



**Miami Valley Regional Planning Commission  
Technical Advisory Committee (TAC) Meeting**

**Thursday, April 21, 2016  
9:30 AM**

**AGENDA**

<u>Item</u>	<u>Topic</u>	<u>Page</u>	<u>Est. Time</u>	<u>Presenter</u>
I.	Introductions		9:30	P. Huelskamp
* II.	Approval of March 17, 2016 Meeting Minutes	1	9:32	P. Huelskamp
III.	Public Comment Period on Action Items		9:34	P. Huelskamp
<b>IV.</b>	<b>MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS</b>			
* A.	Recommended Adoption of 2040 Long Range Transportation Plan Update and Summary of Public Participation Meeting	4	9:35	A. Ramirez
<b>V.</b>	<b>INFORMATION ITEMS</b>			
* A.	Update on TRAC Solicitation	37	9:45	B. Daniel
* B.	Roundtable Discussion: ODOT Requirements on LPA Projects – ADA Curb Ramp Compliance, Right of Way requirements for sidewalks, and ADA Transition Plans.	38	9:50	M. Parrill
* <b>VI.</b>	<b>EXECUTIVE DIRECTOR’S REPORT</b>	43	10:10	B. Martin
<b>VII.</b>	<b>ADJOURNMENT</b>		10:15	P. Huelskamp

\* Attachment

\*\*Handout

Interpreters for hearing-impaired individuals are available upon request; requests should be made at least one week ahead.

**\*\*THE NEXT TAC MEETING IS THURSDAY, MAY 19, 2016\*\***

**MIAMI VALLEY REGIONAL PLANNING COMMISSION  
TECHNICAL ADVISORY COMMITTEE  
MARCH 17, 2016  
MINUTES**

Ed Amrhein, Beavercreek Township  
Paul Arnold, MVRPC  
Pete Bales, City of Fairborn  
Jennifer Barclay, City of Clayton  
Russell Bergman, City of Huber Heights  
Steve Bergstresser, City of Kettering  
Kaye Borchers, Choice One Engineering  
Scott Boyer, ODOT District 7  
Kent Bryan, CT Consultants  
Gary Burkholder, City of Brookville  
Ann Burns, MVRPC  
Barry Conway, City of Franklin  
Robert Cron, City of Vandalia  
John Davies, Washington Township  
Anna Deitz, Montgomery Co. TID  
Chad Dixon, City of Springboro  
John Donnelly, City of Tipp City  
Frank Ecklar, Greater Dayton RTA  
James Gorman, City of Clayton  
Jay Hamilton, Mead & Hunt  
Mike Hammes, City of Moraine  
Amy Havenar, City of Piqua

Dan Hoying, LJB, Inc.  
Paul Huelskamp, Miami County Engineer  
Mary Johnson, Jefferson Township  
Scott Knebel, CMT Engineers  
Aaron Lee, MVRPC  
Matthew Lindsay, MVRPC  
Brian Martin, MVRPC  
Dominic Miller, City of Xenia  
Gerald Peters, Perry Township  
Ana Ramirez, MVRPC  
Jillian Rhoades, City of Troy  
Gary Shoup, Montgomery Co. Engineer's  
John Sliemers, City of Kettering  
Nick Smith, City of Beavercreek  
Douglas Spitler, City of Centerville  
Keith Steeber, City of Dayton  
Bob Steinbach, MVRPC  
Kathy Streng, DLZ Ohio, Inc.  
Rob Uhlhorn, MVRPC  
Greg Wallace, Municipality of Carlisle  
Larry Weissman, Montgomery County

**I. INTRODUCTION**

Chair Huelskamp called the meeting to order. Self-introductions were made.

**II. APPROVAL OF FEBRUARY 18, 2016 MEETING MINUTES**

Mr. Conway made a motion to approve minutes. Mr. Ecklar seconded. The motion passed unanimously.

**III. Public Comment Period on Action Items**

None

**IV. RPC (REGIONAL PLANNING COMMISSION) ACTION ITEMS)**

**A. Recommended Approval of Resolution Adopting the Regional Open Space Plan**

Mr. Lindsay presented the staff recommendation for the Regional Open Space Plan. The plan report is now in final draft form thanks to the helpful input of the Land Team (Partners for the Environment), park districts, land trusts, the Ohio Department of Natural Resources and the Miami Conservancy District.

The public participation process was run through the month of February and included a presentation at the Fairborn Community Library, a public open house at the MVRPC offices and informational presentations to TAC and the Board of Directors. He explained that comments received resulted in several changes to the prior draft, including the addition of MCD deed-restricted properties to the easements data set, some wordsmithing of the open space definition, and rearranging the table of contents. Mr. Lindsay explained that the open space data covers seven counties – 2,000,000 acres, of which approximately 8 percent are in some category of open space. He reviewed how the region's more urbanized counties (Montgomery, Warren and Greene) also have the most open space. Nearly two-thirds of open space acres are in the parks and preserves category, with landfills and mineral extraction sites the second largest category, followed by schools.

Mr. Lindsay stated that the plan report recommendations include emphasizing the Little Miami, Mad and Stillwater River corridors for future open space conservation; using the composite and factor data in local decision-making; joining this plan with other Going Places tools in local planning; allowing conservation design in future development; employing green infrastructure; consider a code review process to build conservation into local practices. The plan lists numerous funding sources for open space protection.

Ms. Rhoades asked exactly how this data was used. Mr. Lindsay explained that plan considers a number of categories of open space that are not always traditionally thought of as open space. He stated that a local jurisdiction could look at the plan to help provide open space as well as codes that shape the way land development is performed. Jurisdictions can use the plan for conservation development and land prioritization and preservation. Ms. Ramirez noted that this also ties into land inventory as part of the Long Range Transportation Plan (LRTP). Mr. Martin added that more information is coming on open space as one of the layers of the state of the region data inventory. Mr. Gorman made a motion to approve the resolution on page 6. Mr. Bales seconded the motion. The motion passed unanimously.

## **V. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS**

### **A. Recommended Adoption of Amendment to MVRPC's SFY2016-2019 Transportation Improvement Program (TIP)**

Mr. Arnold referred to a memo on page 7 of the mailout explaining that numerous modifications to the programming documents for various projects has resulted in the need for a TIP amendment. He referred to the project tables for each county as well as the statewide line item projects. Mr. Arnold stated that staff does recommend adoption of this TIP amendment, and referred to a resolution on page 13 of the mailout. Ms. Rhoades made a motion to recommend adoption. Mr. Conway seconded the motion. The motion passed unanimously.

## **VI. INFORMATION ITEMS**

### **A. 2040 Long Range Transportation Plan Public Participation Meeting and Final Draft Congestion Management (CM) Projects.**

Ms. Ramirez referred to a memo on page 14 of the mailout reporting that there is a public participation meeting scheduled for Wednesday, April 6<sup>th</sup> to present the Final Draft 2040 Long Range Transportation Plan. The Final Draft Congestion Management Projects list is also included on page 15 for review. Ms. Ramirez explained that projects costs have been inflated to Year of Expenditure using the FY 2016 U.S. Office of Management and Budget U.S. Budget Economic Assumptions for Consumer Price Index for FY 2019 and beyond of 2.3 percent per year.

Following the public comment period (March 15-April 12), the 2040 Long Range Transportation Plan will be presented at the May MVRPC Board Meeting for final adoption.

**VII. EXECUTIVE DIRECTOR’S REPORT**

Mr. Martin noted there have been several recent updates and presentations from staff and they would be happy to present to local jurisdictions upon request. He reported ODOT is investigating a design alternative to address the crash and safety needs along the US 35 corridor. The Superstreet concept would replace the fully directional Factory and Orchard intersections with left turns allowed only from the east and west US 35 directions. The side streets would allow right turns only with turns through the median for left and through movements. He explained that at a recent meeting of area elected officials and staff, there was very positive feedback on this design alternative. Mr. Martin referred to his report on page 35 of the mailing providing information on a recent Emerald Ash Borer roundtable meeting, the Annual Spring Dinner on April 14<sup>th</sup> and the Annual Dayton Region Fly-in in Washington DC. He also announced that MVRPC was the recipient of the Silver Addy Award for our new Agency Branding Campaign; and referred to a list of upcoming MVRPC meetings.

**VIII. ADJOURNMENT**

Mr. Ecklar made a motion to adjourn. Mr. Gorman seconded the motion. The motion passed unanimously.

## MEMORANDUM

**To:** Technical Advisory Committee, Board of Directors

**From:** MVRPC Staff

**Date:** April 13, 2016

**Subject:** Adoption of 2040 Long Range Transportation Plan Update and Summary of Public Participation Meeting (April 6, 2016)

As part of the ongoing 2040 Long Range Transportation Plan (Plan) Update and following a nine month process of working with local jurisdictions, the public, and other interested parties to identify multimodal Congestion Management Strategies, MVRPC held a final public participation meeting to present the results of the transportation plan update and solicit public input. The open house style meeting was held on:

**Wednesday, April 6, 2016**  
**Miami Valley Regional Planning Commission**  
**10 North Ludlow Street – Suite 700**  
**Courthouse Square**  
**4:00 p.m. – 6:00 p.m.**

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

- Establishing a centralized and accessible meeting location at the MVRPC Downtown Offices.
- Printing public notices in the Dayton Daily News and La Jornada Latina (English and Spanish), and ¼ page ad on the Dayton City Paper announcing the meeting.
- Distributing promotional posters at the Technical Advisory Committee to encourage members to display them in their jurisdictions and organizations.
- Submitting press releases to all local newspapers, television and radio stations - approximately 165 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 FAST Act legislation– approximately 600 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 the Latino Connection for distribution.
- Announcing the meeting on the MVRPC's website.

- Promoting the meeting using Twitter and Facebook.
- Posting the information, which was to be presented at the meeting, on [plan2040.mvrpc.org](http://plan2040.mvrpc.org) along with an online comment card.

A total of 8 people attended the meeting. MVRPC staff members were present to answer their questions and to review the multimodal transportation projects and strategies.

Participants were encouraged to give their comments on the 2040 LRTP projects and strategies through comment cards available at the meetings or the online comment card. No formal comments were received and the public comment period ended on April 12, 2016.

### 2040 Long Range Transportation Plan

Since the adoption of the current Transportation Plan in May 2012, MVRPC staff has worked on the data collection, analysis, and program development necessary to update its Long Range Transportation Plan with a plan that continues to meet federal planning requirements and reflect regional priorities.

The new plan entitled the 2040 Long Range Transportation Plan, follows the requirements established under the Fixing America's Surface Transportation Act (FAST Act) and public outreach efforts were incorporated into every step of the update process by using various tools and methods designed to engage the general public and special interest groups.

The Long Range Transportation Plan multimodal projects and strategies, which are the basis for the 2040 LRTP, are attached. The 2040 LRTP plan meets federal planning mandates, is fiscally constrained, and demonstrates conformity to applicable air quality standards.

A resolution to adopt the May 2016 - 2040 Long Range Transportation Plan is attached and staff recommends the adoption of the 2040 Long Range Transportation Plan.

#### Attachments:

1. 2040 Long Range Transportation Plan Congestion Management Strategies (Highway, Transit, and Alternative Modes)
2. Resolution Adopting the 2040 Long Range Transportation Plan

## CONGESTION MANAGEMENT STRATEGIES – HIGHWAY

Following the Long Range Transportation Plan kick-off meeting in August 2015, MVRPC worked with stakeholders in the Region to develop Congestion Management (CM) highway projects desired between 2015 and 2040, including all roadway capacity expansion projects and other projects not covered under the operations and maintenance program. MVRPC began by hosting a series of work group meetings, followed by public participation meetings. The process continued by identifying future revenue capacity and conducting a systematic evaluation of projects.

As a result, the 2040 LRTP includes 235 projects with a total cost of \$1,971.15 million. The congestion management list is fiscally constrained with a projected revenue of \$2,783.37 million. As required by the FAST Act, both costs and revenues are expressed in year of expenditure dollars.

*Congestion Management Projects Costs and Revenues  
(in millions of 2015 / Year of Expenditure dollars)*

Costs/ Revenues	Short Term Plan (2016-2020)	Medium Term Plan (2021-2030)	Long Term Plan (2031-2040)	For Full 25 Year Plan
<b>2015</b>				
- Cost	170.82	611.57	648.57	1,430.96
- Revenues	323.95	861.57	861.57	2,047.08
<b>YOE</b>				
- Cost	177.10	769.83	1,024.44	1,971.15
- Revenues	335.06	1,087.73	1,360.58	2,783.37

Source: MVRPC

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

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



**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

**24B GRE SR 444 — Phase III**

Feasible: 2026-2030 Mileage: 1.00 Cost: \$3.80 / \$4.80 Proposed: Yes TIP: No  
 Narrow the western portion and widen the eastern portion to create a uniform 3-lane section from Central Avenue to Sandhill Road.

**24C GRE SR 444 — Phase II**

Feasible: 2021-2025 Mileage: 1.10 Cost: \$4.70 / \$5.93 Proposed: Yes TIP: No  
 Narrow the roadway to 3 lanes and install bike lanes and access management techniques from Dayton Drive to Central Avenue.

