



# Official Warren County Thoroughfare Plan

Warren County, Ohio  
Last updated April 2011



## Warren County Commissioners

Pat South  
David G. Young  
Tom Ariss

Neil F. Tunison, P.E., P.S., Warren County Engineer

Stan Williams – Executive Director, Planning Commission

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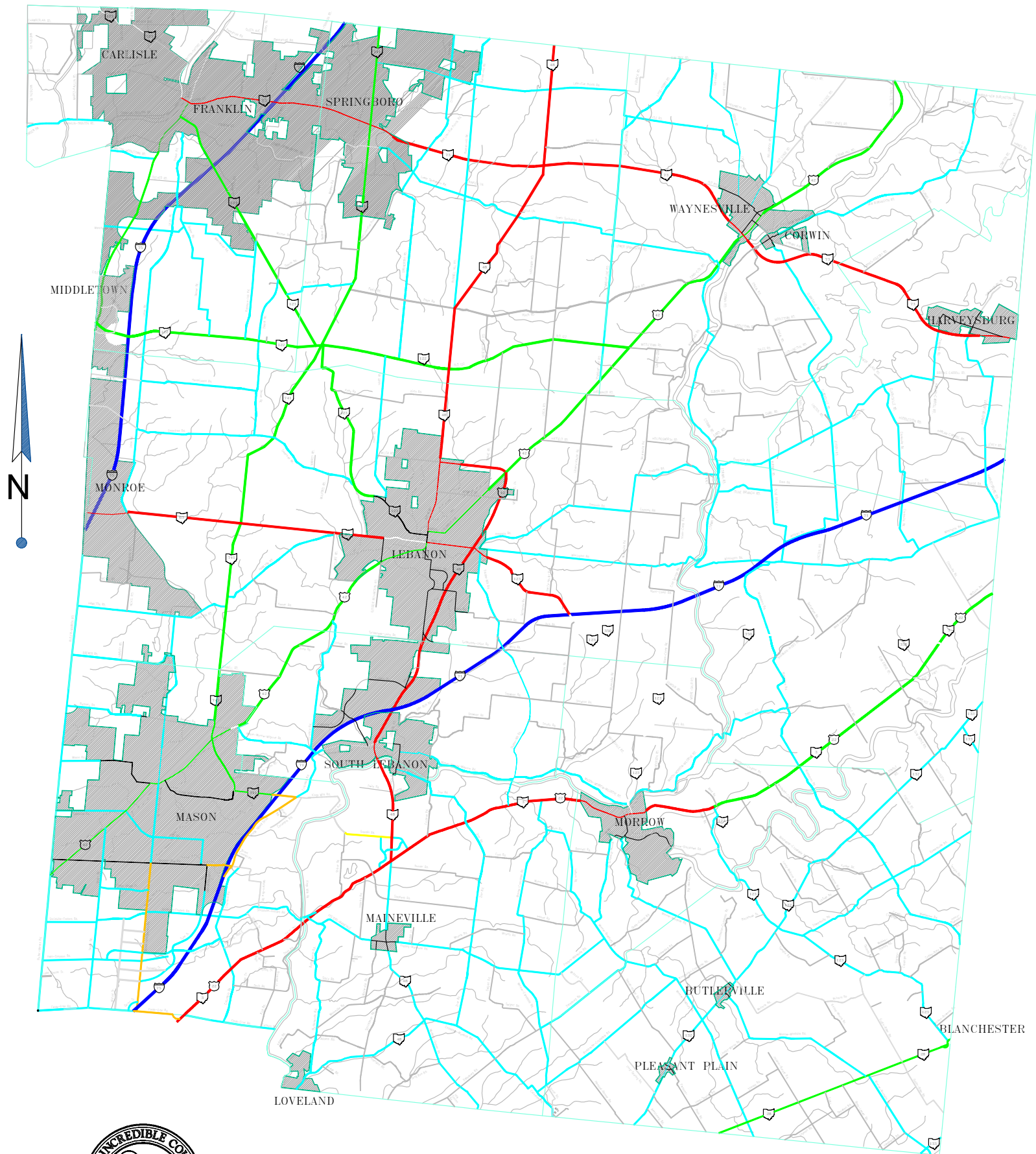
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Figure 4.1  
Recommended Functional Classification Map

# Warren County Functional Classification Map



Neil F. Tunison, P.E., PS.  
Warren County Engineer

- Interstate
- Primary Arterial
- Secondary Arterial
- Primary Collector/Distributor
- Major Collector/Distributor
- Commercial/Industrial Collector
- Collector
- Local Road

Figure #4.1



- 
- Identify both specific and general problems with the existing county thoroughfare system.
  - Develop criteria for the evaluation of capital improvement projects.
  - Develop goal and objective statements to guide the recommendations of the thoroughfare plan.

The task force meeting minutes and the extensive public participation process was well documented and was instrumental in providing direction for this Thoroughfare Plan.

## **RELATIONSHIP WITH OTHER PLANS AND POLICIES**

The Warren County Official Thoroughfare Plan is not being developed in a vacuum but in the context of a number of other planning processes that will impact the future of the county. Plans have been completed or are currently underway at the municipal, county, regional, and statewide levels. The following section is a summary of such planning studies:

### **WARREN COUNTY ENGINEER'S TRANSPORTATION IMPROVEMENT PLAN (TIP)**

A transportation improvement plan (TIP) is a list of transportation improvement projects that support long-range transportation goals or address specific areas where existing transportation problems exist. TIP's are generally short-range in nature and ideally are updated on a recurring basis to assure that transportation needs are being met. The Warren County Engineer has established a TIP to address transportation deficiencies for roadways under the jurisdiction of the Engineer's office.

### **OKI REGIONAL TRANSPORTATION PLAN**

The OKI 2030 Regional Transportation Plan Update, fulfills this region's requirement that all transportation programs in urban areas exceeding 50,000 in population result form a regional transportation plan, based on a continuing, comprehensive transportation planning process carried out cooperatively between state and local communities. Warren County is a member entity of the OKI Metropolitan Planning Organization (MPO), and is embraced within the scope of the regional plan.

The regional plan, adopted by the OKI Board of Trustees in June 2004, enables the development of a regional intermodal transportation system that expands travel options and improves and maintains transportation infrastructure in order to enhance the mobility of people and goods, and improve air quality.

Recommendations consist of major investment studies, including the I-71 corridor transit service expansion and improvements, Intelligent Transportation Systems, rideshare programs, bicycle and pedestrian projects, traffic operation improvements, and highway capacity expansions.

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## **The OKI Transportation Improvement Program**

Projects arising from the regional transportation plan can, at the request of the local sponsor, move forward toward implementation through a process known as the Transportation Improvement Program, or TIP.

The TIP is the compilation of all publicly-assisted transportation projects, including both highway and transit elements, constrained to available funding levels and prioritized by need. Inclusion in the TIP is a prerequisite for Federal funding assistance. Upon adoption by the OKI policy board, the TIP becomes a policy document that directs the flow of transportation improvements within the region.

## **Lebanon - Warren County Airport Master Plan**

The Warren County Airport Authority, under the direction of the Warren County Board of Commissioners, completed an airport master plan in 2005 for the Lebanon-Warren County Airport. The master plan was charged with identifying the overall land and facility requirements that will ensure the airport's long-term viability, from which a 10-year development plan was prepared that is technically correct, environmentally and financially sound, implementable, and responsive to the needs of the airport users as well as the concerns of the public.

## **OKI Regional Bicycle Plan**

The OKI Regional Bicycle Plan is a blueprint for the development of OKI's eight-county bicycle transportation system. Under the requirements of the Safe, Accountable, Flexible, Efficient Transportation Act (SAFETEA-LU) of 2005, metropolitan planning organizations such as OKI are required to develop transportation plans that include bicycle transportation.

Warren County contains two of the major bicycle transportation corridors within the system: the Great Miami and Little Miami Scenic Bike Paths. The Great Miami Bike Path will connect Cincinnati and Dayton. More than 28 miles of this trail is already completed from Dayton to just south of Franklin, in Warren County. The Little Miami Scenic Bike Path connects Springfield and Cincinnati. A key link in the Warren County portion of the Little Miami Scenic Bike Path, between Oregonia Road and Corwin Road, was completed in 1996. The Little Miami Scenic Bike Path extends for more than 72 miles.

In addition to considering individual bicycle projects, the Regional Bicycle Plan also discusses the need for roadway improvements to facilitate bicycle usage including bike lanes, wide outside lanes, paved shoulders, and bike paths. It also addresses additional travel needs including access to bridges and viaducts, bicycle parking (racks and lockers), improvements to railroad crossings, provision of bicycle-safe grates and bicycle-actuated traffic signals, and roadway maintenance. The plan presents recommendations including funding priorities for bicycle corridors, the need for safety and educational programs for bicyclists, and bicycle commute services.



The WCRPC is currently in the process of updating its land use component of the Warren County Comprehensive Plan. Land use plans were recently updated on a township-by-township basis for 5 (of 11 total) townships within Warren County that utilize county zoning. Of the remaining 6 townships that have adopted their own zoning, Deerfield, Massie, Salem and Wayne townships are active in the process of updating their township land use plans.

