

MEMORANDUM

To: Technical Advisory Committee, Board of Directors

From: MVRPC Staff

Date: November 11, 2025

Subject: Proposed 2050 Long Range Transportation Plan Congestion Management Projects; Summary of Public Participation Meetings (29-30); and Financial Analysis.

Public Participation Efforts

As part of the ongoing 2050 Long Range Transportation Plan (LRTP) Update, MVRPC worked with local jurisdictions and coordinating agencies to identify Congestion Management Projects. The draft projects were presented at two virtual public participation meetings in October to solicit public input.

Public participation meetings were conducted as follows:

- Tuesday, October 29, 2025 (virtual)
12 pm - 1 pm
- Thursday, October 30, 2025 (in-person)
5 pm - 6 pm

Outlined below is a recap of public outreach efforts to promote the meetings:

- Printing public notices in the Dayton Daily News; ¼ page ads in Dayton Weekly, a minority focus newspaper; and promotional social media social media posted by Radio One La Mega 97.7 Radio announcing the meeting.
- Purchasing ads on You Tube, WDTN, WHIO, and Spotify.
- Submitting press releases to all local newspapers, television and radio stations - approximately 58 media outlets.
- Sending e-mails/letters to individuals and agencies who have requested to be notified about public participation meetings as well as additional agencies/interested parties identified in the IJJA legislation– nearly 400 individuals/agencies.
- Sending letters and promotional posters to all the public libraries in Montgomery, Greene and Miami Counties.
- Displaying promotional posters in English and Spanish at the Greater Dayton Regional Transit Authority hubs.
- E-mailing promotional poster to Miami County Transit and Greene CATS.
- E-mailing promotional posters (English and Spanish versions) to Latinos Unidos en Dayton for distribution.
- Announcing the meeting on the MVRPC's website.
- Promoting the meeting using X, LinkedIn, Facebook and Instagram, including boosted posts in English and Spanish targeted to Facebook and Instagram.

- Posting the information, which was to be presented at the meeting, on plan2050.mvrpc.org along with an online comment card.
- Making the information to be presented at the meetings and online available at the MVRPC offices along with comment cards.

A total of 7 people attended the meetings. MVRPC staff members were present to answer their questions and to review the list of draft transportation projects and strategies and accept comments/input regarding transportation issues.

Participants were encouraged to give their comments on the draft 2050 LRTP projects and strategies at the meetings or via the online comment tools, **the number one comment from participants was a desire for more bike and pedestrian facilities, both in general and in relation to specific projects.** All comments received to date have been shared with project sponsors and can be seen in Attachment 1.

Financial Analysis

Requirements: Transportation Plans are required to include a financial plan demonstrating that the adopted plan (projects and strategies) can be implemented. Plans adopted after December 2007 must also use inflation rates to reflect cost and revenues in year of expenditure dollars.

The 2050 LRTP's 25 year forecasted revenues were determined by considering two main funding sources: the TIP and local funds. The TIP includes funds from the Ohio Department of Transportation as well as other MPO-controlled funds. Local jurisdiction funds include Ohio Public Works funds and other locally available revenues (gas tax, registration fees, levies).

The revenue forecast was completed by identifying the actual expenditures in each funding source and using those as a base to calculate the year 2050 revenue forecast. Therefore, the 25-year time period was separated into two increments. The first increment is from SFY2026 to SFY2029 and includes the actual programmed expenditures for that time period in the current TIP. The second increment includes the remaining 21 years in the period and is further sub-divided into three additional increments (2030), (2031-2040), and (2041-2050).

The first step was to determine annual average TIP expenditures for the past 10 years (2016-2025), the annual average was then used to calculate available revenues in the remainder years of the Plan.

A similar process was used for the locally funded project expenditures. MVRPC's annual survey data on local jurisdictions' actual expenditures on transportation improvement projects in previous years were used to determine the annual average expenditures. Based on annual expenditures identified, total expenditures for the time period of SFY2026-2029 were calculated. Similarly, the annual average was multiplied by 1, and 10 to determine the remaining 21-year revenue forecast.

The forecasted revenues for the entire 25-year period 2050 LRTP were determined by adding actual TIP and local expenditures to the projected figures of the remaining 25-year forecasts from both TIP and local sources.

The next step in the revenue forecasting process was to determine how much of the total revenue will be available for maintenance/reconstruction versus operational/safety/capacity improvements type of projects. When considering TIP sources, the region is expending approximately 54% of its roadway expenditures on maintenance/reconstruction and 46% on operational/safety/capacity type of projects; when considering local sources the balance is heavily weighted towards maintenance/reconstruction projects at 81%. The forecasted revenue for the operational, safety, and capacity projects shown in the table below will be used to demonstrate the financial constraint for the transportation plan congestion management projects.

**2050 Forecasted Revenues for Operational/Safety/Capacity Improvements by Funding Source
(in millions of 2025 dollars)**

General Source	Specific Source		Revenues					
			Four Year (2026-2029)	Annual Average	Short Term Plan (2026-2030)	Medium Term Plan (2031-2040)	Long Term Plan (2041-2050)	For Full 25 Year Plan
ODOT/MPO Controlled Funds	Federal	Various Sources	175.31	48.30	223.61	482.99	482.99	1,189.59
	State	State Match (Includes 100%)	52.20	11.23	63.43	112.32	112.32	288.08
	Other (Local/OPWC/Issue 1 as match to State/Federal)		33.74	11.45	45.19	114.51	114.51	274.20
Ohio Public Works (LTIP and Issue 1)	Ohio Public Works Commission		12.04	3.01	15.05	30.10	30.10	75.24
	Local Match		3.01	0.75	3.76	7.52	7.52	18.81
100% Local, Private, Other			33.70	8.43	42.13	84.26	84.26	210.64
Subtotal	Federal		175.31	48.30	223.61	482.99	482.99	1,189.59
	State		64.24	14.24	78.48	142.42	142.42	363.32
	Local, Other		70.45	20.63	91.08	206.29	206.29	503.66
Total (2025 Dollars)			310.00	83.17	393.17	831.70	831.70	2,056.56



Regional Planning Commission

6 North Main Street, Suite 400
Dayton, Ohio 45402

t: 937.223.6323
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TTY/TDD: 800.750.0750
www.mvrpc.org

Project Evaluation

Following the public participation meetings and in order to develop a proposed project list for the 2050 Long Range Transportation Plan, MVRPC staff reviewed the scoring for each project using the MVRPC Project Evaluation System. The evaluation process also included consideration of additional information such as existing traffic counts, future projected traffic volumes, future land use plans and community needs and priorities. In addition, Long Range Transportation Plan financial analysis was conducted to identify future revenues.

Based on the project evaluation process and future revenues, staff has identified projects for inclusion in the 2050 Long Range Transportation Plan.

Staff recommends TAC approval of the Proposed 2050 Long Range Transportation Plan Congestion Management Projects. Following TAC acceptance, staff will request adoption of the proposed projects by the Board. Staff will then initiate conformity interagency consultation, travel demand model runs, and associated technical analyses.

Attachments:

- (1) Public Participation Comments
- (2) Proposed 2050 Long Range Transportation Plan Congestion Management Projects
- (3) Resolution to Adopt the Proposed 2050 Long Range Transportation Plan Congestion Management Projects

PUBLIC PARTICIPATION COMMENTS

Ramirez, Ana

From: Ramirez, Ana
Sent: Monday, September 8, 2025 1:27 PM
To: 'Dan Kien'
Subject: RE: 2050 Long Range Transportation Plan.

Dear Mr. Kien,

Thank-you for your comment regarding the transportation system in the Region. Your comment will be presented to our Technical Advisory Committee and Board of Directors and considered as we evaluate projects and strategies for the Long Range Transportation Plan.

The next round of public participation meetings, to present the draft projects and strategies, will take place in late October and additional information about the meeting will be available at plan2050.mvrpc.org as we get closer to those dates.

Sincerely,
Ana Ramirez, P.E
Director of Transportation Planning and Funding

-----Original Message-----

From: Dan Kien <dan.kien@icloud.com>
Sent: Friday, September 5, 2025 12:37 PM
To: [plan2050](mailto:plan2050@mvrpc.org) <plan2050@mvrpc.org>
Subject: 2050 Long Range Transportation Plan.

I would like to see our public right of way used for more than just motorists. Whatever vehicle you are using, bicycle, scooter, wheelchair, you should feel safe on and around our roads. Unfortunately, are roads are poorly designed and expensive to maintain because they are devotionally designed for automobiles and trucks. It actually seems like a religious cult when talking to the county engineers.

Please put a bike trail and sound wall along every highway. That is: private property | bike trail | sound wall | highway.
Please reduce the speed limit on all rounds in our area to 35mph or less.

Thanks
Dan Kien
45458
937-271-2261

Ramirez, Ana

From: Ramirez, Ana
Sent: Thursday, October 30, 2025 8:06 AM
To: 'iamcliffordwells@gmail.com'
Subject: FW: Project Comment Form Form submitted on 2050 MVRPC LRTP

Dear Mr. Wells,

Thank-you for your comment and interest in the Long Range Transportation Plan update. Your comment will be presented to our Technical Advisory Committee and Board of Directors and will also be forwarded to the City of Troy, the sponsor of the SR 41 project.

The next round of public participation meetings, to present the draft Transportation Plan, will take place in early April 2026 and additional information about the meeting will be available at plan2050.mvrpc.org as we get closer to that date.

Sincerely,
Ana Ramirez, P.E
Director of Transportation Planning and Funding

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Thursday, October 30, 2025 1:01 AM
To: Wilson, Hannah <hwilson@mvrpc.org>; plan2050 <plan2050@mvrpc.org>; Ramirez, Ana <ARamirez@mvrpc.org>
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number	371
Project Title	SR 41
Message	I hope the plan includes adding sidewalks and bike lanes on both north and south sides of expansion.
Address	1548 Covent Rd
City	Tro
State	Ohio
Name	Clifford Wells
Email	iamcliffordwells@gmail.com
Phone	9372710324

Ramirez, Ana

From: Ramirez, Ana
Sent: Friday, October 24, 2025 8:09 AM
To: 'griffinroberts52@outlook.com'
Subject: FW: Contact Us Form submitted on 2050 MVRPC LRTP

Dear Mr. Roberts,

Thank-you for your comment and interest in the Long Range Transportation Plan update. Your comment will be presented to our Technical Advisory Committee and Board of Directors and will also be forwarded to the Greene County Engineer's office, the sponsor of the Trebein Road projects.

The next round of public participation meetings, to present the draft Transportation Plan, will take place in early April 2026 and additional information about the meeting will be available at plan2050.mvrpc.org as we get closer to that date.

Sincerely,
Ana Ramirez, P.E
Director of Transportation Planning and Funding

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Thursday, October 23, 2025 7:08 PM
To: Wilson, Hannah <hwilson@mvrpc.org>; plan2050 <plan2050@mvrpc.org>; Ramirez, Ana <ARamirez@mvrpc.org>
Subject: Contact Us Form submitted on 2050 MVRPC LRTP

Message Hello! I'm a resident of Yellow Springs so I'm trying to only speak to project areas I'm familiar with, specifically Trebein Road in Fairborn. I don't really support road widening and don't think it's necessary along Trebein, but if it comes with dedicated bike and pedestrian space I think the project is a net positive. Some of the recent additions to this road (like the flashing lights to get to and from the park) are great, and I hope future work is of a similar quality. A dedicated path for bikes and pedestrians I would support, walking or biking along the road shoulder without some barrier I wouldn't. Generally speaking, I hope that projects across the region prioritize bike and pedestrian connections, especially getting people connected to already large regional trails (like the Little Miami Trail).

City Yellow Springs

State Ohio

Name Griffin Roberts

Email griffinroberts52@outlook.com

Ramirez, Ana

From: Ramirez, Ana
Sent: Thursday, October 30, 2025 1:20 PM
To: 'jason@gemcitystrong.org'
Subject: FW: Project Comment Form Form submitted on 2050 MVRPC LRTP

Dear Mr. Thomas,

Thank-you for your comment and interest in the Long Range Transportation Plan update. Your comment will be presented to our Technical Advisory Committee and Board of Directors and will also be forwarded to the City of Dayton, the sponsor of the Broadway Street project.

The next round of public participation meetings, to present the draft Transportation Plan, will take place in early April 2026 and additional information about the meeting will be available at plan2050.mvrpc.org as we get closer to that date.

Sincerely,
Ana Ramirez, P.E
Director of Transportation Planning and Funding

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Thursday, October 30, 2025 3:01 PM
To: Wilson, Hannah <hwilson@mvrpc.org>; plan2050 <plan2050@mvrpc.org>; Ramirez, Ana <ARamirez@mvrpc.org>
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number 654

Project Title Broadway Street Widening and Realignment

Message I drive through this stretch constantly while heading South from Wolf Creek. There is no congestion here whatsoever, but there are parks and neighborhoods with kids. Instead of increasing the speed of traffic by widening it, more bike infrastructure would be better. Especially because it intersects with the abandoned rail path that will likely eventually get turned into a bike path.

Address 1217 W 2nd St

City Dayton

State Ohio

Name Jason Thomas

Email jason@gemcitystrong.org

Phone 9375596519

Date: 30 Oct 2025

Topic: Various

Comment(s):

915 - Extend cycle track to connect across the river instead of dead ending on both sides at Salem Ave. bridge.

889 - Consider adding small roundabout in place/in addition to stop signs

909 - Same as 889

U3 - Would be huge benefit for people working on base. Currently no safe way to transit between Huber & WPAFB without a car.

915 - Additionally, pedestrianize the whole street & protect it from cars

Overall, please focus on pedestrian & bicyclist safety and don't prioritize car ~~convenience~~ convenience over it.

(Optional Contact Information)

Name: Justin Clough

Address: 227 E 2nd St

City/State/Zip: Dayton, OH 45402

Phone: _____

Email Address: justin.clough1@gmail.com

Would you like a written response to your comment? yes or no
(Contact information is required, if yes.)

Ramirez, Ana

From: Ramirez, Ana
Sent: Wednesday, November 5, 2025 10:58 AM
To: 'Jon Shrubsole'
Subject: Project Comments submitted on 2050 MVRPC LRTP

Dear Jon,

Thank-you for your comments and interest in the Long Range Transportation Plan update. Your comments on projects (481, 456, 425, 483, 837B, 915, 909, and 889) will be presented to our Technical Advisory Committee and Board of Directors and will also be forwarded to the City of Dayton, the City of Xenia, and the Ohio Department of Transportation, the sponsors of the projects.