**32A GRE Bickett Road**

Feasible: 2026-2030 Mileage: 1.25 Cost: \$17.68 / \$22.32 Proposed: Yes TIP: No  
 Relocate from just north of Little Miami Scenic Trail to just north of Wilberforce-Switch Road; including a roundabout at the Campus Drive/US 42 intersection, an extension of Brush Row Road to Wilberforce-Switch Road, and a roundabout at the new intersection.

**34C GRE Dayton Drive**

Feasible: 2016-2020 Mileage: 0.29 Cost: \$1.20 / \$1.20 Proposed: Yes TIP: Yes  
 Widen from 2 to 3 lanes from SR 235 to Maple Avenue.

**39A GRE Dayton-Xenia Road**

Feasible: 2016-2020 Mileage: 1.50 Cost: \$3.58 / \$3.58 Proposed: Yes TIP: Yes  
 Widen from E. Lynn Drive to Woods Drive to provide a center two way left turn lane, add sidewalks along both sides of the roadway, install curb and gutter and storm sewer improvement, possibly add on-street parking.

**39B GRE Dayton-Xenia Road**

Feasible: 2016-2020 Mileage: 1.50 Cost: \$3.79 / \$3.79 Proposed: Yes TIP: Yes  
 Widen from 2 to 3 lanes from Woods Drive to Wallaby Drive to provide a center two-way left turn lane. In addition, the project will add an 8' wide sidepath on both sides of the roadway, improved shoulders, and installation of curb and gutter and storm sewer improvements.

**48 GRE Grange Hall Road / Shakertown Road**

Feasible: 2016-2020 Mileage: NA Cost: \$1.40 / \$1.58 Proposed: Yes TIP: No  
 Improve intersection by adding left and right turn lanes and installing a signal.

**50 GRE Garland Extension - West**

Feasible: 2036-2040 Mileage: 0.70 Cost: \$3.00 / \$4.74 Proposed: Yes TIP: No  
 Extend as 2 lanes from its eastern terminus at Maple Avenue to Meadowlands Drive.

**53B GRE Grange Hall Road**

Feasible: 2026-2030 Mileage: 2.30 Cost: \$6.90 / \$8.71 Proposed: Yes TIP: No  
 Widen from Kemp Road to Southview Drive and SR 835 to Patterson Road from 2 lanes to 3 lanes and add pedestrian and bicycle amenities; bikeway from SR 835 to Patterson is currently funded.

**54D GRE Hawkins-Schoolhouse Road**

Feasible: 2031-2035 Mileage: 0.40 Cost: \$1.03 / \$1.63 Proposed: Yes TIP: No  
 Widen Hawkins-Schoolhouse Road from Fairground Road to western terminus from 2 to 3 lanes with turning lanes to serve as the future extension of Progress Drive.

**54E GRE Hollywood Boulevard Extension**

Feasible: 2026-2030 Mileage: 0.40 Cost: \$1.44 / \$1.82 Proposed: Yes TIP: No  
 Extend Hollywood Boulevard as 2 lanes with turn lanes from western terminus to Fairground Road; include traffic signals at Fairground Road.

