

Final Draft Congestion Management Projects
(Cost is in Millions of 2015 / Year of Expenditure Dollars)

5 GRE	I-675 / Grange Hall Road	Feasible: 2031-2035	Mileage: NA	Cost: \$24.37 / \$38.49	Proposed: Yes	TIP: No
Add full movements at Grange Hall Road interchange.						
9A GRE	US 35 — Phase I	Feasible: 2021-2025	Mileage: 1.50	Cost: \$82.80 / \$104.54	Proposed: Yes	TIP: YP
Eliminate the existing at grade intersections at Factory Road, Alpha Road and, Orchard Lane and replace them with full access interchange at Factory Road. Preliminary engineering is partially funded in the SFY 2016-2019 TIP.						
9B GRE	US 35 — Phase II	Feasible: 2021-2025	Mileage: 1.00	Cost: \$24.60 / \$31.06	Proposed: Yes	TIP: YP
Eliminate the existing at grade intersection at Trebein/Valley Road and replace with full access interchanges at Trebein/Valley Road. Preliminary engineering is partially funded in the SFY 2016-2019 TIP.						
9C GRE	Shakertown Road	Feasible: 2016-2020	Mileage: NA	Cost: \$3.41 / \$3.41	Proposed: Yes	TIP: NF
Relocation and extension of Shakertown Road and realignment of Alpha Bellbrook Road to intersect Shakertown Road, west of Factory Road to eliminate the intersection of Shakertown Road and US 35.						
10A GRE	US 42	Feasible: 2026-2030	Mileage: 1.40	Cost: \$3.75 / \$4.73	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Stevenson Road to Bickett Road.						
10B GRE	US 42	Feasible: 2026-2030	Mileage: 0.62	Cost: \$1.65 / \$2.08	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Bickett Road to Hickman Road.						
10C GRE	US 42	Feasible: 2036-2040	Mileage: 0.98	Cost: \$2.60 / \$4.11	Proposed: Yes	TIP: No
Upgrade to standard 2-lane width from Hickman Road to Nash/Charleton Road.						
10D GRE	US 42	Feasible: 2026-2030	Mileage: 1.57	Cost: \$5.33 / \$6.73	Proposed: Yes	TIP: No
Widen US 42 from Church Street to Stevenson Road from 2 to 3 lanes.						
17B GRE	SR 72	Feasible: 2026-2030	Mileage: 4.20	Cost: \$4.04 / \$5.10	Proposed: Yes	TIP: No
Widen at intersections, safety upgrades and roadway realignment as needed from north of Klontz Road to one mile north of Federal Road.						
21 GRE	SR 235	Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.90 / \$4.92	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from I-675 to Byron Road.						
24A GRE	SR 444	Feasible: 2016-2020	Mileage: 0.60	Cost: \$1.75 / \$1.75	Proposed: Yes	TIP: Yes
Widen from 2 to 3 lanes from Sandhill Road to I-675.						

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24B GRE	SR 444 — Phase III				
Feasible: 2026-2030	Mileage: 1.00	Cost: \$3.80 / \$4.80	Proposed: Yes	TIP: No	
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 II				
Feasible: 2021-2025	Mileage: 1.10	Cost: \$4.70 / \$5.93	Proposed: Yes	TIP: No	
Narrow the roadway to 3 lanes and install bike lanes and access management techniques from Dayton Drive to Central Avenue.					
32A GRE	Bickett Road				
Feasible: 2026-2030	Mileage: 1.25	Cost: \$17.68 / \$22.32	Proposed: Yes	TIP: No	
Relocate from just north of Little Miami Scenic Trail to just north of Wilberforce-Switch Road; including a roundabout at the Campus Drive/US 42 intersection, an extension of Brush Row Road to Wilberforce-Switch Road, and a roundabout at the new intersection.					
34C GRE	Dayton Drive				
Feasible: 2016-2020	Mileage: 0.29	Cost: \$1.20 / \$1.20	Proposed: Yes	TIP: Yes	
Widen from 2 to 3 lanes from SR 235 to Maple Avenue.					
39A GRE	Dayton-Xenia Road				
Feasible: 2016-2020	Mileage: 1.50	Cost: \$3.58 / \$3.58	Proposed: Yes	TIP: Yes	
Widen from E. Lynn Drive to Woods Drive to provide a center two way left turn lane, add sidewalks along both sides of the roadway, install curb and gutter and storm sewer improvement, possibly add on-street parking.					
39B GRE	Dayton-Xenia Road				
Feasible: 2016-2020	Mileage: 1.50	Cost: \$3.79 / \$3.79	Proposed: Yes	TIP: Yes	
Widen from 2 to 3 lanes from Woods Drive to Wallaby Drive to provide a center two-way left turn lane. In addition, the project will add an 8' wide sidepath on both sides of the roadway, improved shoulders, and installation of curb and gutter and storm sewer improvements.					
48 GRE	Grange Hall Road / Shakertown Road				
Feasible: 2016-2020	Mileage: NA	Cost: \$1.40 / \$1.58	Proposed: Yes	TIP: No	
Improve intersection by adding left and right turn lanes and installing a signal.					
50 GRE	Garland Extension - West				
Feasible: 2036-2040	Mileage: 0.70	Cost: \$3.00 / \$4.74	Proposed: Yes	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: 2.30	Cost: \$6.90 / \$8.71	Proposed: Yes	TIP: No	
Widen from Kemp Road to Southview Drive and SR 835 to Patterson Road from 2 lanes to 3 lanes and add pedestrian and bicycle amenities; bikeway from SR 835 to Patterson is currently funded.					
54D GRE	Hawkins-Schoolhouse Road				
Feasible: 2031-2035	Mileage: 0.40	Cost: \$1.03 / \$1.63	Proposed: Yes	TIP: No	
Widen Hawkins-Schoolhouse Road from Fairground Road to western terminus from 2 to 3 lanes with turning lanes to serve as the future extension of Progress Drive.					
54E GRE	Hollywood Boulevard Extension				
Feasible: 2026-2030	Mileage: 0.40	Cost: \$1.44 / \$1.82	Proposed: Yes	TIP: No	
Extend Hollywood Boulevard as 2 lanes with turn lanes from western terminus to Fairground Road; include traffic signals at Fairground Road.					