The next round of public participation meetings, to present the draft Transportation Plan, will take place in early April 2026 and additional information about the meeting will be available at plan2050.mvrpc.org as we get closer to that date.

Sincerely,
Ana Ramirez, P.E
Director of Transportation Planning and Funding

Ramirez, Ana

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Tuesday, November 4, 2025 12:56 PM
To: Wilson, Hannah; plan2050; Ramirez, Ana
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number 481

Project Title US 42 Sidewalk

Message This should be a high priority as both the school district and the village is interested in having this project completed. It will help fulfill a goal of making Cedarville a more pedestrian friendly village.

Address 64 Turnbull Rd.

City Cedarville

State Ohio

Name Jon Shrubsole

Email jshrubsole@cedarville.edu

Phone 9377667835

Ramirez, Ana

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Tuesday, November 4, 2025 1:04 PM
To: Wilson, Hannah; plan2050; Ramirez, Ana
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number 425

Project Title Upper Bellbrook Road Widening

Message There is currently no place for pedestrians and bikers to go from the one side of the highway to the other. This should be a high priority addition. I'm not sure adding additional traffic lanes will be helpful.

Address 64 Turnbull Rd.

City Cedarville

State Ohio

Name Jon Shrubsole

Email jshrubsole@cedarville.edu

Phone 9377667835

Ramirez, Ana

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Tuesday, November 4, 2025 1:00 PM
To: Wilson, Hannah; plan2050; Ramirez, Ana
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number 456

Project Title East Main Street / North Patton Street / Jasper Road Intersection

Message I drive through here quite frequently. The traffic is relatively light and it is not uncommon to be stopped at the traffic light without any oncoming traffic. This is also a section of Xenia that is under-invested in. A new roundabout will help increase the fluidity of traffic, make it safer for pedestrians, and address the rough shape of the road surface. This should be a high priority.

Address 64 Turnbull Rd

City Cedarville

State Ohio

Name Jon Shrubsole

Email jshrubsole@cedarville.edu

Phone 9377667835

Ramirez, Ana

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Tuesday, November 4, 2025 1:07 PM
To: Wilson, Hannah; plan2050; Ramirez, Ana
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number 483

Project Title Hospitality Drive

Message The current road surface is currently too wide. At times it does get busy with car traffic, but there is very little bike infrastructure in this area which would be a better addition than additional lanes.

Address 64 Turnbull Rd

City Cedarville

State Ohio

Name Jon Shrubsole

Email jshrubsole@cedarville.edu

Phone 9377667835

Ramirez, Ana

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Tuesday, November 4, 2025 1:12 PM
To: Wilson, Hannah; plan2050; Ramirez, Ana
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number 837

Project Title First Street

Message Having biked this a couple of times, I agree that reducing the number of lanes and adding dedicated bike lanes should be a high priority. It will allow this to be high quality bike infrastructure into downtown.

Address 64 Turnbull Rd

City Cedarville

State Ohio

Name Jon Shrubsole

Email jshrubsole@cedarville.edu

Phone 9377667835

Ramirez, Ana

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Tuesday, November 4, 2025 1:19 PM
To: Wilson, Hannah; plan2050; Ramirez, Ana
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number 889

Project Title Monument Avenue Street Conversion

Message Downtown Dayton has too many one way streets from the bad planning that occurred in the 1960's and 1970's. These one way street helped caused the decline of the downtown. I'm glad to see that there is a plan to right this mistake by removing one way streets. I would also suggest that protected intersections be added for bikes as there are a few bike routes that intersect with this street.

Address 64 Turnbull Rd

City Cedarville

State Ohio

Name Jon Shrubsole

Email jshrubsole@cedarville.edu

Phone 9377667835

Ramirez, Ana

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Tuesday, November 4, 2025 1:15 PM
To: Wilson, Hannah; plan2050; Ramirez, Ana
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number 909

Project Title First Street Conversion

Message Don't forget to add bike infrastructure, since the more eastern parts will be connected to high quality bike lanes with project 837BMOT.

Address 64 Turnbull Rd

City Cedarville

State Ohio

Name Jon Shrubsole

Email jshrubsole@cedarville.edu

Phone 9377667835

Ramirez, Ana

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Tuesday, November 4, 2025 1:14 PM
To: Wilson, Hannah; plan2050; Ramirez, Ana
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number 915

Project Title Second Street Cycle Track

Message This would be a great change.

Address 64 Turnbull Rd

City Cedarville

State Ohio

Name Jon Shrubsole

Email jshrubsole@cedarville.edu

Phone 93777667835

Ramirez, Ana

From: Ramirez, Ana
Sent: Friday, November 14, 2025 10:44 AM
To: 'laurendkarch@gmail.com'
Subject: RE: Project Comment Form Form submitted on 2050 MVRPC LRTP

Thank-you for your comment and interest in the Long Range Transportation Plan update. Your comment will be presented to our Technical Advisory Committee and Board of Directors and will also be forwarded to the Miami County Engineer's Office, the sponsor of the CR 25A project.

The next round of public participation meetings, to present the draft Transportation Plan, will take place in early April 2026 and additional information about the meeting will be available at plan2050.mvrpc.org as we get closer to that date.

Sincerely,
Ana Ramirez, P.E
Director of Transportation Planning and Funding

From: 2050 MVRPC LRTP <webmaster@mvrpc.org>
Sent: Thursday, November 13, 2025 2:44 PM
To: Wilson, Hannah <hwilson@mvrpc.org>; plan2050 <plan2050@mvrpc.org>; Ramirez, Ana <ARamirez@mvrpc.org>
Subject: Project Comment Form Form submitted on 2050 MVRPC LRTP

Project Number 105

Project Title County Road 25A — Phase V

Message Hi there! I have serious concerns regarding the road-widening projects slated for 25A in the area between Vandalia and Troy. As warehousing expands, it seems we're getting more wear on roads and increasingly stroad expansion onto nearby roads in my neighborhood (such as Peters and Monroe-Concord). I'd love to have a better understanding of how warehouse operators are contributing toward these projects—it seems that they keep getting tax breaks while we get increased costs and a handful of low-paying jobs. I know this project is simply about road planning, not, say, societal issues of the Rust Belt at large (lol), but I'd ask our localities to consider limiting expenditures that allow more traffic on 25-A.

Address 3190 Honeysuckle Drive

City Troy

State Ohio

Email laurendkarch@gmail.com

Phone 9379034010

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

5	GRE	I-675 / Grange Hall Road			Sponsor:	ODOT - District 8
Feasible: 2041-2045		Mileage: N/A	Cost: \$45.00	PID: 117486	TIP: No	
Add full movements at Grange Hall Road interchange.						
9A	GRE	US 35 — Phase I			Sponsor:	ODOT - District 8
Feasible: 2041-2045		Mileage: 0.53	Cost: \$120.00	PID: 80468	TIP: No	
Eliminate the existing at grade intersections at Factory Road, Alpha Road, and Orchard Lane and replace them with full access interchanges.						
53B	GRE	Grange Hall Road			Sponsor:	City of Beavercreek
Feasible: 2031-2035		Mileage: 0.66	Cost: \$4.03	PID:	TIP: No	
Widen Grange Hall Road from Summerfield Drive to Southview Drive from 2 to 3 lanes with curb, storm sewer, and sidewalk.						
53D	GRE	Grange Hall Road			Sponsor:	City of Beavercreek
Feasible: 2026-2030		Mileage: 0.27	Cost: \$1.40	PID: 121218	TIP: Yes	
Construct a sidewalk on the west side of Grange Hall Road between Kensington Glen and Shakertown Road and between Rockfield Drive and SR 835. Construct a shared use path along the east side of Spring House Park from Shakertown Road to Rockfield Drive. Build a pedestrian bridge over the Little Beaver Creek along the west side of Grange Hall Road. Improve the curb and drainage at the intersections along Grange Hall Road.						
58D	GRE	Kemp Road			Sponsor:	City of Beavercreek
Feasible: 2026-2030		Mileage: 0.53	Cost: \$2.49	PID: 119961	TIP: Yes	
Widen Kemp Road between North Fairfield Road and Hanes Rd from 2 to 3 lanes, and add bicycle and pedestrian amenities.						
58E	GRE	Kemp Road			Sponsor:	City of Beavercreek
Feasible: 2026-2030		Mileage: 0.55	Cost: \$4.75	PID: 115008	TIP: Yes	
Widen Kemp Road from 2 to 3 lanes from Meadowcourt Drive to Blue Wing Drive. Add bicycle and pedestrian amenities from Meadowcourt Drive to North Fairfield Road.						
58F	GRE	Kemp Road			Sponsor:	City of Beavercreek
Feasible: 2031-2035		Mileage: 0.47	Cost: \$3.68	PID:	TIP: No	
Widen Kemp Road from 2 to 3 lanes from Hanes Road to Hidden Woods Boulevard.						
66C	GRE	New Germany-Trebein Road			Sponsor:	City of Beavercreek
Feasible: 2031-2035		Mileage: 0.22	Cost: \$3.43	PID:	TIP: No	
Widen New Germany-Trebein Road from 3 to 5 lanes between Lillian Lane and Big Woods Drive.						
74A	GRE	Shakertown Road Phase 1			Sponsor:	City of Beavercreek
Feasible: 2026-2030		Mileage: 0.60	Cost: \$3.89	PID: 119964	TIP: Yes	
Widen Shakertown Road from 2 to 3 lanes between Carthage Drive and Southern Belle Boulevard. Also improve the gutters and storm sewer and add sidewalks.						
74B	GRE	Shakertown Road Phase 2			Sponsor:	City of Beavercreek
Feasible: 2031-2035		Mileage: 1.07	Cost: \$7.93	PID:	TIP: No	
Widen Shakertown Road from 2 to 3 lanes from Autumn Leaf Drive to Carthage Drive, improve gutters and storm sewer, and add sidewalks.						
74C	GRE	Shakertown Road Phase 3			Sponsor:	City of Beavercreek
Feasible: 2031-2035		Mileage: 0.47	Cost: \$3.85	PID:	TIP: No	
Widen from 2 to 3 lanes from Southern Belle Boulevard to the relocated Shakertown Road, improve gutters and storm sewer, and add sidewalks.						
411C	GRE	North Fairfield Road			Sponsor:	City of Beavercreek
Feasible: 2031-2035		Mileage: 0.36	Cost: \$3.25	PID:	TIP: No	
Widen North Fairfield Road from 2 to 3 lanes between Fairbrook Elementary School and Indian Ripple Road, including installation of bicycle and pedestrian amenities.						
425	GRE	Upper Bellbrook Road Widening			Sponsor:	City of Xenia
Feasible: 2031-2035		Mileage: 0.47	Cost: \$6.00	PID:	TIP: No	
Widen Upper Bellbrook Road from 2 to 3 lanes between Colorado Drive and Progress Drive, including a pedestrian path.						

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

443A GRE	Indian Ripple Road			Sponsor:	City of Beavercreek
Feasible: 2026-2030	Mileage: 0.88	Cost: \$5.54	PID: 119959	TIP:	Yes
Widen Indian Ripple Road from 2 to 3 lanes between Baronwood Boulevard and Alpha Bellbrook Road and add bicycle and pedestrian amenities.					
443B GRE	Indian Ripple Road			Sponsor:	City of Beavercreek
Feasible: 2031-2035	Mileage: 0.81	Cost: \$8.74	PID:	TIP:	No
Widen Indian Ripple Road from 2 to 3 lanes between Grange Hall Road and Baronwood Boulevard. Also add curb, gutter, storm sewer, and sidewalk.					
455 GRE	Van Eaton Road / Hedges Road Intersection			Sponsor:	City of Xenia
Feasible: 2046-2050	Mileage: N/A	Cost: \$3.15	PID:	TIP:	No
Realign the Van Eaton Road and Hedges Road intersection to eliminate its offset intersection.					
456 GRE	East Main Street / North Patton Street / Jasper Road Intersection			Sponsor:	City of Xenia
Feasible: 2041-2045	Mileage: N/A	Cost: \$3.25	PID:	TIP:	No
Reconstruct a five (5) point intersection at the intersection of East Main Street, North Patton Street, and Jasper Road with a roundabout.					
457B GRE	Dayton-Xenia Road Widening			Sponsor:	City of Beavercreek
Feasible: 2031-2035	Mileage: 1.33	Cost: \$9.86	PID:	TIP:	No
Widen Dayton-Xenia Road between Hanes Road and Beaver Valley Road from 2 to 3 lanes and install bicycle and pedestrian amenities.					
459 GRE	Dayton-Xenia Road at High School Road			Sponsor:	City of Beavercreek
Feasible: 2031-2035	Mileage: 0.20	Cost: \$1.40	PID:	TIP:	No
Install a new traffic signal at the East Beavercreek High School Road and Dayton-Xenia Road intersection and update lanes. Add bicycle and pedestrian facilities.					
460 GRE	Hanes Road			Sponsor:	City of Beavercreek
Feasible: 2041-2045	Mileage: 2.10	Cost: \$15.57	PID:	TIP:	No
Widen Hanes Road from 2 to 3 lanes between Dayton-Xenia Road and Kemp Road with bicycle and pedestrian facilities.					
461A GRE	Kemp Road Widening			Sponsor:	City of Beavercreek
Feasible: 2031-2035	Mileage: 0.57	Cost: \$4.83	PID: 123909	TIP:	NF
Widen Kemp Road between I-675 and Grange Hall Road from 2 to 3 lanes and add bicycle and pedestrian facilities.					
461B GRE	Kemp Road Widening			Sponsor:	City of Beavercreek
Feasible: 2031-2035	Mileage: 0.45	Cost: \$4.63	PID:	TIP:	No
Widen Kemp Road from the west corporation line to I-675 from 2 to 3 lanes with bicycle and pedestrian facilities.					
462 GRE	Alpha-Bellbrook Road			Sponsor:	City of Beavercreek
Feasible: 2041-2045	Mileage: 1.20	Cost: \$9.12	PID:	TIP:	No
Widen Apha-Bellbrook Road between Indian Ripple Road and Shakertown Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
463 GRE	North Fairfield Road / Swigart Road Roundabout			Sponsor:	City of Beavercreek
Feasible: 2036-2040	Mileage: 0.20	Cost: \$1.40	PID:	TIP:	No
Reconstruct the intersection of North Fairfield Road and Swigart Road with a roundabout.					
464 GRE	North Fairfield Road Widening			Sponsor:	City of Beavercreek
Feasible: 2036-2040	Mileage: 0.56	Cost: \$4.15	PID:	TIP:	No
Widen North Fairfield Road between Swigart Road and Indian Ripple Road from 2 to 3 lanes and add bicycle and pedestrian facilities.					
465 GRE	Darst Road			Sponsor:	City of Beavercreek
Feasible: 2036-2040	Mileage: 1.28	Cost: \$9.49	PID:	TIP:	No
Widen Darst Road between Swigart Road and Indian Ripple Road from 2 to 3 lanes with bicycle and pedestrian facilities.					
466 GRE	Indian Ripple Road/I-675 Sidepath			Sponsor:	City of Beavercreek
Feasible: 2036-2040	Mileage: 0.22	Cost: \$1.00	PID:	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.					