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

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

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>411 GRE</b>	<b>North Fairfield Road</b>	Feasible: 2021-2025	Mileage: 1.00	Cost: \$3.30 / \$4.17	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Shakertown Road to Indian Ripple Road.						
<b>414 GRE</b>	<b>Funderburg Road</b>	Feasible: 2031-2035	Mileage: 1.30	Cost: \$3.40 / \$5.37	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Colonel Glenn Road to Dayton Yellow Springs Road.						
<b>415 GRE</b>	<b>Garland Avenue Extension</b>	Feasible: 2036-2040	Mileage: 0.90	Cost: \$4.50 / \$7.11	Proposed: Yes	TIP: No
Extend as 2 lanes from Trebein Road to SR 235.						
<b>417 GRE</b>	<b>Schwerman Drive</b>	Feasible: 2036-2040	Mileage: 1.00	Cost: \$2.70 / \$4.26	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Adams Street to SR 444; including improvements to the Sandhill Road intersection.						
<b>418 GRE</b>	<b>Beaver Valley Road Extension</b>	Feasible: 2031-2035	Mileage: 0.30	Cost: \$1.50 / \$2.37	Proposed: Yes	TIP: No
Extension of Beaver Valley Road to bypass intersection of Dayton-Xenia Road with Factory Road.						
<b>425 GRE</b>	<b>Upper Bellbrook Road</b>	Feasible: 2021-2025	Mileage: 0.38	Cost: \$1.44 / \$1.82	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Colorado Drive to Progress Drive; including a pedestrian path.						
<b>426 GRE</b>	<b>Greene County Industrial Park Road Extension</b>	Feasible: 2021-2025	Mileage: 0.41	Cost: \$1.76 / \$2.22	Proposed: Yes	TIP: No
Extend 3-lane road from Greene County Industrial Park south of US 35 By-pass to US 68; including appropriate turning lanes on US 68.						
<b>431 GRE</b>	<b>Valley Springs Connector Road</b>	Feasible: 2021-2025	Mileage: 0.82	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
Provide a 3-lane connector road from Orchard Lane to the proposed Valley Road / US 35 interchange.						
<b>433 GRE</b>	<b>US 35</b>	Feasible: 2026-2030	Mileage: 1.00	Cost: \$9.00 / \$11.36	Proposed: Yes	TIP: No
Reconfigure the US 35 and Business 35 interchange located on the west side of Xenia for safety and operational purposes.						
<b>434 GRE</b>	<b>West Main Street / Hospitality Drive</b>	Feasible: 2016-2020	Mileage: 0.20	Cost: \$0.79 / \$0.79	Proposed: Yes	TIP: Yes
Construction of a "T" intersection at By-pass 35 and US 35 along with the construction of a traffic signal at the intersection of Hospitality Dr. and W. Main St. to allow for all turning movements.						
<b>443 GRE</b>	<b>Indian Ripple Road</b>	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Widening from 3 to 5 lanes from Darst to Grange Hall Roads and widening from 2 to 3 lanes from Grange Hall to N. Fairfield Roads and extension of sidepath system from Darst to N. Fairfield Roads.						
<b>451 GRE</b>	<b>Fairborn Schools Street Upgrades</b>	Feasible: 2021-2025	Mileage: 2.00	Cost: \$5.20 / \$6.57	Proposed: Yes	TIP: No
Widening Garland and Trebein Roads from 2 to 3 lanes, and adding turn lanes on Commerce Center for future school expansion on the adjacent property.						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>452 GRE</b>	<b>Maple Avenue — Phase II</b>	Feasible: 2021-2025	Mileage: 1.10	Cost: \$2.90 / \$3.66	Proposed: Yes	TIP: No
Widen from 2 lanes to 3 and add bike lanes from Doris Drive to Dayton-Yellow Springs Road.						
<b>453 GRE</b>	<b>Kauffman Avenue</b>	Feasible: 2026-2030	Mileage: 2.00	Cost: \$5.20 / \$6.57	Proposed: Yes	TIP: No
Left turn lanes and right turn drop lanes will be added at intersections from National Road to Colonel Glenn Highway.						
<b>454 GRE</b>	<b>Garland Avenue Bike Path</b>	Feasible: 2021-2025	Mileage: 1.05	Cost: \$0.92 / \$1.16	Proposed: Yes	TIP: No
Install a bike path on City-owned property from the proposed bike lanes on Maple Avenue to the existing path on Garland Avenue near I-675.						
<b>455 GRE</b>	<b>Van Eaton Road / Hedges Road Intersection</b>	Feasible: 2036-2040	Mileage: NA	Cost: \$1.32 / \$2.08	Proposed: Yes	TIP: No
Intersection re-alignment to eliminate offset intersection.						
<b>456 GRE</b>	<b>East Main Street / North Patton Street / Jasper Road</b>	Feasible: 2031-2035	Mileage: NA	Cost: \$1.67 / \$2.64	Proposed: Yes	TIP: No
Reconstruct a five (5) point intersection with a roundabout.						
<b>89A MIA</b>	<b>I-75 — Phase I</b>	Feasible: 2031-2035	Mileage: 2.89	Cost: \$41.15 / \$64.98	Proposed: Yes	TIP: No
Rehabilitate and widen from 4 to 6 lanes from 1.13 miles north of SR 41 to 0.42 miles north of CR 15 (Piqua-Troy Road).						
<b>89B MIA</b>	<b>I-75 — Phase II</b>	Feasible: 2036-2040	Mileage: 4.04	Cost: \$37.75 / \$59.61	Proposed: Yes	TIP: No
Rehabilitate and widen from 4 to 6 lanes from 0.42 miles north of CR 15 (Piqua Troy Road) to CR 25A.						
<b>92B MIA</b>	<b>US 36 Reconstruction</b>	Feasible: 2036-2040	Mileage: 0.70	Cost: \$5.75 / \$9.08	Proposed: Yes	TIP: No
Reconstruction and widening from 2 to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter and utility upgrades from Sunset Drive to RM Davis Parkway.						
<b>96 MIA</b>	<b>SR 41</b>	Feasible: 2021-2025	Mileage: 0.60	Cost: \$2.03 / \$2.56	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from just west of Kings Chapel Drive to Washington Road.						
<b>98 MIA</b>	<b>SR 48</b>	Feasible: 2031-2035	Mileage: 1.30	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes beginning at Pinewood Drive, going south to the Montgomery County line; improve the intersections at Frederick-Garland Road and Emerick Road.						
<b>103 MIA</b>	<b>Commerce Boulevard — Phase III</b>	Feasible: 2026-2030	Mileage: 0.60	Cost: \$3.60 / \$4.55	Proposed: Yes	TIP: No
Extend Commerce Center Boulevard from its eastern terminus to intersect SR 718 at Barnhard Road.						
<b>105A MIA</b>	<b>County Road 25A</b>	Feasible: 2016-2020	Mileage: 0.70	Cost: \$4.30 / \$4.30	Proposed: Yes	TIP: Yes
Widen from 2 to 4/5 lanes from SR 571 to Michaels Road. (Project Sold).						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>105B MIA</b>	<b>County Road 25A — Phase V</b>	Feasible: 2031-2035	Mileage: 1.51	Cost: \$6.04 / \$9.54	Proposed: Yes	TIP: No
Widen from 2 to 4/5 lanes from the Montgomery County line to Evanston Road.						
<b>105C MIA</b>	<b>County Road 25A</b>	Feasible: 2016-2020	Mileage: 0.50	Cost: \$3.05 / \$3.05	Proposed: Yes	TIP: Yes
Widen from 2 to 4/5 lanes from Michaels Road to Evanston Road to coordinate with Miami County project 105B and Montgomery County project 272B.						
<b>108 MIA</b>	<b>Donn Davis Way Connection</b>	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.30 / \$6.79	Proposed: Yes	TIP: No
Extend as 3/4 lanes from Kessler-Cowlesville Road to the existing Donn Davis Way at Parkwood Avenue, crossing North Hyatt Street north of Arapaho Trail.						
<b>112 MIA</b>	<b>Evanston Road</b>	Feasible: 2021-2025	Mileage: 1.82	Cost: \$4.90 / \$6.19	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from CR 25A to Tipp-Canal Road; including a proposed bike/pedestrian crossing over I-75 (attached to existing overpass) and construction of either an on- or off-street bike/pedestrian path.						
<b>113 MIA</b>	<b>Experiment Farm Road</b>	Feasible: 2031-2035	Mileage: 0.33	Cost: \$1.56 / \$2.46	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from just north of Corporate Drive to Eldean Road.						
<b>113A MIA</b>	<b>Eldean Road / Experiment Farm Road</b>	Feasible: 2021-2025	Mileage: 0.33	Cost: \$1.75 / \$2.21	Proposed: Yes	TIP: No
Realign the offset intersection.						
<b>121 MIA</b>	<b>McKaig Road</b>	Feasible: 2021-2025	Mileage: 1.40	Cost: \$2.02 / \$2.55	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Dorset Road to Cartwright Court.						
<b>139A MIA</b>	<b>Washington Road / Wilson Road</b>	Feasible: 2026-2030	Mileage: 0.74	Cost: \$1.35 / \$1.70	Proposed: Yes	TIP: No
Realign Washington Road to intersect Wilson Road at McKaig Road.						
<b>351 MIA</b>	<b>SR 571</b>	Feasible: 2021-2025	Mileage: 1.50	Cost: \$7.50 / \$9.47	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Main Street to Davis Road; including intersection and signal improvements at Stone Meadows Boulevard.						
<b>354 MIA</b>	<b>Railroad Overpass / New Connector Road</b>	Feasible: 2036-2040	Mileage: 0.70	Cost: \$8.00 / \$12.63	Proposed: Yes	TIP: No
Construct new 2/3 lane roadway from Donn Davis Way to North Third Street in Tipp City; including a railroad grade separation at the CSX railroad line.						
<b>371 MIA</b>	<b>SR 41</b>	Feasible: 2021-2025	Mileage: 0.51	Cost: \$1.13 / \$1.43	Proposed: Yes	TIP: No
Widen from 5 to 7 lanes from Experiment Farm Road to I-75.						
<b>501 MIA</b>	<b>Tipp-Cowlesville Road</b>	Feasible: 2021-2025	Mileage: 1.31	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Crane Road to CR 25A.						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>503A MIA</b>	<b>Statler Road — Phase I</b>	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Reconstruction and widening from 2 to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter and utility upgrades from the Great Miami River to I-75 (west side).						
<b>503B MIA</b>	<b>Statler Road — Phase II</b>	Feasible: 2031-2035	Mileage: 1.00	Cost: \$4.60 / \$7.26	Proposed: Yes	TIP: No
Reconstruction and widening from I-75 to Troy-Sidney Road to industrial development standards with curb and gutter and utility extensions.						
<b>506A MIA</b>	<b>Garbry Road — Phase I</b>	Feasible: 2026-2030	Mileage: 0.90	Cost: \$4.60 / \$5.81	Proposed: Yes	TIP: No
Reconstruction and widening from 2 lanes to 3 lanes and upgrade from rural cross section to urban cross section with curb and gutter, sidewalks, and utility upgrades from CSX Railroad Crossing to Kienle Drive.						
<b>506B MIA</b>	<b>Garbry Road — Phase II</b>	Feasible: 2026-2030	Mileage: 0.50	Cost: \$2.30 / \$2.90	Proposed: Yes	TIP: No
Reconstruction, widening, and upgrade from rural cross section to urban cross section with curb and gutter, sidewalks, and utility upgrades from Kienle Drive to US 36.						
<b>506C MIA</b>	<b>Looney Road / Garbry Road Intersection</b>	Feasible: 2016-2020	Mileage: NA	Cost: \$1.63 / \$1.63	Proposed: Yes	TIP: Yes
Construction of a roundabout at the intersection of Garbry Road and Looney Road.						
<b>507 MIA</b>	<b>Swailes Road Extension</b>	Feasible: 2036-2040	Mileage: 0.70	Cost: \$1.35 / \$2.13	Proposed: Yes	TIP: No
New roadway extension from the western termini of Swailes Road at Nashville Road to Wilson Road at SR 55.						
<b>508A MIA</b>	<b>Peters Road — Phase I</b>	Feasible: 2026-2030	Mileage: 0.41	Cost: \$1.24 / \$1.57	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Dickerson Drive to Premwood Road.						
<b>508B MIA</b>	<b>Peters Road — Phase II</b>	Feasible: 2031-2035	Mileage: 0.80	Cost: \$1.96 / \$3.10	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Premwood Road to Swailes Road.						
<b>509A MIA</b>	<b>Northern Connector — Phase I</b>	Feasible: 2036-2040	Mileage: 1.30	Cost: \$3.49 / \$5.51	Proposed: Yes	TIP: No
New 3-lane roadway from CR 25A to Troy-Sidney Road.						
<b>509B MIA</b>	<b>Northern Connector — Phase II</b>	Feasible: 2036-2040	Mileage: 1.70	Cost: \$3.60 / \$5.69	Proposed: Yes	TIP: No
New 3-lane roadway from Troy Sidney Road to Troy Urbana Road.						
<b>509C MIA</b>	<b>Northern Connector — Phase III</b>	Feasible: 2036-2040	Mileage: 1.68	Cost: \$3.94 / \$6.22	Proposed: Yes	TIP: No
New 3-lane roadway from Troy Urbana Road Crossing SR 55 to SR 202.						
<b>512A MIA</b>	<b>Eldean Road — Phase I</b>	Feasible: 2021-2025	Mileage: 1.20	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Experiment Farm Road to CR 25A.						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>512B MIA</b>	<b>Eldean Road — Phase II</b>	Feasible: 2026-2030	Mileage: 1.03	Cost: \$2.57 / \$3.24	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Washington Road to Experiment Farm Road.						
<b>512C MIA</b>	<b>Eldean Road — Phase III</b>	Feasible: 2031-2035	Mileage: 1.14	Cost: \$2.85 / \$4.50	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from SR 41 to Washington Road.						
<b>514 MIA</b>	<b>Piqua-Troy Road</b>	Feasible: 2026-2030	Mileage: 1.19	Cost: \$2.98 / \$3.76	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from the Troy north corporation limit to Troy-Sidney Road.						
<b>516A MIA</b>	<b>Washington Road — Phase I</b>	Feasible: 2021-2025	Mileage: 1.87	Cost: \$4.68 / \$5.91	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from SR 718 to 0.6 miles south of SR 41.						
<b>516B MIA</b>	<b>Washington Road — Phase II</b>	Feasible: 2031-2035	Mileage: 0.81	Cost: \$2.03 / \$3.21	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from SR 41 to Eldean Road.						
<b>516C MIA</b>	<b>Washington Road — Phase III</b>	Feasible: 2036-2040	Mileage: 1.94	Cost: \$4.85 / \$7.66	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.						
<b>517B MIA</b>	<b>Farrington Road — Phase II</b>	Feasible: 2021-2025	Mileage: 1.03	Cost: \$2.58 / \$3.26	Proposed: Yes	TIP: No
Widen Farrington Road from 2 to 3 lanes from Washington Road to Experiment Farm Road.						
<b>518B MIA</b>	<b>Kinna Drive — South</b>	Feasible: 2021-2025	Mileage: 0.70	Cost: \$2.20 / \$2.78	Proposed: Yes	TIP: No
Construct a 3-lane extension from SR 571 to Evanston Road.						
<b>520A MIA</b>	<b>Peters Road — Phase I</b>	Feasible: 2026-2030	Mileage: 2.09	Cost: \$5.23 / \$6.60	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Kessler-Cowlesville Road to Swailes Road.						
<b>520B MIA</b>	<b>Peters Road — Phase II</b>	Feasible: 2031-2035	Mileage: 1.10	Cost: \$2.75 / \$4.34	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from SR 571 to Kessler-Cowlesville Road.						
<b>528 MIA</b>	<b>I-75 / SR 571</b>	Feasible: 2036-2040	Mileage: NA	Cost: \$1.61 / \$2.54	Proposed: Yes	TIP: No
Interchange modification to improve capacity of existing ramps and replace structure with 5-lane capacity structure.						
<b>530 MIA</b>	<b>Riverside Drive</b>	Feasible: 2016-2020	Mileage: 0.46	Cost: \$1.94 / \$2.19	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from 600 feet north of Adams Street to the Duke Park north boundary.						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>531C MIA</b>	<b>Main Street — Streetscape</b>	Feasible: 2021-2025	Mileage: 0.20	Cost: \$1.70 / \$2.15	Proposed: Yes	TIP: No
Rehabilitate and improve East Main Street / SR 571 from First Street eastward to and including the crossing of the Great Miami River Bikeway (GMRB).						
<b>531D MIA</b>	<b>Main Street — Streetscape</b>	Feasible: 2026-2030	Mileage: 0.25	Cost: \$1.50 / \$1.89	Proposed: Yes	TIP: No
Rehabilitate and improve West Main Street / SR 571 from Hyatt Street eastward to the CSX Railroad Tracks; including an interconnection among the existing traffic signals.						
<b>532 MIA</b>	<b>Experiment Farm Road</b>	Feasible: 2036-2040	Mileage: 1.96	Cost: \$4.90 / \$7.74	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Eldean Road to Farrington Road.						
<b>533 MIA</b>	<b>Northern Access Interchange Feasibility Study</b>	Feasible: 2021-2025	Mileage: NA	Cost: \$0.42 / \$0.53	Proposed: Yes	TIP: No
Traffic study to look at future improvements needed to improve vehicular access between SR 41 and CR 25A including potential for an Eldean Road Interchange at I-75.						
<b>535 MIA</b>	<b>SR 571</b>	Feasible: 2036-2040	Mileage: 1.50	Cost: \$10.00 / \$15.79	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Peters Road to CR 25A.						
<b>537A MIA</b>	<b>SR 41 Traffic Signal Interconnect</b>	Feasible: 2021-2025	Mileage: NA	Cost: \$0.75 / \$0.95	Proposed: Yes	TIP: No
Extend communication backbone to allow traffic signals to operate as a closed loop system at the intersections with Dorset Road and Marybill Drive.						
<b>540 MIA</b>	<b>Troy-Sidney Road</b>	Feasible: 2021-2025	Mileage: 1.00	Cost: \$4.00 / \$5.05	Proposed: Yes	TIP: No
Reconstruction and widening of Troy-Sidney Road from US 36 to Statler Road. The project will consist of roadway reconstruction to industrial development standards with curb and gutter and utility extensions.						
<b>541 MIA</b>	<b>Kyle Park Drive</b>	Feasible: 2021-2025	Mileage: 0.33	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
Construct Kyle Park Drive as a 3-lane roadway from S. Hyatt Street easterly to S. First Street including a sidewalk on one side of Kyle Park Drive and a 10' wide bikeway on the other.						
<b>542 MIA</b>	<b>CR 25A - YMCA Bikeway</b>	Feasible: 2021-2025	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
Construct a new 10' bikeway from the Robinson Branch YMCA southerly to and crossing at the intersection of Donn Davis Way and CR 25A, connecting to the existing bikeway on Donn Davis Way, and continuing from existing bikeway on Donn Davis Way at Tipp-Cowlesville Road easterly on Crane Road to the Great Miami River Bike Trail, just east of North Third Street.						
<b>543 MIA</b>	<b>County Road 25A</b>	Feasible: 2021-2025	Mileage: 0.50	Cost: \$1.10 / \$1.39	Proposed: Yes	TIP: No
Upgrade and widen from 4 to 5 lanes, and enhance CR 25A between the Meijer Distribution Center northerly to Exit 69 at I-75.						
<b>544 MIA</b>	<b>Crane Road Bikeway</b>	Feasible: 2021-2025	Mileage: 0.40	Cost: \$0.90 / \$1.14	Proposed: Yes	TIP: No
Construct a new 10' bikeway/multi-use recreational trail from intersection of N. Hyatt Street and Crane Road easterly crossing the CSX railroad tracks to the Great Miami River Bikeway.						



**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>545 MIA</b>	<b>CSX Rail Spur</b>	Feasible: 2036-2040	Mileage: 0.38	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Construct a 2,000 foot rail spur on the west side of the CSX railroad tracks within and proximate to the 113 acre Prill property bounded on the north by Crane Road, on the south by Parkwood Drive, N. Hyatt Street on the west, and the CSX tracks on the east.						
<b>643 MIA</b>	<b>SR 201 — Phase VIII</b>	Feasible: 2021-2025	Mileage: 0.16	Cost: \$1.70 / \$2.15	Proposed: Yes	TIP: No
Widen from 2 to 4 lanes from Montgomery County line to Singer Road; including a grass median island, curb, gutter, storm drainage system, and landscaping enhancements.						
<b>144C MOT</b>	<b>I-70</b>	Feasible: 2031-2035	Mileage: 7.70	Cost: \$53.31 / \$84.19	Proposed: Yes	TIP: No
Rehabilitate and widen 4 to 6 lanes; beginning at Arlington Road to SR-48. (Interchange improvements will be included on this project if the Interchange Modification Study requires any improvements.)						
<b>154E MOT</b>	<b>US 35 — Phase IIB</b>	Feasible: 2021-2025	Mileage: 3.16	Cost: \$30.39 / \$38.37	Proposed: Yes	TIP: No
US 35 from Livingston Avenue to I-675, major rehabilitation of existing pavement, construction of an additional lane in each direction, and bridge work. Construction plans for the project are complete.						
<b>154F MOT</b>	<b>US 35 — Phase III</b>	Feasible: 2021-2025	Mileage: 0.78	Cost: \$16.36 / \$20.65	Proposed: Yes	TIP: No
US 35 at Woodman Drive / SR 835 interchange modification. Construction plans for the project are complete.						
<b>154G MOT</b>	<b>US 35 — Phase IV</b>	Feasible: 2026-2030	Mileage: 0.73	Cost: \$15.41 / \$19.46	Proposed: Yes	TIP: No
US 35 at Smithville Road interchange modification. Construction plans for the project are complete.						
<b>155D MOT</b>	<b>US 35</b>	Feasible: 2026-2030	Mileage: 2.00	Cost: \$5.95 / \$7.51	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Union Road to Lutheran Church Road.						
<b>155E MOT</b>	<b>US 35</b>	Feasible: 2026-2030	Mileage: 1.00	Cost: \$2.73 / \$3.45	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Lutheran Church Road to Diamond Mill Road.						
<b>166 MOT</b>	<b>SR 48</b>	Feasible: 2026-2030	Mileage: 1.10	Cost: \$5.55 / \$7.01	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Phillisburg-Union Road to Miami County line.						
<b>167 MOT</b>	<b>SR 48</b>	Feasible: 2031-2035	Mileage: 1.67	Cost: \$3.01 / \$4.75	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from the Warren County line to Sheehan Road.						
<b>184B MOT</b>	<b>SR 725</b>	Feasible: 2021-2025	Mileage: 1.00	Cost: \$7.20 / \$9.09	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from Bigger Road to Wilmington Pike.						
<b>202E MOT</b>	<b>Social Row Road</b>	Feasible: 2021-2025	Mileage: 1.70	Cost: \$11.00 / \$13.89	Proposed: Yes	TIP: No
Widen from 2 to 5 lanes from 2000' east of Yankee Street to SR 48.						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