Each of the township plans makes recommendations regarding land use, the provision of public services, and transportation. Each plan stresses the important relationship between land use and transportation and the need for coordinating county wide as well as local decisions between the two. While the recommendations of the Warren County Official Thoroughfare Plan will supersede those of the individual township plans, the land use and transportation recommendations within each plan will serve as useful indicators of where growth and the transportation system improvements necessary to support this growth is expected.

## **Municipal Plans**

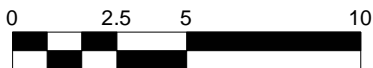
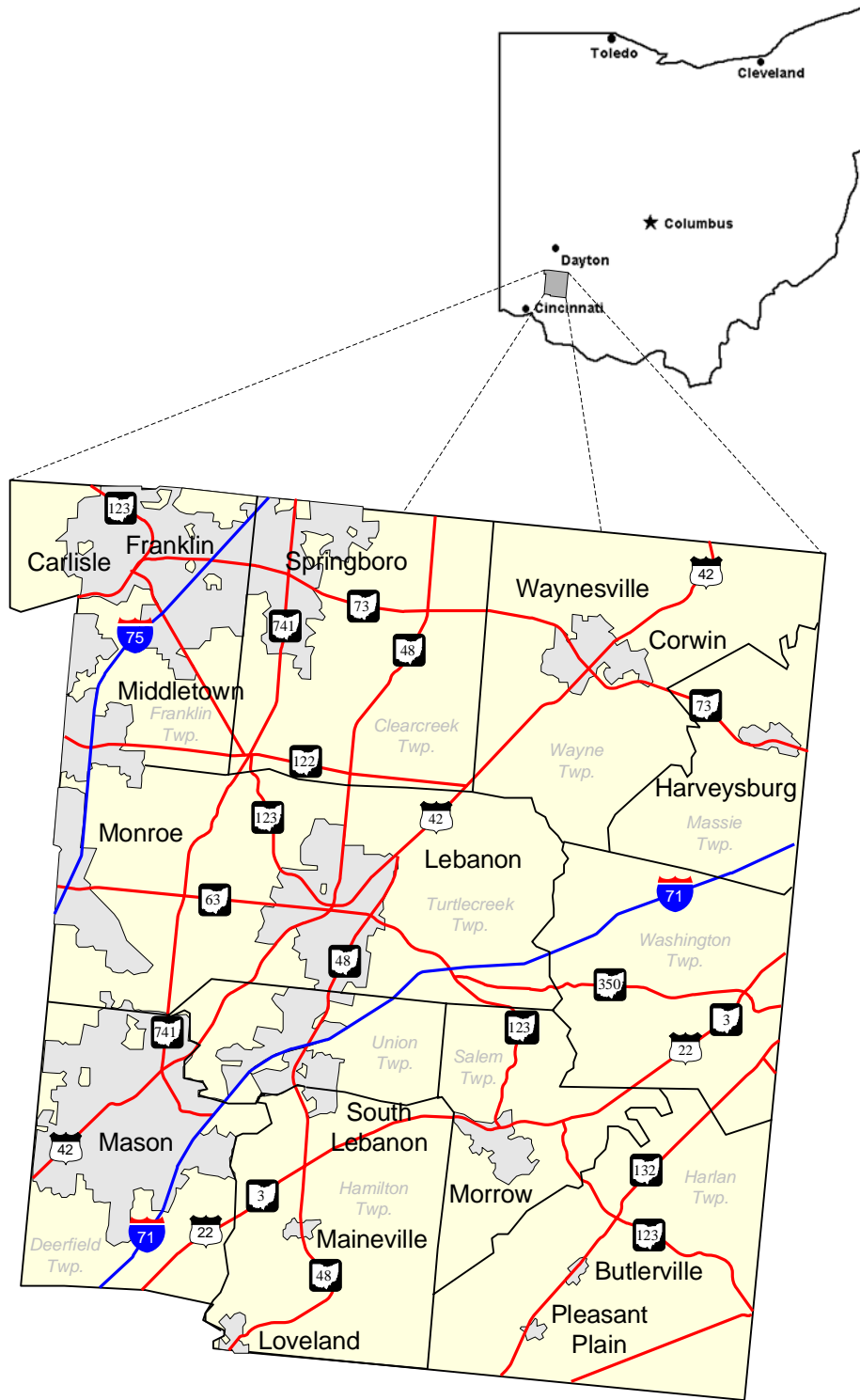
Although the jurisdiction of the Warren County Official Thoroughfare Plan is limited to unincorporated portions of the county, an effort has been made to assure that the plan has connectivity to the plans of municipalities within the county. In turn, municipal jurisdiction is limited to planning for corporate limits, although many do not consider the areas outside their corporate boundaries.

## **Southwest Warren County Transportation Study**

The Southwest Warren County Transportation Study was undertaken by the Warren County Engineer and OKI to improve mobility and safety over the next 25 years for the fastest growing area in the OKI region. The study area covers 100 square miles between two interstate corridors and includes a population of 96,000 that is projected to grow 64% by 2030.

The study recommends 19 transportation improvements, at a total cost of just over \$300 million. Recommendations are ranked as high, medium, or low priority. The study was prepared with oversight from a 23-member Task Force and provided for extensive public involvement. The public involvement process included eight public meetings attended by over 650 residents.

Figure 1.1  
Project Vicinity Map



Scale in Miles

## Project Vicinity Map

### Warren County Thoroughfare Plan

### Warren County, Ohio

Official Thoroughfare Plan

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## SECTION 2 - GOALS AND OBJECTIVES

### THOROUGHFARE PLAN GOAL STATEMENT

The 1996 Task Force identified the following issues as being important to consider:

- Connections with other modes of transportation (intermodalism),
- Meeting current and future needs,
- Safety,
- Convenience,
- Economic growth,
- Sensitivity to environmental concerns,
- The efficient use of limited financial resources or “sustainability,”
- Connecting people and goods with markets and destinations both inside and outside Warren County, and
- Maintaining the integrity of the existing highway system through limitations on the number of curbcuts, the effective use of signalization, and signage.

Using these issue statements, the Task Force drafted the following overall goal statement:

*To develop a safe, efficient, and environmentally-sound transportation system for the movement of people and goods. Such a system will provide for economic growth and recreational opportunities through a convenient, accessible, and intermodal system designed to meet the current and future transportation needs of Warren County.*

To support this goal, a number of objectives were developed. In turn, these objectives are supported by a series of strategy statements.

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**Objective 1: Transportation Safety** - Promote the design, construction, and maintenance of new and existing transportation systems and facilities within Warren County.

**Strategies:**

- Construct highway improvements while giving consideration to design issues such as minimum site distances, and so on.
- Ensure proper turn movement and channelization on arterials and collectors.
- Integrate sidewalks and bikeways to safely accommodate pedestrians and bicyclists.
- Identify high traffic impact areas and develop initiatives to mitigate safety problems in those areas.

**Objective 2: Proactiveness** - Develop an action plan to implement the recommendations of the thoroughfare plan in a manner to meet existing and long-range needs.

**Strategies:**

- Protect capacity by developing and implementing access standards.
- Encourage economic development in areas where the thoroughfare system already exists, where proposed thoroughfares are projected, or where limited expansion is required.
- Encourage land use patterns along arterials and collectors that do not degrade carrying capacity.
- Develop criterion to evaluate proposed developments and their impact on existing and proposed thoroughfares.
- Preserve rights-of-way for future thoroughfare expansion and continuation on identified corridor extensions.
- Encourage dialogue between the county, municipalities, and the private sector to coordinate thoroughfare improvements and employment opportunities in appropriate areas.
- Identify a future functional classification system and steps necessary to implement the system.
- Identify thoroughfare corridors that do not interfere with sensitive environmental areas.

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**Objective 3: Sustainability** - Encourage the development of a county thoroughfare system that efficiently uses limited construction funding and maintenance resources.

**Strategies:**

- Coordinate the use of private, municipal, county, state, and federal funding sources to maximize capital fund availability for thoroughfare improvements.
- Determine funding levels necessary to implement short-, medium-, and long-range improvements to the thoroughfare system.
- Develop a system to prioritize maintenance and preservation projects for the existing thoroughfare system; prioritize proposed projects as well.

**Objective 4: Intermodalism** - Improve the efficiency of Warren County's existing thoroughfare system by integrating other modes of transportation.

**Strategies:**

- Encourage transit service to augment capacity of the existing system.
- Share rights-of-way with alternative transportation modes.
- Encourage the development of initiatives that preserve capacity such as park-n-ride facilities.
- Review proposed transportation and development projects to assure that improvements that will benefit bicyclists and pedestrians could be reasonably included.
- Review the Warren County subdivision regulations to assure the inclusion of practices that encourage bicycle and pedestrian access.
- Encourage bicycle usage by incorporating the OKI Regional Bicycle Plan into countywide transportation project planning.
- Support and promote the Warren County Transit system as an important element of the county's transportation system, serving the needs of county residents and relieving pressures on the county's transportation infrastructure.
- Support and promote the expansion of the Southwestern Ohio Regional Transit Authority (SORTA)/Metro bus service into southern Warren County to serve county residents and relieve pressures on the county's transportation infrastructure.
- Support and promote the Lebanon-Warren County Airport as a viable element of the county's transportation system through continued improvements to the airport as outlined in the master plan.