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

467	GRE	New Germany-Trebein Road Sidepath			Sponsor:	City of Beavercreek
Feasible: 2036-2040		Mileage: 1.35	Cost: \$4.33	PID:	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			Sponsor:	City of Beavercreek
Feasible: 2041-2045		Mileage: 2.41	Cost: \$17.87	PID:	TIP: No	
Widen Grange Hall Road between Patterson Road and Indian Ripple Road from 2 to 3 lanes. The project will also include bicycle and pedestrian facilities.						
469	GRE	Lantz Road Sidepath			Sponsor:	City of Beavercreek
Feasible: 2041-2045		Mileage: 1.33	Cost: \$4.70	PID:	TIP: No	
Add bicycle and pedestrian facilities along Lantz/McKay Roads from Hanes Road to Beaver Valley Road.						
470	GRE	Lantz Road Widening			Sponsor:	City of Beavercreek
Feasible: 2041-2045		Mileage: 0.64	Cost: \$4.75	PID:	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			Sponsor:	City of Beavercreek
Feasible: 2046-2050		Mileage: 1.28	Cost: \$9.49	PID:	TIP: No	
Widen Kemp Road between Hidden Woods Boulevard and Beaver Valley Road from 2 to 3 lanes with bicycle and pedestrian facilities. Relocate roadway to remove S curves.						
472	GRE	Patterson Road Widening			Sponsor:	City of Beavercreek
Feasible: 2046-2050		Mileage: 1.88	Cost: \$13.94	PID:	TIP: No	
Widen Patterson Road between County Line Road and SR 835 from 2 to 3 lanes with bicycle and pedestrian facilities.						
473	GRE	Swigart Road Sidepath			Sponsor:	City of Beavercreek
Feasible: 2046-2050		Mileage: 0.83	Cost: \$2.75	PID:	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			Sponsor:	City of Beavercreek
Feasible: 2046-2050		Mileage: 0.75	Cost: \$2.75	PID:	TIP: No	
Extend the City bicycle and pedestrian facilities from Patterson Road to North Fairfield Road along SR 835 and Seajay Drive.						
475A	GRE	Beaver Valley Road Improvement			Sponsor:	City of Beavercreek
Feasible: 2026-2030		Mileage: 0.27	Cost: \$2.24	PID: 119958	TIP: Yes	
Extend bicycle and pedestrian facilities along Beaver Valley Road from Dayton-Xenia Road to Hazel Drive.						
475B	GRE	Beaver Valley Road Improvement			Sponsor:	City of Beavercreek
Feasible: 2046-2050		Mileage: 1.24	Cost: \$10.00	PID:	TIP: No	
Extend bicycle and pedestrian facilities along Beaver Valley Road from Hazel Drive to Lantz Road.						
476	GRE	SR 235 & Byron, Trebein			Sponsor:	ODOT - District 8
Feasible: 2026-2030		Mileage: 0.75	Cost: \$5.00	PID:	TIP: No	
Construct adjacent roundabouts at the intersections of SR 235 with Byron and Trebein Roads.						
477	GRE	I-675 NB Exit to Col. Glenn			Sponsor:	ODOT - District 8
Feasible: 2031-2035		Mileage: 1.18	Cost: \$3.00	PID:	TIP: No	
Widen the exit ramp from I-675 to WPAFB on Colonel Glenn Highway from 2 to 3 lanes.						
481	GRE	US 42 Sidewalk			Sponsor:	ODOT - District 8
Feasible: 2026-2030		Mileage: 0.17	Cost: \$2.00	PID:	TIP: No	
Construct a sidewalk and crossing between the Cedarville Meadows subdivision and Cedarville High School.						
482	GRE	S. Detroit, Miami and Home Intersection Improvements			Sponsor:	City of Xenia
Feasible: 2036-2040		Mileage: N/A	Cost: \$3.50	PID:	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			Sponsor:	City of Xenia
Feasible: 2036-2040		Mileage: 0.40	Cost: \$2.50	PID:	TIP: No	
Widen Hospitality Drive between West Main Street and South Progress Drive from 3 to 5 lanes.						

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

484	GRE	Progress Drive			Sponsor:	City of Xenia	
Feasible:	2041-2045	Mileage:	0.97	Cost:	\$6.10	PID:	TIP: No
Widen Progress Drive between West Second Street and Dayton Xenia Road from 3 to 5 lanes.							
485	GRE	N. Progress Drive / Greene Way Boulevard Intersection			Sponsor:	City of Xenia	
Feasible:	2031-2035	Mileage:	N/A	Cost:	\$0.75	PID:	TIP: No
Add a mast arm signal to the intersection of N. Progress Drive and Greene Way Boulevard.							
487	GRE	Progress Drive / W. Main Street Intersection Improvements			Sponsor:	City of Xenia	
Feasible:	2031-2035	Mileage:	N/A	Cost:	\$6.00	PID:	TIP: No
Reconfigure the intersection of Progress Dr. and W. Main Street with a dual lane roundabout.							
488	GRE	US 68 / Innovation Drive Intersection			Sponsor:	City of Xenia	
Feasible:	2036-2040	Mileage:	N/A	Cost:	\$1.00	PID:	TIP: No
Install a new mast arm traffic signal at the intersection of US 68 and Innovation Drive.							
489	GRE	I-71 Widening			Sponsor:	ODOT - District 8	
Feasible:	2041-2045	Mileage:	3.98	Cost:	\$60.00	PID:	TIP: No
Widen I-71 from 2 to 3 lanes in each direction. This project is part of a larger effort to widen I-71 to 6 lanes in Warren, Clinton, and Greene counties.							
490	GRE	Indian Ripple / Factory Road			Sponsor:	Greene County	
Feasible:	2026-2030	Mileage:	0.28	Cost:	\$6.46	PID:	119980 TIP: Yes
Replace the existing two-way stop control intersection on Factory Road with the addition of turn lanes on Indian Ripple Road and a new signal. The project will also include bridge widening and rehabilitation.							
491	GRE	National Road			Sponsor:	Greene County	
Feasible:	2031-2035	Mileage:	1.33	Cost:	\$19.90	PID:	TIP: No
Reconstruct and widen National Road between Colonel Glenn Highway and Kauffman Avenue from 2/3/4 lanes to 5 and add bicycle and pedestrian facilities.							
492	GRE	Kauffman Avenue			Sponsor:	Greene County	
Feasible:	2031-2035	Mileage:	1.71	Cost:	\$4.10	PID:	TIP: No
Widen Kauffman Avenue from 3 to 4 lanes between M Street and National Road and include bicycle and pedestrian facility upgrades.							
493A	GRE	Trebein Road — Section 1			Sponsor:	Greene County	
Feasible:	2031-2035	Mileage:	2.16	Cost:	\$20.20	PID:	TIP: No
Reconstruct and widen Trebein Road from 2/3 lanes to 3/5 lanes and add bicycle and pedestrian facilities between Dayton-Xenia Road and Fairground Road.							
493B	GRE	Trebein Road — Section 2			Sponsor:	Greene County	
Feasible:	2041-2045	Mileage:	3.41	Cost:	\$19.10	PID:	TIP: No
Reconstruct and widen Trebein Road from 2 to 3 lanes and add bicycle and pedestrian facilities between Fairground Road and Dayton-Yellow Springs Road.							
493C	GRE	Trebein Road — Section 3			Sponsor:	Greene County	
Feasible:	2046-2050	Mileage:	1.98	Cost:	\$8.50	PID:	TIP: No
Reconstruct and widen Trebein Road from 2 to 3 lanes and add bicycle and pedestrian facilities between Dayton-Yellow Springs Road and SR 235.							
494A	GRE	Feedwire Road Section 2 — Phase 1			Sponsor:	Greene County	
Feasible:	2031-2035	Mileage:	0.40	Cost:	\$4.10	PID:	TIP: No
Reconstruct, widen from 2 to 3 lanes, and add bike and pedestrian facilities to Feedwire Road between Brookdale Boulevard and Little Sugarcreek Road. Also add a right turn lane to the Little Sugar Creek Road side of the intersection with Feedwire Road.							
494B	GRE	Feedwire Road Section 2 — Phase 2			Sponsor:	Greene County	
Feasible:	2041-2045	Mileage:	0.31	Cost:	\$4.69	PID:	TIP: No
Reconstruct and widen Feedwire Road from 3 to 5 lanes from Brookdale Boulevard to Little Sugarcreek Road and add bicycle and pedestrian facilities.							

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

494C GRE	Feedwire Road — Section 3			Sponsor:	Greene County
Feasible: 2041-2045	Mileage: 1.03	Cost: \$6.30	PID:	TIP:	No
Reconstruct and widen Feedwire Road from 2/3 to 5 lanes from Little Sugarcreek Road to Upper Bellbrook Road and add bicycle and pedestrian facilities.					
495A GRE	Indian Ripple Road — Section 1			Sponsor:	Greene County
Feasible: 2031-2035	Mileage: 0.34	Cost: \$4.90	PID:	TIP:	No
Widen Indian Ripple Road from 2 to 3 lanes and add bicycle and pedestrian facilities between Alpha Bellbrook Road and Ridgebrook Trail. Construct a roundabout at the intersection of Alpha Bellbrook Road and Indian Ripple Road.					
495B GRE	Indian Ripple Road — Section 2			Sponsor:	Greene County
Feasible: 2036-2040	Mileage: 0.91	Cost: \$3.50	PID:	TIP:	No
Widen Indian Ripple Road from 2 to 3 lanes and add bicycle and pedestrian facilities between Narrows Path Way and Shepard Road.					
496 GRE	South Alpha Bellbrook Road			Sponsor:	Greene County
Feasible: 2036-2040	Mileage: 0.91	Cost: \$4.70	PID:	TIP:	No
Reconstruct and widen S. Alpha-Bellbrook Road from 2 to 3 lanes between Swigart Road and Indian Ripple Road and include bicycle and pedestrian facilities.					
822D GRE	Feedwire East (Wilmington/I-675)			Sponsor:	Greene County
Feasible: 2031-2035	Mileage: 0.60	Cost: \$22.89	PID:	TIP:	No
Replace and widen the bridge over I-675 from 2 to 4 lanes and rebuild the traffic signal at the Clys Road intersection.					
89A MIA	I-75 — Phase I			Sponsor:	ODOT - District 7
Feasible: 2036-2040	Mileage: 2.33	Cost: \$125.00	PID: 124128	TIP:	No
Rehabilitate and widen I-75 from 4 to 6 lanes between 1.13 miles north of SR 41 and CR 25A.					
89B MIA	I-75 — Phase II			Sponsor:	ODOT - District 7
Feasible: 2041-2045	Mileage: 6.77	Cost: \$125.00	PID: 124128	TIP:	No
Rehabilitate and widen I-75 from 4 to 6 lanes between CR 25A and the Shelby County Line.					
96 MIA	SR 41			Sponsor:	City of Troy
Feasible: 2031-2035	Mileage: 0.72	Cost: \$2.03	PID:	TIP:	No
Widen SR 41 from 2 to 5 lanes from just west of Kings Chapel Drive to Washington Road.					
103 MIA	Commerce Boulevard — Phase III			Sponsor:	City of Troy
Feasible: 2031-2035	Mileage: 0.60	Cost: \$3.60	PID:	TIP:	No
Extend Commerce Center Boulevard from its eastern terminus to intersect SR 718 at Barnhart Road.					
105B MIA	County Road 25A — Phase V			Sponsor:	Miami County
Feasible: 2036-2040	Mileage: 1.51	Cost: \$7.55	PID:	TIP:	No
Widen CR 25A from 2 to 4/5 lanes between the Montgomery County line and Evanston Road.					
112 MIA	Evanston Road			Sponsor:	City of Tipp City
Feasible: 2031-2035	Mileage: 0.50	Cost: \$6.10	PID:	TIP:	No
Widen Evanston Road from 2 to 3 lanes between CR 25A and I-75, including a proposed bike/pedestrian crossing over I-75 and construct either an on- or off-street bike/pedestrian path.					
113A MIA	Eldean Road / Experiment Farm Road			Sponsor:	Miami County
Feasible: 2036-2040	Mileage: 0.33	Cost: \$2.19	PID:	TIP:	No
Realign the offset intersection at the Eldean Road and Experiment Farm Road intersection.					
113B MIA	Experiment Farm Road			Sponsor:	City of Troy
Feasible: 2031-2035	Mileage: 0.51	Cost: \$1.56	PID:	TIP:	No
Widen Experiment Farm Road from 2 to 5 lanes between just north of Corporate Drive and Eldean Road.					
121 MIA	McKaig Road			Sponsor:	City of Troy
Feasible: 2031-2035	Mileage: 1.40	Cost: \$6.00	PID:	TIP:	No
Widen McKaig Road from 2 to 3 lanes between Dorset Road and Cartwright Court.					
130B MIA	R. M. Davis Parkway Extension			Sponsor:	City of Piqua
Feasible: 2036-2040	Mileage: 0.52	Cost: \$3.75	PID:	TIP:	No
Create a roadway extending R.M. Davis Parkway south to Brown Road and include utilities, curb and gutter.					