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

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

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

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>372B MOT</b>	<b>Spring Valley Road</b>	Feasible: 2031-2035 Widen from 3 to 5 lanes from Yankee Street to SR 48.	Mileage: 2.10	Cost: \$9.80 / \$15.48	Proposed: Yes	TIP: No
<b>603B MOT</b>	<b>Wolf Creek Pike / Lutheran Church Road / Seybold Road</b>	Feasible: 2026-2030 Realign the offset intersection.	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
<b>603D MOT</b>	<b>Lutheran Church Road / Little Richmond Road</b>	Feasible: 2026-2030 Realign the offset intersection.	Mileage: 1.00	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
<b>608 MOT</b>	<b>Brookville-Salem Road</b>	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 49 to Brookville-Phillipsburg Road.	Mileage: 2.10	Cost: \$7.20 / \$11.37	Proposed: Yes	TIP: No
<b>611A MOT</b>	<b>Hoke Road — South</b>	Feasible: 2031-2035 Widen Hoke Road to three (3) lanes from south of Career Drive to Westbrook Road and add traffic signals at the Westbrook intersection.	Mileage: 0.60	Cost: \$1.60 / \$2.53	Proposed: Yes	TIP: No
<b>613B MOT</b>	<b>Union Road</b>	Feasible: 2031-2035 Widen from Westbrook Road to US 35 to add left turn lanes at the Shiloh Springs Road and Little Richmond Road intersections.	Mileage: NA	Cost: \$1.42 / \$2.24	Proposed: Yes	TIP: No
<b>613C MOT</b>	<b>Union Road</b>	Feasible: 2036-2040 Improve geometry from SR 4 to Fairview Drive by eliminating the horizontal curves/offsets at the Lower Miamisburg Road intersections; including an extension of Union Road along the current north/south alignment through Lower Miamisburg Road, creating a new four-leg intersection.	Mileage: 6.50	Cost: \$4.19 / \$6.62	Proposed: Yes	TIP: No
<b>614A MOT</b>	<b>Basore Road</b>	Feasible: 2021-2025 Widen and extend from 2 to 3 lanes from Turner Road to Shiloh Springs Road; including curb.	Mileage: 0.50	Cost: \$1.06 / \$1.33	Proposed: Yes	TIP: No
<b>615A MOT</b>	<b>Westbrook Road</b>	Feasible: 2031-2035 Widen from 2 to 3 lanes from SR 48 to Diamond Mill Road.	Mileage: 6.30	Cost: \$24.00 / \$37.90	Proposed: Yes	TIP: No
<b>626 MOT</b>	<b>Olive Road / Taywood Road Connector</b>	Feasible: 2026-2030 New roadway connecting the southern terminus of Taywood Road at Westbrook Road to the northern terminus of Olive Road at Salem Bend Road.	Mileage: 0.36	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
<b>628A MOT</b>	<b>Diamond Mill Road</b>	Feasible: 2036-2040 Improve roadway geometry and left turn lanes on Diamond Mill Road at the Upper Lewisburg-Salem Road, Westbrook Road, Air Hill/Shiloh Springs Road, Wolf Creek Pike, and Old Dayton Road intersections; including a realignment of the Shiloh Springs Road/Air Hill Road intersection.	Mileage: 7.80	Cost: \$5.86 / \$9.25	Proposed: Yes	TIP: No

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>628B MOT</b>	<b>Diamond Mill Road</b>	Feasible: 2036-2040	Mileage: 8.10	Cost: \$3.55 / \$5.61	Proposed: Yes	TIP: No
Improve roadway geometry and add left turn lanes on Diamond Mill Road from the Germantown north corporation limit to US 35 at the Dayton-Farmersville Road, Hemple Road, Farmersville-West Carrollton Road, and Manning Road intersections; including a realignment of the Hemple Road intersection.						
<b>631 MOT</b>	<b>Upper Lewisburg-Salem Road</b>	Feasible: 2026-2030	Mileage: 1.4	Cost: \$6.60 / \$8.33	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Arlington Road to Brookville-Salem Road.						
<b>633 MOT</b>	<b>Farmersville-West Carrollton Road</b>	Feasible: 2026-2030	Mileage: 1.50	Cost: \$3.75 / \$4.73	Proposed: Yes	TIP: No
Widen from 2 to 4 lanes from Central Avenue to Infirmary Road, including dedicated right and left turn lanes at intersections.						
<b>635 MOT</b>	<b>Farmersville-West Carrollton Road</b>	Feasible: 2026-2030	Mileage: 0.90	Cost: \$4.75 / \$6.00	Proposed: Yes	TIP: No
Provide grade separation over CSX Railroad tracks, including a relocation of approximately 1,500 feet of Infirmary Road to the west of the CSX Railroad tracks.						
<b>636 MOT</b>	<b>Central Avenue/Miami Avenue</b>	Feasible: 2016-2020	Mileage: 0.25	Cost: \$0.85 / \$0.96	Proposed: Yes	TIP: No
Upgrade existing intersection by improving turning radii for westbound to northbound traffic, including a dedicated left turn lane for southbound to eastbound traffic.						
<b>637 MOT</b>	<b>Little York Road — Phase I</b>	Feasible: 2021-2025	Mileage: 0.45	Cost: \$5.00 / \$6.31	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Miller Lane to North Dixie Drive.						
<b>647 MOT</b>	<b>Little York Road — Phase II</b>	Feasible: 2026-2030	Mileage: 1.50	Cost: \$5.40 / \$6.82	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from North Dixie Drive to Peters Pike.						
<b>648 MOT</b>	<b>Little York Road — Phase III</b>	Feasible: 2031-2035	Mileage: 1.50	Cost: \$7.30 / \$11.53	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Peters Pike to Frederick Pike.						
<b>650 MOT</b>	<b>Frederick Pike</b>	Feasible: 2036-2040	Mileage: 2.00	Cost: \$6.60 / \$10.42	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Little York Road to US 40.						
<b>654 MOT</b>	<b>Broadway Street</b>	Feasible: 2026-2030	Mileage: 1.00	Cost: \$5.75 / \$7.26	Proposed: Yes	TIP: No
Realign and widen roadway from 2 to 3 lanes from Germantown Street to Edwin C. Moses Boulevard.						
<b>656 MOT</b>	<b>Smithville Road</b>	Feasible: 2026-2030	Mileage: 1.00	Cost: \$6.32 / \$7.98	Proposed: Yes	TIP: No
Widen from 2/4 to 3/5 lanes from US 35 to Fourth Street.						
<b>661 MOT</b>	<b>Washington Street</b>	Feasible: 2026-2030	Mileage: 0.30	Cost: \$3.45 / \$4.36	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Perry Street to Veteran's Parkway.						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>665 MOT</b>	<b>Sheehan Road</b>	Feasible: 2036-2040	Mileage: 1.50	Cost: \$4.00 / \$6.32	Proposed: Yes	TIP: No
Widen Sheehan Road from Social Row Road to Bonnie Anne Place from 2 to 3 lanes.						
<b>668 MOT</b>	<b>Kittridge Road</b>	Feasible: 2026-2030	Mileage: 0.60	Cost: \$2.88 / \$3.64	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Gander Road to the Dayton east corportation limit.						
<b>669 MOT</b>	<b>Spring Valley Pike</b>	Feasible: 2031-2035	Mileage: 1.20	Cost: \$4.60 / \$7.26	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Clyo Road to the Greene County Line.						
<b>670A MOT</b>	<b>Centerville Station Road — Phase I</b>	Feasible: 2026-2030	Mileage: 0.61	Cost: \$3.60 / \$4.55	Proposed: Yes	TIP: No
Widen Centerville Station Road from Park East Court to Wilmington Pike from 2 to 3 lanes.						
<b>670B MOT</b>	<b>Centerville Station Road — Phase II</b>	Feasible: 2031-2035	Mileage: 0.45	Cost: \$1.10 / \$1.74	Proposed: Yes	TIP: No
Widen Centerville Station Road from Brainard Woods Drive to Park East Court from 2 to 3 lanes.						
<b>676 MOT</b>	<b>I-75 / Needmore Road Interchange</b>	Feasible: 2036-2040	Mileage: NA	Cost: \$31.99 / \$50.52	Proposed: Yes	TIP: No
Interchange modification to improve capacity of existing ramps; widen Needmore Road bridge over I-75 to 8 lanes.						
<b>677 MOT</b>	<b>I-75 / Edwin C. Moses Boulevard</b>	Feasible: 2031-2035	Mileage: NA	Cost: \$19.80 / \$31.27	Proposed: Yes	TIP: No
Short term improvements at the interchange and nearby access points to improve traffic flow during special events.						
<b>678 MOT</b>	<b>I-75 / Wagner Ford Road</b>	Feasible: 2031-2035	Mileage: NA	Cost: \$54.46 / \$86.00	Proposed: Yes	TIP: No
Interchange modification to address geometric and operational deficiencies.						
<b>679 MOT</b>	<b>I-75 / SR 725</b>	Feasible: 2026-2030	Mileage: NA	Cost: \$5.00 / \$6.31	Proposed: Yes	TIP: No
Modify the ramp terminals to improve traffic flow and safety.						
<b>680 MOT</b>	<b>I-75 / US 40 / Northwoods Boulevard</b>	Feasible: 2036-2040	Mileage: NA	Cost: \$38.08 / \$60.14	Proposed: Yes	TIP: No
Interchange modifications to reduce weaving movements.						
<b>800A MOT</b>	<b>West Moraine Connector — Phase I</b>	Feasible: 2026-2030	Mileage: 1.00	Cost: \$8.25 / \$10.42	Proposed: Yes	TIP: No
Widen Pinnacle Road from Moraine/Jefferson Township boundary to Infirmary Road, Infirmary Road from Pinnacle Road to Hemple Road, and Hemple Road from Infirmary Road to 800 feet west of Infirmary Road; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Infirmary Road and Hemple Road.						
<b>800B MOT</b>	<b>West Moraine Connector — Phase II</b>	Feasible: 2031-2035	Mileage: 1.00	Cost: \$2.70 / \$4.26	Proposed: Yes	TIP: No
Widen Hemple Road from 800 feet west of Infirmary Road to SR 4; including new drainage culverts, side road drainage, bike/pedestrian paths, and realignment of the intersection at Hemple Road and SR 4.						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>803A MOT</b>	<b>US 40</b>	Feasible: 2021-2025	Mileage: 0.30	Cost: \$1.45 / \$1.83	Proposed: Yes	TIP: No
Widen US 40 to three lanes from Haber Road to the main entrance of the Northmont School Campus and add a traffic signal and right turn lane on Haber Road.						
<b>803B MOT</b>	<b>US 40</b>	Feasible: 2026-2030	Mileage: NA	Cost: \$1.00 / \$1.26	Proposed: Yes	TIP: No
Widen to provide left turn lanes at Arlington Road.						
<b>804 MOT</b>	<b>SR 48</b>	Feasible: 2036-2040	Mileage: 0.50	Cost: \$2.80 / \$4.42	Proposed: Yes	TIP: No
Traffic signal upgrades, street lighting, sidewalks, curb and gutter, and drainage issues on SR 48 from Westbrook Road to Hacker Road.						
<b>808 MOT</b>	<b>SR 4</b>	Feasible: 2026-2030	Mileage: 2.00	Cost: \$7.09 / \$8.95	Proposed: Yes	TIP: No
Upgrade intersections at Manning Road/Jamaica Road, Union Road, and Infirmary Road in the communities of Moraine and Germantown; including turn lanes and traffic signals.						
<b>810 MOT</b>	<b>Helena Street</b>	Feasible: 2021-2025	Mileage: 0.25	Cost: \$2.88 / \$3.64	Proposed: Yes	TIP: No
Realign and widen from 2 to 3 lanes from Riverside Drive to Forest Avenue.						
<b>815 MOT</b>	<b>Dog Leg Road / Frederick Pike / Meeker Road</b>	Feasible: 2031-2035	Mileage: 0.50	Cost: \$1.75 / \$2.76	Proposed: Yes	TIP: No
Install roundabout to consolidate three intersections.						
<b>816 MOT</b>	<b>Alex-Bell Road and Mad River Road</b>	Feasible: 2021-2025	Mileage: 0.50	Cost: \$1.50 / \$1.89	Proposed: Yes	TIP: No
Install roundabout or traffic signal.						
<b>818 MOT</b>	<b>US 35 / SR 49</b>	Feasible: 2026-2030	Mileage: NA	Cost: \$0.87 / \$1.10	Proposed: Yes	TIP: No
Improve the intersection by adding turn lanes and improving signal timing and progression.						
<b>820 MOT</b>	<b>Farmersville-Johnsville Road</b>	Feasible: 2036-2040	Mileage: 10.50	Cost: \$3.49 / \$5.51	Proposed: Yes	TIP: No
Improve roadway geometry from the Farmersville north corporation limit to Westbrook Road; including improvements at the Westbrook Road, Brookville-Pyrmont Pike, and US 35 offset interections, with new turn lanes at US 35.						
<b>821 MOT</b>	<b>Alex Road</b>	Feasible: 2021-2025	Mileage: 0.25	Cost: \$0.85 / \$1.07	Proposed: Yes	TIP: No
Widen to add southbound right turn lane on Alex Road from Watertower Lane to SR 725.						
<b>822A MOT</b>	<b>Wilmington Pike — Phase II</b>	Feasible: 2016-2020	Mileage: 0.68	Cost: \$3.20 / \$3.61	Proposed: Yes	TIP: No
Widen Wilmington Pike from I-675 to Brown Road from 4 to 6 through lanes with turn lanes as needed.						
<b>822B MOT</b>	<b>Wilmington Pike — Phase III</b>	Feasible: 2026-2030	Mileage: 0.37	Cost: \$2.50 / \$3.16	Proposed: Yes	TIP: No
Widen Wilmington Pike from Clyo Road to I-675 from 4 to 6 through lanes with turn lanes as needed.						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