**SECTION 3**  
**WARREN COUNTY ROADWAY CLASSIFICATIONS**  
**AND PATHWAY MAP**

**THOROUGHFARE FUNCTIONAL CLASSIFICATIONS**

The following descriptions of thoroughfare functional classifications are used for the Warren County Official Thoroughfare Plan to establish a hierarchy for designation and evaluation of the thoroughfare network in Warren County.

<b>Interstate</b>	<p>Interstates are multiple-lane, divided highways intended for the uninterrupted flow of inter- and intra-state traffic through an area at the highest speed relative to all other thoroughfares. Interstate highways have limited or controlled access by other thoroughfares.</p> <p>The interstate routes within Warren County are I-71 and I-75.</p>
<b>Primary Arterial</b>	<p>Primary arterials are typically the most direct link between urban and rural communities and major traffic-generating land uses and attractions. As such, they are mostly intended for through-traffic movement at moderate to high speeds, though they also accommodate local traffic, with access control of other roadway and driveway intersections.</p> <p>The following thoroughfares serve as primary arterials:</p> <ul style="list-style-type: none"> <li>• S.R. 48 from the Montgomery County line to U.S. 22/S.R. 3.</li> <li>• S.R. 63</li> <li>• S.R. 73</li> <li>• S.R. 123 from the Lebanon Corporation line to I-71.</li> <li>• U.S. 42</li> <li>• U.S. 22/S.R. 3 from S.R. 123 to the Hamilton County line.</li> </ul>
<b>Secondary Arterial</b>	<p>Secondary arterials are similar to primary arterials in function, though they generally carry a lesser through-traffic volume over shorter distances by linking lower functioning thoroughfares, less intense use attractions, and smaller rural communities to higher functioning thoroughfares, larger populated communities, and more intense land uses.</p> <p>The following thoroughfares serve as secondary arterials:</p> <ul style="list-style-type: none"> <li>• S.R. 28.</li> </ul>



<p><b>Secondary Arterial</b></p>	<ul style="list-style-type: none"> <li>• S.R. 122</li> <li>• S.R. 123 from the Franklin Corporation line to the Lebanon Corporation line.</li> <li>• S.R. 741 from the Springboro Corporation line to the Lebanon Corporation line.</li> <li>• U.S. 42</li> <li>• U.S. 22/S.R. 3 from S.R. 123 to the Clinton County line.</li> </ul>
<p><b>Primary Collector/Distributor</b></p>	<p>Primary collector/distributor roadways are highly traveled thoroughfares, generally greater than 25,000 average daily traffic (ADT) projected within the design year horizon of 25-years, and carry traffic near interstate corridors and other areas of high density development and between interstates, arterials and local roads.</p> <p>The following thoroughfares serve as Primary Collector/Distributors:</p> <ul style="list-style-type: none"> <li>• Kings Island Drive.</li> <li>• Tylersville Road.</li> <li>• Mason-Montgomery Road from the Mason Corporation line south to the Hamilton County line.</li> </ul>
<p><b>Major Collector/Distributor</b></p>	<p>Major collector/distributor roads provide for traffic movement between arterials and local streets and carry moderate volumes, typically greater than 10,000 ADT projected within the design year horizon of 25-years, over moderate distances.</p>
<p><b>Minor Collector</b></p>	<p>Minor collectors are intended as the first link between local roads for land access and higher functioning traffic moving roads of thoroughfare network. They are typically regularly traveled roads in rural areas and main streets in subdivision developments in urbanized areas.</p>
<p><b>Local</b></p>	<p>Local roads and streets are predominantly intended to provide access for land uses that are located along them, such that through-traffic movement is often discouraged. Therefore, they are not usually considered as thoroughfares in a network unless location and travel warrants upgrading and connection with other thoroughfares.</p>

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## **FUNCTIONAL CLASSIFICATION OF THE COUNTY THOROUGHFARE NETWORK**

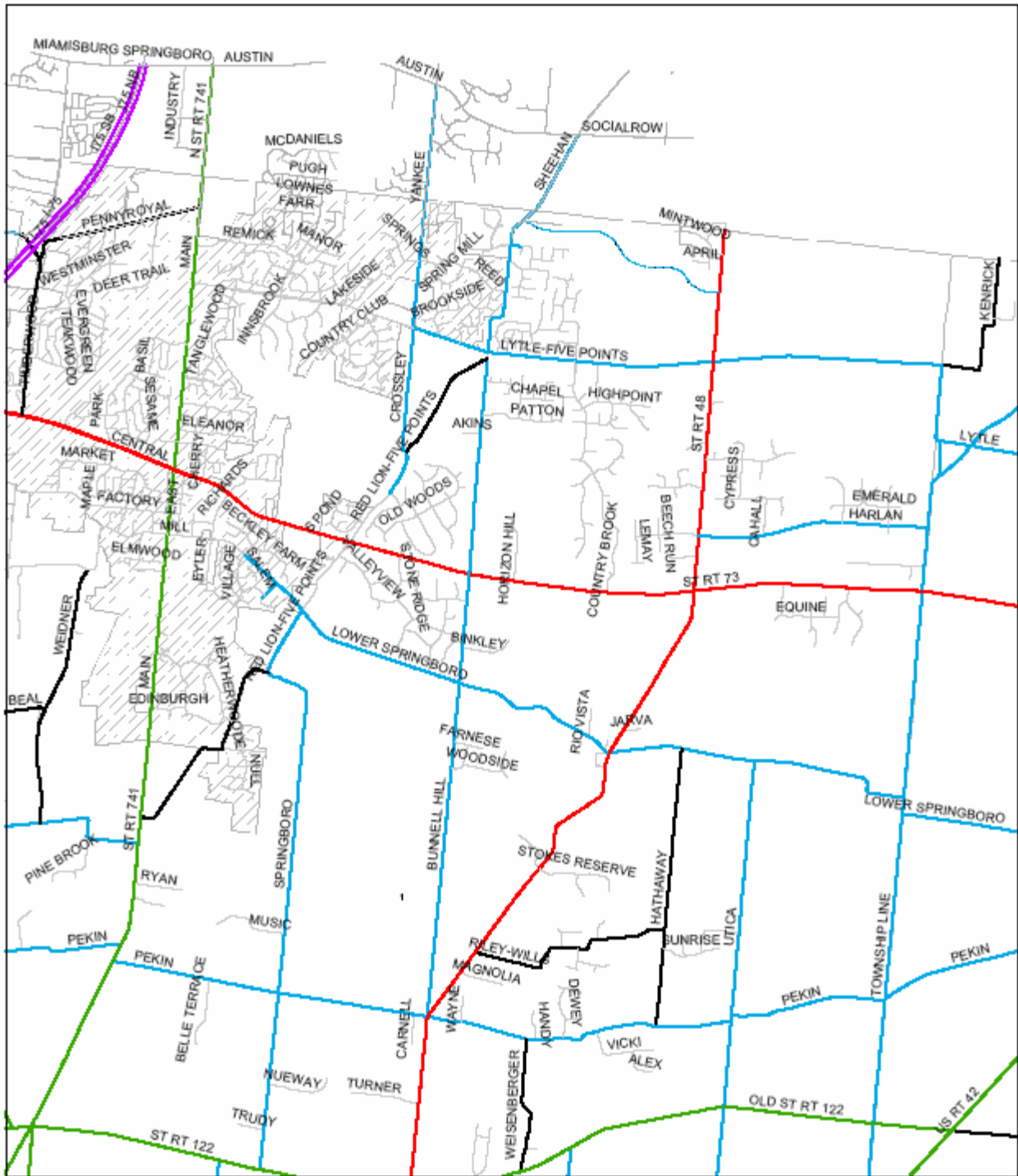
A generation of development, characterized by rapid growth over the last decade, has resulted in significant changes to the volume and pattern of traffic circulation in Warren County since the 1956 Thoroughfare Plan was adopted. Figure 4.1 show the above described functional classifications as they have been applied to roads and streets that constitute the Warren County thoroughfare network. This application of the functional classification system to define the county thoroughfare network, coupled with design standards for each thoroughfare, are intended to be a guide for decision-makers as it relates to planning and approval of future land use development and improvements and additions to the existing network thoroughfares.

Cross-section diagrams of typical design standards for each type of thoroughfare that has been defined in the functional classification system for the Warren County network are shown in Figures 4.1 through 4.14. The standards depicted in the following 12 diagrams were designed with specific relationship to Warren County thoroughfares as relates to function and location within the network. As such, there are design standards for thoroughfares in urban versus rural locational settings, as well as distinctions for residential versus non-residential use development locations. Minimum right-of-way widths, among other design factors, are specified in the cross-section diagrams for each thoroughfare type and use setting, with incorporation of intermodal provisions for bicyclists and pedestrians.