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58C GRE	Kemp Road	Feasible: 2016-2020	Mileage: 0.45	Cost: \$1.84 / \$1.84	Proposed: Yes	TIP: NF
Widen from 2 to 3 lanes from Grange Hall Road to Meadowcourt Road.						
58D GRE	Kemp Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$2.40 / \$3.03	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from N. Fairfield Road to Hidden Woods Boulevard.						
58E GRE	Kemp Road	Feasible: 2026-2030	Mileage: 1.55	Cost: \$3.56 / \$4.50	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Meadowcourt Drive to Gerspacher Road, then transition to meet existing 5 lane section at N. Fairfield Road.						
66C GRE	New Germany-Trebein Road	Feasible: 2026-2030	Mileage: 0.35	Cost: \$1.80 / \$2.27	Proposed: Yes	TIP: No
Widen from 3 to 5 lanes from Lillian Lane to Big Woods Drive.						
70B GRE	Progress Drive Extension-North	Feasible: 2031-2035	Mileage: 1.00	Cost: \$3.57 / \$5.64	Proposed: Yes	TIP: No
Extend Progress Drive from Dayton-Xenia Road to Hawkins Schoolhouse Road as 3 lanes.						
74 GRE	Shakertown Road	Feasible: 2031-2035	Mileage: 3.80	Cost: \$12.00 / \$18.95	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from County Line Road to relocated Shakertown Road, see project 9A.						
78C GRE	Trebein Road	Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.20 / \$9.79	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Dayton-Yellow Springs Road to Xenia Drive; add bike and pedestrian facilities, widen culverts, and improve safety of vertical and horizontal curves.						
340A GRE	US 42 Access Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.73 / \$4.71	Proposed: Yes	TIP: No
Extend Regency Drive from Country Club Drive to US 42 as 2 lanes; Including connecting Regency Drive with Wilson Drive and Marshall Drive.						
343 GRE	US 42 / East Church Street	Feasible: 2016-2020	Mileage: NA	Cost: \$1.44 / \$1.44	Proposed: Yes	TIP: Yes
Reconstruct a skewed intersection into a perpendicular intersection with a new traffic signal.						
344 GRE	Sheelin / Massie Drive Connector	Feasible: 2021-2025	Mileage: 0.38	Cost: \$1.44 / \$1.82	Proposed: Yes	TIP: No
Extend 2 lanes of Sheelin Drive across US 35 from Reid Avenue to June Drive; including traffic signals at W. Main Street.						
345 GRE	Industrial Boulevard Extension	Feasible: 2021-2025	Mileage: 0.47	Cost: \$0.93 / \$1.17	Proposed: Yes	TIP: No
Extend as 3 lanes from its northern terminus at Lower Bellbrook Road to W. Second Street.						
407 GRE	I-675	Feasible: 2026-2030	Mileage: NA	Cost: \$0.50 / \$0.63	Proposed: Yes	TIP: No
Feasibility study to construct new interchange on I-675 in the vicinity of Shakertown Road to improve job access to land in Beavercreek and Kettering.						

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411 GRE	North Fairfield Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.30 / \$4.17	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Shakertown Road to Indian Ripple Road.						
414 GRE	Funderburg Road	Feasible: 2031-2035	Mileage: 1.30	Cost: \$3.40 / \$5.37	Proposed: Yes	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 / \$7.11	Proposed: Yes	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 / \$4.26	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Adams Street to SR 444; including improvements to the Sandhill Road intersection.						
418 GRE	Beaver Valley Road Extension	Feasible: 2031-2035	Mileage: 0.30	Cost: \$1.50 / \$2.37	Proposed: Yes	TIP: No
Extension of Beaver Valley Road to bypass intersection of Dayton-Xenia Road with Factory Road.						
425 GRE	Upper Bellbrook Road	Feasible: 2021-2025	Mileage: 0.38	Cost: \$1.44 / \$1.82	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Colorado Drive to Progress Drive; including a pedestrian path.						
426 GRE	Greene County Industrial Park Road Extension	Feasible: 2021-2025	Mileage: 0.41	Cost: \$1.76 / \$2.22	Proposed: Yes	TIP: No
Extend 3-lane road from Greene County Industrial Park south of US 35 By-pass to US 68; including appropriate turning lanes on US 68.						
431 GRE	Valley Springs Connector Road	Feasible: 2021-2025	Mileage: 0.82	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
Provide a three lane connector road from Orchard Lane to the proposed Valley Road / US 35 interchange.						
433 GRE	US 35	Feasible: 2026-2030	Mileage: 1.00	Cost: \$9.00 / \$11.36	Proposed: Yes	TIP: No
Reconfigure the US 35 and Business 35 interchange located on the west side of Xenia for safety and operational purposes.						
434 GRE	West Main Street / Hospitality Drive	Feasible: 2016-2020	Mileage: 0.20	Cost: \$0.79 / \$0.79	Proposed: Yes	TIP: Yes
Construction of a "T" intersection at By-pass 35 and US 35 along with the construction of a traffic signal at the intersection of Hospitality Dr. and W. Main St. to allow for all turning movements.						
443 GRE	Indian Ripple Road	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Widening from 3 to 5 lanes from Darst to Grange Hall Roads and widening from 2 to 3 lanes from Grange Hall to N. Fairfield Roads and extension of sidepath system from Darst to N. Fairfield Roads.						
451 GRE	Fairborn Schools Street Upgrades	Feasible: 2021-2025	Mileage: 2.00	Cost: \$5.20 / \$6.57	Proposed: Yes	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.						

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452 GRE	Maple Avenue — Phase II	Feasible: 2021-2025	Mileage: 1.10	Cost: \$2.90 / \$3.66	Proposed: Yes	TIP: No
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 / \$6.57	Proposed: Yes	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: 2021-2025	Mileage: 1.05	Cost: \$0.92 / \$1.16	Proposed: Yes	TIP: No
Install a bike path on City-owned property from the proposed bike lanes on Maple Avenue to the existing path on Garland near I-675.						
455 GRE	Van Eaton Road / Hedges Road Intersection	Feasible: 2036-2040	Mileage: NA	Cost: \$1.32 / \$2.08	Proposed: Yes	TIP: No
Intersection re-alignment to eliminate offset intersection.						
456 GRE	East Main Street / North Patton Street / Jasper Road	Feasible: 2031-2035	Mileage: NA	Cost: \$1.67 / \$2.64	Proposed: Yes	TIP: No
Reconstruct a five (5) point intersection with a roundabout.						
89A MIA	I-75 — Phase I	Feasible: 2031-2035	Mileage: 2.89	Cost: \$41.15 / \$64.98	Proposed: Yes	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: 2036-2040	Mileage: 4.04	Cost: \$37.75 / \$59.61	Proposed: Yes	TIP: No
Rehabilitate and widen from 4 to 6 lanes from 0.42 miles north of CR 15 (Piqua Troy Road) to CR 25A.						
92B MIA	US 36 Reconstruction	Feasible: 2036-2040	Mileage: 0.70	Cost: \$5.75 / \$9.08	Proposed: Yes	TIP: No
Reconstruction and widening from 2 to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter and utility upgrades from Sunset Drive to RM Davis Parkway.						
96 MIA	SR 41	Feasible: 2021-2025	Mileage: 0.60	Cost: \$2.03 / \$2.56	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from just west of Kings Chapel Drive to Washington Road.						
98 MIA	SR 48	Feasible: 2031-2035	Mileage: 1.30	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes beginning at Pinewood Drive, going south to the Montgomery County line; improve the intersections at Frederick-Garland Rd and Emerick Road.						
103 MIA	Commerce Boulevard — Phase III	Feasible: 2026-2030	Mileage: 0.60	Cost: \$3.60 / \$4.55	Proposed: Yes	TIP: No
Extend Commerce Center Boulevard from its eastern terminus to intersect SR 718 at Barnhard Road.						
105A MIA	County Road 25A	Feasible: 2016-2020	Mileage: 0.70	Cost: \$4.30 / \$4.30	Proposed: Yes	TIP: Yes
Widen from 2 to 4/5 lanes from SR 571 to Michaels Road.						

