How will the project affect air quality along the corridor? The proposed roundabout will not move travel lanes substantially closer to homes along the corridor. Further, vehicle emissions will be reduced somewhat by reducing congestion within the corridor. The magnitude and duration of these changes can not be accurately quantified due to inherent deficiencies in the current models.

How will the project impact noise levels? The minor horizontal shift of travel lanes to accommodate the roundabout will not substantially reduce the distance between travel lanes and homes. Such minor shifts in travel lanes are not likely to result in changes in noise levels detectable to the human ear at nearby noise sensitive receptors (homes). Under current guidance, no noise analysis is required.

How will utilities be impacted by this project? When will utility relocations occur? We are early in the design process and still working with utility companies to determine impacts to utilities. Some relocation of overhead utilities is expected. Any relocations will be taken in advance of the project and by the utility owner.

Will vehicle traffic be maintained during construction? Final maintenance of traffic plans have not yet been developed and we are still considering options. While a full closure during construction will allow for faster construction, we recognize this could be very disruptive to the travelling public, including school traffic.

If the road is closed, what will be the detour? Two detour routes will be used:

Byers Road north to Lyons Road west to Maue Road west to Linden Avenue west to Main Street/First Street south to Cincinnati Pike south, returning to Benner (and vice versa).

Medlar Road south/west to Cincinnati Pike north, returning to Benner Road (and vice versa).

What is the schedule for the project? The project is currently in preliminary design. Final plans are expected to be completed in June 2026.

Based on the current schedule, the project will be awarded to a contractor in September 2026. Construction is expected to begin in April 2027 and to be completed in October 2027.

Why can't the project be undertaken sooner? Many factors go into developing a schedule for construction of a federal-aid project of this size. In addition to providing time for data collection, project design and quality control review, the schedule must also provide for public involvement, environmental review, environmental permitting, right-of-way negotiations, and utility relocations.

Questions or Comments?

Contact Us!

Montgomery County TID
Project Director:
Sam A. Morton
Phone: 937-231.9593
Email: smorton@mctid.org

ODOT District 7
Environmental Coordinator:
Tricia Bishop
Phone: 937-497-6721
Email: tricia.bishop@dot.ohio.gov

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12/14/2020, and executed by FHWA and ODOT.

What is the current status of decision-making on this project? No final decisions regarding any proposed improvements have been made at this time. The MCTID is seeking public input, in order to ensure the best possible decision. We welcome your input and encourage you to provide comments.

How can I submit comments? To provide comments, you may call, email, or write either of the individuals listed in the blue box above. Please reference "MS at Benner" in any emails or letters. You may also submit comments on the ODOT Project Page for PID 119569, which can be reached at www.transportaiton.ohio.gov/projects or by scanning the QR code in the box above. Comments are requested no later than March 31, 2025.

MONTGOMERY COUNTY
TRANSPORTATION IMPROVEMENT DISTRICT

MONTGOMERY COUNTY
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MONTGOMERY COUNTY

MIAMI TOWNSHIP

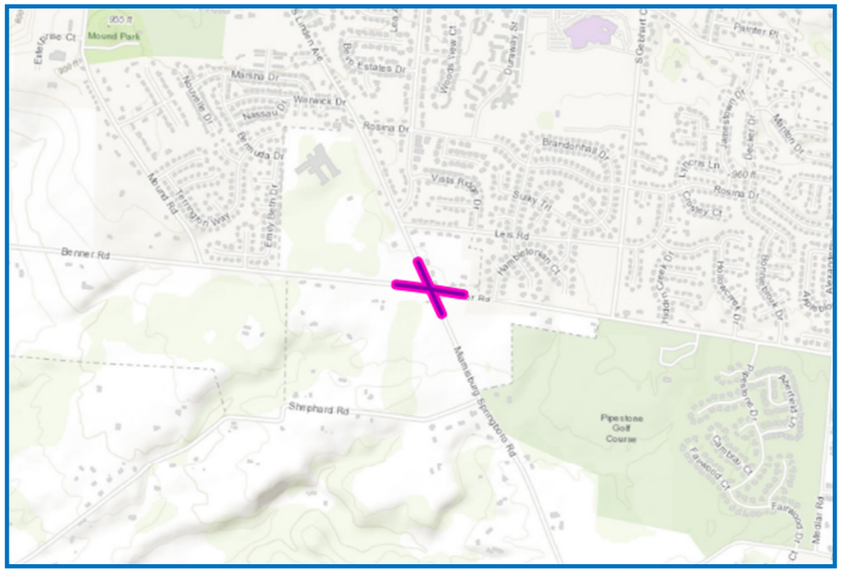
CITY OF MIAMISBURG

Intersection Improvements

Benner Road at Miamisburg-Springboro Pike
MOT-CR166-04.07 Intersection Imp, PID 119569

What does this project involve? The Montgomery County Transportation Improvement District (MCTID), in cooperation with the City of Miamisburg, Miami Township, and the Montgomery County Engineer's Office (MCEO), proposes to improve the intersection of Miamisburg-Springboro Pike (M-S Pike, aka CR166) and Benner Road. The current preferred alternative is a modern roundabout.