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

139A MIA	Washington Road / Wilson Road			Sponsor:	City of Troy
Feasible: 2031-2035	Mileage: 0.74	Cost: \$1.35	PID:	TIP:	No
Realign Washington Road to intersect Wilson Road at McKaig Road.					
371 MIA	SR 41			Sponsor:	City of Troy
Feasible: 2031-2035	Mileage: 0.51	Cost: \$1.13	PID:	TIP:	No
Widen SR 41 from 5 to 7 lanes between Experiment Farm Road and I-75.					
501 MIA	Tipp-Cowlesville Road Widening			Sponsor:	Miami County
Feasible: 2031-2035	Mileage: 1.31	Cost: \$4.38	PID:	TIP:	No
Widen Tipp-Cowlesville Road from 2 to 3 lanes between Crane Road and CR 25A.					
507 MIA	Swailles Road Extension			Sponsor:	City of Troy
Feasible: 2041-2045	Mileage: 0.55	Cost: \$1.35	PID:	TIP:	No
New roadway extension from the western termini of Swailles Road at Nashville Road to Wilson Road at SR 55.					
508A MIA	Peters Road — Phase I			Sponsor:	City of Troy
Feasible: 2031-2035	Mileage: 0.41	Cost: \$1.24	PID:	TIP:	No
Widen Peters Road from 2 to 3 lanes between Dickerson Drive and Premwood Road.					
508B MIA	Peters Road — Phase II			Sponsor:	City of Troy
Feasible: 2036-2040	Mileage: 0.68	Cost: \$1.96	PID:	TIP:	No
Widen Peters Road from 2 to 3 lanes between Premwood Road and Swailles Road.					
512A MIA	Eldean Road — Phase I			Sponsor:	Miami County
Feasible: 2036-2040	Mileage: 1.13	Cost: \$3.75	PID:	TIP:	No
Widen Eldean Road from 2 to 3 lanes between Experiment Farm Road and CR 25A.					
512B MIA	Eldean Road — Phase II			Sponsor:	Miami County
Feasible: 2041-2045	Mileage: 1.03	Cost: \$3.21	PID:	TIP:	No
Widen Eldean Road from 2 to 3 lanes between Washington Road and Experiment Farm Road.					
512C MIA	Eldean Road — Phase III			Sponsor:	Miami County
Feasible: 2046-2050	Mileage: 1.14	Cost: \$3.56	PID:	TIP:	No
Widen Eldean Road from 2 to 3 lanes between SR 41 and Washington Road.					
514 MIA	Piqua-Troy Road			Sponsor:	Miami County
Feasible: 2031-2035	Mileage: 1.64	Cost: \$3.73	PID:	TIP:	No
Widen Piqua-Troy Road from 2 to 3 lanes between the Troy north corporation limit and Troy-Sidney Road.					
516A MIA	Washington Road — Phase I			Sponsor:	Miami County
Feasible: 2031-2035	Mileage: 1.43	Cost: \$5.85	PID:	TIP:	No
Widen Washington Road from 2 to 3 lanes between SR 718 and 0.6 miles south of SR 41.					
516B MIA	Washington Road — Phase II			Sponsor:	Miami County
Feasible: 2036-2040	Mileage: 0.78	Cost: \$2.54	PID:	TIP:	No
Widen Washington Road from 2 to 3 lanes between SR 41 and Eldean Road.					
516C MIA	Washington Road — Phase III			Sponsor:	Miami County
Feasible: 2041-2045	Mileage: 1.94	Cost: \$6.06	PID:	TIP:	No
Widen Washington Road from 2 to 3 lanes between Eldean Road and Farrington Road.					
517B MIA	Farrington Road — Phase II			Sponsor:	City of Piqua
Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.00	PID:	TIP:	No
Widen Farrington Road from 2 to 3 lanes between Stillwell Road and Washington Road.					
517C MIA	Farrington Road Widening - Phase I			Sponsor:	City of Piqua
Feasible: 2031-2035	Mileage: 1.49	Cost: \$8.00	PID:	TIP:	No
Widen Farrington Road between Washington Road and Experiment Farm Road from 2 to 5 lanes and install a shared use path, curb, and gutter.					
518B MIA	Kinna Drive — South			Sponsor:	City of Tipp City
Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.74	PID:	TIP:	No
Construct a 3-lane extension from the current south terminus of Kinna Drive to Evanston Road.					

Proposed Congestion Management Projects (Cost is in Millions of 2025 Dollars)

520A MIA	Peters Road — Phase I			Sponsor:	Miami County
Feasible: 2036-2040	Mileage: 2.09	Cost: \$6.54	PID:	TIP:	No
Widen Peters Road from 2 to 3 lanes between Kessler-Cowlesville Road and Swailes Road.					
520B MIA	Peters Road — Phase II			Sponsor:	Miami County
Feasible: 2041-2045	Mileage: 1.10	Cost: \$3.44	PID:	TIP:	No
Widen Peters Road from 2 to 3 lanes between SR 571 and Kessler-Cowlesville Road.					
531D MIA	Main Street — Streetscape			Sponsor:	City of Tipp City
Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.87	PID:	TIP:	No
Rehabilitate and improve West Main Street / SR 571 from Hyatt Street eastward to the CSX Railroad Tracks; includes an interconnection among the existing traffic signals.					
532 MIA	Experiment Farm Road			Sponsor:	Miami County
Feasible: 2036-2040	Mileage: 1.96	Cost: \$6.13	PID:	TIP:	No
Widen Experiment Farm Road from 2 to 3 lanes between Eldean Road and Farrington Road.					
546 MIA	CR 25A / Looney Road Intersection			Sponsor:	City of Piqua
Feasible: 2046-2050	Mileage: N/A	Cost: \$2.75	PID:	TIP:	No
Build a roundabout at the intersection of Looney Road and CR 25A.					
548 MIA	R. M. Davis Parkway / US 36 Intersection			Sponsor:	City of Piqua
Feasible: 2036-2040	Mileage: N/A	Cost: \$4.25	PID:	TIP:	No
Build a roundabout at the intersection of R.M. Davis Parkway and US 36.					
549 MIA	Fox Drive / CR 25A			Sponsor:	City of Piqua
Feasible: 2036-2040	Mileage: N/A	Cost: \$4.00	PID:	TIP:	No
Build a roundabout at the intersection of Fox Drive and County Road 25A and add a bike path extension from Goodrich Giles Park south to this intersection and further along County Road 25A.					
550 MIA	Stillwell Road Widening			Sponsor:	City of Piqua
Feasible: 2036-2040	Mileage: 1.87	Cost: \$3.50	PID:	TIP:	No
Widen Stillwell Road to two 12' lanes and improve the Brown/Stillwell Road and Stillwell/Farrington Road intersections. Road alignment will be changed by Brown Road to meet up with the new R.M. Davis Parkway extension.					
551 MIA	Wood Street / Wayne Street Intersection			Sponsor:	City of Piqua
Feasible: 2041-2045	Mileage: N/A	Cost: \$2.60	PID:	TIP:	No
Build a roundabout at the intersection of Wood Street and S. Wayne Street.					
552 MIA	E. Ash Street (US 36) Improvements			Sponsor:	City of Piqua
Feasible: 2046-2050	Mileage: 0.41	Cost: \$1.05	PID:	TIP:	No
Add curb, gutter, sidewalks and street trees to E. Ash Street (US 36) between Looney Road and Kienle Drive.					
553 MIA	College / South Street Intersection			Sponsor:	City of Piqua
Feasible: 2046-2050	Mileage: N/A	Cost: \$2.60	PID:	TIP:	No
Build a roundabout at the intersection of S. College Street and South Street.					
554 MIA	Washington / Farrington Road Intersection Improvements			Sponsor:	City of Piqua
Feasible: 2031-2035	Mileage: N/A	Cost: \$4.50	PID:	TIP:	No
Build a roundabout at the intersection of Washington Road and Farrington Road.					
555 MIA	Washington Road Widening			Sponsor:	City of Piqua
Feasible: 2031-2035	Mileage: 1.67	Cost: \$3.50	PID:	TIP:	No
Widen Washington Road between Arrowhead Drive and Farrington Road from 2 to 3 lanes and include a shared use path, curb, and gutter installation or improvements.					
556 MIA	Farrington Road / CR 25A Intersection			Sponsor:	City of Piqua
Feasible: 2031-2035	Mileage: N/A	Cost: \$1.00	PID:	TIP:	No
Add turn lanes at the intersection of Farrington Road and County Route 25A and improve the signal at the intersection.					
557 MIA	Farrington / Experiment Farm Road Intersection			Sponsor:	City of Piqua
Feasible: 2031-2035	Mileage: N/A	Cost: \$4.00	PID:	TIP:	No
Build a roundabout at the intersection of Farrington Road and Experiment Farm Road.					

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

558	MIA	Center Court Intersection Improvements	Sponsor:	City of Piqua
Feasible:	2031-2035	Mileage: 0.66	Cost: \$5.25	PID: TIP: No
Build a roundabout at the intersection of Center Court ~350 feet south of E. Ash Street (US 36). Reconstruct Center Court with pedestrian facilities from E. Ash Street (US 36) to Garbry Road and move utilities.				
559	MIA	High Street and Piqua-Clayton Road Reconstruction	Sponsor:	City of Piqua
Feasible:	2031-2035	Mileage: 0.34	Cost: \$1.25	PID: TIP: No
Reconstruct W. High Street/Piqua-Clayton Road from Lambert Drive west ~1,800 feet with an added right-turn only lane and sidewalks.				
560	MIA	SR 55 Widening	Sponsor:	City of Troy
Feasible:	2026-2030	Mileage: 0.44	Cost: \$6.00	PID: TIP: No
Widen SR 55 from 2 to 5 lanes between Kenton Way and Horizon West Court.				
561	MIA	Swailes Road and CR 25A Intersection Improvements	Sponsor:	City of Troy
Feasible:	2026-2030	Mileage: N/A	Cost: \$0.50	PID: TIP: No
Intersection improvements to increase safety at the intersection of Swailes Road and CR 25A.				
144C	MOT	I-70	Sponsor:	ODOT - District 7
Feasible:	2031-2035	Mileage: 8.44	Cost: \$170.00	PID: 119672 TIP: YP
Rehabilitate and widen I-70 from 4 to 6 lanes between Upper Lewisburg-Salem Road and SR 48.				
167	MOT	SR 48 Widening	Sponsor:	ODOT - District 7
Feasible:	2031-2035	Mileage: 1.70	Cost: \$10.00	PID: TIP: No
Widen SR 48 from 2 to 3 lanes between the Warren County Line and Sheehan Road.				
184B	MOT	SR 725	Sponsor:	City of Centerville
Feasible:	2036-2040	Mileage: 1.00	Cost: \$8.00	PID: TIP: No
Widen SR 725 from 2 to 5 lanes between Bigger Road and Wilmington Pike.				
202G	MOT	Social Row Road — Phase III	Sponsor:	Montgomery County
Feasible:	2036-2040	Mileage: 0.39	Cost: \$3.30	PID: TIP: No
Widen Social Row Road from 2 to 3 lanes between 500 feet west of Benham Road and 1,500 ft east of Benham Road.				
202H	MOT	Social Row Road — Phase IV	Sponsor:	Montgomery County
Feasible:	2036-2040	Mileage: 0.36	Cost: \$3.10	PID: TIP: No
Widen Social Row Road from 2 to 3 lanes between 1,500 ft east of Benham Road and SR 48.				
209A	MOT	Arlington Road	Sponsor:	Montgomery County
Feasible:	2041-2045	Mileage: 1.20	Cost: \$7.00	PID: TIP: No
Widen Arlington Road from 2 to 3 lanes between I-70 and US 40.				
220	MOT	Clyo Road	Sponsor:	Montgomery County
Feasible:	2041-2045	Mileage: 2.42	Cost: \$14.30	PID: TIP: No
Widen Clyo Road from 2 to 3 lanes between Spring Valley Road and Social Row Road.				
221B	MOT	Clyo Road	Sponsor:	City of Centerville
Feasible:	2026-2030	Mileage: 0.72	Cost: \$4.63	PID: 119553 TIP: Yes
Widen Clyo Road from 2 to 3 lanes between St. Leonard's Way and 150' south of Ole Quaker Court. Also add a shared use path and improve the intersection with Dimco Way.				
244C	MOT	Hoke Road	Sponsor:	City of Clayton
Feasible:	2026-2030	Mileage: 0.28	Cost: \$5.53	PID: 115202 TIP: Yes
Widen Hoke Road from 2 to 3 lanes between Wenger Road and Smith Drive, including intersection improvements and a roundabout at Wenger Road.				
244D	MOT	Hoke Road	Sponsor:	City of Clayton
Feasible:	2031-2035	Mileage: 0.47	Cost: \$7.48	PID: 123873 TIP: NF
Widen Hoke Road from 2 to 3 lanes between Wenger Road and Springview Lane.				
244E	MOT	Hoke Road	Sponsor:	City of Clayton
Feasible:	2031-2035	Mileage: 0.43	Cost: \$4.80	PID: TIP: No
Widen Hoke Road from 2 to 3 lanes between Springview Lane and US 40.				