Typical cross-sections for various functional classes for a variety of situations - rural and urban settings, and in commercial as well as residential areas - are contained in Figures 4.1 through 4.14. The following 13 cross-sections were developed to encourage the preservation of adequate rights-of-way for various road types throughout the county, including adequate width to give flexibility in accommodating bicycles and pedestrians.

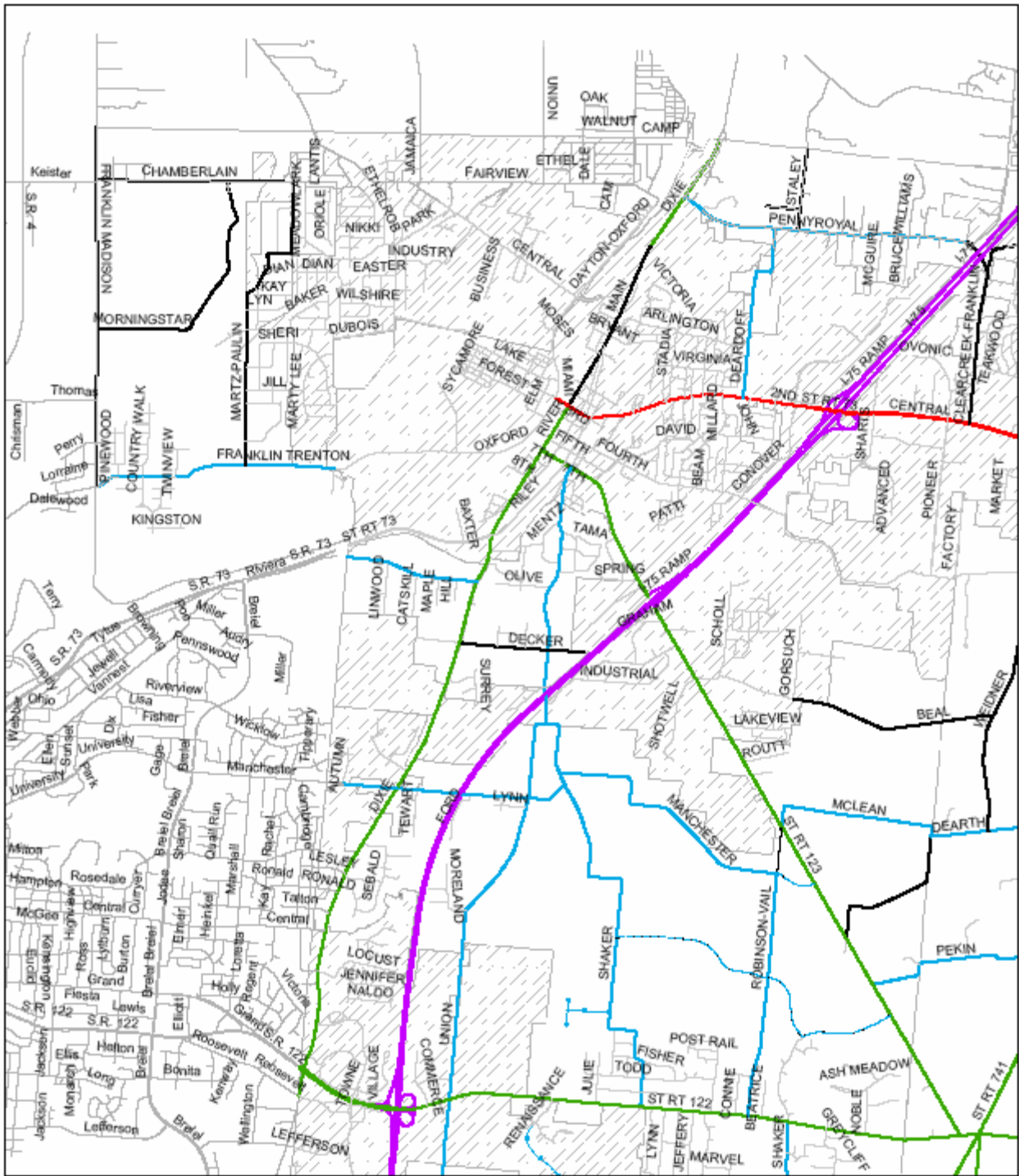


Figure 4.1.B  
Warren County North Region Map – April 2007



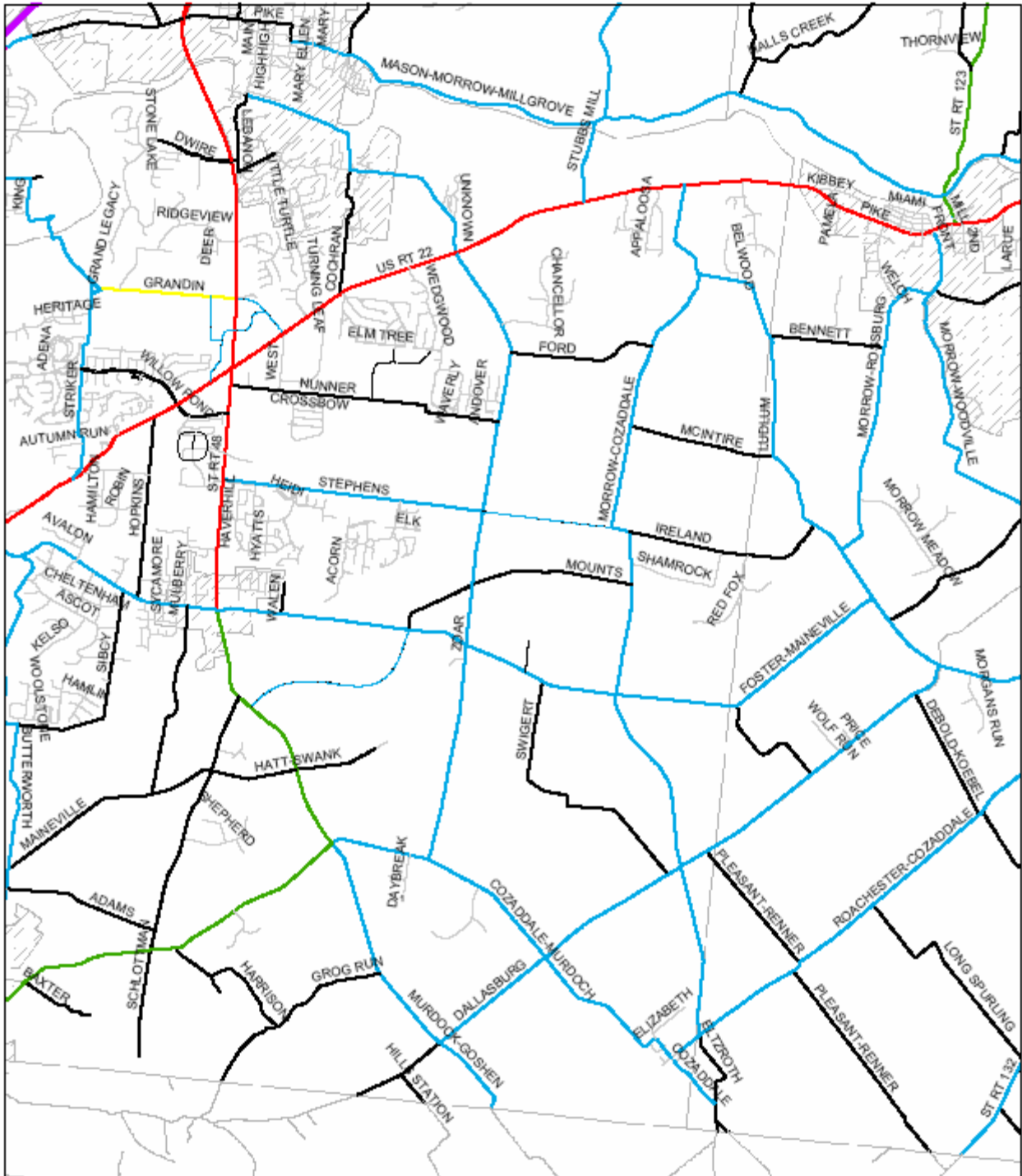
Official Thoroughfare Plan

**Figure 4.1.C**  
**Warren County Northwest Region Map – April 2007**



**Official Thoroughfare Plan**

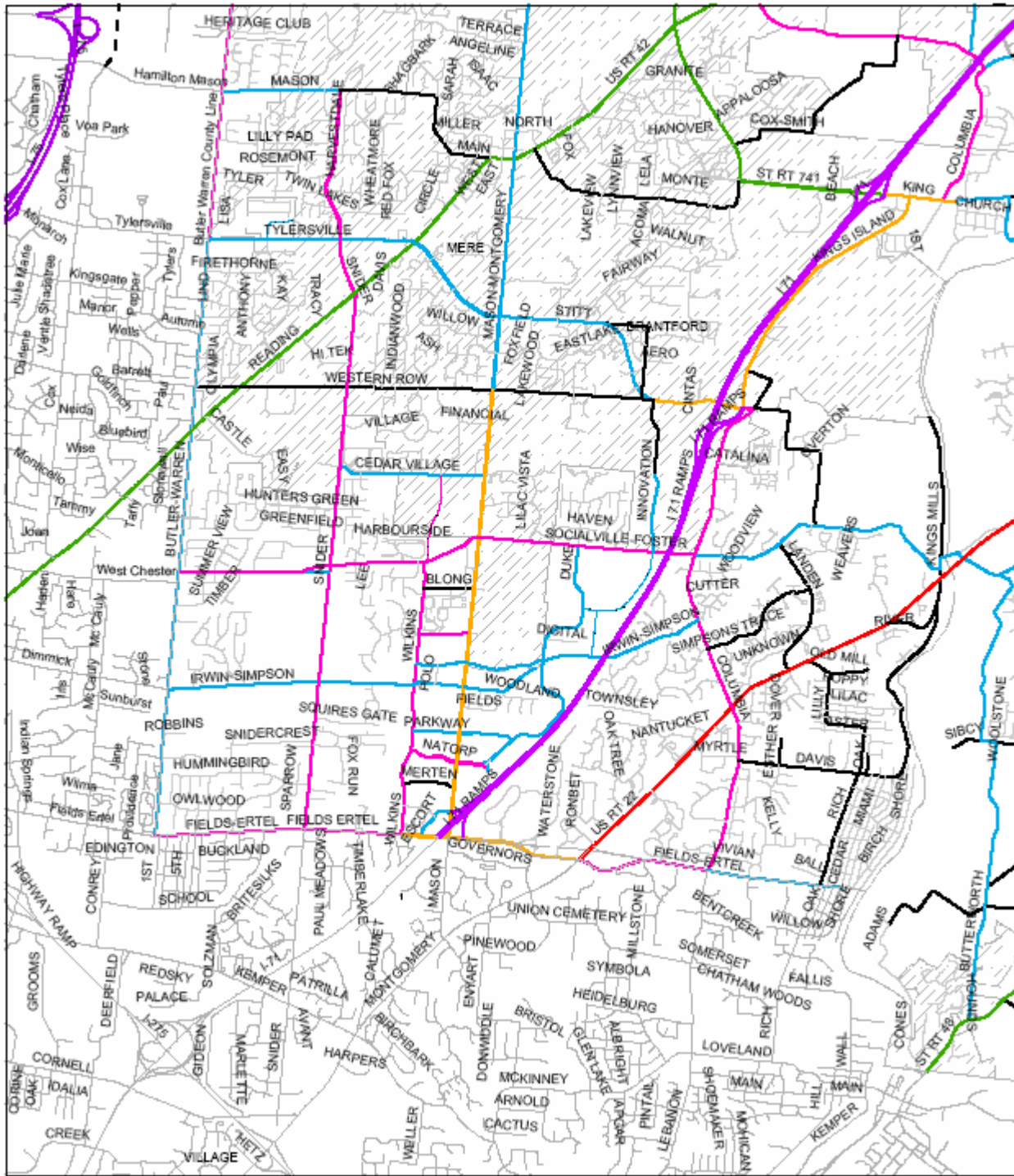
Figure 4.1.D  
Warren County South Region Map – April 2007



Official Thoroughfare Plan

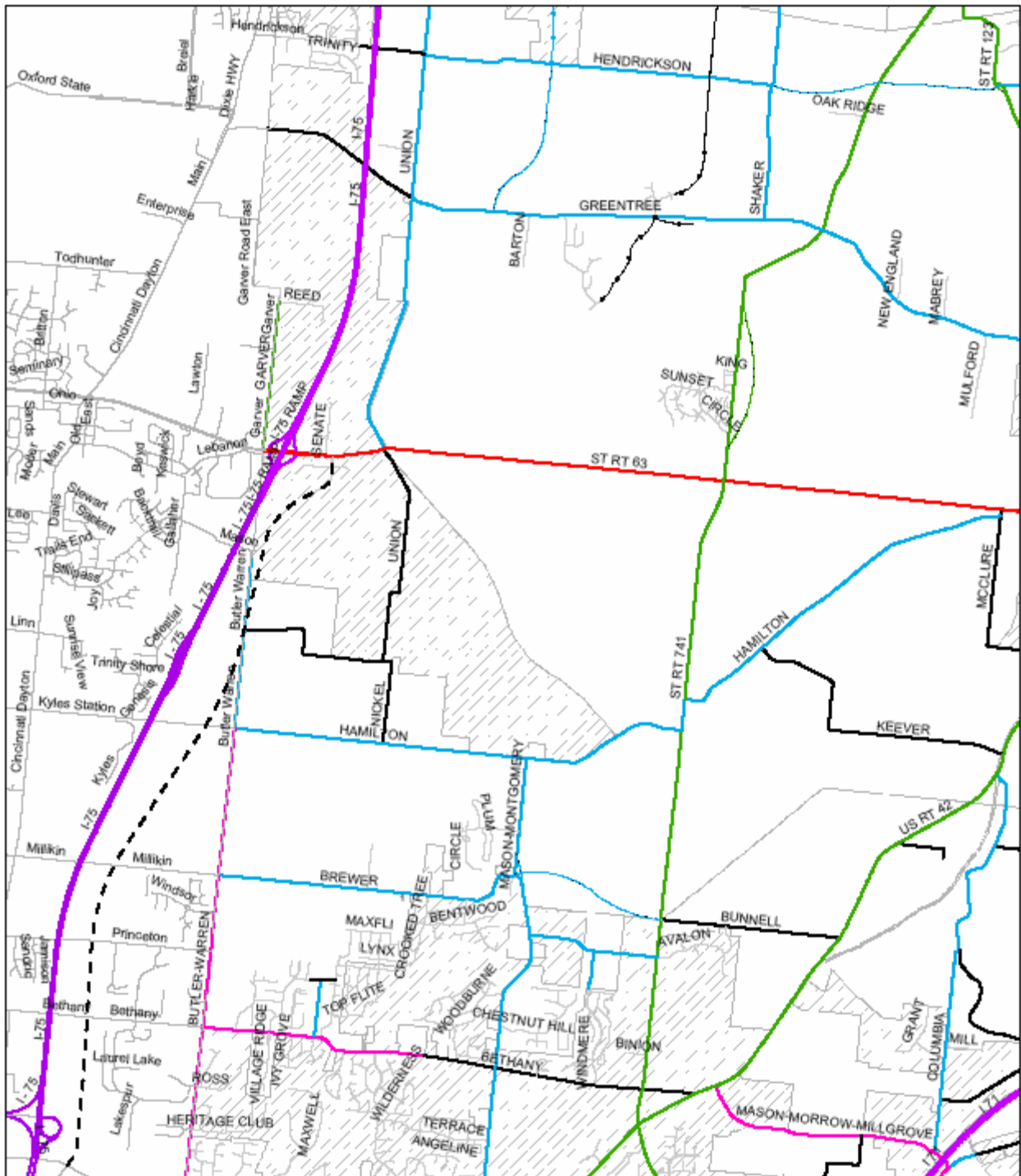


**Figure 4.1.E**  
**Warren County Southwest Region Map – April 2007**



**Official Thoroughfare Plan**

**Figure 4.1.F  
Warren County West Region Map – April 2007**



**Official Thoroughfare Plan**

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**Figure 4.1.G**  
**Official Thoroughfare Plan**

**Roadway Extensions/Alterations:**

**Projected as Public Project:**

- Robinson-Vail @ SR 123 – Culdesac Robinson-Vail Road south of SR 123.
- Wilkens Road (Major Collector/Distributor) - Socialville-Fosters Road to Mason Corp.
- Waterstone Boulevard (Enhanced Urban Collector) – Connection to Duke Blvd.
- SR 123 (Secondary Arterial) – Realignment SR 122 to 2500' South of SR 122.
- Welbeck Drive – Bridge crossing between Wyndham Drive and Apalachee Drive (Hamilton Township)

**Projected as Private Development Funded Project:**

- Collector Road - SR 48 to Bunnell Hill Road
- Manchester Road (Collector)- Robinson Vail to SR 123.
- Wilson Farm Boulevard (Collector) - Wilson Farms Subdivision to SR 123.
- Collector Road - Shaker Road to Robinson-Vail Road.
- Local Road - Greentree Meadows Drive to Rose Marie Road.
- Collector Road – Hendrickson Road to Greentree Road
- Hendrickson Road (Collector) - Shaker Road to SR 123.