Why is this project needed? The intersection experiences substantial congestion in the peak PM hour, with average delays of over 84 seconds. By 2045, if no improvements are made, intersection delays are expected to exceed 228 seconds. Between 2017 and 2021, the intersection experienced 24 crashes, of which 29% were injury crashes. Most crashes appear to be associated with congested conditions.



Wasn't a similar intersection improvement previously proposed as a larger project to improve M-S Pike and Benner Road? Yes – The MCTID and MCEO previously proposed improvements on Benner Road from Dayton-Cincinnati Pike to M-S Pike and on M-S Pike from Benner Road to Medlar Road. Unfortunately, the project team was unable to secure sufficient funding to implement those larger, regional improvements. With the increasing congestion and crashes at the M-S Pike/Benner Road intersection, continuing to delay needed improvements to this intersection to allow for funding of those other regional improvements is not in the best interest of our region. The proposed intersection improvements will be designed to not prevent or limit future improvements to M-S Pike and Benner Road.

How much will this project cost and how is it funded? The current estimated project cost, including right-of-way acquisition and construction, is approximately $3.6-million. The project has been funded with federal Highway Safety Improvement funds, federal High Priority Project funds, and local funding.

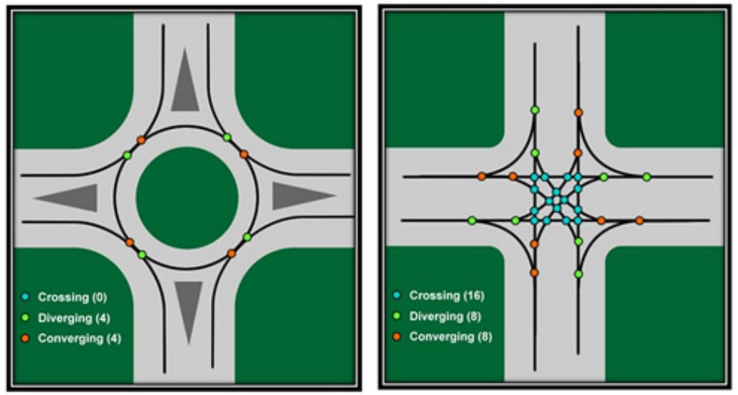
Who proposed this project and who is responsible for oversight? The MCTID applied for and received federal transportation funds through ODOT. ODOT, as steward of the federal funds, will provide oversight of the project.

What acquisition is required for this project? The preferred alternative will require up to 3 acres of new permanent right-of-way to allow for the proposed improvements. The project will also require approximately 0.3-acre of temporary right-of-way, to allow for construction access and seeding/grading. Affected property owners will be contacted at a later date to discuss the right-of-way needs, the acquisition process, and property owner rights under the process.

Will the project remove any houses or other buildings? No homes will be removed under the project. The preferred alternative will require the removal of two wood barns located in the southeast quadrant of the intersection.

Why is a roundabout the preferred alternative at this intersection? Why not just install a traffic signal? A roundabout provides safe and efficient movement of vehicles through the intersection. Installation of a roundabout at this intersection is expected to result in two fewer crashes per year. More importantly, a roundabout is expected to greatly reduce the number of injury crashes, by reducing speeds and preventing high-angle crashes (such as "T-bone" and left turn crashes).

Roundabouts also simplify the driving experience for motorists. A roundabout reduces the number of conflict points from 32 to 8, as shown in the image to the right. Drivers need only look in one direction for conflicting traffic. The consistently lower speeds of the roundabout also make gaps easier to judge.



In addition to a roundabout, the project team considered installation of a traffic signal. While a traffic signal would likely offer a similar overall reduction in number of crashes, it is unlikely to reduce the frequency of injury crashes. In fact, a traffic signal could result in higher rates of injury crashes.

