

Alternative	Consistent with a LRP or CIP	Support Economic Development	Complements interchange project	Capacity Improvement	Construction Cost	Safety Performance Improvements	Total Score
Feedwire/ Little Sugarcreek	0	3	3	5	-3	3	11
	Intersection not identified on a long range plan/ CIP	Development east of Little Sugarcreek limited to low density residential	Operations adjacent to Wilm Pike/I-675 operations	Improvements include addition of an EB right turn lane, NB/ SB left turn lanes, and extending the EB left turn lane to achieve acceptable LOS for design year 2050.	\$3.4 million	20 crashes over 3-year period with comparable rate to statewide average of 25% injuries (26%). Rear end primary crash type (65%).	
Feedwire/ Upper Bellbrook	2	1	0	2	-3	1	3
	Intersection not identified on a long range plan/ CIP	Development east of Alpha Bellbrook limited to low density residential	Operations not critical to Wilm Pike/I-675 operations	Improvements (extended RT lanes) to mitigate queues extend between school driveway and Feedwire/ Upper Bell intersection	\$3.8 million	11 crashes over 3-year period with below statewide average rate of 9% injury (26%).	
Franklin St (SR 725)/ Main Street	0	2	0	3	0	0	5
	Intersection not identified on a long range plan/ CIP	Development anticipated east and south of Bellbrook; reduced parking in downtown area along Main Street	Operations not critical to Wilm Pike/I-675 operations	Improvements include addition of a SB right turn to achieve acceptable levels of service for design year 2050	\$270,000	10 crashes over 3-year period with no injuries. Rear end crashes are the primary crash type (40%). Below 30% injury threshold for safety funding.	
Bigger Rd/ Alex Bell (SR725)	0	-1	0	2	-1	0	0
	Intersection not identified on a long range plan/ CIP	Limited development within City of Kettering	Operations not critical to Wilm Pike/I-675 operations	Improvements include the addition of a WB through lane and SB through lane to achieve acceptable LOS for design year 2050	\$1.2 million	8 crashes occurred over a 3-year period with 13% injuries. Rear end crashes are the primary crash type (50%). Total crashes are below 3 crashes/ yr threshold for safety funding.	
Bigger Rd/ Clyo Road	0	-1	0	4	-2	5	6
	Intersection not identified on a long range plan/ CIP	Limited development within City of Kettering	Operations not critical to Wilm Pike/I-675 operations	Improvements include converting a SB lane to an exclusive RT lane, converting an EB lane to a dual LT lane, and converting a WB lane to an exclusive RT lane to achieve acceptable LOS for design year 2050.	\$2.1 million	30 crashes over 3-year period with above statewide average rate of 50% injury (25%). Angle and left turn are primary crash types (44%). MVRPC Top 100 Safety List (#58)	
Wilmington Pike/ SR725	0	3	1	2	-5	3	4
	Intersection not identified on a long range plan/ CIP	Development anticipated south of SR725	Operations complement improvements Wilm Pike/I-675 operations	Improvements include addition of EB/ WB through lanes on SR725, a dual SB left lane, and a SB through lane to achieve acceptable LOS for design year 2050.	\$5.0 million	39 crashes over 3-year period equal to statewide average rate of 26% injury. Rear end crashes are the primary crash type (49%)	