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



**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>838 MOT</b>	<b>Wayne Avenue</b>	Feasible: 2021-2025	Mileage: 0.56	Cost: \$2.00 / \$2.53	Proposed: Yes	TIP: No
Widening of Wayne Avenue from 4 to 5 lanes from Wyoming Street to Anderson Street for the installation of left turn lanes.						
<b>839 MOT</b>	<b>Webster Street</b>	Feasible: 2031-2035	Mileage: 0.50	Cost: \$2.50 / \$3.95	Proposed: Yes	TIP: No
Widening of Webster Street to 5 lanes from Deeds Park Drive to Keowee Street for the installation of left turn lanes.						
<b>840 MOT</b>	<b>Harshman Road Bridge</b>	Feasible: 2016-2020	Mileage: 0.50	Cost: \$10.00 / \$10.00	Proposed: Yes	TIP: Yes
Replace bridge over the Mad River. Provide left turn lanes and bikeway on the bridge. (Project Sold).						
<b>841 MOT</b>	<b>Dayton - Third Street Bridge</b>	Feasible: 2016-2020	Mileage: 0.25	Cost: \$20.00 / \$20.00	Proposed: Yes	TIP: NF
Replace bridge over the Great Miami River. Provide left turn lane and shared use path on the bridge.						
<b>842 MOT</b>	<b>Multi-Modal Rail Extension</b>	Feasible: 2016-2020	Mileage: 4.54	Cost: \$19.80 / \$22.35	Proposed: Yes	TIP: YP
Multiphase project to connect CSXT mainline to Dayton International Airport. Phase I will include the improvement of existing track spur and Phase II will include the construction of new track from the I-75 bridge travelling west to the eastern property boundary line of the Dayton International Airport. The Environmental Study for this project is funded in the TIP.						
<b>844 MOT</b>	<b>County Line Road</b>	Feasible: 2021-2025	Mileage: 0.68	Cost: \$3.00 / \$3.79	Proposed: Yes	TIP: No
Widening of County Line Road between Vale Drive and East Dorothy Lane. Roadway is currently a 3-lane section in this area and the proposed project will widen County Line Road to a 4-lane section, with 2 southbound lanes, a single northbound lane, and a center two-way-left-turn lane. Additional improvements include a traffic signal modification at the intersection with Tonawanda Trail, modified street lighting, and the construction of a 10-foot wide multi-use sidepath along the west side of the road.						
<b>849 MOT</b>	<b>South Elm Street Intersection Improvements</b>	Feasible: 2021-2025	Mileage: 0.90	Cost: \$2.25 / \$2.84	Proposed: Yes	TIP: No
Realign four poorly designed intersections along S. Elm Street to correct intersection sight distance deficiencies at Hazelwood Circle, Blossom Hill Road, Ironwood Drive, and Black Forest Drive.						
<b>851 MOT</b>	<b>Washington Church Road</b>	Feasible: 2031-2035	Mileage: 1.02	Cost: \$2.84 / \$4.48	Proposed: Yes	TIP: No
Widen to 3 lanes from Austin Boulevard to 500 feet north of Spring Valley Pike with combination curb and gutter, concrete walk, and a multi-use path.						
<b>855 MOT</b>	<b>SR 4 / Harshman Road Interchange</b>	Feasible: 2021-2025	Mileage: NA	Cost: \$4.24 / \$5.35	Proposed: Yes	TIP: No
Reconfigure SR 4 exit ramps at Harshman Road to improve safety.						
<b>856 MOT</b>	<b>Springfield Street</b>	Feasible: 2016-2020	Mileage: 1.30	Cost: \$1.52 / \$1.72	Proposed: Yes	TIP: No
Reconstruction of Springfield Street to add a dedicated turn lane to the proposed Air Force Museum entrance gate, with combined curb and gutter, sidewalks, storm sewer system, and utility relocations/adjustments.						
<b>857A MOT</b>	<b>Valley Pike — Phase II</b>	Feasible: 2016-2020	Mileage: 0.28	Cost: \$1.80 / \$2.03	Proposed: Yes	TIP: No
Reconstruct Valley Pike to an urban 3-lane section with combined curb and gutter, sidewalks, storm sewer system, and utility relocations from Broadmead Boulevard to Pleasant Valley Avenue.						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>858 MOT</b>	<b>Wolf Creek Pike Improvements</b>	Feasible: 2021-2025	Mileage: 2.00	Cost: \$6.00 / \$7.58	Proposed: Yes	TIP: No
Wolf Creek Pike from Little Richmond Road to SR 49, construct concrete curb and gutter, storm drainage, sidewalk, and pavement for bike lanes on both sides.						
<b>859 MOT</b>	<b>Dryden Road Multi-Modal Path — Phase I</b>	Feasible: 2021-2025	Mileage: 1.40	Cost: \$0.75 / \$0.95	Proposed: Yes	TIP: No
Construct multimodal (bike, skate, walk) path along Dryden Road in front of former GM property to Northlawn Avenue to connect industrial property and West Moraine residential areas to the River Corridor bikepath.						
<b>860 MOT</b>	<b>Dryden Road Multi-Modal Path — Phase II</b>	Feasible: 2026-2030	Mileage: 1.40	Cost: \$0.85 / \$1.07	Proposed: Yes	TIP: No
Construct multimodal (bike, skate, walk) path along Dryden Road from Arbor Boulevard to East River Road to loop through industrial areas and connect to the River Corridor bikepath.						
<b>862 MOT</b>	<b>Wilmington Pike Traffic Signal System Upgrade</b>	Feasible: 2016-2020	Mileage: 2.11	Cost: \$1.89 / \$1.89	Proposed: Yes	TIP: Yes
Provide upgraded communication between traffic signals and include rebuilding or equipment upgrades at the individual intersections as needed to improve safety and operations.						
<b>863 MOT</b>	<b>SR 49</b>	Feasible: 2036-2040	Mileage: 1.27	Cost: \$0.75 / \$1.18	Proposed: Yes	TIP: No
Corridor improvement - alternative will include addressing the SR 49 / I-70 interchange; SR 49 / Brookville-Salem intersection; and the SR 49 / US 40 intersection. Possible road diet.						
<b>864 MOT</b>	<b>I-75 / Austin Boulevard Interchange</b>	Feasible: 2016-2020	Mileage: 0.75	Cost: \$1.00 / \$1.13	Proposed: Yes	TIP: No
Implement findings from current IOS to add an additional right turn lane from Austin Boulevard WB to I-75 NB.						
<b>865 MOT</b>	<b>East Third Street</b>	Feasible: 2036-2040	Mileage: 0.65	Cost: \$5.75 / \$9.08	Proposed: Yes	TIP: No
Roadway narrowing on East Third Street from Keowee Street to Springfield Street to reduce travel lanes from 3/4 to 3.						
<b>866 MOT</b>	<b>Germantown Street</b>	Feasible: 2031-2035	Mileage: 0.78	Cost: \$3.80 / \$6.00	Proposed: Yes	TIP: No
Installation of a left turn lane on Germantown Street from Washington Street to James H. McGee Boulevard.						
<b>867 MOT</b>	<b>Hudson Avenue / Main Street</b>	Feasible: 2026-2030	Mileage: 0.24	Cost: \$1.20 / \$1.52	Proposed: Yes	TIP: No
Realignment of Hudson Avenue at Main Street including widening Main Street from 4 to 5 lanes to install a left turn lane from Santa Clara Avenue to Norman Street.						
<b>868 MOT</b>	<b>Monument Avenue</b>	Feasible: 2026-2030	Mileage: 1.08	Cost: \$4.10 / \$5.18	Proposed: Yes	TIP: No
Installation of a left turn lane on Monument Avenue from Keowee Street to Findlay Street.						
<b>869 MOT</b>	<b>Webster Street</b>	Feasible: 2026-2030	Mileage: 0.83	Cost: \$4.10 / \$5.18	Proposed: Yes	TIP: No
Installation of a left turn lane on Webster Street from Keowee Street to Stanley Avenue.						
<b>870 MOT</b>	<b>West Third Street</b>	Feasible: 2031-2035	Mileage: 0.72	Cost: \$3.50 / \$5.53	Proposed: Yes	TIP: No
Installation of a left turn lane on West Third Street from Abbey Avenue to Gettysburg Avenue.						

**Proposed Congestion Management Projects**  
**(Cost is in Millions of 2015 / Year of Expenditure Dollars)**

<b>871 MOT</b>	<b>Lyons Road Pedestrian Path</b>	Feasible: 2016-2020	Mileage: 0.80	Cost: \$1.56 / \$1.56	Proposed: Yes	TIP: NF
Construct new pedestrian pathway from Byers Road east along Lyons Road to approximately 1,200 feet north along Springboro Pike.						
<b>872 MOT</b>	<b>Washington Church Road Extension</b>	Feasible: 2021-2025	Mileage: 0.63	Cost: \$1.56 / \$1.96	Proposed: Yes	TIP: No
Construct new 2/3 land roadway approximately 3,300 feet south from intersection of Washington Church Road and Austin Boulevard to Montgomery/Warren County line.						
<b>874 MOT</b>	<b>Airway Road</b>	Feasible: 2016-2020	Mileage: 0.86	Cost: \$1.90 / \$2.14	Proposed: Yes	TIP: No
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Woodman Drive east to City Limit. Intersection improvements at Spinning Road and Airway Road and traffic signal at Woodman Drive and ASC access drive.						
<b>875 MOT</b>	<b>Springfield Street</b>	Feasible: 2016-2020	Mileage: 0.69	Cost: \$1.44 / \$1.63	Proposed: Yes	TIP: No
Resurface with curb, gutter, sidewalk, storm infrastructure, and lighting from Woodman Drive to west City Limit. Include access management improvements and incorporate bike lane by changing cross section from 4 to 2 lanes with turn lane.						
<b>876 MOT</b>	<b>Needmore Road</b>	Feasible: 2021-2025	Mileage: 0.65	Cost: \$1.36 / \$1.72	Proposed: Yes	TIP: No
Resurface, re-establish ditch line, update storm infrastructure, and provide street lighting between SR 201 and SR 202. Increase road width and accommodate new left turn for NB/WB traffic.						
<b>877 MOT</b>	<b>US 40 Logistics Improvements</b>	Feasible: 2016-2020	Mileage: 1.5	Cost: \$12.71 / \$14.35	Proposed: Yes	TIP: YP
Improve US 40 from Airpark Boulevard to Peters Pike to a five-lane cross section and improve the interchange at the Airport Access Road and US 40. Preliminary engineering, design and right-of-way phases are currently funded in the TIP.						
<b>878 MOT</b>	<b>Shroyer Road Improvements</b>	Feasible: 2016-2020	Mileage: 2.1	Cost: \$1.90 / \$1.90	Proposed: Yes	TIP: Yes
Shroyer Road from the City of Oakwood North Corp. limit to Dorothy Lane Avenue, resurface road and implement road diet to reduce lanes from 4 to 2 lanes with turn lanes and bike lanes to improve safety, then transition to existing 5-lane section at the intersection with Dorothy Lane Avenue. Shroyer Road from Dorothy Lane Avenue to Stroop Road, resurface road using existing configuration.						
<b>710C WAR</b>	<b>SR 73 / I-75 — Phase III</b>	Feasible: 2021-2025	Mileage: 1.04	Cost: \$2.60 / \$3.28	Proposed: Yes	TIP: No
Reconstruct SR 73 with overlay and widening for approximately 4,000 feet; including a new signal at the intersection of SR 73 and Greenwood Lane/Sharts Road and reconstruction of both Greenwood Lane and Sharts Road with overlay and widening for approximately 1,500 feet. Construct a new signal at the intersection of SR 73 and Greenwood/Sharts.						
<b>710D WAR</b>	<b>SR 73 / I-75 — Phase IV</b>	Feasible: 2021-2025	Mileage: 1.08	Cost: \$3.50 / \$4.42	Proposed: Yes	TIP: No
Reconstruct Ramp D as a two-lane exit ramp from SR 73 south until the proposed edge of pavement intersects with existing I-75 edge of pavement and the Ramp E loop entrance ramp from SR 73 to the existing ramp pavement at the I-75 bridge; including a new traffic signal at the intersection of Ramp D and SR 73.						
<b>715 WAR</b>	<b>Clearcreek Franklin Road</b>	Feasible: 2016-2020	Mileage: 0.70	Cost: \$1.20 / \$1.35	Proposed: Yes	TIP: No
Widen from 2 to 3 lanes from Whispering Pines to Pennyroyal Road adding curb and gutters and storm sewers. Re-profile roadway to correct vertical deficiencies and re-stripe roadway to include bike lanes.						