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105B MIA	County Road 25A — Phase V	Feasible: 2031-2035	Mileage: 1.51	Cost: \$6.04 / \$9.54	Proposed: Yes	TIP: No
Widen from 2 to 4/5 lanes from the Montgomery County line to Evanston Road.						
105C MIA	County Road 25A	Feasible: 2016-2020	Mileage: 0.50	Cost: \$3.05 / \$3.05	Proposed: Yes	TIP: Yes
Widen from 2 to 4/5 lanes from Michaels Road to Evanston Road to coordinate with Miami County project 105B and Montgomery County project 272B.						
108 MIA	Donn Davis Way Connection	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.30 / \$6.79	Proposed: Yes	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: 2021-2025	Mileage: 1.82	Cost: \$4.90 / \$6.19	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from CR 25A to Tipp-Canal Road; including a proposed bike/pedestrian crossing over I-75 (attached to existing overpass) and construction of either an on- or off-street bike/pedestrian path.						
113 MIA	Experiment Farm Road	Feasible: 2031-2035	Mileage: 0.33	Cost: \$1.56 / \$2.46	Proposed: Yes	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: 2021-2025	Mileage: 0.33	Cost: \$1.75 / \$2.21	Proposed: Yes	TIP: No
Realign the offset intersection.						
121 MIA	McKaig Road	Feasible: 2021-2025	Mileage: 1.40	Cost: \$2.02 / \$2.55	Proposed: Yes	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 / \$1.70	Proposed: Yes	TIP: No
Realign Washington Road to intersect Wilson Road at McKaig Road.						
351 MIA	SR 571	Feasible: 2021-2025	Mileage: 1.50	Cost: \$7.50 / \$9.47	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Main Street to Davis Road; including intersection and signal improvements at Stone Meadows Boulevard.						
354 MIA	Railroad Overpass / New Connector Road	Feasible: 2036-2040	Mileage: 0.70	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No
Construct new 2/3 lane roadway from Donn Davis Way to North Third Street in Tipp City; including a railroad grade separation at the CSX railroad line.						
371 MIA	SR 41	Feasible: 2021-2025	Mileage: 0.51	Cost: \$1.13 / \$1.43	Proposed: Yes	TIP: No
Widen from 5 to 7 lanes from Experiment Farm Road to I-75.						
501 MIA	Tipp-Cowlesville Road	Feasible: 2021-2025	Mileage: 1.31	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Crane Road to CR 25A.						

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503A MIA	Statler Road — Phase I	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Reconstruction and widening from 2 to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter and utility upgrades from the Great Miami River to I-75 (west side).						
503B MIA	Statler Road — Phase II	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.60 / \$7.26	Proposed: Yes	TIP: No
Reconstruction and widening from I-75 to Troy-Sidney Road to industrial development standards with curb and gutter and utility extensions.						
506A MIA	Garbry Road — Phase I	Feasible: 2026-2030	Mileage: 0.90	Cost: \$4.60 / \$5.81	Proposed: Yes	TIP: No
Reconstruction and widening from 2 lanes to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter, sidewalks, and utility upgrades from CSX Railroad Crossing to Kienle Drive.						
506B MIA	Garbry Road — Phase II	Feasible: 2026-2030	Mileage: 0.50	Cost: \$2.30 / \$2.90	Proposed: Yes	TIP: No
Reconstruction, widening, and upgrade from rural cross section to urban cross section with curb and gutter, sidewalks, and utility upgrades from Kienle Drive to US 36.						
506C MIA	Looney Road / Garbry Road Intersection	Feasible: 2016-2020	Mileage: NA	Cost: \$1.63 / \$1.63	Proposed: Yes	TIP: Yes
Construction of a roundabout at the intersection of Garbry Road and Looney Road.						
507 MIA	Swailes Road Extension	Feasible: 2036-2040	Mileage: 0.70	Cost: \$1.35 / \$2.13	Proposed: Yes	TIP: No
New roadway extension from the western termini of Swailes at Nashville to Wilson Road at SR 55.						
508A MIA	Peters Road — Phase I	Feasible: 2026-2030	Mileage: 0.41	Cost: \$1.24 / \$1.57	Proposed: Yes	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 / \$3.10	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Premwood Road to Swailes Road.						
509A MIA	Northern Connector — Phase I	Feasible: 2036-2040	Mileage: 1.30	Cost: \$3.49 / \$5.51	Proposed: Yes	TIP: No
New 3-lane roadway from CR 25A to Troy-Sidney Road.						
509B MIA	Northern Connector — Phase II	Feasible: 2036-2040	Mileage: 1.70	Cost: \$3.60 / \$5.69	Proposed: Yes	TIP: No
New 3 lane roadway from Troy Sidney Road to Troy Urbana Road.						
509C MIA	Northern Connector — Phase III	Feasible: 2036-2040	Mileage: 1.68	Cost: \$3.94 / \$6.22	Proposed: Yes	TIP: No
New 3 lane roadway from Troy Urbana Road Crossing SR 55 to SR 202.						
512A MIA	Eldean Road — Phase I	Feasible: 2021-2025	Mileage: 1.20	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Experiment Farm Road to CR 25A.						

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512B MIA	Eldean Road — Phase II	Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.57 / \$3.24	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Washington Road to Experiment Farm Road.						
512C MIA	Eldean Road — Phase III	Feasible: 2031-2035	Mileage: 1.14	Cost: \$2.85 / \$4.50	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from SR 41 to Washington Road.						
514 MIA	Piqua-Troy Road	Feasible: 2026-2030	Mileage: 1.19	Cost: \$2.98 / \$3.76	Proposed: Yes	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: 2021-2025	Mileage: 1.87	Cost: \$4.68 / \$5.91	Proposed: Yes	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 / \$3.21	Proposed: Yes	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 / \$7.66	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.						
517B MIA	Farrington Road — Phase II	Feasible: 2021-2025	Mileage: 1.03	Cost: \$2.58 / \$3.26	Proposed: Yes	TIP: No
Widen Farrington Road from 2 to 3 lanes from Washington Road to Experiment Farm Road.						
518B MIA	Kinna Drive — South	Feasible: 2021-2025	Mileage: 0.70	Cost: \$2.20 / \$2.78	Proposed: Yes	TIP: No
Construct a 3-lane extension from SR 571 to Evanston Road.						
520A MIA	Peters Road — Phase I	Feasible: 2026-2030	Mileage: 2.09	Cost: \$5.23 / \$6.60	Proposed: Yes	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 / \$4.34	Proposed: Yes	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 / \$2.54	Proposed: Yes	TIP: No
Interchange modification to improve capacity of existing ramps and replace structure with 5-lane capacity structure.						
530 MIA	Riverside Drive	Feasible: 2016-2020	Mileage: 0.46	Cost: \$1.94 / \$2.19	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from 600 feet north of Adams Street to the Duke Park north boundary.						

