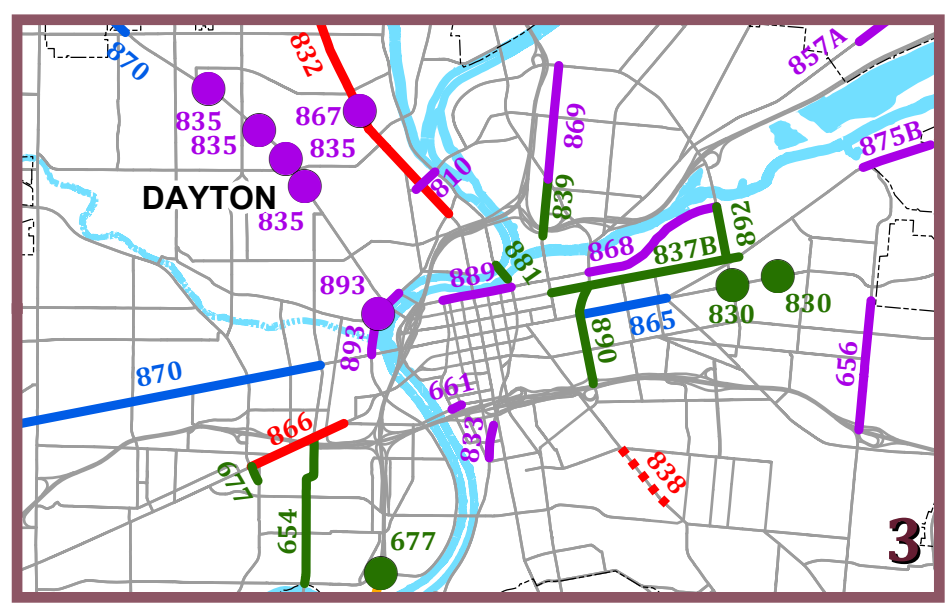
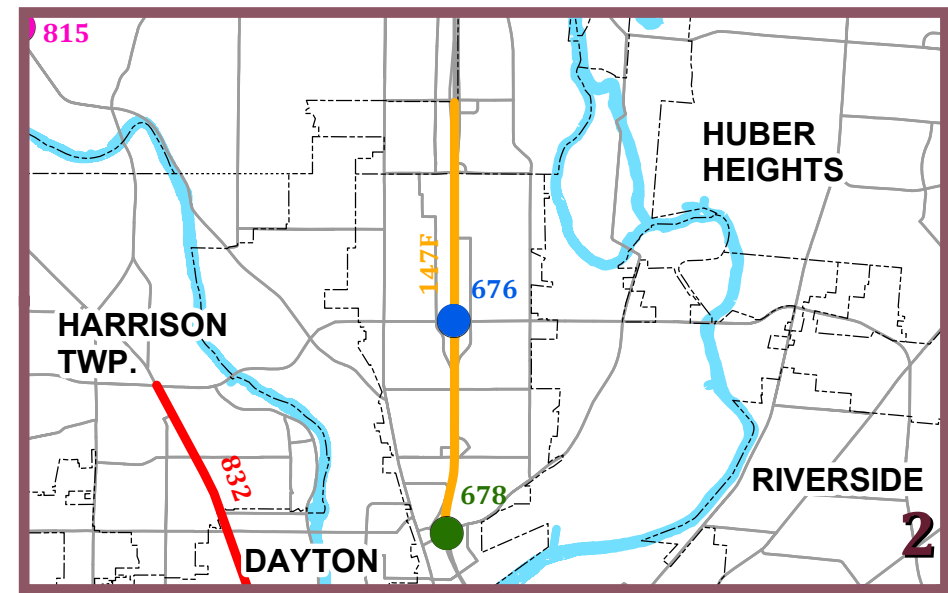
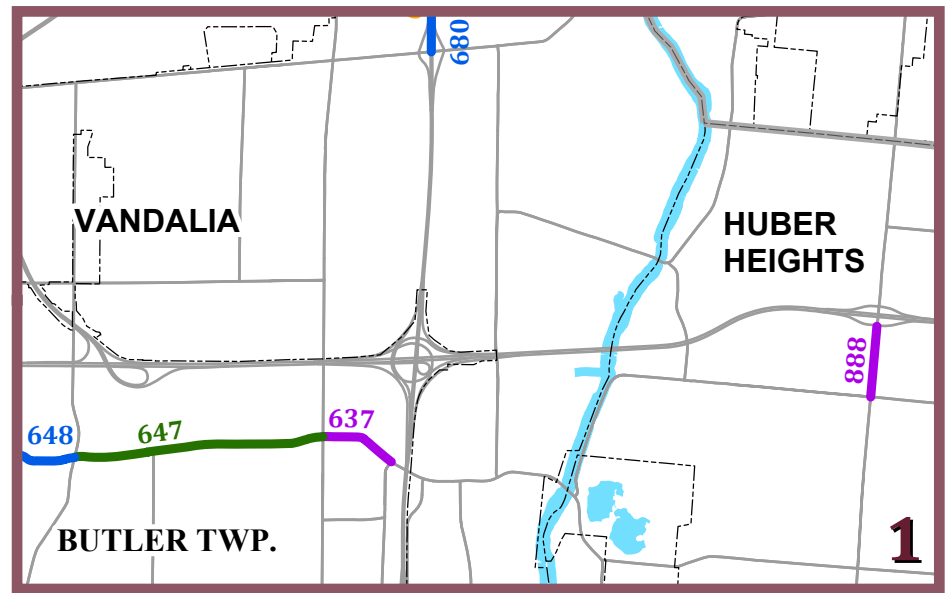






Figure 5.6 Congestion Management Projects: Montgomery County Insets















TIP Status

Yes  No 

Feasibility

		2021 - 2025			2036 - 2040
		2026 - 2030			2041 - 2045
		2031 - 2035			2046 - 2050

Note: Refer to Table for project descriptions.

Source: MVRPC

May 2021