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

253	MOT	Little Richmond Road / Diamond Mill Road			Sponsor:	Montgomery County	
Feasible:	2046-2050	Mileage:	N/A	Cost:	\$4.00	PID:	
						TIP:	No
Correct the split-T intersection at the Diamond Mill Road and Little Richmond Road intersection.							
260	MOT	Mad River Road			Sponsor:	Montgomery County	
Feasible:	2046-2050	Mileage:	N/A	Cost:	\$4.50	PID:	
						TIP:	No
Improve and realign intersections of Yankee Street and Munger Road with Mad River Road.							
272B	MOT	DIA Northeast Logistics			Sponsor:	Montgomery County	
Feasible:	2026-2030	Mileage:	0.80	Cost:	\$22.50	PID:	
					115795	TIP:	YP
Improve Northwoods Blvd and N Dixie Drive between Northwoods Blvd and Lighter Road as well as Lighter Road. Includes the installation of a roundabout and upgrading a traffic signal.							
298	MOT	Salem Avenue			Sponsor:	Montgomery County	
Feasible:	2046-2050	Mileage:	1.10	Cost:	\$10.60	PID:	
						TIP:	No
Widen Salem Avenue from 4 to 5 lanes between Hillcrest Avenue and Curundu Avenue.							
335B	MOT	Yankee Street — Phase III			Sponsor:	City of Centerville	
Feasible:	2036-2040	Mileage:	0.75	Cost:	\$6.00	PID:	
						TIP:	No
Widen Yankee Street from 2 to 5 lanes between Winding Green Way and Spring Valley Pike.							
335C	MOT	Yankee Street — Phase IV			Sponsor:	City of Centerville	
Feasible:	2036-2040	Mileage:	0.55	Cost:	\$2.45	PID:	
						TIP:	No
Widen Yankee Street from 3 to 5 lanes between Social Row Road/Austin Pike and Winding Green Way.							
336A	MOT	Yankee Street Reconstruction Section 1			Sponsor:	Montgomery County	
Feasible:	2031-2035	Mileage:	0.40	Cost:	\$2.50	PID:	
						TIP:	No
Widen Yankee Street from 2 to 3 lanes between Social Row Road/Austin Pike and 2,088 ft south of that intersection.							
336B	MOT	Yankee Street Reconstruction Section 2			Sponsor:	Montgomery County	
Feasible:	2031-2035	Mileage:	0.40	Cost:	\$2.50	PID:	
						TIP:	No
Widen Yankee Street from 2 to 3 lanes between 2,088 ft south of Austin Pike and the Montgomery-Warren County Line.							
338C	MOT	Miamisburg-Springboro Pike Section 1 — Phase II			Sponsor:	Montgomery County	
Feasible:	2041-2045	Mileage:	0.50	Cost:	\$6.50	PID:	
						TIP:	No
Widen Miamisburg-Springboro Pike from 3 to 5 lanes between Peacock Lane and Medlar Road.							
338D	MOT	Miamisburg-Springboro Pike Section 2 — Phase I			Sponsor:	Montgomery County	
Feasible:	2031-2035	Mileage:	0.90	Cost:	\$8.50	PID:	
						TIP:	No
Widen Miamisburg-Springboro from 2 to 3 lanes between Medlar Road and Benner Road.							
338E	MOT	Miamisburg-Springboro Pike Section 2 — Phase II			Sponsor:	Montgomery County	
Feasible:	2041-2045	Mileage:	0.90	Cost:	\$6.50	PID:	
						TIP:	No
Widen Miamisburg-Springboro Road from 3 to 5 lanes between Medlar Road and Benner Road.							
338F	MOT	Benner Road			Sponsor:	Montgomery Co TID	
Feasible:	2031-2035	Mileage:	1.40	Cost:	\$14.00	PID:	
						TIP:	No
Widen Benner Road from 2 to 3 lanes between Dayton-Cincinnati Pike and Miamisburg-Springboro Pike.							
338G	MOT	I-75			Sponsor:	ODOT - District 7	
Feasible:	2026-2030	Mileage:	3.575	Cost:	\$74.10	PID:	
					113579	TIP:	Yes
Widen I-75 from 6 to 8 lanes between close to Pennyroyal Lane and I-675.							
338H	MOT	Miamisburg-Springboro Pike at Benner Road			Sponsor:	Montgomery County	
Feasible:	2026-2030	Mileage:	N/A	Cost:	\$4.60	PID:	
					119569	TIP:	Yes
Construct congestion mitigation and safety improvements at the intersection of Miamisburg-Springboro Pike with Benner Road.							
361	MOT	South Brown School Road Improvements			Sponsor:	City of Vandalia	
Feasible:	2031-2035	Mileage:	1.60	Cost:	\$4.00	PID:	
						TIP:	No
Widen and improve drainage on South Brown School Road roadway from Waldsmith Way to Little York Road from 2 to 3 lanes and improve the intersection of US 40/S Brown School Rd via signalization or a roundabout.							

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

372A MOT	Spring Valley Road - Phase I			Sponsor:	City of Centerville
Feasible: 2041-2045	Mileage: 1.40	Cost: \$4.50	PID:	TIP:	No
Widen Spring Valley Road from 2/3 to 5 lanes between SR 48 and Clys Road.					
372B MOT	Spring Valley Road - Phase II			Sponsor:	City of Centerville
Feasible: 2041-2045	Mileage: 2.10	Cost: \$9.80	PID:	TIP:	No
Widen Spring Valley Road from 3 to 5 lanes between Yankee Street and SR 48.					
608 MOT	Brookville-Salem Road			Sponsor:	Montgomery County
Feasible: 2041-2045	Mileage: 2.10	Cost: \$12.40	PID:	TIP:	No
Widen Brookville-Salem Road from 2 to 3 lanes between SR 49 and Brookville-Phillipsburg Road.					
611A MOT	Hoke Road — South			Sponsor:	City of Clayton
Feasible: 2031-2035	Mileage: 0.60	Cost: \$1.60	PID:	TIP:	No
Widen Hoke Road from 2 to 3 lanes between south of Career Drive and Westbrook Road.					
611B MOT	Hoke Road and Westbrook Road Roundabout			Sponsor:	City of Clayton
Feasible: 2026-2030	Mileage: N/A	Cost: \$3.58	PID: 122785	TIP:	No
Construct a roundabout at the intersection of Westbrook Road and Hoke Road/Moss Creek Boulevard.					
613C MOT	Union Road			Sponsor:	Montgomery County
Feasible: 2046-2050	Mileage: 6.50	Cost: \$17.20	PID:	TIP:	No
Improve geometry on Union Road from SR 4 to Fairview Drive and extend Union Road through Lower Miamisburg Road to create a new four-leg intersection.					
628A MOT	Diamond Mill Road			Sponsor:	Montgomery County
Feasible: 2046-2050	Mileage: 7.80	Cost: \$15.00	PID:	TIP:	No
Improve the roadway geometry and left turn lanes of Diamond Mill Road at the Upper Lewisburg-Salem Road, Westbrook Road, Air Hill/Shiloh Springs Road, Wolf Creek Pike, and Old Dayton Road intersections; includes a realignment of the Shiloh Springs Road/Air Hill Road intersection.					
628B MOT	Diamond Mill Road			Sponsor:	Montgomery County
Feasible: 2041-2045	Mileage: 8.10	Cost: \$16.00	PID:	TIP:	No
Improve roadway geometry and add left turn lanes on Diamond Mill Road from the Germantown north corporation limit to US 35 at the Dayton-Farmersville Road, Hemple Road, Farmersville-West Carrollton Road, and Manning Road intersections; includes a realignment of the Hemple Road intersection with Diamond Mill Road.					
637 MOT	Little York Road — Phase I			Sponsor:	Montgomery County
Feasible: 2031-2035	Mileage: 0.45	Cost: \$6.00	PID:	TIP:	No
Widen Little York Road from 2 to 3 lanes between Miller Lane and North Dixie Drive.					
647 MOT	Little York Road — Phase II			Sponsor:	Montgomery County
Feasible: 2036-2040	Mileage: 1.50	Cost: \$7.00	PID:	TIP:	No
Widen Little York Road from 2 to 3 lanes between North Dixie Drive and Peters Pike.					
648 MOT	Little York Road — Phase III			Sponsor:	Montgomery County
Feasible: 2041-2045	Mileage: 1.50	Cost: \$8.50	PID:	TIP:	No
Widen Little York Road from 2 to 3 lanes between Peters Pike and Frederick Pike.					
650 MOT	Frederick Pike			Sponsor:	Montgomery County
Feasible: 2046-2050	Mileage: 2.00	Cost: \$11.80	PID:	TIP:	No
Widen Frederick Pike from 2 to 3 lanes between Little York Road and US 40.					
654 MOT	Broadway Street Widening and Realignment			Sponsor:	City of Dayton
Feasible: 2031-2035	Mileage: 1.00	Cost: \$5.75	PID:	TIP:	No
Realign and widen Broadway Street from 2 to 3 lanes between Germantown Street and Edwin C. Moses Boulevard and add bike lanes.					
656A MOT	Smithville Road Reconstruction Phase 1			Sponsor:	City of Dayton
Feasible: 2026-2030	Mileage: 0.53	Cost: \$3.31	PID: 116964	TIP:	Yes
Reconstruct Smithville Road between US 35 and Huffman Avenue with new streetlights, sidewalks, curbs and catch basins.					

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

656B MOT	Smithville Road Reconstruction Phase 2			Sponsor:	City of Dayton
Feasible: 2026-2030	Mileage: 0.53	Cost: \$2.97	PID: 121627	TIP:	Yes
Reconstruct Smithville Road between Huffman Avenue and East Third Street with a new shared use path and new curb ramps, curbs, catch basins, streetlights, and traffic signals.					
665 MOT	Sheehan Road			Sponsor:	City of Centerville
Feasible: 2036-2040	Mileage: 1.50	Cost: \$4.00	PID:	TIP:	No
Widen Sheehan Road from 2 to 3 lanes between Social Row Road and Bonnie Anne Place.					
668 MOT	Kitridge Road Widening			Sponsor:	City of Dayton
Feasible: 2031-2035	Mileage: 0.60	Cost: \$2.88	PID:	TIP:	No
Widen Kitridge Road from 2 to 3 lanes between Gander Road and the Dayton east corporation limit.					
669 MOT	Spring Valley Pike			Sponsor:	Montgomery County
Feasible: 2046-2050	Mileage: 1.20	Cost: \$4.40	PID:	TIP:	No
Widen Spring Valley Pike from 2 to 3 lanes between Clio Road and the Greene County Line.					
670A MOT	Centerville Station Road — Phase I			Sponsor:	City of Centerville
Feasible: 2026-2030	Mileage: 0.43	Cost: \$4.72	PID: 116835	TIP:	Yes
Reconstruct Centerville Station Road from Parkeast Court to the Centerville East corporation limit with improved roadway geometry and drainage.					
670B MOT	Centerville Station Road — Phase II			Sponsor:	City of Centerville
Feasible: 2036-2040	Mileage: 0.45	Cost: \$1.10	PID:	TIP:	No
Widen Centerville Station Road between Brainard Woods Drive and Parkeast Court from 2 to 3 lanes.					
676 MOT	I-75 / Needmore Road Interchange			Sponsor:	ODOT - District 7
Feasible: 2041-2045	Mileage: N/A	Cost: \$30.00	PID:	TIP:	No
Improve the traffic operation of the I-75 and Needmore Road interchange.					
677 MOT	I-75 Edwin C. Moses/SR 741/Dryden Road Interchanges			Sponsor:	ODOT - District 7
Feasible: 2036-2040	Mileage: N/A	Cost: \$75.00	PID:	TIP:	No
Improve safety and operations at and between interchanges at I-75 intersecting with Edwin C. Moses Boulevard, SR 741, and Dryden Road.					
678 MOT	I-75 Wagner Ford Rd and Stanley Ave Interchanges			Sponsor:	ODOT - District 7
Feasible: 2036-2040	Mileage: N/A	Cost: \$50.00	PID:	TIP:	No
Improve safety and operations at and between I-75 intersecting with Stanley Avenue and Wagner Ford Road.					
800A MOT	West Moraine Connector — Phase I			Sponsor:	City of Moraine
Feasible: 2031-2035	Mileage: 1.00	Cost: \$8.25	PID:	TIP:	No
Widen Pinnacle Road from the Moraine/Jefferson Township boundary to Infirmary Road, Infirmary Road from Pinnacle Road to Hemple Road, and Hemple Road from Infirmary Road to 800 feet west of Infirmary Road; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Infirmary Road and Hemple Road.					
800B MOT	West Moraine Connector — Phase II			Sponsor:	City of Moraine
Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.70	PID:	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.					
804 MOT	SR 48			Sponsor:	City of Clayton
Feasible: 2036-2040	Mileage: 0.50	Cost: \$4.50	PID:	TIP:	No
Traffic signal upgrades, street lighting, sidewalks, curb and gutter, and drainage issues on SR 48 from Westbrook Road to Hacker Road.					
808A MOT	SR 4 / Manning / Jamaica			Sponsor:	District 7
Feasible: 2036-2040	Mileage: N/A	Cost: \$4.00	PID:	TIP:	No
Improve the SR 4, Manning, and Jamaica intersection to improve safety; this project might include road realignment and/or implementation of a roundabout.					
808B MOT	SR 4 / South Union			Sponsor:	City of Moraine
Feasible: 2036-2040	Mileage: N/A	Cost: \$1.20	PID:	TIP:	No
Upgrade the intersection of SR 4 and Union Road to increase safety and slow traffic by implementing a roundabout, turn lanes, and/or a traffic signal.					

Proposed Congestion Management Projects (Cost is in Millions of 2025 Dollars)

810	MOT	Helena Street Widening and Realignment	Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage: 0.25	Cost: \$2.88	PID: TIP: No
Realign and widen Helena Street from 2 to 3 lanes between Riverside Drive and Forest Avenue.				
822B	MOT	Clyo & Wilmington (Wilmington/I-675)	Sponsor:	City of Centerville
Feasible:	2026-2030	Mileage: N/A	Cost: \$8.10	PID: 123869 TIP: Yes
Improve operation of the Clyo Road and Wilmington Pike intersection by adding additional left and right turn lanes and extending turn lanes to accommodate longer queues.				
822C	MOT	Feedwire Improvements (Wilmington/I-675)	Sponsor:	City of Centerville
Feasible:	2036-2040	Mileage: 0.40	Cost: \$9.76	PID: TIP: No
Reconfigure Feedwire Road between 600' west of Wilmington Pike and Clinger Road by reassigning lanes, adding lanes, and increasing queue lengths. Replace the traffic signals at the intersection of Wilmington Pike and Charles Drive.				
823B	MOT	I-675 Southbound Exit Ramp (Wilmington/I-675)	Sponsor:	City of Centerville
Feasible:	2036-2040	Mileage: 0.50	Cost: \$4.80	PID: TIP: No
Widen the southbound exit ramp from I-675 to Wilmington Pike to 2 lanes and improve operations at the intersection with Wilmington Pike by adding additional turn lanes.				
823C	MOT	Diverging Diamond Interchange (Wilmington/I-675)	Sponsor:	City of Centerville
Feasible:	2036-2040	Mileage: 1.75	Cost: \$25.80	PID: TIP: No
Reconstruct Wilmington Pike at I-675 to a diverging diamond interchange. Add through lanes on Wilmington Pike south of Feedwire Road, a second left turn lane onto I-675 at the SB and NB ramp intersections, and widen the NB ramp to I-675 to two lanes.				
830	MOT	East Third Street	Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage: 2.21	Cost: \$2.30	PID: TIP: No
Widen East Third Street at Findlay and Irwin Streets for the installation of left turn lanes.				
833	MOT	Patterson Boulevard Reconstruction	Sponsor:	City of Dayton
Feasible:	2026-2030	Mileage: 0.46	Cost: \$4.26	PID: 123943 TIP: Yes
Reconstruct Patterson Boulevard with new pavement, base, curb, sidewalk, streetlights, catch basins, and traffic signals.				
837B	MOT	First Street	Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage: 1.40	Cost: \$4.00	PID: TIP: No
Change the lane configuration of First Street from 4 to 3 lanes, including installation of bike lanes and street lighting, from Webster Street to Springfield Street.				
839	MOT	Webster Street Widening	Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage: 0.50	Cost: \$2.50	PID: TIP: No
Widen Webster Street to 5 lanes from Deeds Park Drive to Keowee Street for the installation of left turn lanes with parking and bicycle infrastructure.				
859	MOT	Dryden Road Multi-Modal Path — Phase I	Sponsor:	City of Moraine
Feasible:	2031-2035	Mileage: 1.40	Cost: \$0.75	PID: TIP: No
Construct a multimodal (bike, skate, walk) path along Dryden Road in front of former GM property to Northlawn Avenue to connect industrial property and West Moraine residential areas to the River Corridor bikepath.				
860	MOT	Dryden Road Multi-Modal Path — Phase II	Sponsor:	City of Moraine
Feasible:	2036-2040	Mileage: 1.40	Cost: \$0.85	PID: TIP: No
Construct a multimodal (bike, skate, walk) path along Dryden Road from Arbor Boulevard to East River Road to loop through industrial areas and connect to the River Corridor bikepath.				
865	MOT	East Third Street Roadway Improvements	Sponsor:	City of Dayton
Feasible:	2026-2030	Mileage: 0.65	Cost: \$1.53	PID: 119397 TIP: Yes
Reduce travel lanes from 5/4 to 3 on East Third Street from Keowee Street to Springfield Street.				
867	MOT	Hudson Avenue / Main Street Intersection Realignment	Sponsor:	City of Dayton
Feasible:	2036-2040	Mileage: 0.25	Cost: \$1.50	PID: TIP: No
Realign Hudson Avenue at Main Street to create a single intersection.				
868	MOT	Monument Avenue Left Turn Lane Installation	Sponsor:	City of Dayton
Feasible:	2041-2045	Mileage: 1.08	Cost: \$4.10	PID: TIP: No
Install a left turn lane on Monument Avenue from Keowee Street to Findlay Street.				