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531C MIA	Main Street — Streetscape	Feasible: 2021-2025	Mileage: 0.20	Cost: \$1.70 / \$2.15	Proposed: Yes	TIP: No
Rehabilitate and improve East Main Street / SR 571 from First Street eastward to and including the crossing of the Great Miami River Bikeway (GMRB).						
531D MIA	Main Street — Streetscape	Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50 / \$1.89	Proposed: Yes	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 / \$7.74	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.						
533 MIA	Northern Access Interchange Feasibility Study	Feasible: 2021-2025	Mileage: NA	Cost: \$0.42 / \$0.53	Proposed: Yes	TIP: No
Traffic study to look at future improvements needed to improve vehicular access between SR 41 and CR 25A including potential for an Eldean Road Interchange at I-75.						
535 MIA	SR 571	Feasible: 2036-2040	Mileage: 1.50	Cost: \$10.00 / \$15.79	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Peters Road to CR 25A.						
537A MIA	SR 41 Traffic Signal Interconnect	Feasible: 2021-2025	Mileage: NA	Cost: \$0.75 / \$0.95	Proposed: Yes	TIP: No
Extend communication backbone to allow traffic signals to operate as a closed loop system at the intersections with Dorset Road and Marybill Drive.						
540 MIA	Troy-Sidney Road	Feasible: 2021-2025	Mileage: 1.00	Cost: \$4.00 / \$5.05	Proposed: Yes	TIP: No
Reconstruction and widening of Troy-Sidney Road from US 36 to Statler Road. The project will consist of roadway reconstruction to industrial development standards with curb and gutter and utility extensions.						
541 MIA	Kyle Park Drive	Feasible: 2021-2025	Mileage: 0.33	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
Construct Kyle Park Drive as a 3-lane roadway from S. Hyatt Street easterly to S. First Street including a sidewalk on one side of Kyle Park Drive and a 10' wide bikeway on the other.						
542 MIA	CR 25A - YMCA Bikeway	Feasible: 2021-2025	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
Construct a new 10' bikeway from the Robinson Branch YMCA southerly to and crossing at the intersection of Donn Davis Way and CR 25A, connecting to the existing bikeway on Donn Davis Way, and continuing from existing bikeway on Donn Davis Way at Tipp-Cowlesville Road easterly on Crane Road to the Great Miami River Bike Trail, just east of North Third Street.						
543 MIA	County Road 25A	Feasible: 2021-2025	Mileage: 0.50	Cost: \$1.10 / \$1.39	Proposed: Yes	TIP: No
Upgrade and widen from 4 to 5 lanes, and enhance CR 25A between the Meijer Distribution Center northerly to Exit 69 at I-75.						
544 MIA	Crane Road Bikeway	Feasible: 2021-2025	Mileage: 0.40	Cost: \$0.90 / \$1.14	Proposed: Yes	TIP: No
Construct a new 10' bikeway/multi-use recreational trail from intersection of N. Hyatt Street and Crane Road easterly crossing the CSX railroad tracks to the Great Miami River Bikeway.						

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545 MIA	CSX Rail Spur	Feasible: 2036-2040	Mileage: 0.38	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Construct a 2000 foot rail spur on the west side of the CSX railroad tracks within and proximate to the 113 acre Prill property bounded on the north by Crane Road, on the south by Parkwood Drive, N. Hyatt Street on the west and the CSX tracks on the east.						
643 MIA	SR 201 — Phase VIII	Feasible: 2021-2025	Mileage: 0.16	Cost: \$1.70 / \$2.15	Proposed: Yes	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 / \$84.19	Proposed: Yes	TIP: No
Rehabilitate and widen 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.)						
154E MOT	US 35 — Phase IIB	Feasible: 2021-2025	Mileage: 3.16	Cost: \$30.39 / \$38.37	Proposed: Yes	TIP: No
US 35 from Livingston Avenue to I-675, major rehabilitation of existing pavement, construction of an additional lane in each direction and bridge work. Construction plans for the project are complete.						
154F MOT	US 35 — Phase III	Feasible: 2021-2025	Mileage: 0.78	Cost: \$16.36 / \$20.65	Proposed: Yes	TIP: No
US 35 at Woodman Drive / SR 835 interchange modification. Construction plans for the project are complete.						
154G MOT	US 35 — Phase IV	Feasible: 2026-2030	Mileage: 0.73	Cost: \$15.41 / \$19.46	Proposed: Yes	TIP: No
US 35 at Smithville Road interchange modification. Construction plans for the project are complete.						
155D MOT	US 35	Feasible: 2026-2030	Mileage: 2.00	Cost: \$5.95 / \$7.51	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Union Road to Lutheran Church Road.						
155E MOT	US 35	Feasible: 2026-2030	Mileage: 1.00	Cost: \$2.73 / \$3.45	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Lutheran Church Road to Diamond Mill Road.						
166 MOT	SR 48	Feasible: 2026-2030	Mileage: 1.10	Cost: \$5.55 / \$7.01	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Phillisburg-Union Road to Miami County line.						
167 MOT	SR 48	Feasible: 2031-2035	Mileage: 1.67	Cost: \$3.01 / \$4.75	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from the Warren County line to Sheehan Road.						
184B MOT	SR 725	Feasible: 2021-2025	Mileage: 1.00	Cost: \$7.20 / \$9.09	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Bigger Road to Wilmington Pike.						
202E MOT	Social Row Road	Feasible: 2021-2025	Mileage: 1.70	Cost: \$11.00 / \$13.89	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from 2000' east of Yankee Street to SR 48.						