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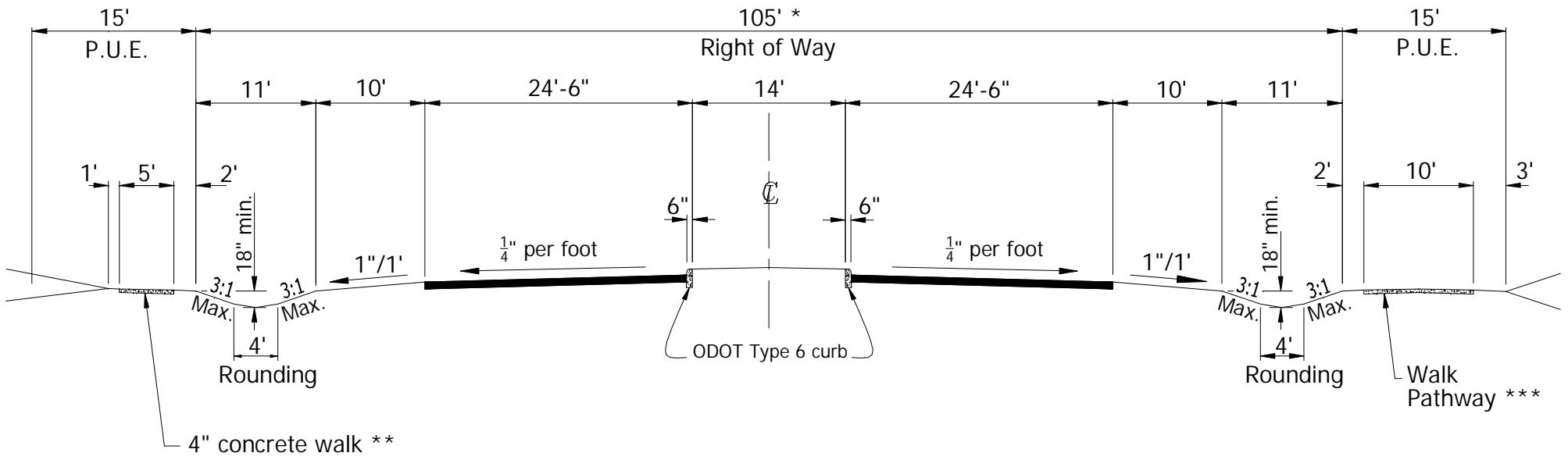
Official Thoroughfare Plan Figure 4.1.G Roadway Extensions/Alterations  
Projected as Private Development Funded Project (Continued)

- Monroe Road (Collector) - Existing terminus to Oregonia Road
- Collector Road - SR 42 to Drake Road (Turtlecreek Twp).
- Brewer Road (Collector) - Mason-Montgomery to SR 741. (Note 1)
- Thornberry Court (Collector) - Mason Corp to Tylersville Road.
- Collector Road - SR 48 to Fosters-Maineville Road.
- Stephens Road (Collector) - Zoar Road to Morrow-Cozaddale.
- Local Road - Stotler 1 Subdivision to Fosters-Maineville. (Note 2)
- Collector Road - Wedgewood Drive to Nunner Road.
- Grandin Road (Collector) – SR 48 to US 22/SR 3. (Note 3)
- Hoptown Roadway Network (Collector Roads) – Between Grandin Road/Grandin Road extension and US 22/SR 3.
- SR 741 Realignment (Secondary Arterial) - Near Otterbein.
- Collector Roads – Duke to Socialville-Fosters @ Innovation Way with second collector to Irwin-Simpson.
- Turtlecreek Union Road (Collector) - Between existing termini west of Stubs-Mill Road, east of SR 48.

**Notes:**

- (1) Public improvements to realign/reprofile Mason-Montgomery Road and Brewer Road necessary with the Brewer Road extension.
- (2) Development Assessment.
- (3) Public to share cost of the Grandin Road extension.

Figure #4.2  
Typical Section, - Primary Arterial - Rural



Typical Section

Primary Arterial - Rural

\* 120' Right-of-Way, 60' each side of centerline within 450' of roads classified as a Major Collector. (Distributor and above.)

\*\* As per Subdivision Regulations.

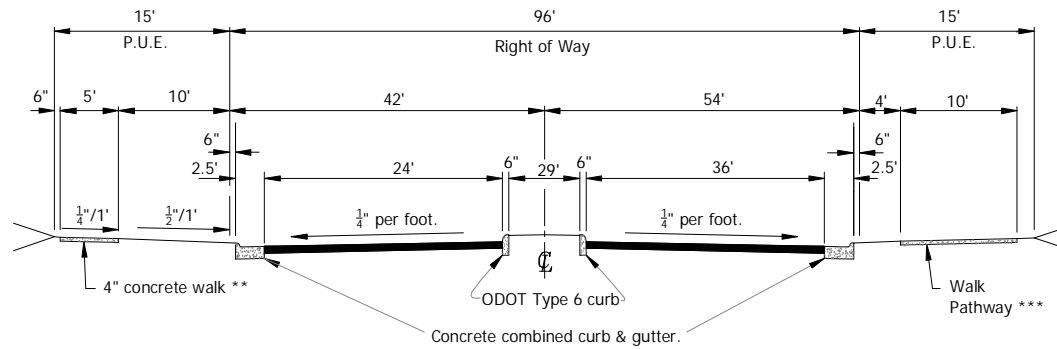
\*\*\* As per Pathway Map/Subdivision Regulations.



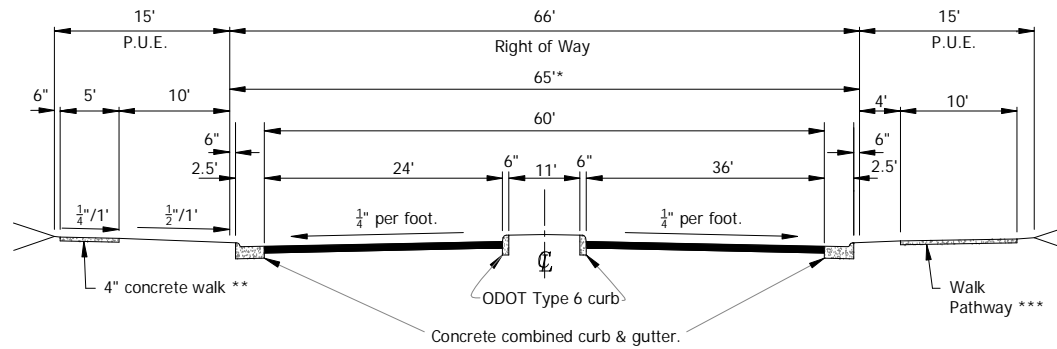
Revised: 21 June 2006

Figure #4.2

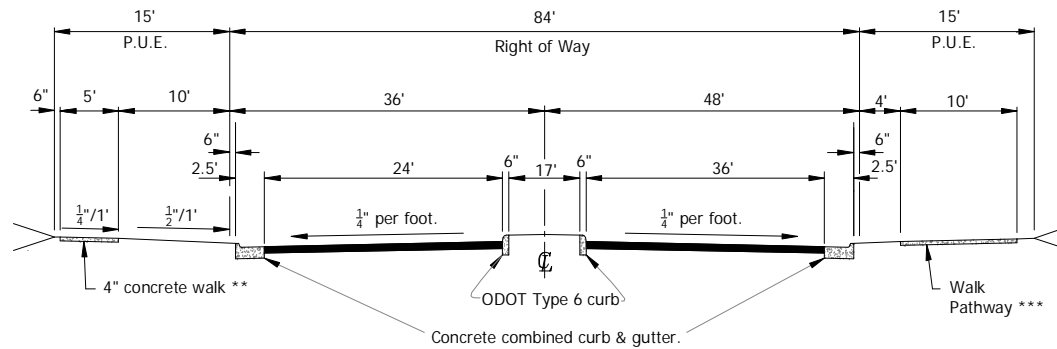
## Figure #4.3 Typical Section, - Primary and Secondary Arterial - Urban



**Typical Section**  
Secondary Arterial - Urban  
Within 450' of Right of Way of roads classified as Major Collectors/Distributors or above.



**Typical Section**  
Primary and Secondary Arterial - Urban  
Other than above.



**Typical Section**  
Primary and Secondary Arterial - Urban  
Within 350' of Right of Way of roads classified as Collectors.

**Typical Section**  
Primary and Secondary Arterial - Urban

- \* Pavement width back to back.
- \*\* As per Subdivision Regulations.
- \*\*\* As per Pathway Map/Subdivision Regulations.