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

869	MOT	Webster Street Left Turn Lane Installation	Sponsor:	City of Dayton
Feasible:	2036-2040	Mileage: 0.83	Cost: \$4.10	PID: TIP: No
Install a left turn lane on Webster Street from Keowee Street to Stanley Avenue.				
870A	MOT	West Third Street	Sponsor:	City of Dayton
Feasible:	2026-2030	Mileage: 1.65	Cost: \$2.92	PID: 123410 TIP: Yes
Reduce lane configuration from 4 to 3 lanes on West Third Street between Plaza Avenue and Broadway Street.				
870B	MOT	West Third Street	Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage: 0.48	Cost: \$1.98	PID: TIP: No
Reduce lane configuration from 4 to 3 lanes on West Third Street between S Gettysburg Avenue and Plaza Avenue.				
870C	MOT	West Third Street	Sponsor:	City of Dayton
Feasible:	2026-2030	Mileage: 0.51	Cost: \$2.11	PID: 116966 TIP: Yes
Reduce lane configuration from 4 to 3 lanes on West Third Street between Gettysburg Avenue and Almond Avenue.				
870D	MOT	West Third Street	Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage: 0.33	Cost: \$1.36	PID: TIP: No
Reduce lane configuration from 4 to 3 lanes on West Third Street between Almond Avenue and Liscum Drive.				
872	MOT	Washington Church Road Extension	Sponsor:	Miami Township
Feasible:	2026-2030	Mileage: 0.63	Cost: \$1.56	PID: TIP: No
Construct a new 2/3 lane roadway approximately 3,300 feet south from the intersection of Washington Church Road and Austin Boulevard to the Montgomery/Warren County line.				
879B	MOT	Woodman Gateway - Springfield Street Intersection	Sponsor:	City of Riverside
Feasible:	2031-2035	Mileage: 0.50	Cost: \$19.00	PID: TIP: No
Reconstruct Woodman Drive at the Springfield Street intersection with an at-grade signalized intersection or roundabout based on a feasibility study. Scope will also include a shared use path, street lighting, and storm sewer replacement.				
879C	MOT	Woodman Gateway - Springfield to Bayside/Longview	Sponsor:	City of Riverside
Feasible:	2041-2045	Mileage: 0.72	Cost: \$40.00	PID: TIP: No
Reconstruct Woodman Drive south of the Springfield Street intersection to the Bayside/Longview intersection. Based on feasibility study results, intersections in the corridor will be adjusted. Scope will also include storm sewer replacement, street lighting and installation of a shared use path.				
880	MOT	Byers - Lyons Bikeway Connector	Sponsor:	Miami Township
Feasible:	2026-2030	Mileage: 0.50	Cost: \$0.70	PID: TIP: No
Construct a 10' ft wide shared used path linking the existing shared use path near a FedEx facility to the existing shared use path on Lyons Road.				
881	MOT	Patterson Boulevard Bridge	Sponsor:	Montgomery County
Feasible:	2031-2035	Mileage: 0.15	Cost: \$23.10	PID: TIP: No
Replace the Patterson Boulevard bridge and provide sidewalks on both sides of the bridge.				
882A	MOT	Alex-Bell Road Reconstruction - Phase 1	Sponsor:	Montgomery County
Feasible:	2031-2035	Mileage: 0.17	Cost: \$3.80	PID: TIP: No
Reconstruct Alex-Bell Road from SR 741 to 900 ft east to include continuous sidewalk on both sides of the road.				
882B	MOT	Alex-Bell Road Reconstruction - Phase 2	Sponsor:	Montgomery County
Feasible:	2031-2035	Mileage: 0.31	Cost: \$2.40	PID: TIP: No
Reconstruct Alex-Bell Road from 900 ft east of SR 741 to Lamme Road to include continuous sidewalk on both sides of the road. Add a two-way left turn lane between Cobblegate Drive and Lamme Road.				
882C	MOT	Alex-Bell Road Reconstruction - Phase 3	Sponsor:	Montgomery County
Feasible:	2031-2035	Mileage: 0.42	Cost: \$3.30	PID: TIP: No
Widen Alex-Bell Road between Lamme Road and Willowtwig Lane to an urban typical to include a two-way left turn lane and sidewalks.				
889	MOT	Monument Avenue Street Conversion	Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage: 0.50	Cost: \$0.50	PID: TIP: No
Convert one way Monument Avenue to two way with removal of the signals at St. Clair Street, Jefferson Street, Ludlow Street, and Wilkinson Street and replace with all-way stop signs.				

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

890 MOT	Keowee Street Improvements	Sponsor:	City of Dayton
Feasible: 2026-2030	Mileage: 0.59	Cost: \$4.00	PID: 120094 TIP: Yes
Construct shared-use paths on both sides of Keowee Street from Fifth Street to Monument Avenue by reducing travel lanes from 7 to 5 lanes.			
891 MOT	James H. McGee Boulevard Extension	Sponsor:	City of Dayton
Feasible: 2036-2040	Mileage: 0.20	Cost: \$1.50	PID: 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	Sponsor:	City of Dayton
Feasible: 2026-2030	Mileage: 0.43	Cost: \$2.25	PID: 115178 TIP: Yes
Reconstruct Findlay Street between Springfield Street and E. Monument Avenue. Rebuild Curbs, sidewalks, driveway approaches, lighting, traffic signals, signage, pavement markings and a buried interconnect. Perform minor storm sewer work including new manholes, catch basins, and some pipe replacement.			
893A MOT	Edwin C. Moses Boulevard and West Riverview Road	Sponsor:	City of Dayton
Feasible: 2026-2030	Mileage: 0.34	Cost: \$0.85	PID: 119400 TIP: Yes
Implement road diet on Riverview Avenue and Edwin C. Moses Boulevard from Salem Avenue to West 3rd Street from 5/4 lanes to 2/3 lanes with parking, and realign the intersection of Edwin C. Moses Boulevard and West Riverview Avenue.			
893B MOT	West Riverview Avenue	Sponsor:	City of Dayton
Feasible: 2031-2035	Mileage: 0.16	Cost: \$0.40	PID: TIP: No
Implement a road diet on West Riverview Avenue from 4 lanes to 2/3 lanes with parking between Monument Avenue and West First Street.			
894 MOT	Far Hills Avenue Improvements	Sponsor:	City of Kettering
Feasible: 2026-2030	Mileage: 0.87	Cost: \$2.95	PID: 124300 TIP: Yes
Reduce the existing roadway section between Stroop Road and Dorothy Lane from 6 to 5 lanes. Construct a new shared use path along the east side of the project corridor by eliminating the northbound curb lane.			
895 MOT	East Chambersburg Road Widening, Phase V	Sponsor:	City of Huber Heights
Feasible: 2031-2035	Mileage: 1.10	Cost: \$7.00	PID: TIP: No
Widen Chambersburg Road from 2 to 3 lanes between 5,000 L.F. east of Bellefontaine Road and State Route 4/235.			
896 MOT	Catalpa & Siebenthaler Intersection	Sponsor:	Montgomery County
Feasible: 2026-2030	Mileage: N/A	Cost: \$3.00	PID: 122004 TIP: Yes
Improve safety at the intersection of Siebenthaler Avenue and Catalpa Drive by implementing a roundabout.			
897 MOT	Sheehan Road Widening	Sponsor:	Montgomery County
Feasible: 2036-2040	Mileage: 0.50	Cost: \$3.00	PID: TIP: No
Widen Sheehan Road to an urban typical section to include a two-way left turn lane and sidewalks from Social Row Road to the Montgomery/Warren County Line.			
898A MOT	Frederick Pike - Phase 1	Sponsor:	Montgomery County
Feasible: 2031-2035	Mileage: 0.40	Cost: \$2.40	PID: TIP: No
Widen Frederick Pike from 2 to 3 lanes to include a two-way left turn lane between US 40 and 2,000 feet north of US 40.			
898B MOT	Frederick Pike - Phase 2	Sponsor:	Montgomery County
Feasible: 2031-2035	Mileage: 0.50	Cost: \$3.00	PID: TIP: No
Widen Frederick Pike from 2 to 3 lanes to include a two-way left turn lane between 2,000 feet north of US 40 to 500 feet north of Martindale Road.			
898C MOT	Frederick Pike - Phase 3	Sponsor:	Montgomery County
Feasible: 2036-2040	Mileage: 0.50	Cost: \$3.00	PID: TIP: No
Widen Frederick Pike from 2 to 3 lanes to include a two-way left turn lane between 500 feet north of Martindale Road and 2,000 feet north of Jackson Road.			
898D MOT	Frederick Pike - Phase 4	Sponsor:	Montgomery County
Feasible: 2036-2040	Mileage: 0.70	Cost: \$4.10	PID: TIP: No
Widen Frederick Pike from 2 to 3 lanes to include a two-way left turn lane between 2,000 feet north of Jackson Road and Old Springfield Road.			

Proposed Congestion Management Projects (Cost is in Millions of 2025 Dollars)

899	MOT	Linden Avenue				Sponsor:	City of Miamisburg
Feasible:	2031-2035	Mileage:	1.00	Cost:	\$6.50	PID:	TIP: No
Widen and fix the geometry of Linden Avenue from Maue Road to Leis Road and add a center left-turn lane. Add curb, stormwater drains, and sidewalk on both sides of the roadway.							
900	MOT	Medlar Road				Sponsor:	City of Miamisburg
Feasible:	2031-2035	Mileage:	0.65	Cost:	\$4.00	PID:	TIP: No
Widen Medlar Road from Mellow Drive to Miamisburg-Springboro Road and add a shared use path on the south side. Construct a roundabout at Medlar Road and Miamisburg-Springboro Road.							
901	MOT	Benner Road				Sponsor:	City of Miamisburg
Feasible:	2036-2040	Mileage:	0.85	Cost:	\$6.00	PID:	TIP: No
Widen Benner Road from Hambletonian Court to Medlar Road and add a shared use path on the south side. Improve intersection at S. Gebhart Church Road and replace culvert structure.							
902	MOT	Mound Road				Sponsor:	City of Miamisburg
Feasible:	2036-2040	Mileage:	0.65	Cost:	\$4.20	PID:	TIP: No
Widen Mound Road from Benner Road to Enterprise Court and add a shared use path on the east side. Realign Mound Road at Benner Road to eliminate the skewed intersection.							
903	MOT	SR 725 Shared-Use Path				Sponsor:	City of Miamisburg
Feasible:	2041-2045	Mileage:	2.00	Cost:	\$5.00	PID:	TIP: No
Install an 11' shared-use path from Heincke Road to Byers Road, including updated pedestrian crossings at Heincke Road, Gebhart Church Road, Kettering Hospital Miamisburg, Alexandersville Road, and Monarch Lane.							
904	MOT	Gebhart Church Road				Sponsor:	City of Miamisburg
Feasible:	2041-2045	Mileage:	0.40	Cost:	\$5.00	PID:	TIP: No
Widen and fix the geometry of Gebhart Church Road from Leiter Road to Maue Road. Upgrade the crossing over Sycamore Creek to accommodate proposed improvements.							
905	MOT	SR 725 Intersection Improvements				Sponsor:	City of Miamisburg
Feasible:	2041-2045	Mileage:	0.25	Cost:	\$4.00	PID:	TIP: No
Upgrade the intersections at Union Road and Linden Avenue with roundabouts to improve traffic operations and roadway safety.							
906	MOT	Dixie Drive Improvements				Sponsor:	City of Vandalia
Feasible:	2026-2030	Mileage:	0.38	Cost:	\$1.65	PID:	TIP: No
Implement multimodal improvements on S Dixie Drive from National Road to Elva Court with a possible roundabout at Dixie Dr and National Rd and a road diet to add street parking and bike lanes.							
907	MOT	East Third Street Cycle Track				Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage:	0.70	Cost:	\$1.60	PID:	TIP: No
Create a two-way cycle track along the south side of East Third Street from Ludlow Street to Webster Street by removing a travel lane.							
908	MOT	Fifth Street Bike Lanes				Sponsor:	City of Dayton
Feasible:	2036-2040	Mileage:	0.50	Cost:	\$1.50	PID:	TIP: No
Install bike lanes by removing the eastbound lane on Fifth Street from Patterson Boulevard to Perry Street. Convert the block from Wilkinson Street to Perry Street to be a two-way street.							
909	MOT	First Street Conversion				Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage:	0.75	Cost:	\$3.00	PID:	TIP: No
Convert First Street from Webster Street to Wilkinson Street to be a two-way street.							
910	MOT	Germantown Street Bike Lanes Phase 2				Sponsor:	City of Dayton
Feasible:	2036-2040	Mileage:	2.00	Cost:	\$2.00	PID:	TIP: No
Add bike lanes to Germantown Street from Euclid Avenue to Gettysburg Avenue.							
911	MOT	James H. McGee Blvd				Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage:	3.50	Cost:	\$7.30	PID:	TIP: No
Remove outside travel lanes and create a multi-use path and improve pedestrian crossings on James H. McGee Boulevard between Germantown Street and Little Richmond Road.							