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209A MOT	Arlington Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from I-70 to US 40.	Mileage: 1.20	Cost: \$6.30 / \$7.95	Proposed: Yes	TIP: No
209C MOT	Arlington Road	Feasible: 2016-2020 Replace and widen bridge over I-70 from 2 to 3 lanes.	Mileage: NA	Cost: \$10.93 / \$10.93	Proposed: Yes	TIP: Yes
220 MOT	Clyo Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from Spring Valley Road to Social Row Road.	Mileage: 2.42	Cost: \$8.50 / \$10.73	Proposed: Yes	TIP: No
221B MOT	Clyo Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from St. Leonard's Way to Spring Valley Pike.	Mileage: 1.00	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
229 MOT	Edwin C. Moses Boulevard	Feasible: 2031-2035 Widen from 2 to 5 lanes from Broadway Street to I-75.	Mileage: 0.59	Cost: \$50.00 / \$78.96	Proposed: Yes	TIP: No
238 MOT	Harshman Road	Feasible: 2021-2025 Widen from 4 to 5 lanes from Eastwood Metropark entrance to SR 4.	Mileage: 0.40	Cost: \$7.25 / \$9.15	Proposed: Yes	TIP: No
244C MOT	Hoke Road	Feasible: 2026-2030 Widen from 2 to 3 lanes from US 40 to Smith Drive; including intersection improvements and traffic signals at Wenger Road.	Mileage: 1.28	Cost: \$6.50 / \$8.21	Proposed: Yes	TIP: No
248B MOT	Dayton-Keowee Street Bridge	Feasible: 2016-2020 Rehabilitate/replace and widen bridge over Great Miami River.	Mileage: 0.10	Cost: \$13.40 / \$13.40	Proposed: Yes	TIP: Yes
253 MOT	Little Richmond Road / Diamond Mill Road	Feasible: 2036-2040 Correct the split-T intersection at Diamond Mill Road.	Mileage: NA	Cost: \$1.15 / \$1.82	Proposed: Yes	TIP: No
260 MOT	Mad River Road	Feasible: 2026-2030 Improve and realign intersections of Yankee Street and Munger Road.	Mileage: NA	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
272B MOT	North Dixie Drive	Feasible: 2021-2025 Widen from 2 to 3 lanes from the Vandalia north corporation limit to the Miami County line.	Mileage: 0.80	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
293A MOT	Phillisburg-Union Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 48 to Haber Road.	Mileage: 1.80	Cost: \$3.00 / \$4.74	Proposed: Yes	TIP: No
298 MOT	Salem Avenue	Feasible: 2031-2035 Widen from 4 to 5 lanes from Hillcrest Avenue to Curundu Avenue.	Mileage: 1.10	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No

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301 MOT	Seybold Road / Crestway	Feasible: 2026-2030 Realign the split T-intersection at Westbrook Road.	Mileage: 1.00	Cost: \$1.13 / \$1.43	Proposed: Yes	TIP: No
335A MOT	Yankee Street — Phase II	Feasible: 2016-2020 Widen from 2 to 3 lanes from Social Row Road/Austin Boulevard to Winding Green Way.	Mileage: 0.55	Cost: \$3.40 / \$3.40	Proposed: Yes	TIP: Yes
335B MOT	Yankee Street — Phase III	Feasible: 2021-2025 Widen from 2 to 5 lanes from Winding Green Way to Spring Valley Pike.	Mileage: 0.75	Cost: \$6.00 / \$7.58	Proposed: Yes	TIP: No
335C MOT	Yankee Street — Phase IV	Feasible: 2026-2030 Widen from 3 to 5 lanes from Social Row Road/Austin Pike to Winding Green Way.	Mileage: 0.55	Cost: \$2.45 / \$3.09	Proposed: Yes	TIP: No
336 MOT	Yankee Street	Feasible: 2021-2025 Widen from 2 to 3 lanes from Social Row Road/Austin Boulevard to Warren County Line.	Mileage: 0.60	Cost: \$2.20 / \$2.78	Proposed: Yes	TIP: No
338C MOT	Miamisburg-Springboro Pike, Section 1 — Phase II	Feasible: 2031-2035 Widen from 3 to 5 lanes from Peacock Lane to Medlar Road.	Mileage: 0.50	Cost: \$1.85 / \$2.92	Proposed: Yes	TIP: No
338D MOT	Miamisburg-Springboro Pike, Section 2 — Phase I	Feasible: 2021-2025 Widen from 2 to 3 lanes from Medlar Road to Benner Road.	Mileage: 0.90	Cost: \$8.70 / \$8.70	Proposed: Yes	TIP: No
338E MOT	Miamisburg-Springboro Pike, Section 2 — Phase II	Feasible: 2036-2040 Widen from 3 to 5 lanes from Medlar Road to Benner Road.	Mileage: 0.90	Cost: \$3.50 / \$5.53	Proposed: Yes	TIP: No
338F MOT	Benner Road	Feasible: 2021-2025 Widen from 2 to 3 lanes from Dayton-Cincinnati Pike to Miamisburg-Springboro Pike.	Mileage: 1.40	Cost: \$8.53 / \$10.77	Proposed: Yes	TIP: No
338G MOT	I-75	Feasible: 2036-2040 Widen from 6 to 8 lanes from approximately Pennyroyal Lane to I-675.	Mileage: 2.62	Cost: \$22.18 / \$35.03	Proposed: Yes	TIP: No
368 MOT	Webster Street Bridge Replacement	Feasible: 2016-2020 Replace and widen from 4 to 5 lanes.	Mileage: 0.13	Cost: \$10.00 / \$10.00	Proposed: Yes	TIP: Yes
369 MOT	Helena Street Bridge Replacement	Feasible: 2016-2020 Replace and widen from 2 to 3 lanes.	Mileage: 0.09	Cost: \$7.80 / \$7.80	Proposed: Yes	TIP: Yes
372A MOT	Spring Valley Road	Feasible: 2031-2035 Widen from 2/3 to 5 lanes from SR 48 to Clio Road.	Mileage: 1.40	Cost: \$4.50 / \$7.11	Proposed: Yes	TIP: No

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372B MOT	Spring Valley Road	Feasible: 2031-2035 Widen from 3 to 5 lanes from Yankee Street to SR 48.	Mileage: 2.10	Cost: \$9.80 / \$15.48	Proposed: Yes	TIP: No
603B MOT	Wolf Creek Pike / Lutheran Church Road / Seybold Road	Feasible: 2026-2030 Realign the offset intersection.	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
603D MOT	Lutheran Church Road / Little Richmond Road	Feasible: 2026-2030 Realign the offset intersection.	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
608 MOT	Brookville-Salem Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 49 to Brookville-Phillipsburg Road.	Mileage: 2.10	Cost: \$7.20 / \$11.37	Proposed: Yes	TIP: No
611A MOT	Hoke Road — South	Feasible: 2031-2035 Widen Hoke Road to three (3) lanes from south of Career drive to Westbrook Road and add traffic signals at the Westbrook intersection.	Mileage: 0.60	Cost: \$1.60 / \$2.53	Proposed: Yes	TIP: No
613B MOT	Union Road	Feasible: 2031-2035 Widen from Westbrook Road to US 35 to add left turn lanes at the Shiloh Springs Road and Little Richmond Road intersections.	Mileage: NA	Cost: \$1.42 / \$2.24	Proposed: Yes	TIP: No
613C MOT	Union Road	Feasible: 2036-2040 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.	Mileage: 6.50	Cost: \$4.19 / \$6.62	Proposed: Yes	TIP: No
614A MOT	Basore Road	Feasible: 2021-2025 Widen and extend from 2 to 3 lanes from Turner Road to Shiloh Springs Road; including curb.	Mileage: 0.50	Cost: \$1.06 / \$1.33	Proposed: Yes	TIP: No
615A MOT	Westbrook Road	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 48 to Diamond Mill Road.	Mileage: 6.30	Cost: \$24.00 / \$37.90	Proposed: Yes	TIP: No
626 MOT	Olive Road / Taywood Road Connector	Feasible: 2026-2030 New roadway connecting the southern terminus of Taywood Road at Westbrook Road to the northern terminus of Olive Road at Salem Bend Road.	Mileage: 0.36	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
628A MOT	Diamond Mill Road	Feasible: 2036-2040 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.	Mileage: 7.80	Cost: \$5.86 / \$9.25	Proposed: Yes	TIP: No