Source: MVRPC

## CONGESTION MANAGEMENT STRATEGIES – TRANSIT

The Region is served by three regional transit agencies. The Greater Dayton Regional Transit Authority (GDRTA) serves the Montgomery County residents with an extensive network of seven different types of fixed routes covering nearly 1,000 miles of directional roadways serving approximately 9 million passenger trips per year. Further, GDRTA’s Transit Hubs, located throughout Montgomery County, connect the central city and the suburban areas with bus services at centralized locations. Greene County is served by the Greene County Transit System (Greene CATS) on a demand-responsive basis, providing over 185,000 one-way passenger trips per year. Greene CATS has introduced flexed-route service and is currently operating five such routes. The Miami County Transit System which consolidated with the City of Piqua Transit System in 2007, provides demand-responsive transit service for Miami County residents including residents of the City of Piqua, with approximately 62,000 passenger trips per year.

SAFETEA-LU required that proposed projects under three FTA formula programs (the Specialized Needs of Elderly Individuals and Individuals with Disabilities Program — Section 5310, Job Access and Reverse Commute — Section 5316, and the New Freedom — Section 5317) be derived from a locally developed coordinated public transit/human services transportation plan. MAP-21/FAST Act has maintained the coordinated planning requirement, but has changed specific programs governed by that requirement. Specifically, Section 5316 (New Freedom) funding was combined with Section 5310 to create a revamped program now called Enhanced Mobility for Seniors and Individuals with Disabilities Program.

### *Greene CATS 2040 LRTP Expenses Summary (in millions of 2015 / Year of Expenditure dollars)*

Major Projects	Cost
<b>Capital</b>	<b>12.5</b>
- Bus Purchase – 175 (Fleet of 42)	8.75
- Shop/Office Equipment	0.13
- Planning Projects	2.25
- Other Capital Projects	1.37
<b>Operating / Maintenance</b>	<b>82.37</b>
<b>Total (2015 dollars)</b>	<b>94.87</b>
<b>Total (YOE dollars)</b>	<b>127.30</b>

Source: Greene CATS

### *Miami County Transit 2040 LRTP Projects (in millions of Year of Expenditure dollars)*

Project	Cost (YOE)
<b>Capital</b>	<b>6.91</b>
- Small Buses - 75 (Fleet of 18)	6.49
- Shop/Office Equipment	0.08
- Security Equipment	0.17
- Planning Projects	0.17
<b>Operating / Maintenance</b>	<b>34.13</b>
<b>Total</b>	<b>41.04</b>

Source: Miami County Transit

*GDRTA 2040 LRTP Projects  
(in millions of Year of Expenditure dollars)*

Project	Cost
<b>Capital Projects</b>	<b>521.17</b>
<b>Revenue Vehicles &amp; Equipment</b>	
- Electric Buses - 86 (Fleet of 45)	105.40
- Diesel - 218 (Fleet of 111)	111.66
- Project Mobility Buses - 70 (Fleet of 75)	38.19
- Vehicle Equipment	9.54
<b>Electric System Infrastructure</b>	92.63
<b>Transit Hubs &amp; Facility Improvements</b>	
- Longworth Campus	33.42
- Downtown Campus	18.58
- Countywide Transit Hubs	16.42
- Facilitywide Security Items	3.94
<b>Equipment</b>	
- Maintenance Equipment	6.34
- Office Equipment & Furnishings	3.28
- Computer Equipment & Software	19.32
- Support / Utility Vehicles	4.14
<b>Passenger Amenities</b>	
- General Transit Enhancements	8.31
- Community Specific TE Projects	33.39
<b>Planning Projects</b>	0.15
<b>Capital Tire Lease</b>	16.46
<b>Operating / Maintenance Projects</b>	<b>2,233.00</b>
<b>Total</b>	<b>2,754.17</b>

Source: GDRTA

*2040 Forecasted Cost and Revenues for Human Services Transportation  
(in millions of 2015 / Year of Expenditure dollars)*

Program	Cost/Revenues					
	Four Year TIP (2016- 2019)	Annual Average	Short Term Plan-5 years (2016-2020)	Long Term Plan-10 years (2021-2030)	Long Term Plan-10 years (2031-2040)	For Full 25 Year Plan
<b>Total (2015 dollars)</b>	<b>3.86</b>	<b>0.97</b>	<b>4.83</b>	<b>9.65</b>	<b>9.65</b>	<b>24.13</b>
<b>Total (YOE dollars)</b>	<b>3.86</b>	<b>-</b>	<b>4.95</b>	<b>12.18</b>	<b>15.24</b>	<b>32.37</b>

Source: MVRPC

**CONGESTION MANAGEMENT STRATEGIES –  
ALTERNATIVE MODES AND DEVELOPMENT CHOICES**

As the Region grows, it is essential to plan a comprehensive transportation system that serves the needs of travelers using all modes of transportation, allowing for reasonable mobility choices for all residents. The 2040 LRTP addresses future transportation needs by including programs and projects that provide alternatives to traditional forms of transportation and thereby aid in curtailing the demand for single occupancy vehicle travel, reducing congestion, harmful emissions, and the reliance on petroleum-based products. Alternative modes and development choice strategies can also spur economic development in existing communities, create strong places with a sense of community, and help preserve open space and environmentally sensitive areas.

*2040 Forecasted Cost and Revenues for Alternative Modes  
(in millions of 2015 / Year of Expenditure dollars)*

Program	Cost/Revenues					
	Four Year TIP (2016-2019)	Annual Average	Short Term Plan-5 years (2016-2020)	Long Term Plan-10 years (2021-2030)	Long Term Plan-10 years (2031-2040)	For Full 25 Year Plan
Rideshare	1.73	0.43	2.16	4.32	4.32	10.81
Vanpool Subsidy	0.56	0.14	0.70	1.40	1.40	3.50
Air Quality	1.65	0.41	2.06	4.12	4.12	10.30
Bikeway/Pedestrian	4.89	-	4.89	-		4.89
<b>Total (2015 dollars)</b>	<b>8.83</b>	<b>-</b>	<b>9.81</b>	<b>9.84</b>	<b>9.84</b>	<b>29.50</b>
<b>Total (YOE dollars)</b>	<b>8.83</b>	<b>-</b>	<b>9.94</b>	<b>12.43</b>	<b>15.54</b>	<b>37.91</b>

Source: MVRPC

**Funded Regional Bikeway and Pedestrian Projects**  
**(Cost in year of expenditure dollars)**

<b>Corridor Direction</b>	<b>Corridor Name</b>	<b>Map Label</b>	<b>Bikeway Limits</b>	<b>Owner / Maint.</b>	<b>Type of Facility</b>	<b>Width (feet)</b>	<b>Length (miles)</b>	<b>Cost</b>
North-South	Dayton-Kettering Connector	J1	Installation of bike lanes on Jefferson Street from Buckeye Street to E. Fifth Street.	Dayton	On-Street	NA	0.3	\$627,000
North-South	Great Miami River Trail	K10b	Construct trail on the west bank of the Great Miami River from current trail terminus at Courtyard Hotel to W. River Road.	Dayton	Off-Street	12	1.0	\$481,000
East-West	Old National Road Trail	Z1b	Construct a bikeway paralleling US 40 from Northmont Schools Property to Hoke Road in Clayton.	Clayton	On/Off-Street	10	1.0	\$635,000
East-West	Old National Road Trail	Z2	Construct a bikeway through Englewood MetroPark using marked park roads, new shared use path, and a new covered bridge.	Five Rivers MetroParks/ Englewood	Off-Street	12	2.3	\$3,150,000
<b>Regional Totals for Short Range Projects</b>							<b>4.6</b>	<b>\$4,893,000</b>

Source: MVRPC

## Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Ohio-to-Indiana Trail	A1	From the existing Cardinal Trail bike route, traveling north on High St. to abandoned Conrail ROW, then east along Conrail ROW.	Miami County	Off-Street	10	3.5	\$778,179
East-West	Ohio-to-Indiana Trail	A2	Construct shared use path between Piqua and Miami/Champaign county line via Garbry's Big Woods Reserve/Sanctuary.	Miami County	Off-Street	10	9.0	\$1,878,626
East-West	Possum Creek Jefferson Township Connector	AA1	Construct trail on/along West River Road to Sun Watch Village and Guthrie Road to Possum Creek MetroPark.	Dayton	On/Off-Street	Varies	3.6	\$895,277
East-West	Possum Creek Jefferson Township Connector	AA2	Construct trail from Possum Creek MetroPark to Arthur Fisher Park and along Dayton-Liberty Road to Union Road.	Jefferson Twp., Montgomery County	On/Off-Street	Varies	3.8	\$570,000
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B1	Construct shared use path between South St. and Xenia Dr.; add bike lanes on Xenia Dr. between shared use path and Yellow Springs-Fairfield Rd.	Fairborn	Off-Street	10	1.6	\$471,892
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B3	Widen/add shoulders on Black Lane, Armstrong Road, W Enon Road, N Enon Road and Yellow Springs-Fairfield Road to the Little Miami Scenic Trail.	Greene County, Fairborn, Yellow Springs	On-Street	6	8.2	\$3,295,240
East-West	Fairborn-Yellow Springs-Cedarville Connector Trail	B4	Widen shoulders on SR 343 and SR 72 between Yellow Springs and Cedarville.	Greene County	On-Street	6	7.7	\$2,633,212
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C1	Construct shared use path along Twin Creek between Main St. and SR 4/SR 725 intersection.	Germantown	Off-Street	10	1.0	\$286,691
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C10	From Sackett-Wright Park in Bellbrook to the Little Miami Scenic Trail.	Greene County	Off-Street	10	4.6	\$1,100,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C11	Widen shoulders between Spring Valley and Bowersville via Spring Valley-Pointersville Rd. and Hussey Rd.	Greene County	On-Street	6	16.3	\$5,512,398
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C2	Widen shoulders on Lower Miamisburg Rd./Riverview Ave./Maue Rd. between SR 4 and Alexandersville Rd.	Montgomery County, Miamisburg	On-Street	Varies	6.8	\$2,837,899
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C4	Retrofit Spring Valley Pike to include bike lanes between Yankee St. and McEwen Rd.	Washington Township	On-Street	6	0.4	\$123,532
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C5	Traveling east from McEwen Rd., along residential streets, to Alexandersville-Bellbrook Pike.	Washington Township, Centerville	On-Street	NA	5.0	\$1,432,103



## Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C7	From existing SR 725 bikeway, traveling east from Marwyck Dr. to Wilmington Pike.	Centerville	Off-Street	12	0.7	\$253,113
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C8	Traveling east along SR 725, from Wilmington Pike to 0.02 miles east.	Bellbrook	Off-Street	12	0.0	\$25,000
East-West	Germantown-Spring Valley-Bowersville Connector Trail	C9	Traveling east along SR 725, from Bellevue Dr. to Rosecrest Dr.	Bellbrook	Off-Street	12	0.5	\$123,127
East-West	Iron Horse Trail	D1	Sign/stripe bike facility along Valleywood Drive from Dorothy Lane to Wilmington Pike (.89 mi) and then construct a .25 mile bikeway along Wilmington Pike to the Wilmington/Stroop Intersection.	Kettering	On/Off-Street	Varies	1.2	\$80,000
East-West	Iron Horse Trail	D2	Construct a new bikeway from Galewood St. along Little Beaver Creek and Woodman Blvd. to Vale Dr.	Kettering	Off-Street	12	0.4	\$99,475
East-West	Mad River Trail	E4	Northeast from existing Mad River Corridor Bikeway along former railroad to Enon.	Greene County Park District	Off-Street	10	2.8	\$599,592
East-West	Great Miami-Little Miami Connector Trail	F1	Construct shared use path along SR 123 between downtown Franklin and Clear Creek; construct shared use path along Clear Creek between SR 123 and Lower Springboro Rd.	Warren County	Off-Street	12	3.6	\$971,212
East-West	Great Miami-Little Miami Connector Trail	F2	Widen shoulders on Lower Springboro Rd. between proposed Clear Creek Trail and US 42.	Warren County	On-Street	6	8.7	\$2,984,977
East-West	Wolf Creek Trail	G2a	Construct multi-use path on the east side of the roadway.	City of Trotwood	Off-Street	10	1.6	\$6,383,000
East-West	Wolf Creek Trail	G2b	Installation of 6,550' of bike path to connect Wolf Creek Trail near the intersection of Wolf Creek Pike and NW Connector (SR 49) and the intersection of Olive Road and Modern Way in the City of Trotwood.	City of Trotwood	Off-Street	10	1.3	\$191,000
East-West	Wolf Creek Trail	G3	Construct Shared use path between existing Wolf Creek Trail (near Dodson) and Montgomery/Preble County line.	Five Rivers MetroParks	Off-Street	12	2.2	\$532,040
North-South	Bellbrook-Fairborn Connector Trail	I1	Signed shared roadway from SR 725 along W. Walnut St. to existing bikeway at Bellbrook Park.	City of Bellbrook	On-Street	Varies	0.3	\$135,402
North-South	Bellbrook-Fairborn Connector Trail	I4	WSU to Kauffman Ave. Bikeway traveling north from Colonel Glenn Hwy. to Wright State Road.	Wright State University	Off-Street	10	1.0	\$231,788

## Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
North-South	Bellbrook-Fairborn Connector Trail	I5	Construct sidepath from Old Mill Lane to Kemp Rd.	Beavercreek	Off-Street	8	2.5	\$1,000,000
North-South	Iron Horse Trail	J3a	Construct a bicycle/pedestrian crossing at I-675, 0.33 mi east of Loop Rd and extend the trail to Alex Bell Rd. (See J3b for alternate alignment.)	Centerville	On/Off-Street	Varies	0.5	\$5,000,000
North-South	Iron Horse Trail	J3b	Construct a bicycle facility along Whipp and Hewitt to the existing Sidepath on Bigger Rd, crossing I-675 to Cloy Rd. (See J3a for alternate alignment.)	Centerville/ Kettering	On/Off-Street	Varies	1.5	\$250,000
North-South	Iron Horse Trail	J4	Extend Iron Horse Trail from Boyce Road to Social Row Road using Clareridge Lane, Spring Valley and Atchison Roads.	Centerville	On-Street	Varies	2.4	\$675,493
North-South	Great Miami River Trail	K12	Replace Bridge in Piqua with ADA Compliant Structure.	Miami County Park District	Off-Street	10	0.5	\$3,124,885
North-South	Great Miami River Trail	K7	Traveling north from Johnston Farm to the County Line.	Miami County Park District	Off-Street	10	2.1	\$456,557
North-South	Great Miami River Trail	K9	Construct Great Miami River Trail between Baxter Drive and Miami River Preserve Park.	Franklin, Middletown, Miami Conservancy District	Off-Street	12	2.0	\$1,386,572
North-South	Stillwater River Trail	L1	From existing bikeway at Sinclair Park, traveling north to Grossnickle Park.	Five Rivers Metro-Parks/Various	Off-Street	10	4.7	\$2,990,725
North-South	Stillwater River Trail	L3	From the existing Englewood Reserve Bikeway, traveling north along the Stillwater River corridor, to SR 55.	Miami County Park District	Off-Street	10	10.4	\$3,413,921
North-South	Stillwater River Trail	L5	Construct shared use path roughly paralleling SR 48 between Covington and Ludlow Falls.	Miami County Park District	Off-Street	10	10.0	\$2,051,460
North-South	Wolf Creek Connector Trail	M1	Widen shoulders along Union Rd. from the Wolf Creek Bikeway to the existing path at I-70.	Englewood, Trotwood	On-Street	6	4.1	\$1,688,055
North-South	Wolf Creek Connector Trail	M2	Widen shoulders along US 40 from Union Blvd. to the Englewood Reserve (also serves the Old National Road Trail).	Englewood	On-Street	6	0.6	\$249,370
North-South	Wolf Creek Connector Trail	M3	Widen shoulders on Union Rd. between Existing Wolf Creek Trail in Trotwood and SR 725.	Montgomery County	On-Street	6	11.6	\$3,975,305

## Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Great-Little Trail	N1	Construct shared use path along Miamisburg-Springboro Rd./Austin Pike/Social Row Rd. between Medlar Rd. and Wilmington-Dayton Rd.; widen shoulders on Ferry Rd./Lytle Rd. between Wilmington-Dayton Rd. and North St. in Corwin; develop signed on-street bikeway.	Mont. County, Centerville Washington Park District	On/Off-Street	Varies	10.7	\$2,491,329
North-South	Bowersville-Jamestown-Clifton Connector Trail	O1	Widen shoulders on SR 72 between Bowersville and Jamestown.	Greene County	On-Street	6	5.4	\$1,842,903
North-South	Bowersville-Jamestown-Clifton Connector Trail	O2	Widen shoulders on Charleston Rd. and Selma-Jamestown Rd. between Jamestown and Greene/Clark County line.	Greene County	On-Street	6	10.4	\$3,506,843
North-South	Troy-Fletcher Connector Trail	P1	Widen shoulders along SR 55 and SR 589, providing an on-street bikeway linking Troy, Casstown, and Fletcher.	Troy, Miami County	On-Street	6	10.6	\$3,596,324
East-West	Cardinal Trail	Q1	Widen roadway shoulders along the Cardinal Trail route (Covington-Gettysburg Rd.) between Covington and the Miami/Darke County line.	Miami County	On-Street	6	4.7	\$1,564,309
East-West	Cardinal Trail	Q2	Widen roadway shoulders along the Cardinal Trail route between Covington and the Miami/Champaign County line. (Spring St., CR 30, Farrington Rd., Peterson Rd., Alcony-Canover Rd., Loy Rd.)	Miami County	On-Street	6	20.1	\$6,722,240
East-West	Laura-Troy Connector Trail	R1	Construct shared use path along former railroad corridor between Laura and Ludlow Falls.	Miami County	Off-Street	10	6.6	\$1,388,219
East-West	Laura-Troy Connector Trail	R2	Construct shared use path roughly paralleling SR 55 and along former Penn Central Railroad between Ludlow Falls and Troy.	Miami County	Off-Street	12	7.6	\$1,920,678
North-South	SR 741 Bikeway	T1a	Construct bike facility along SR 741 from the Cox Arboretum entrance to the north terminus of the facility constructed under PID #90289.	Montgomery County	On/Off-Street	Varies	0.5	\$183,000
North-South	SR 741 Bikeway	T1b	Construct bike facility along SR 741 between Mall Park Drive and Ferndown Drive.	Montgomery County	On/Off-Street	Varies	1.7	\$623,000
North-South	SR 741 Bikeway	T1c	Construct a bike facility along SR 741 from entrance to Waldruhe Park to Austin Pike.	Montgomery County	On/Off-Street	Varies	0.6	\$220,000
North-South	SR 741 Bikeway	T2a	Construct bike lanes on SR 741 between Austin Pike and the current terminus of the bike lanes approx. 1,000 feet south of W. Tech Drive.	Springboro, Warren County	On-Street	6.0	0.2	\$56,000

## Long Range Regional Bikeway and Pedestrian Projects (Unfunded - Cost in 2015 dollars)

Corridor Direction	Corridor Name	Map Label	Bikeway Limits	Owner / Maint.	Type of Facility	Width (feet)	Length (miles)	Cost
East-West	Carriage Hills Connector Trail	U1	Connect Great Miami River Trail and Carriage Hills MetroPark via shared use path through Carriage Trails development.	Various	Off-Street	12	4.2	\$1,063,000
North-South	Carriage Hills Connector Trail	U2	Connect Carriage Hills MetroPark and New Carlisle via widened shoulders on SR 202, Singer Rd., Palmer Rd., SR 571, Dayton-Brandt Rd., and shared use path on former railroad corridor between Dayton-Brandt Rd. and New Carlisle.	Miami County, Montgomery County	On/Off-Street	Varies	8.0	\$2,431,000
North-South	Carriage Hills Connector Trail	U3	Connect Huffman MetroPark and Carriage Hill MetroPark via Union School House, Baker, Kittridge, and Bellefontaine Roads.	Montgomery County, Five Rivers MetroParks	On-Street	Varies	8.3	\$2,302,289
East-West	Great Miami River-Centerville Connector Trail	V1	Construct trail following local streets and shared use paths connecting Moraine, West Carrollton, Washington Township, Centerville, and Bellbrook via Cox Arboretum, Yankee Park, Grant Park and Pleasant Hill Park.	Various	On/Off-Street	Varies	8.2	\$1,881,895
East-West	Great Miami River-Creekside Connector Trail	X1	Construct trail extension roughly paralleling US 35 to 4th St. along RR ROW then west to Keowee St and north to Monument Avenue.	Dayton, Five Rivers MetroParks	Off-Street	12	3.1	\$770,679
NA	Troy Bikeway Hub	Y1	Construct Troy Bike Hub structure.	Troy	NA	NA	0.0	\$200,000
NA	Piqua Bikeway Hub	Y2	Redevelop a historical building into a Bike Hub at the intersection of the GMR trail and the Piqua-Covington Fletcher Trail.	Piqua	NA	NA	0.0	\$500,000
East-West	Old National Road Trail	Z1a	Construct a bikeway paralleling US 40 from the intersection with The Wolf Creek Trail to Northmont Schools property.	Montgomery County, Five Rivers MetroParks	On/Off-Street	Varies	5.9	\$1,467,259
East-West	Old National Road Trail	Z1c	Construct a bikeway paralleling US 40 from Centennial Park in Englewood to Englewood MetroPark.	Englewood	On/Off-Street	Varies	0.8	\$106,400
East-West	Old National Road Trail	Z3	Construct bikeway paralleling US 40 from Frederick Pike to the Taylorsville Dam (Great Miami Trail) through Dayton Airport property and City of Vandalia.	Vandalia, Dayton	On/Off-Street	Varies	6.3	\$1,894,334
<b>Regional Totals for Long Range Projects</b>							<b>272.62</b>	<b>\$97,418,820</b>

Source: MVRPC

**RESOLUTION  
ADOPTING THE 2040  
LONG RANGE TRANSPORTATION PLAN**

**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, and Springboro in Warren County; and

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

**WHEREAS**, the MVRPC currently conforming 2040 Long Range Transportation Plan (Plan) was adopted in May 2012; and

**WHEREAS**, the Fixing America's Surface Transportation Act (FAST Act) requires that the Plan be comprehensively updated every four years; and

**WHEREAS**, the updated 2040 Long Range Transportation Plan is the result of a coordinated effort that reflects federal requirements and regional priorities; and

**WHEREAS**, the updated 2040 Long Range Transportation Plan is fiscally constrained; and

**WHEREAS**, the MVRPC current SFY2016-2019 Transportation Improvement Program (TIP) is consistent with the updated 2040 Long Range Transportation Plan; and

**WHEREAS**, MVRPC has updated the regional air quality emissions analysis to conform to the PM 2.5 standards in the Dayton/Springfield Air Quality Region for the Greene, Miami, and Montgomery Counties components of the MVRPC 2040 Plan and TIP; and

**WHEREAS**, significant 2040 Plan and TIP projects in Franklin, Carlisle, and Springboro have been included in the regional emissions analysis for the Cincinnati Air Quality Region and found to conform to the 8-hour ozone and PM 2.5 standards; and

**WHEREAS**, the MVRPC's 2040 Plan conformity determination is made consistent with the April 2012, U.S. EPA Transportation Conformity Regulations.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the 2040 Long Range Transportation Plan.

**BY ACTION OF THE** Miami Valley Regional Planning Commission's Board of Directors.

---

**Brian O. Martin, AICP**  
Executive Director

---

**Carol Graff, Chairperson**  
Board of Directors of the  
Miami Valley Regional Planning Commission

---

Date

**MEMORANDUM**

**To:** Technical Advisory Committee, Board of Directors  
**From:** MVRPC Staff  
**Date:** April 14, 2016  
**Subject:** TRAC Solicitation Update

TRAC project solicitation will begin April 29, 2016 and applications are due to ODOT by June 3, 2016. MVRPC will work in coordination with ODOT to acknowledge and review all TRAC applications within the MPO region for the current solicitation.

As in the past, prior to the official TRAC public hearing for our area, MVRPC is required to provide to the TRAC a list of all projects in the MVRPC area ranked in order of the region's priority as determined by the MPO's policy board. TRAC project applications that fall within MVRPC's boundaries will be required to have an approval letter from MVRPC.

**Important Dates**

- TRAC Application solicitation begins on **April 29, 2016**
- TRAC Applications are due to ODOT by **June 3, 2016**
- TRAC PES scoring documents are due to MVRPC by **June 3, 2016**
- MVRPC will forward a prioritized list of projects to the TRAC by **September 2016**
- Project public hearings are scheduled starting September 8, 2016 – and ending October 13, 2016

Project Sponsors are encouraged to attend with their local partners and to speak on behalf of their project. Our region's TRAC hearing was held at ODOT Central last year.

The TRAC program is designed to provide funding for major new construction projects, defined as projects with a total cost of more than \$12 million. These projects are typically located on interstate highways or other high volume multi lane highways.