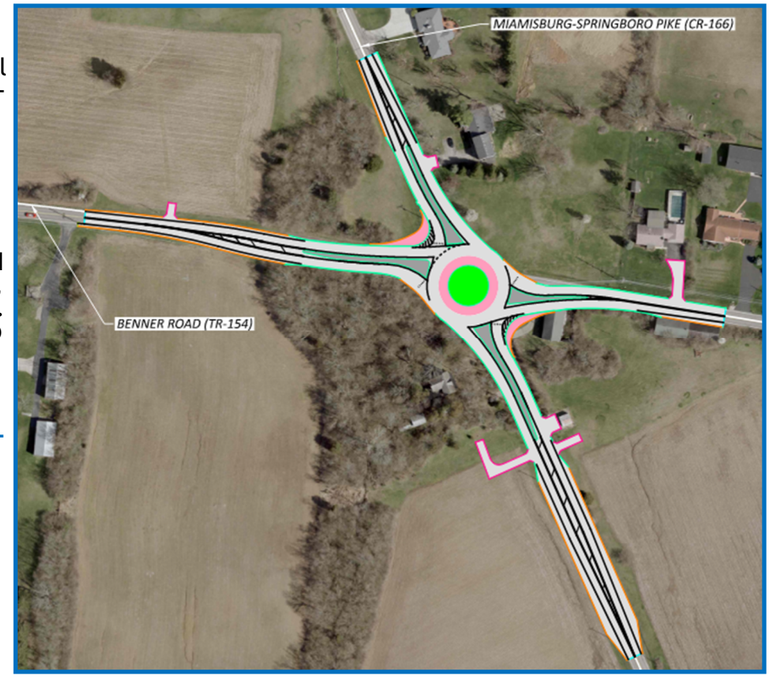
A traffic signal will also present a higher rate of delay at the intersection, with expected average delays of 28 seconds in the design year (vs. an average delay of 17 seconds in the design year with a roundabout).

What are expected intersection delays if a roundabout is installed? Based on the 2021 Safety Study completed for the corridor, a roundabout is expected to have an average delay of 11 seconds or less during peak travel times on opening day and continue to offer minimal travel times through the design year of 2045.

Estimated Seconds of Delay – No Build / Build					
Year	Eastbound	Westbound	Northbound	Southbound	Overall
2025 AM	15.2 / 6.0	11.4 / 5.0	16.4 / 5.8	14.4 / 4.9	14.9 / 5.5
2025 PM	70.7 / 7.7	72.9 / 12.6	448.1 / 11.9	129.8 / 9.6	228.7 / 10.7
2045 AM	23.7 / 7.0	14.5 / 5.8	30.6 / 6.8	23.5 / 5.6	24.8 / 6.4
2045 PM	130.0 / 9.9	137.1 / 21.7	653.8 / 20.2	235.3 / 13.6	358.0 / 17.0

Where can I find more information about roundabouts? Additional information is available from the Federal Highway Administration, at the following link: https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/

What will the roundabout look like? The project is still in the early stages of design, so the final alignment has not yet been determined. The image at right depicts the preliminary concept.



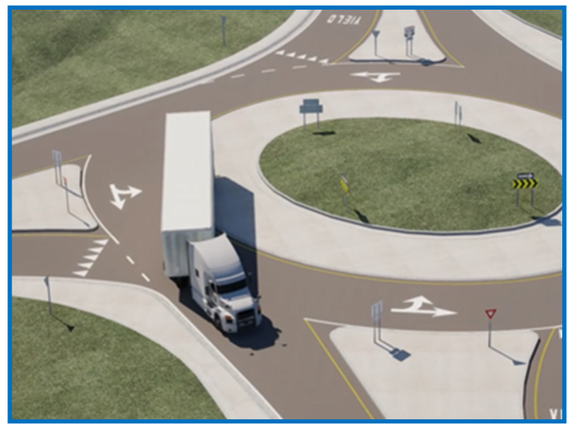
Will I still be able to make left turns out of my driveway? Will my driveway access change? At this time, the roundabout design allows left turns to be maintained for all driveways. To achieve this, some driveways will be relocated. The project team will continue to coordinate with property owners in order to maintain access to all properties.

Will the roundabout feature aesthetic treatments? The roundabout will feature a low-maintenance center island. The truck apron (approximately 10-foot wide area between center island and circulating roadway) will be stamped stone patterned concrete.

Will the project include accommodations for a future shared use path? The project will not include shared use path features, since there are currently no shared use paths within the corridor. However, the proposed design will not prevent future modifications to accommodate a shared use path.

Will the project adversely affect historic resources? As a federal-aid project, the proposed improvements will be evaluated to determine if there will be impacts to historic resources. However, based on currently available information, the project is not expected to adversely affect historic resources. The project area was included in a Cultural Resources Survey, completed in 2015. No properties listed on or determined eligible for the National Register of Historic Places (NRHP) were identified within the project limits. The two barns to be removed (identified as the "Hottle barns" in the Survey), were determined to be not eligible for the NRHP, due to the loss of the associated farmhouse and their deteriorated condition.

Will the project include work in waterways or wetlands? In prior studies, no wetlands were identified within the project area. One intermittent stream, located along the western project limits, may be impacted by construction. All necessary permits will be obtained prior to undertaking any work in this waterway.



Will the project impact protected species? An ecological survey will be completed for the project. At this time, no adverse impacts to federally-listed species are anticipated. The project will comply with tree cutting restriction dates to protect bat species.

How will large vehicles, including emergency vehicles, be able to negotiate a roundabout? The design of the intersection will allow semi-trucks, school buses, and other large vehicles to navigate the roundabout while still providing adequate visual and physical indicators to guide and slow passenger vehicles. One way this is accomplished is with "truck aprons" – an area between the central island and the traveled way that is mountable by larger vehicles but not used by passenger vehicles.