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628B MOT	Diamond Mill Road	Feasible: 2036-2040	Mileage: 8.10	Cost: \$3.55 / \$5.61	Proposed: Yes	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.						
631 MOT	Upper Lewisburg-Salem Rd	Feasible: 2026-2030	Mileage: 1.4	Cost: \$6.60 / \$8.33	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Arlington Road to Brookville-Salem Road.						
633 MOT	Farmersville-West Carrollton Road	Feasible: 2026-2030	Mileage: 1.50	Cost: \$3.75 / \$4.73	Proposed: Yes	TIP: No
Widen from 2 to 4 lanes from Central Avenue to Infirmary Road, including dedicated right and left turn lanes at intersections.						
635 MOT	Farmersville-West Carrollton Road	Feasible: 2026-2030	Mileage: 0.90	Cost: \$4.75 / \$6.00	Proposed: Yes	TIP: No
Provide grade separation over CSX Railroad tracks, including a relocation of approximately 1,500 feet of Infirmary Road to the west of the CSX Railroad tracks.						
636 MOT	Central Avenue/Miami Avenue	Feasible: 2016-2020	Mileage: 0.25	Cost: \$0.85 / \$0.96	Proposed: Yes	TIP: No
Upgrade existing intersection by improving turning radii for westbound to northbound traffic, including a dedicated left turn lane for southbound to eastbound traffic.						
637 MOT	Little York Road — Phase I	Feasible: 2021-2025	Mileage: 0.45	Cost: \$5.00 / \$6.31	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Miller Lane to North Dixie Drive.						
647 MOT	Little York Road — Phase II	Feasible: 2026-2030	Mileage: 1.50	Cost: \$5.40 / \$6.82	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from North Dixie Drive to Peters Pike.						
648 MOT	Little York Road — Phase III	Feasible: 2031-2035	Mileage: 1.50	Cost: \$7.30 / \$11.53	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Peters Pike to Frederick Pike.						
650 MOT	Frederick Pike	Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.60 / \$10.42	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Little York Road to US 40.						
654 MOT	Broadway Street	Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.75 / \$7.26	Proposed: Yes	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 / \$7.98	Proposed: Yes	TIP: No
Widen from 2 1/4 to 3 1/5 lanes from US 35 to Fourth Street.						
661 MOT	Washington Street	Feasible: 2026-2030	Mileage: 0.30	Cost: \$3.45 / \$4.36	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Perry Street to Veteran's Parkway.						

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665 MOT	Sheehan Road	Feasible: 2036-2040	Mileage: 1.50	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Widen Sheehan Road from Social Row Road to Bonnie Anne Place from 2 to 3 lanes.						
668 MOT	Kittridge Road	Feasible: 2026-2030	Mileage: 0.60	Cost: \$2.88 / \$3.64	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Gander Road to the Dayton east corportation limit.						
669 MOT	Spring Valley Pike	Feasible: 2031-2035	Mileage: 1.20	Cost: \$4.60 / \$7.26	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Clyo Road to Greene County Line.						
670A MOT	Centerville Station Road — Phase I	Feasible: 2026-2030	Mileage: 0.61	Cost: \$3.60 / \$4.55	Proposed: Yes	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 / \$1.74	Proposed: Yes	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 / \$50.52	Proposed: Yes	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: \$19.80 / \$31.27	Proposed: Yes	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 / \$86.00	Proposed: Yes	TIP: No
Interchange modification to address geometric and operational deficiencies.						
679 MOT	I-75 / SR 725	Feasible: 2026-2030	Mileage: NA	Cost: \$5.00 / \$6.31	Proposed: Yes	TIP: No
Modify the ramp terminals to improve traffic flow and safety.						
680 MOT	I-75 / US 40 / Northwoods Boulevard	Feasible: 2036-2040	Mileage: NA	Cost: \$38.08 / \$60.14	Proposed: Yes	TIP: No
Interchange modifications to reduce weaving movements.						
800A MOT	West Moraine Connector — Phase I	Feasible: 2026-2030	Mileage: 1.00	Cost: \$8.25 / \$10.42	Proposed: Yes	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.						
800B MOT	West Moraine Connector — Phase II	Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.70 / \$4.26	Proposed: Yes	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.						

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803A MOT	US 40	Feasible: 2021-2025	Mileage: 0.30	Cost: \$1.45 / \$1.83	Proposed: Yes	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 / \$1.26	Proposed: Yes	TIP: No
Widen to provide left turn lanes at Arlington Road.						
804 MOT	SR 48	Feasible: 2036-2040	Mileage: 0.50	Cost: \$2.80 / \$4.42	Proposed: Yes	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: 2026-2030	Mileage: 2.00	Cost: \$7.09 / \$8.95	Proposed: Yes	TIP: No
Upgrade intersections at Manning Road/Jamaica Road, Union Road, and Infirmary Road in the communities of Moraine and Germantown; including turn lanes and traffic signals.						
810 MOT	Helena Street	Feasible: 2021-2025	Mileage: 0.25	Cost: \$2.88 / \$3.64	Proposed: Yes	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: 2031-2035	Mileage: 0.50	Cost: \$1.75 / \$2.76	Proposed: Yes	TIP: No
Install roundabout to consolidate three intersections.						
816 MOT	Alex-Bell Road and Mad River Road	Feasible: 2021-2025	Mileage: 0.50	Cost: \$1.50 / \$1.89	Proposed: Yes	TIP: No
Install roundabout or traffic signal.						
818 MOT	US 35 / SR 49	Feasible: 2026-2030	Mileage: NA	Cost: \$0.87 / \$1.10	Proposed: Yes	TIP: No
Improve the intersection by adding turn lanes and improving signal timing and progression.						
820 MOT	Farmersville-Johnsville Road	Feasible: 2036-2040	Mileage: 10.50	Cost: \$3.49 / \$5.51	Proposed: Yes	TIP: No
Improve roadway geometry from the Farmersville north corporation limit to Westbrook Road; including improvements at the Westbrook Road, Brookville-Pyrmont Pike, and US 35 offset interections, with new turn lanes at US 35.						
821 MOT	Alex Road	Feasible: 2021-2025	Mileage: 0.25	Cost: \$0.85 / \$1.07	Proposed: Yes	TIP: No
Widen to add southbound right turn lane on Alex Road from Watertower Lane to SR 725.						
822A MOT	Wilmington Pike — Phase II	Feasible: 2016-2020	Mileage: 0.68	Cost: \$3.20 / \$3.61	Proposed: Yes	TIP: No
Widen Wilmington Pike from I-675 to Brown Road from 4 to 6 through lanes with turn lanes as needed.						
822B MOT	Wilmington Pike — Phase III	Feasible: 2026-2030	Mileage: 0.37	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
Widen Wilmington Pike from Clio Road to I-675 from 4 to 6 through lanes with turn lanes as needed.						