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

912	MOT	Keowee Street Safety Improvements Phase 2		Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage:	0.50	Cost:	\$3.00
				PID:	TIP: No
Remove the outside travel lanes from East Fifth Street to US Route 35 and the slip ramps for US Route 35. Create a standard intersection at the ramps and add shared use paths on both sides of Keowee Street.					
913	MOT	Linden Avenue Reconstruction		Sponsor:	City of Dayton
Feasible:	2041-2045	Mileage:	1.10	Cost:	\$10.00
				PID:	TIP: No
Reconstruct Linden Avenue between Hamilton Avenue and Smithville Road by reducing to three lanes with roundabouts at Hamilton Ave, Xenia Avenue, Lorain Ave, and John Glenn Ave.					
914	MOT	Riverside Drive		Sponsor:	City of Dayton
Feasible:	2031-2035	Mileage:	1.60	Cost:	\$5.00
				PID:	TIP: No
Remove outside travel lanes, create a multi-use path, and improve pedestrian crossings on Riverside Drive between Helena Street and Siebenthaler Ave.					
915	MOT	Second Street Cycle Track		Sponsor:	City of Dayton
Feasible:	2036-2040	Mileage:	1.00	Cost:	\$2.00
				PID:	TIP: No
Add a two-way cycle track to the south side of Second Street between Patterson Boulevard and Salem Avenue Bridge by removing a travel lane.					
916	MOT	Smithville Road Reconstruction Phase 3		Sponsor:	City of Dayton
Feasible:	2041-2045	Mileage:	1.00	Cost:	\$7.50
				PID:	TIP: No
Change the lane configuration on Smithville Road from 2 lanes to 3 lanes, including curb, walk and street lighting from East Third Street to Springfield Street.					
917	MOT	SR 48 Safety Improvements		Sponsor:	ODOT - District 7
Feasible:	2031-2035	Mileage:	0.70	Cost:	\$5.00
				PID:	TIP: No
Reduce lanes from 4 to 3 and implement pedestrian safety and mobility treatments on SR 48 from Shoup Mill/Turner Road to Philadelphia Drive.					
918	MOT	I-675/I-75/SR 725 Interchanges		Sponsor:	ODOT - District 7
Feasible:	2041-2045	Mileage:	N/A	Cost:	\$50.00
				PID:	TIP: No
Improve safety and operations at and between the I-675/I-75 and I-675/SR 725 interchanges and the SR 725 and Yankee Street intersection.					
919	MOT	West Franklin Safety Study		Sponsor:	City of Centerville
Feasible:	2026-2030	Mileage:	0.52	Cost:	\$2.50
				PID:	123448
					TIP: YP
Feasibility study for a road diet on West Franklin Street from Main Street to Normandy Lane with a goal to improve pedestrian safety with traffic calming features.					
920	MOT	Franklin Street and Clyo Road Bike Path		Sponsor:	City of Centerville
Feasible:	2026-2030	Mileage:	1.65	Cost:	\$1.98
				PID:	119385
					TIP: Yes
Install a multi-use trail on the south side of Franklin Street from South Johanna to Clyo and on the East side of Clyo from Franklin to Alex Bell. Replace signals that are affected by the work at the intersections.					
921	MOT	Bigger Road / Clyo Road Intersection		Sponsor:	City of Centerville
Feasible:	2026-2030	Mileage:	0.25	Cost:	\$2.05
				PID:	119550
					TIP: Yes
Increase EB lane capacity, add protected turning movements for the SB left turn lane, and add capacity to SB dedicated left turn lane at the Bigger Road and Clyo Road intersection.					
922	MOT	Main Street Uptown Improvements		Sponsor:	City of Centerville
Feasible:	2031-2035	Mileage:	0.20	Cost:	\$4.98
				PID:	TIP: No
Widen North Main Street between 150' north of Ridgeway Road and Franklin Street to a five-lane section and reconstruct the Ridgeway Road intersection with ADA curb ramps, crosswalks and a traffic signal. Also improve curve radii and ADA compliance of the Franklin intersection.					
923	MOT	Loop Road Multi-use Path		Sponsor:	City of Centerville
Feasible:	2041-2045	Mileage:	0.85	Cost:	\$12.00
				PID:	TIP: No
Install a multi-use trail from Alex Bell to SR 48 by replacing the existing sidewalk with a multi-use path. Widen the bridge to allow for the addition of a path.					
924	MOT	SR 48		Sponsor:	City of Centerville
Feasible:	2031-2035	Mileage:	0.70	Cost:	\$2.42
				PID:	TIP: No
Install a multi-use path and improve three traffic signals on SR 48 between Whipp Road and I-675.					

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

925	MOT	North County Line Road Improvements			Sponsor: Montgomery Co TID
Feasible:	2026-2030	Mileage: 0.40	Cost: \$2.05	PID:	TIP: No
Reconstruct 2100' of County Line Road west of the Peters/Lightner intersection to the intersection and widen the road from 2 to 3 lanes, add curb and gutters, and add an enclosed storm sewer system.					
715	WAR	Clearcreek Franklin Road			Sponsor: City of Springboro
Feasible:	2031-2035	Mileage: 0.70	Cost: \$1.35	PID:	TIP: No
Widen Clearcreek Franklin Road from 2 to 3 lanes between Whispering Pines and Pennyroyal Road and add curb and gutters and storm sewers. Re-profile the roadway to correct vertical deficiencies and re-stripe roadway to include bike lanes.					
716	WAR	East Second Street Signal Upgrade			Sponsor: City of Franklin
Feasible:	2026-2030	Mileage: N/A	Cost: \$2.61	PID: 119965	TIP: Yes
Upgrade the traffic signals at the intersections of East Second Street at Charles Street/Victory Lane, Millard Drive and Deardoff Road and network them with the City's centrally controlled signal system. Extend the existing fiber optic infrastructure along East Second Street between Riley Boulevard and I-75 for networking and integrate 7 intersections with the ATMS signal system.					
717	WAR	SR 73 Improvement Project			Sponsor: Franklin & Springboro
Feasible:	2046-2050	Mileage: 1.90	Cost: \$3.75	PID:	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 (East)			Sponsor: City of Franklin
Feasible:	2046-2050	Mileage: 1.14	Cost: \$4.30	PID:	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 (West)			Sponsor: City of Franklin
Feasible:	2036-2040	Mileage: 1.14	Cost: \$5.20	PID:	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.					
720	WAR	N Riley Blvd / N Main St / N River St / Van Horne Ave			Sponsor: City of Franklin
Feasible:	2036-2040	Mileage: 0.25	Cost: \$4.00	PID:	TIP: No
Install a roundabout at the six point intersection of N Riley Blvd, N Main St, N River St, and Van Horne Ave to improve traffic flow and safety and extend sidewalks for pedestrian access.					
721	WAR	Riley Blvd/SR 73 and S Main St/Dixie Hwy			Sponsor: City of Franklin
Feasible:	2031-2035	Mileage: 0.25	Cost: \$5.00	PID:	TIP: No
Install roundabouts at the skewed intersection of Riley Blvd and SR 73 and the intersection of S Main St and Dixie Hwy. Also extend sidewalks for pedestrian access, and upgrade railroad crossing signals.					
722	WAR	S Main Street Improvements			Sponsor: City of Franklin
Feasible:	2031-2035	Mileage: 0.25	Cost: \$0.80	PID:	TIP: No
Implement a road diet on S Main Street between Riley Boulevard and Hudson Street/S River Street from 4 lanes to 2/3 lanes.					

Source: MVRPC



MIAMI VALLEY

Regional Planning Commission

Long Range Transportation Plan: Financial Analysis and Proposed Projects

November/December 2025

Revenue Projections (TIP)

- 25 year revenue forecast
 - Developed using actual known funding
 - Actual funded TIP projects past, present and future
 - Annual local project sponsor survey
 - TIP projects – SFY2026-2029 TIP adopted last May
 - Total projected TIP expenditures programmed over the next 4 years
 - \$567.8 million

25 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE	REVENUES					
		FOUR YEAR TIP (2026-2029)	ANNUAL AVERAGE	SHORT TERM PLAN (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 25 YEAR PLAN
ODOT/MPO CONTROLLED FUNDS	FEDERAL	VARIOUS SOURCES	381.03				
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	113.45				
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		73.33				
OHIO PUBLIC WORKS (LTIP AND ISSUE 1)	OHIO PUBLIC WORKS			= \$567.8 million			
	COMMISSION						
	LOCAL MATCH						
100% LOCAL, PRIVATE, OTHER							
SUBTOTAL	FEDERAL						
	STATE						
	LOCAL, OTHER						
TOTAL							

Revenue Projections (TIP)

- 25 year revenue forecast
 - Developed using actual known funding
 - Actual funded TIP projects past, present and future
 - Annual local project sponsor survey
 - TIP projects – SFY2026-2029 TIP adopted last May
 - Total projected TIP expenditures programmed over the next 4 years
 - \$567.8 million
 - Annually, actual TIP expenditures are monitored. The average actual TIP expenditures over the past 10 years = \$154.28 million when inflated to 2025

25 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES					
			FOUR YEAR TIP (2026-2029)	ANNUAL AVERAGE	SHORT TERM PLAN (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 25 YEAR PLAN
ODOT/MPO CONTROLLED FUNDS	FEDERAL	VARIOUS SOURCES	381.03	104.98				
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	113.45	24.41				
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		73.33	24.89				
OHIO PUBLIC WORKS (LTIP AND ISSUE 1)	OHIO PUBLIC WORKS				= \$154.28 million			
	COMMISSION							
	LOCAL MATCH							
100% LOCAL, PRIVATE, OTHER								
SUBTOTAL	FEDERAL							
	STATE							
	LOCAL, OTHER							
TOTAL								

Revenue Projections (TIP)

- 25 year revenue forecast
 - Developed using actual known funding
 - Actual funded TIP projects past, present and future
 - Annual local project sponsor survey
 - TIP projects – SFY2026-2029 TIP adopted last May
 - Total projected TIP expenditures programmed over the next 4 years
 - \$567.8 million
 - Annually actual TIP expenditures are monitored. The average actual TIP expenditures over the past 10 years = \$154.28 million when inflated to 2025
 - Four year TIP plus 1 year annual average= \$722.09 million
 - Multiply annual average by 10 years = \$1.543 billion each

25 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES					FOR FULL 25 YEAR PLAN
			FOUR YEAR TIP (2026-2029)	ANNUAL AVERAGE	SHORT TERM PLAN (2026-2030) (5 YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	
ODOT/MPO CONTROLLED FUNDS	FEDERAL	VARIOUS SOURCES	381.03	104.98	486.01	1,049.75	1,049.75	
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	113.45	24.41	137.86	244.13	244.13	
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		73.33	24.89	98.22	248.88	248.88	
OHIO PUBLIC WORKS (LTIP AND ISSUE 1)	OHIO PUBLIC WORKS							
	COMMISSION							
	LOCAL MATCH							
100% LOCAL, PRIVATE, OTHER								
SUBTOTAL	FEDERAL							
	STATE							
	LOCAL, OTHER							
TOTAL								

= \$722.09 million

= \$1.543 billion

= \$1.543 billion

Revenue Projections (TIP)

- 25 year revenue forecast
 - Developed using actual known funding
 - Actual funded TIP projects past, present and future
 - Annual local project sponsor survey
 - TIP projects – SFY2026-2029 TIP adopted last May
 - Total projected TIP expenditures programmed over the next 4 years
 - \$567.8 million
 - Annually actual TIP expenditures are monitored. The average actual TIP expenditures over the past 10 years = \$154.28 million when inflated to 2025
 - Four year TIP plus 1 year annual average = \$722.09 million
 - Multiply annual average by 10 years = \$1.543 billion each
 - Add programmed and averaged expenditures
 - = \$3.808 billion projected TIP revenues over next 25 years

25 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES					FOR FULL 25 YEAR PLAN
			FOUR YEAR TIP (2026-2029)	ANNUAL AVERAGE	SHORT TERM PLAN (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	
ODOT/MPO CONTROLLED FUNDS	FEDERAL	VARIOUS SOURCES	381.03	104.98	486.01	1,049.75	1,049.75	2,585.51
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	113.45	24.41	137.86	244.13	244.13	626.11
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		73.33	24.89	98.22	248.88	248.88	595.97
OHIO PUBLIC WORKS (LTIP AND ISSUE 1)	OHIO PUBLIC WORKS COMMISSION							
	LOCAL MATCH					= \$3.808 billion		
100% LOCAL, PRIVATE, OTHER								
SUBTOTAL	FEDERAL							
	STATE							
	LOCAL, OTHER							
TOTAL								

Revenue Projections (Local)

- Average actual non-TIP expenditures over past 10 years = \$64.63 million when inflated to 2025
 - Issue 1 Funded projects (Ohio Public Works Comm.)
 - Local match and fully locally funded projects

25 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES					FOR FULL 25 YEAR PLAN
			FOUR YEAR TIP (2026-2029)	ANNUAL AVERAGE	SHORT TERM PLAN (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	
ODOT/MPO CONTROLLED FUNDS	FEDERAL	VARIOUS SOURCES	381.03	104.98	486.01	1,049.75	1,049.75	2,585.51
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	113.45	24.41	137.86	244.13	244.13	626.11
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		73.33	24.89	98.22	248.88	248.88	595.97
OHIO PUBLIC WORKS (LTIP AND ISSUE 1)	OHIO PUBLIC WORKS			16				
	COMMISSION							
	LOCAL MATCH			4				
100% LOCAL, PRIVATE, OTHER				44.63				
SUBTOTAL	FEDERAL							
	STATE							
	LOCAL, OTHER							
TOTAL						= \$64.63 million		

Revenue Projections (Local)

- Average actual non-TIP expenditures over past 10 years = \$64.63 million when inflated to 2025
 - Issue 1 Funded projects (Ohio Public Works Comm.)
 - Local match and fully locally funded projects
- Multiply by 4 for next four years, add four year TIP plus 1 year annual average for next five years, and multiply annual average by 10 for remaining years