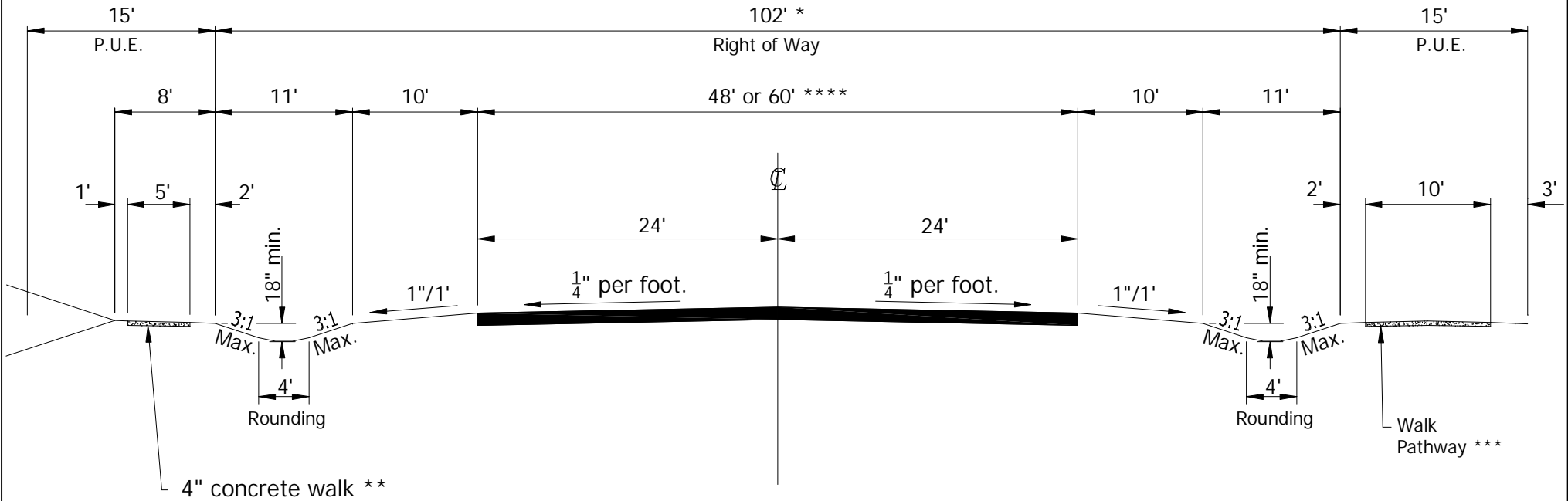


Revised: 23 June 2006

Figure #4.3



Figure #4.4  
Typical Section, - Secondary Arterial - Rural



Typical Section

Secondary Arterial - Rural

\* 120' Right of Way, 60' each side of centerline within 450' of roads classified as a Major Collector. (Distributor and above)

\*\* As per Subdivision Regulations.

\*\*\* As per Pathway Map/Subdivision Regulations.

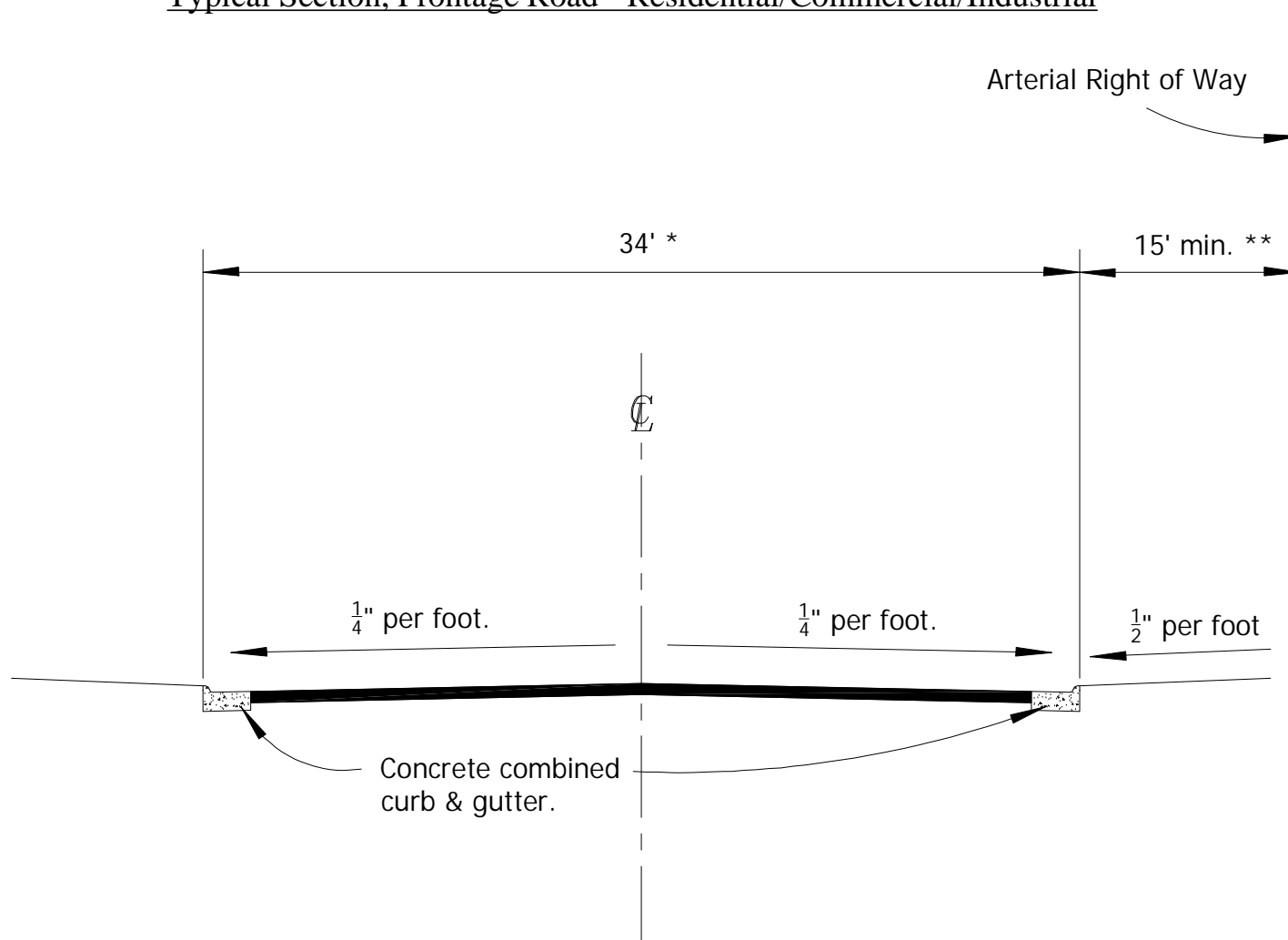
\*\*\*\* 12' left-turn lane, or dual left-turn lane, where required. (Not shown.)



Revised: 23 June 2006

Figure #4.4

Figure #4.5  
Typical Section, Frontage Road - Residential/Commercial/Industrial



Typical Section  
 Frontage Road - Residential/Commercial/Industrial

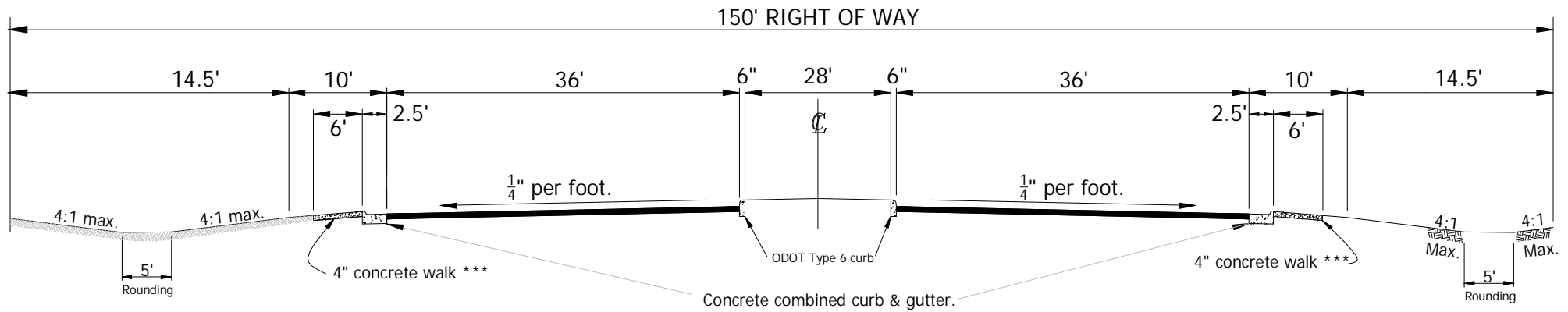
- \* Pavement width back-to-back
- \*\* Per traffic impact study near drives.



Revised: 23 June 2006

Figure #4.5

Figure #4.6  
Typical Section, Primary Collector/Distributor



\* Or as Pathway Map/Subdivision Regulations

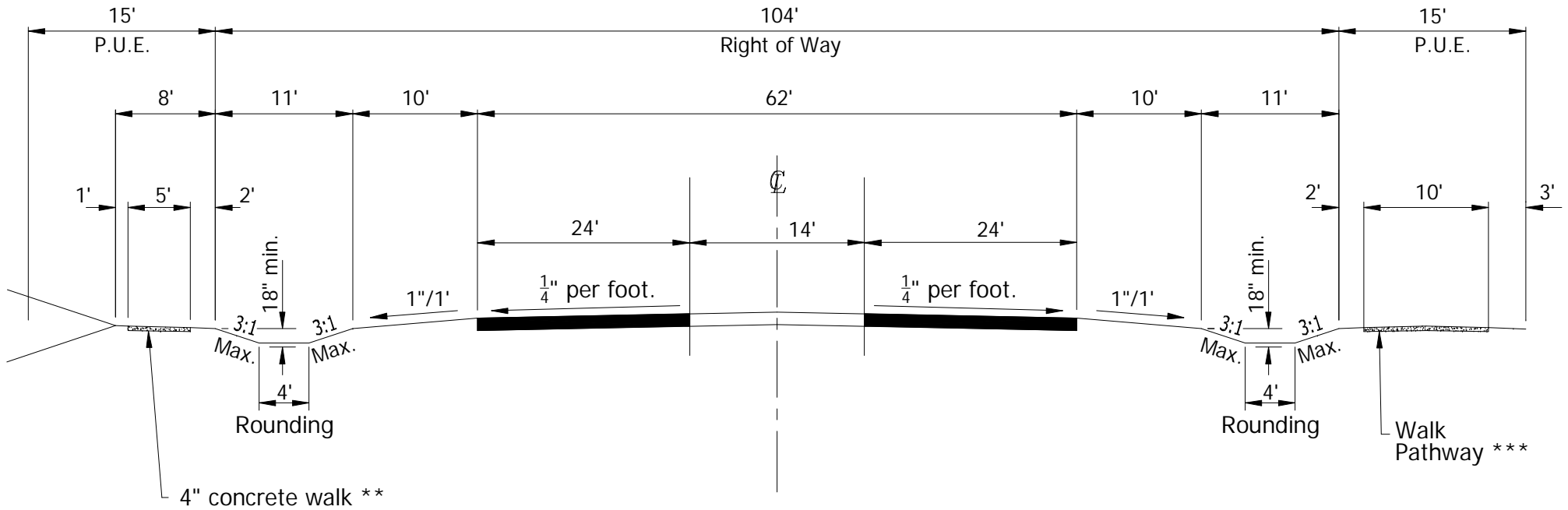
Typical Section  
 Primary Collector/Distributor