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823B MOT	I-675 / Wilmington Pike Interchange	Feasible: 2026-2030	Mileage: NA	Cost: \$30.00 / \$37.88	Proposed: Yes	TIP: No
Long term interchange modifications to increase the capacity of Wilmington Pike and the existing ramps.						
830 MOT	East Third Street	Feasible: 2031-2035	Mileage: 2.21	Cost: \$2.30 / \$3.63	Proposed: Yes	TIP: No
Widening of East Third Street at Findlay and Irwin Streets for the installation of left turn lanes.						
831 MOT	Keowee Street	Feasible: 2016-2020	Mileage: 0.78	Cost: \$5.00 / \$5.00	Proposed: Yes	TIP: Yes
Widening of Keowee Street from 4 to 5 lanes from SR 4 to Helena Street for the installation of left turn lanes.						
832 MOT	North Main Street	Feasible: 2021-2025	Mileage: 2.15	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
Widening of North Main Street from 4 to 5 lanes at the intersections with Ridge Avenue, Parkwood Drive, and Santa Clara Avenue for the installation of left turn lanes.						
833 MOT	Patterson Boulevard	Feasible: 2026-2030	Mileage: 0.78	Cost: \$2.70 / \$3.41	Proposed: Yes	TIP: No
Installation of left turn lanes on Patterson Boulevard at the intersections with Auto Club Drive, Lincoln Street, Stout Street, and Apple Street.						
834 MOT	Riverview Avenue	Feasible: 2021-2025	Mileage: 0.38	Cost: \$1.40 / \$1.77	Proposed: Yes	TIP: No
Widening to 5 lanes from Edwin C. Moses Boulevard to Great Miami Boulevard for the installation of left turn lanes.						
835 MOT	Salem Avenue	Feasible: 2026-2030	Mileage: 1.80	Cost: \$4.20 / \$5.30	Proposed: Yes	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: 2021-2025	Mileage: 1.12	Cost: \$5.76 / \$7.27	Proposed: Yes	TIP: No
Installation of left turn lanes on East First Street from Keowee Street to Springfield Street.						
837C MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.80	Cost: \$2.65 / \$2.65	Proposed: Yes	TIP: Yes
Installation of left turn lanes on Springfield Street from First Street to Lonoke Avenue.						
837D MOT	Washington Street	Feasible: 2016-2020	Mileage: 0.35	Cost: \$2.43 / \$2.43	Proposed: Yes	TIP: Yes
Installation of left turn lanes and bike lanes on Washington Street from Perry Street to Jefferson Street.						
837E MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.80	Cost: \$2.33 / \$2.33	Proposed: Yes	TIP: Yes
Installation of left turn lanes on Springfield Street from Lonoke Avenue to McFadden Avenue.						
837F MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.80	Cost: \$2.00 / \$2.00	Proposed: Yes	TIP: Yes
Installation of left turn lanes on Springfield Street from McFadden Avenue to Smithville Road.						

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838 MOT	Wayne Avenue	Feasible: 2021-2025	Mileage: 0.56	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
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 / \$3.95	Proposed: Yes	TIP: No
Widening of Webster Street to 5 lanes from Deeds Park Drive to Keowee Street for the installation of left turn lanes.						
840 MOT	Harshman Road Bridge	Feasible: 2016-2020	Mileage: 0.50	Cost: \$10.00 / \$10.00	Proposed: Yes	TIP: Yes
Replace bridge over the Mad River. Provide left turn lanes and bikeway on the bridge.						
841 MOT	Dayton - Third Street Bridge	Feasible: 2016-2020	Mileage: 0.25	Cost: \$20.00 / \$20.00	Proposed: Yes	TIP: NF
Replace bridge over the Great Miami River. Provide left turn lane and shared use path on the bridge.						
842 MOT	Multi-Modal Rail Extension	Feasible: 2016-2020	Mileage: 4.54	Cost: \$19.80 / \$22.35	Proposed: Yes	TIP: YP
Multiphase project to connect CSXT mainline to Dayton International Airport. Phase I will include the improvement of existing track spur and Phase II will include the construction of new track from the I-75 bridge travelling west to the eastern property boundary line of the Dayton International Airport. The Environmental Study for this project is funded in the TIP.						
844 MOT	County Line Road	Feasible: 2021-2025	Mileage: 0.68	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
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 4-lane section, with 2 southbound lanes, a single northbound lane, 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.						
849 MOT	S. Elm Street Intersection Improvements	Feasible: 2021-2025	Mileage: 0.90	Cost: \$2.25 / \$2.84	Proposed: Yes	TIP: No
Realign four poorly designed intersections along S. Elm Street to correct intersection sight distance deficiencies at Hazelwood Circle, Blossom Hill Road, Ironwood Drive, and Black Forest Drive.						
851 MOT	Washington Church Road	Feasible: 2031-2035	Mileage: 1.02	Cost: \$2.84 / \$4.48	Proposed: Yes	TIP: No
Widen to 3 lanes from Austin Boulevard to 500 feet north of Spring Valley Pike with combination curb and gutter, concrete walk, and a multi-use path.						
855 MOT	SR 4 / Harshman Road Interchange	Feasible: 2021-2025	Mileage: NA	Cost: \$4.24 / \$5.35	Proposed: Yes	TIP: No
Reconfigure SR 4 exit ramps at Harshman Road to improve safety.						
856 MOT	Springfield Street	Feasible: 2016-2020	Mileage: 1.30	Cost: \$1.52 / \$1.72	Proposed: Yes	TIP: No
Reconstruction of Springfield Street to add a dedicated turn lane to the proposed Air Force Museum entrance gate, with combined curb and gutter, sidewalks, storm sewer system and utility relocations/adjustments.						
857A MOT	Valley Pike — Phase II	Feasible: 2016-2020	Mileage: 0.28	Cost: \$1.80 / \$2.03	Proposed: Yes	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 to Pleasant Valley.						