25 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE	REVENUES						
		FOUR YEAR TIP (2026-2029)	ANNUAL AVERAGE	SHORT TERM PLAN (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 25 YEAR PLAN	
ODOT/MPO CONTROLLED FUNDS	FEDERAL	VARIOUS SOURCES	381.03	104.98	486.01	1,049.75	1,049.75	2,585.51
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	113.45	24.41	137.86	244.13	244.13	626.11
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		73.33	24.89	98.22	248.88	248.88	595.97
OHIO PUBLIC WORKS (LTIP AND ISSUE 1)	OHIO PUBLIC WORKS COMMISSION		64	16	80	160	160	
	LOCAL MATCH		16	4	20	40	40	
100% LOCAL, PRIVATE, OTHER			178.50	44.63	223.13	446.25	446.25	
SUBTOTAL	FEDERAL							
	STATE							
	LOCAL, OTHER							
TOTAL								

Revenue Projections (Local)

- Average actual non-TIP expenditures over past 10 years = \$64.63 million when inflated to 2025
 - Issue 1 Funded projects (Ohio Public Works Comm.)
 - Local match and fully locally funded projects
- Multiply by 4 for next four years, add four year TIP plus 1 year annual average for next five years, and multiply annual average by 10 for remaining years
- Multiply by 25 years for combined projected local revenues= \$1.616 billion

25 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES					
			FOUR YEAR TIP (2026-2029)	ANNUAL AVERAGE	SHORT TERM PLAN (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 25 YEAR PLAN
ODOT/MPO CONTROLLED FUNDS	FEDERAL	VARIOUS SOURCES	381.03	104.98	486.01	1,049.75	1,049.75	2,585.51
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	113.45	24.41	137.86	244.13	244.13	626.11
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		73.33	24.89	98.22	248.88	248.88	595.97
OHIO PUBLIC WORKS (LTIP AND ISSUE 1)	OHIO PUBLIC WORKS COMMISSION		64	16	80	160	160	400
	LOCAL MATCH		16	4	20	40	40	100
100% LOCAL, PRIVATE, OTHER			178.50	44.63	223.13	446.25	446.25	1,115.63
SUBTOTAL	FEDERAL							
	STATE							
	LOCAL, OTHER							
TOTAL						= \$1.616 billion		

Revenue Projections (TIP + Local)

- Overall total of projected income for the next 25 year period = \$5.423 billion

25 Year Revenue Projections

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES					
			FOUR YEAR TIP (2026- 2029)	ANNUAL AVERAGE	SHORT TERM PLAN (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041- 2050) (10 YEARS)	FOR FULL 25 YEAR PLAN
ODOT/MPO CONTROLLED FUNDS	FEDERAL	VARIOUS SOURCES	381.03	104.98	486.01	1,049.75	1,049.75	2,585.51
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	113.45	24.41	137.86	244.13	244.13	626.11
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		73.33	24.89	98.22	248.88	248.88	595.97
OHIO PUBLIC WORKS (LTIP AND ISSUE 1)	OHIO PUBLIC WORKS COMMISSION		64	16	80	160	160	400
	LOCAL MATCH		16	4	20	40	40	100
100% LOCAL, PRIVATE, OTHER			178.50	44.63	223.13	446.25	446.25	1,115.63
SUBTOTAL	FEDERAL		381.03	104.98	486.01	1,049.75	1,049.75	2,585.51
	STATE		177.45	40.41	217.86	404.13	404.13	1,026.11
	LOCAL, OTHER		267.83	73.51	341.34	735.13	735.13	1,811.59
TOTAL			826.31	218.90	1,045.21	2,189.00	2,189.00	5,423.21

Capacity/Operational/Safety v. Maintenance/Reconstruction Improvements

- The next step in our process is determining how much of the total transportation income will be available for capacity/operational/safety projects

Capacity/Operational/Safety v. Maintenance/Reconstruction Improvements

- Percentages determined through MVRPC's annual local project survey and programmed TIP expenditures
- On average, 54%-82% of expenditures projected to be used for maintenance/reconstruction type projects
 - \$3.367 billion (over 25 years)

Projected Maintenance/Reconstruction Expenditures

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES					
			FOUR YEAR TIP (2026-2029)	ANNUAL AVERAGE	SHORT TERM PLAN (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 25 YEAR PLAN
ODOT/MPO CONTROLLED FUNDS	FEDERAL	VARIOUS SOURCES	205.72	56.68	262.39	566.76	566.76	1,395.91
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	61.25	13.18	74.43	131.80	131.80	338.04
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		39.59	13.44	53.03	134.37	134.37	321.76
OHIO PUBLIC WORKS (LTIP AND ISSUE 1)	OHIO PUBLIC WORKS COMMISSION		51.96	12.99	64.95	129.90	129.90	324.76
	LOCAL MATCH		12.99	3.25	16.24	32.48	32.48	81.19
100% LOCAL, PRIVATE, OTHER			144.92	36.23	181.16	362.31	362.31	905.78
SUBTOTAL	FEDERAL		205.72	56.68	262.39	566.76	566.76	1,395.91
	STATE		113.21	26.17	139.39	261.71	261.71	662.80
	LOCAL, OTHER		197.51	52.92	250.42	529.15	529.15	1,308.73
TOTAL			516.44	135.76	652.20	1,357.62	1,357.62	3,367.44

Capacity/Operational/Safety v. Maintenance/Reconstruction Improvements

- Percentages determined through MVRPC's annual local project survey and programmed TIP expenditures
- 54%-82% of expenditures projected to be used for maintenance/reconstruction type projects
 - \$3.367 billion (over 25 years)
- 46%-18% of expenditures projected to be spent on capacity/operational/safety type projects
 - \$2.056 billion (over 25 years)

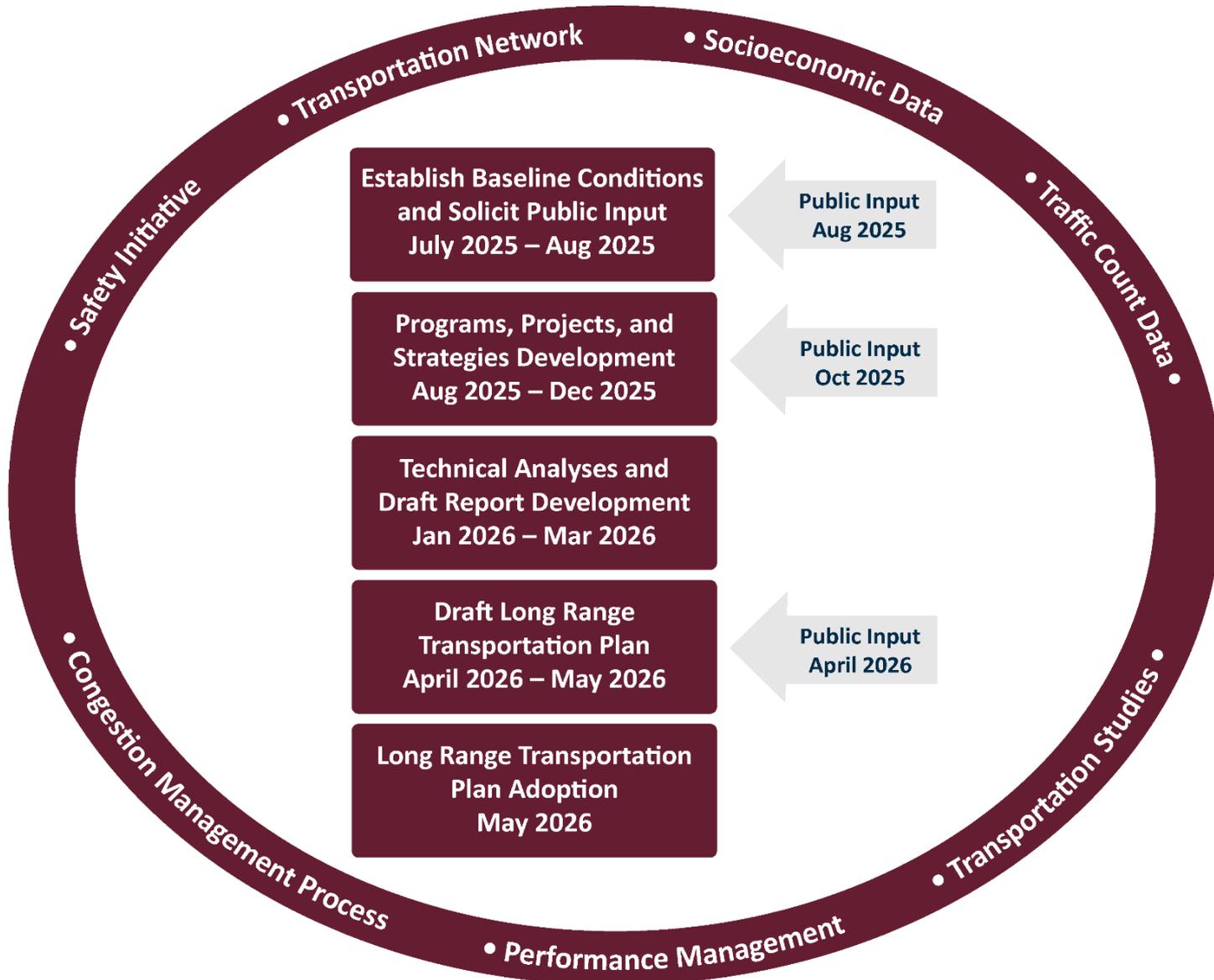
Projected Capacity/Operational/Safety Expenditures

GENERAL SOURCE	SPECIFIC SOURCE		REVENUES					
			FOUR YEAR TIP (2026-2029)	ANNUAL AVERAGE	SHORT TERM PLAN (2026-2030) (5YEARS)	MEDIUM TERM PLAN (2031-2040) (10 YEARS)	LONG TERM PLAN (2041-2050) (10 YEARS)	FOR FULL 25 YEAR PLAN
ODOT/MPO CONTROLLED FUNDS	FEDERAL	VARIOUS SOURCES	175.31	48.30	223.61	482.99	482.99	1,189.59
	STATE	STATE MATCH (INCLUDES 100% FUNDED)	52.20	11.23	63.43	112.32	112.32	288.08
	OTHER FUNDS (INCLUDES LOCAL, OPWC, & ISSUE 1 IN COMBINATION WITH STATE & FEDERAL FUNDS)		33.74	11.45	45.19	114.51	114.51	274.20
OHIO PUBLIC WORKS (LTIP AND ISSUE 1)	OHIO PUBLIC WORKS COMMISSION		12.04	3.01	15.05	30.10	30.10	75.24
	LOCAL MATCH		3.01	0.75	3.76	7.52	7.52	18.81
100% LOCAL, PRIVATE, OTHER			33.70	8.43	42.13	84.26	84.26	210.64
SUBTOTAL	FEDERAL		175.31	48.30	223.61	482.99	482.99	1,189.59
	STATE		64.24	14.24	78.48	142.42	142.42	363.32
	LOCAL, OTHER		70.45	20.63	91.08	206.29	206.29	503.66
TOTAL			310.00	83.17	393.17	831.70	831.70	2,056.56

Results

- Table in the handout shows revenues available for Long Range Plan Projects in 2025 dollars.
- Table in the handout will be used to select the Proposed Project List with both costs and revenues in 2025 dollars.
- Final financial analysis costs and revenues will be in year of expenditure dollars (inflated).

Update Overview



Development of the Congestion Management Project List

- Solicited Projects
- Solicited comments from various stakeholders and the public
- Reviewed Project Evaluation/Priority Lists
- Conducted Financial Analysis
- Developed Proposed Congestion Management Project List

Proposed Project List Development

- Worked with project sponsors to fine-tune the projects in terms of scope, feasibility, and cost
- Developed Draft Congestion Management Project List
- Asked for review and comments
 - MPO Members
 - Public Participation Meetings

Public Participation Meetings

- Hosted 3 Public Participation Meetings
 - Evening Virtual Meeting August 19
 - Lunch Time Virtual Meeting October 29
 - Evening In Person Meeting October 30

Public Comments

Residents want more bike
and pedestrian
infrastructure!!!

Project Evaluation

- Each project was evaluated by MVRPC staff for accuracy and completeness
 - Project Evaluation System (PES)
 - Project-by-project basis
 - Cross-examination among all projects
 - Other factors
 - Traffic counts and projected traffic volumes
 - Future land use plans
 - Corridor completion
 - Technical Studies
 - Sponsor Priorities

Financial Analysis (in 2025 dollars)

	<i>2026-2030</i>	<i>2031-2040</i>	<i>2041-2050</i>
Cost (millions)	215	763	664
Revenue (millions)	393	832	832
Interstate Widening *	-	295	185

* Excluded from regional constraint

Proposed Congestion Management Projects

- Detail project information included in the handout
- MVRPC's recommended projects for the final 2050 Long Range Transportation Plan
- Bikeway Projects as adopted in the Active Transportation Plan in 2022
- Transit system program assumptions

Next Steps

- **Conduct Technical Analyses**
 - Air Quality Conformity
 - Plan Evaluation (CMP)
 - Community Impact Assessment
 - Environmental Mitigation

More Information

plan2050.mvrpc.org

- **Contacts**
 - Ana Ramirez – aramirez@mvrpc.org



RESOLUTION 25-36
ADOPTING THE PROPOSED 2050 LONG RANGE TRANSPORTATION PLAN
CONGESTION MANAGEMENT PROJECTS

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami, and Montgomery Counties including the jurisdictions of Franklin, Carlisle, Springboro, and Franklin Township in Warren County; and

WHEREAS, the MPO members of the MVRPC's Board of Directors serve as the policy and decision making body through which local governments guide the MPO's transportation planning process for the Dayton Metropolitan Area; and

WHEREAS, the MVRPC adopted its current 2050 Long Range Transportation Plan (LRTP) in May 2021; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires that the Plan be comprehensively updated every five years; and

WHEREAS, the proposed 2050 Long Range Transportation Plan Congestion Management Projects are the result of a coordinated effort that reflects federal requirements and regional priorities; and

WHEREAS, the MVRPC has provided the public and other interested/consultation parties reasonable opportunities to review and comment on the proposed projects in accordance with the MVRPC Public Participation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the MPO members of the Board of Directors of the Miami Valley Regional Planning Commission hereby adopt the Proposed 2050 Long Range Transportation Plan Congestion Management Projects and direct staff to initiate conformity interagency consultation, travel demand model runs, and associated technical analyses.

BY ACTION OF THE MPO members of the Miami Valley Regional Planning Commission's Board of Directors.

Brian O. Martin, AICP
Executive Director

Sara Lommatzsch, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Date