**For more information on TRAC's Policies and Procedures, Application Guidelines and Application forms visit the TRAC web site at: <http://www.dot.state.oh.us/trac/pages/default.aspx>. MVRPC Project Evaluation System (PES) criteria is available at: <http://mvrpc.org/transportation/financing/trac>.**

## ODOT FAQ on ADA Curb Ramp Requirements

Reference: FHWA Q&A on ADA requirements to provide curb ramps when streets, roads or highways are altered through resurfacing.

[https://www.fhwa.dot.gov/civilrights/programs/ada\\_resurfacing\\_qa.cfm](https://www.fhwa.dot.gov/civilrights/programs/ada_resurfacing_qa.cfm)

1.) Resurfacing projects on federal aid highways

Q: What are the requirements for ADA Curb Ramps?

A: If a curb ramp was built or altered prior to March 15, 2012, and complies with the requirements for curb ramps in either the 1991 ADA Standards for Accessible Design (1991 Standards, known prior to 2010 as the 1991 ADA Accessibility Guidelines, or the 1991 ADAAG) or Uniform Federal Accessibility Standards UFAS, it does **not** have to be modified to comply with the requirements in the 2010 Standards. 1991 designed curb ramps require truncated domes.

Prior to the MVRPC application period, LPAs will be required to check all existing curb ramps within proposed project limits for compliance to either 1991 or 2010 design standards.

2.) Design Standards

Q: Where can you find the ADA Standards for Accessible Design?

A: 1991 Standards – <http://www.ada.gov/1991standards/adastd94-archive.pdf>

A: 2010 Standards – [http://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/roadway/Standard%20Construct%20Drawings/BP-7.1\\_07-18-14.pdf](http://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/roadway/Standard%20Construct%20Drawings/BP-7.1_07-18-14.pdf)

3.) Proof of ADA Compliance

Q: What will ODOT require as documentation to demonstrate all ADA Curb Ramps are in compliance with either 1991 or 2010 design standards?

A: Either existing construction plans or field verification that all ADA Curb Ramps meet the appropriate design standards. ODOT is working on a documentation form.

4.) Construction of ADA Curb Ramps

Q: When does an LPA have to construct ADA Curb Ramps?

A: If an LPA is going to apply for MVRPC funding on a resurfacing project, then all required ADA Curb Ramps must be completed prior to the application submittal.

Note: If the resurfacing project includes new curb ramp construction, then full survey and design is required to verify whether temporary and/or permanent right of way is needed for proper installation (will also consider impacts to utilities).



OHIO DEPARTMENT OF TRANSPORTATION  
INTER-OFFICE COMMUNICATION  
CENTRAL OFFICE

DATE: September 16, 2011

TO: District Deputy Directors, District Production Administrators, District Real Estate Administrators

FROM: James Young , Deputy Director , Division of Engineering

SUBJECT: Right of Way Control Certification on Enhancement Projects

---

Similar to the issue of adjuncts to existing buildings encroaching into sidewalk area right of way, Enhancement Program Streetscaping projects may also experience situations where existing "public" sidewalks may be on property not technically covered by the Department with a highway easement or warranty deed. However, the municipal government involved had heretofore always been able to effectively manage sidewalk area requirements via the enforcement of local building codes and the like. Property owners either individually maintained these areas themselves, or the local government took care of the work, paying for it by way of assessing costs back to the property owner. Either way, these sidewalk areas have historically been considered to be open access areas and did not necessitate addressing the property right issues associated with their public use.

Given this perspective on the historical aspects of managing and maintaining public sidewalk areas, the required right of way certification to FHWA for such Enhancement Program projects may henceforth be based upon the participating local government's certification or written assurance to ODOT that the local government possesses effective authority over the sidewalk lands and that such control is adequate for the prosecution and completion of the proposed streetscaping activities involved. The FHWA Ohio Division Office has reviewed this matter with the Department and has accepted this method of addressing Enhancement Projects having such right of way situations.

To require that the Department or the local government involved acquire full easement or warranty deed property rights over these sidewalk areas where none were previously deemed needed, will necessarily result in continued delays on projects, wasted financial resources, and undue enrichment of the recipient property owners. This is an aspect of project delivery that the Enhancement Program never envisioned.

With this mutual understanding in place, affected Enhancement Program projects can advance to construction in a much more reasonable and timely fashion. Should you have any question about this issue, please do not hesitate to contact the Office of Real Estate directly.

C: John Maynard, Office of Real Estate Administrator



Standard format to be used by a Local Public Agency (LPA) to certify possession of effective authority over sidewalk areas on enhancement type projects

(Date)

Ohio Department of Transportation  
District (XX)  
(Address)

RE: Project (C/R/S & PID)  
Effective Authority of Project Area (attachment to LPA Right of Way Control Letter)  
Federal Project Number: (XXXXXXX)

Dear (Name):

We are aware that at the locations shown and highlighted on the attached plans, the existing and/or proposed sidewalks are located outside of the established right of way, as surveyed.

We hereby certify that we have effective and adequate control over these areas, as needed for the construction and maintenance of said sidewalks. Further, we understand that construction delays resulting from property owners contesting our control over these areas will be our sole responsibility.

Respectfully,

(Responsible agent of the LPA)

c: project file

## **BIKEPATH PROJECTS: EMINENT DOMAIN, APPROPRIATION & QUICKTAKE**

### **Stand Alone Bikepath Projects:**

ODOT does not have quick take authority on these projects.

LPA's may use quick take on bikepath projects if their legal department is in agreement with the use of quick take.

Both ODOT and LPA's can appropriate bikepath projects, this does not mean they have the authority to use quick take.

### **Road Project with Bikepath/Pedestrian Facility:**

ODOT and LPA's have the authority to appropriate and use quick take when the bikepath/pedestrian facility is part of a roadway project.

Eminent domain - is the inherent and innate power of a sovereign government to take private property for a public purpose.

ODOT is authorized to use the power of eminent domain to appropriate real property needed for highway purposes; this power of eminent domain is exercised by ODOT commencing an action to appropriate the needed property.

Appropriation - the appropriation process starts when a petition to appropriate is filed in the common pleas or probate court of the county in which the property, or a part of it, is located. Upon the filing of the petition to appropriate, ODOT deposits with the Clerk of Courts the amount of money which ODOT has determined to be just compensation for the property taken and damages, if any, to the residue.

Quick Take Authority - This authority gives ODOT the right to enter upon and take possession of the property that is to be appropriated on the condition that the deposit has been made to the court at the time of the filing of the petition.

## ADA TRANSITION PLAN

### **Background**

- An ADA transition plan identifies the steps and strategies to make the necessary changes to an agency's inventoried facilities within the public rights of way (ROW) and programs to bring them to ADA standards.
- Federal regulations require that Federal-aid recipients comply with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (Section 504).
- Required for government agencies with more than 50 employees.
- For FHWA programs, recipients and public entities with responsibility for public roadways and pedestrian facilities are required to ensure that these facilities are accessible to and usable by persons with disabilities.

### **Why Does This Matter to Your MPO?**

- The ADA transition plan either required for ODOT or applicable local public agency should be integrated with State and MPO planning processes.
- Federal planning regulations also require MPOs to self-certify compliance with ADA and Section 504.
- Since your MPO self certifies compliance with ADA and Section 504 on a periodic basis, MPO's need to be aware of the requirements and cooperate with ODOT and other local partners as they work to address any ADA Transition Plan deficiencies.

### **Elements of an ADA Transition Plan**

- Location of barriers
- Methods to remove barriers
- Timetable to address
- Official responsible for implementation
- Estimated Cost

### **More information**

- Please visit the following FHWA websites for an overview of the regulations and specific needs of an ADA Transition Plan.
  - Foundations of ADA/504  
<https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=72>
  - ADA Transition Plans  
<https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=32>
- The FHWA Ohio Division and ODOT intend to provide training opportunities in the near future
- FHWA Ohio Division Contact: Andy Johns, [andy.johns@dot.gov](mailto:andy.johns@dot.gov), 614.280.6850

# EXECUTIVE DIRECTOR'S UPDATE

From Brian O. Martin, AICP  
mvrpc.org



**MIAMI VALLEY**

Regional Planning Commission

Shaping Our Region's Future Together

**April 7, 2016**

## **Miami County Eldean Road Projects Win Ohio Conaway Award**

As a bonus during my presentation at the Miami Co. Engineer's dinner, we learned the Eldean Road project won ODOT's Conaway Partnering Award. The Eldean Road project is quite unique because of the occasional truck or farm equipment hitting the railroad bridge due to low clearance over the roadway. The proposed project was needed to both raise the railroad bridge and lower Eldean Road so that 14 feet of clearance could be achieved. On top of this, some additional funding was needed to address environmental issues. The Miami Co. Engineer requested an increase of \$1.6M due to environmental needs. The MVRPC Board of Directors approved the additional funding for the project while maintaining the original local match percentage with Miami County.

Additionally, Miami County had arranged funding for the nearby section of Eldean Road through CEAO (County Engineers Association of Ohio) but, the construction years of the two projects did not align, which could have negatively impacted motorists over 2 construction seasons on nearly the same roadway. MVRPC was able to loan CEAO the \$4M with repayment the following fiscal year so that the projects would occur at the same time. Of course, Miami County had to rush completion of the plans for this section. CEAO reimbursed MVRPC at the beginning of SFY 2016.

The Miami County case is an outstanding example of the innovation and flexibility required in today's limited funding environment. It takes cooperative and invested funding partners to complete projects because of the numerous project commitments, backlog, and limited funding compared to needs. Congratulations to Miami County, ODOT and MVRPC on completing a quality construction project.



Pictured from left to right: Josh Bowman (ODOT 7), Matt Parrill (ODOT 7), Paul Huelskamp (Miami Co. Engineer), Brian O. Martin (MVRPC)

## **Ohio Leads the Nation in Increase in Pedestrian Fatalities**

Ohio is leading the nation in the increase in pedestrian fatalities with a 26.5 percent increase in 2015 over 2014. Ohio's 2014 monthly totals were higher in eight of 12 calendar months. For 2015, January and February were considerably higher in pedestrian fatalities by 12 deaths in January and 8 deaths in February, respectively, over year 2014. August, October, and December also had significant increases. The Dayton Daily News and WHIO Channel 7 have been covering the story this month in light of several crashes in the area involving pedestrians. Unfortunately, pedestrian crashes in 2016 are off to a fast start.

MVRPC reminds all motorists, cyclists, and walkers to please do your part to ensure that we arrive at our destinations safely by doing the following:

- Walkers - wear light-colored or reflective clothing at night and early in the morning. 75% of crashes involving pedestrians take place at low-light times of day.
- Walkers - use sidewalks and crosswalks whenever available.
- Walkers - if you must walk in the street, stay on the left, facing traffic so that you can see oncoming vehicles.
- Walk defensively – pay attention and look out for distracted drivers, even at crosswalks.
- Motorists - always yield to pedestrians.
- Motorists - keep your eyes on the road and obey all traffic laws including speed limits and red lights.
- Motorists - be particularly careful around buses, and look out for disembarking passengers.
- Motorists - always allow at least three feet when passing a cyclist.
- Motorists - if you can't pass a cyclist safely, wait until you can.
- Motorists - merge carefully when turning right across a bike lane.

### **Upcoming 2016 Annual Spring Dinner**

The Miami Valley Regional Planning Commission's Annual Spring Dinner will be held Thursday, April 14, 2016, at the Marriott at the University of Dayton, 1414 South Patterson Blvd. The reception area opens at 6:00 p.m., a plated dinner will be served at 7:00 p.m., followed by the recognition of MVRPC's outgoing chairperson, Jan Vargo, and the presentation of the coveted Regional Steward Award to this year's recipient. The Danny Voris Duo will provide the musical entertainment and at the end of the evening, there will be a drawing for three (3) gift baskets. If you haven't done so already, please give your registration form, with entrée choice and \$35 per person payment, to MVRPC today. All checks should be made out to MVRPC. Please contact Laura Loges at (937) 223-6323 with any questions.

### **Grants & Funding Resources**

On a monthly basis, MVRPC is highlighting several funding opportunities on our website that could benefit communities in the Region. We include a description, contact information and program links. We have also listed other valuable resources for finding funding opportunities.

See more at: <http://www.mvrpc.org/our-vision/planning-services/grant-and-funding-opportunities>

This month we are featuring information on:

- Ohio Development Services Agency's Local Government Efficiency Program (LGEP); Deadline - May 15, 2016 at 5:00 p.m.
- Ohio Development Services Agency's Community Development Block Grant (CDBG) Community Development Program; Deadline - Friday, June 17, 2016, at 11:59 p.m. EDT.

### **Upcoming MVRPC Meetings:**

04/14/16 6:00 p.m. Annual Spring Dinner – Marriott, 1414 S. Patterson Blvd.

04/21/16 9:30 a.m. Technical Advisory Committee - 10 N. Ludlow St.

04/28/16 9:30 a.m. MVRPC Regional Bikeway Committee – 10 N. Ludlow St.

05/05/16 8:30 a.m. Executive Committee; 9:00 a.m. Board of Directors – 1515 S. Main