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858 MOT	Wolf Creek Pike Improvements	Feasible: 2021-2025	Mileage: 2.00	Cost: \$6.00 / \$7.58	Proposed: Yes	TIP: No
Wolf Creek Pike from Little Richmond Road to SR 49, construct concrete curb and gutter, storm drainage, sidewalk, and pavement for bike lanes on both sides.						
859 MOT	Dryden Road Multi-Modal Path — Phase I	Feasible: 2021-2025	Mileage: 1.40	Cost: \$0.75 / \$0.95	Proposed: Yes	TIP: No
Construct multimodal (bike, skate, walk) path along Dryden 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: 2026-2030	Mileage: 1.40	Cost: \$0.85 / \$1.07	Proposed: Yes	TIP: No
Construct multimodal (bike, skate, walk) path along Dryden from Arbor to East River Road to loop through industrial areas and connect to the River Corridor bikepath.						
862 MOT	Wilmington Pike Traffic Signal System Upgrade	Feasible: 2016-2020	Mileage: 2.11	Cost: \$1.89 / \$1.89	Proposed: Yes	TIP: Yes
Provide upgraded communication between traffic signals and include rebuilding or equipment upgrades at the individual intersections as needed to improve safety and operations.						
863 MOT	SR 49	Feasible: 2036-2040	Mileage: 1.27	Cost: \$0.75 / \$1.18	Proposed: Yes	TIP: No
Corridor improvement - alternative will include addressing the SR 49 / I-70 interchange; SR 49 / Brookville-Salem intersection; and the SR 49 / US 40 intersection. Possible road diet.						
864 MOT	I-75 / Austin Boulevard Interchange	Feasible: 2016-2020	Mileage: 0.75	Cost: \$1.00 / \$1.13	Proposed: Yes	TIP: No
Implement findings from current IOS to add an additional right turn lane from Austin Boulevard WB to I-75 NB.						
865 MOT	East Third Street	Feasible: 2036-2040	Mileage: 0.65	Cost: \$5.75 / \$9.08	Proposed: Yes	TIP: No
Roadway narrowing on East Third Street from Keowee Street to Springfield Street to reduce travel lanes from 3/4 to 3.						
866 MOT	Germantown Street	Feasible: 2031-2035	Mileage: 0.78	Cost: \$3.80 / \$6.00	Proposed: Yes	TIP: No
Installation of a left turn lane on Germantown Street from Washington Street to James H. McGee Boulevard.						
867 MOT	Hudson Avenue / Main Street	Feasible: 2026-2030	Mileage: 0.24	Cost: \$1.20 / \$1.52	Proposed: Yes	TIP: No
Realignment of Hudson Avenue at Main Street including widening Main Street from 4 to 5 lanes to install a left turn lane from Santa Clara Avenue to Norman Street.						
868 MOT	Monument Avenue	Feasible: 2026-2030	Mileage: 1.08	Cost: \$4.10 / \$5.18	Proposed: Yes	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 / \$5.18	Proposed: Yes	TIP: No
Installation of a left turn lane on Webster Street from Keowee Street to Stanley Avenue.						
870 MOT	West Third Street	Feasible: 2031-2035	Mileage: 0.72	Cost: \$3.50 / \$5.53	Proposed: Yes	TIP: No
Installation of a left turn lane on West Third Street from Abbey Avenue to Gettysburg Avenue.						

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871 MOT	Lyons Road Pedestrian Path	Feasible: 2016-2020	Mileage: 0.80	Cost: \$1.56 / \$1.56	Proposed: Yes	TIP: NF
Construct new pedestrian pathway from Byers Road east along Lyons Road to approximately 1,200 feet north along Springboro Pike.						
872 MOT	Washington Church Road Extension	Feasible: 2021-2025	Mileage: 0.63	Cost: \$1.56 / \$1.96	Proposed: Yes	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.						
874 MOT	Airway Road	Feasible: 2016-2020	Mileage: 0.86	Cost: \$1.90 / \$2.14	Proposed: Yes	TIP: No
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Woodman Drive east to City Limit. Intersection improvements at Spinning and Airway and traffic signal at Woodman and ASC access drive.						
875 MOT	Springfield Street	Feasible: 2016-2020	Mileage: 0.69	Cost: \$1.44 / \$1.63	Proposed: Yes	TIP: No
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Woodman Drive to west City Limit. Include access management improvements and incorporate bike lane by changing cross section from 4 to 2 lanes with turn lane.						
876 MOT	Needmore Road	Feasible: 2021-2025	Mileage: 0.65	Cost: \$1.36 / \$1.72	Proposed: Yes	TIP: No
Resurface, re-establish ditch line, update storm infrastructure, and provide street lighting between SR 201 and SR 202. Increase road width and accommodate new left turn for NB/WB traffic.						
877 MOT	US 40 Logistics Improvements	Feasible: 2016-2020	Mileage: 1.5	Cost: \$12.71 / \$14.35	Proposed: Yes	TIP: YP
Improve US 40 from Airpark Boulevard to Peters Pike to a five-lane cross section and improve the interchange at the Airport Access Road and US 40. Preliminary engineering, design and right-of-way phases are currently funded in the TIP.						
878 MOT	Shroyer Road Improvements	Feasible: 2016-2020	Mileage: 2.1	Cost: \$1.90 / \$1.90	Proposed: Yes	TIP: Yes
Shroyer Road from the City of Oakwood North Corp. limit to Dorothy Lane Avenue, resurface road and implement road diet to reduce lanes from 4 to 2 lanes with turn lanes and bike lanes to improve safety, then transition to existing 5 lane section at the intersection with Dorothy Lane Avenue. Shroyer Road from Dorothy Lane Avenue to Stroop Road, resurface road using existing configuration.						
710C WAR	SR 73 / I-75 — Phase III	Feasible: 2021-2025	Mileage: 1.04	Cost: \$2.60 / \$3.28	Proposed: Yes	TIP: No
Reconstruct SR 73 with overlay and widening for approximately 4,000 feet; including a new signal at the intersection of SR 73 and Greenwood Lane/Sharts Road and reconstruction of both Greenwood Lane and Sharts Road with overlay and widening for approximately 1,500 feet. Construct a new signal at the intersection of SR 73 and Greenwood/Sharts.						
710D WAR	SR 73 / I-75 — Phase IV	Feasible: 2021-2025	Mileage: 1.08	Cost: \$3.50 / \$4.42	Proposed: Yes	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.						
715 WAR	Clearcreek Franklin Road	Feasible: 2016-2020	Mileage: 0.70	Cost: \$1.20 / \$1.35	Proposed: Yes	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.						

Source: MVRPC