Revised: 23 June 2006

Figure #4.6

Figure #4.7  
Typical Section, - Major Collector/Distributor - Rural



Typical Section  
 Major Collector/Distributor - Rural

\*\*\* Or as per Pathway Map/Subdivision Regulations.

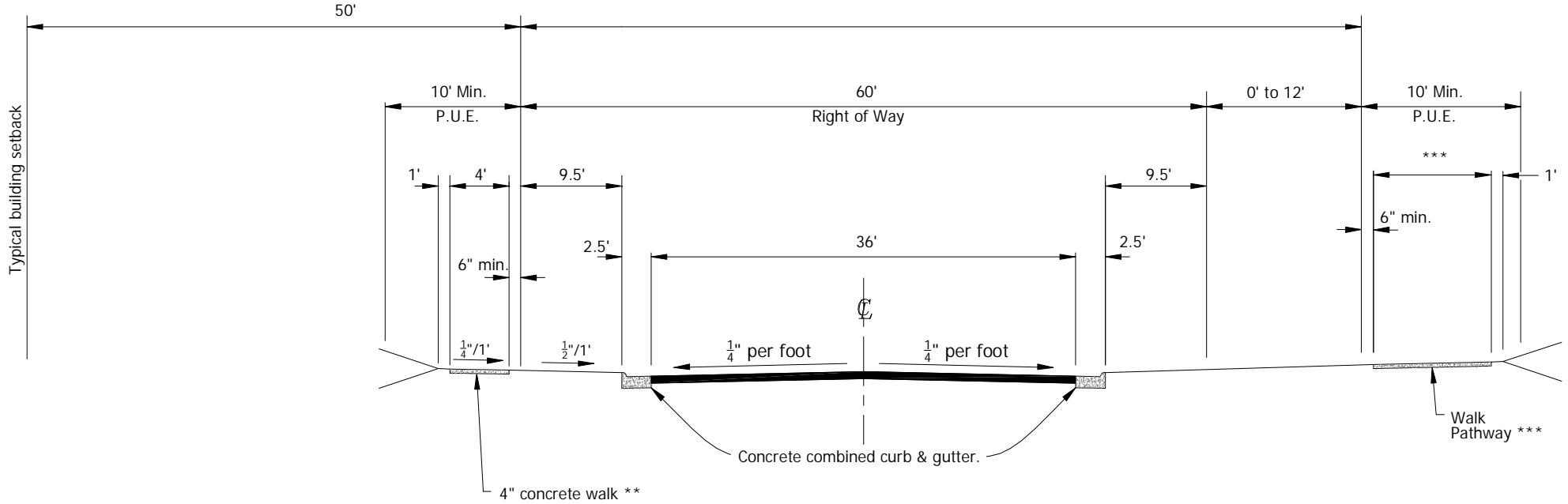


Revised: 10 March 2011

Figure #4.7

# Figure #4.8 Typical Section, Collector - Residential Urban

72' within 300' of right of way for roads classified as Major Collector/Distributor or above, with the extra width added on side approaching the intersection.



Typical Section  
Collector - Residential Urban

\*\* As per Subdivision Regulations.

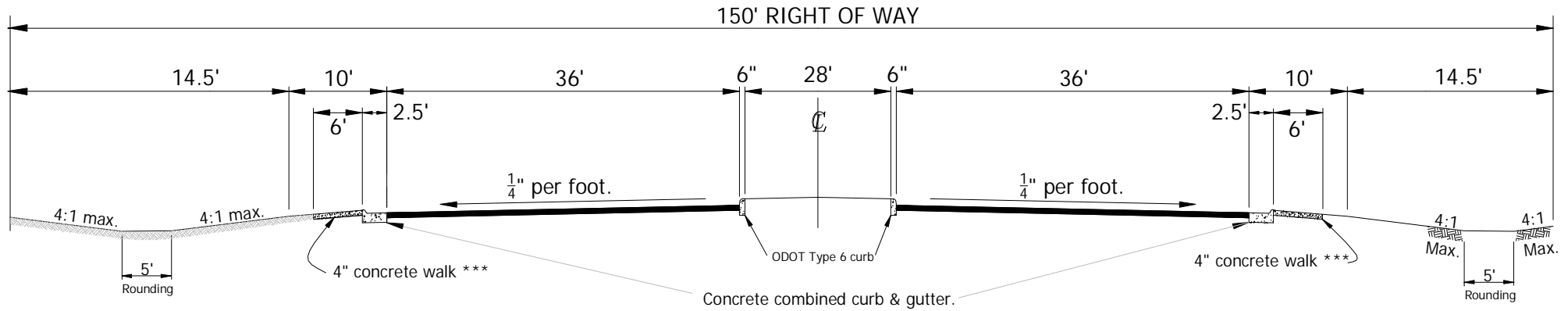
\*\*\* As per Pathway Map/Subdivision Regulations.  
(if applicable, width & location TBD)



Revised: 27 April 2011

Figure #4.8

Figure #4.9  
Typical Section, Collector - Enhanced Urban



\* Or as Pathway Map/Subdivision Regulations

Typical Section  
 Collector - Enhanced Urban

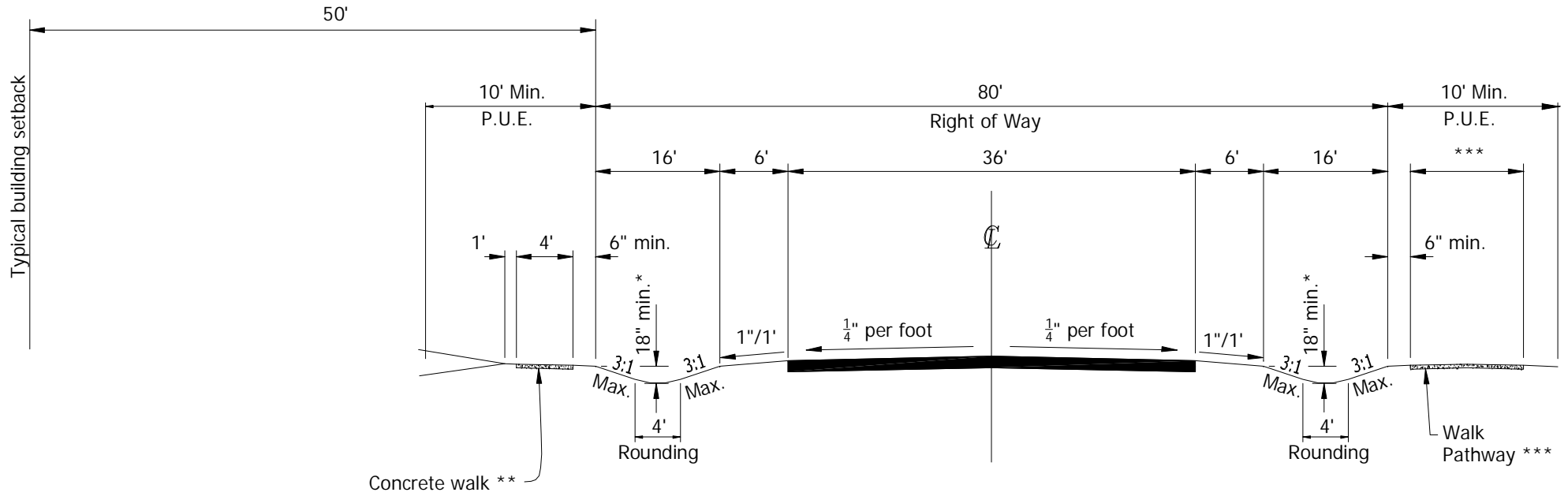


Revised: 26 June 2006

Figure #4.9



**Figure #4.10**  
**Typical Section, Collector - Residential/Rural**



Typical Section

Collector - Residential/Rural

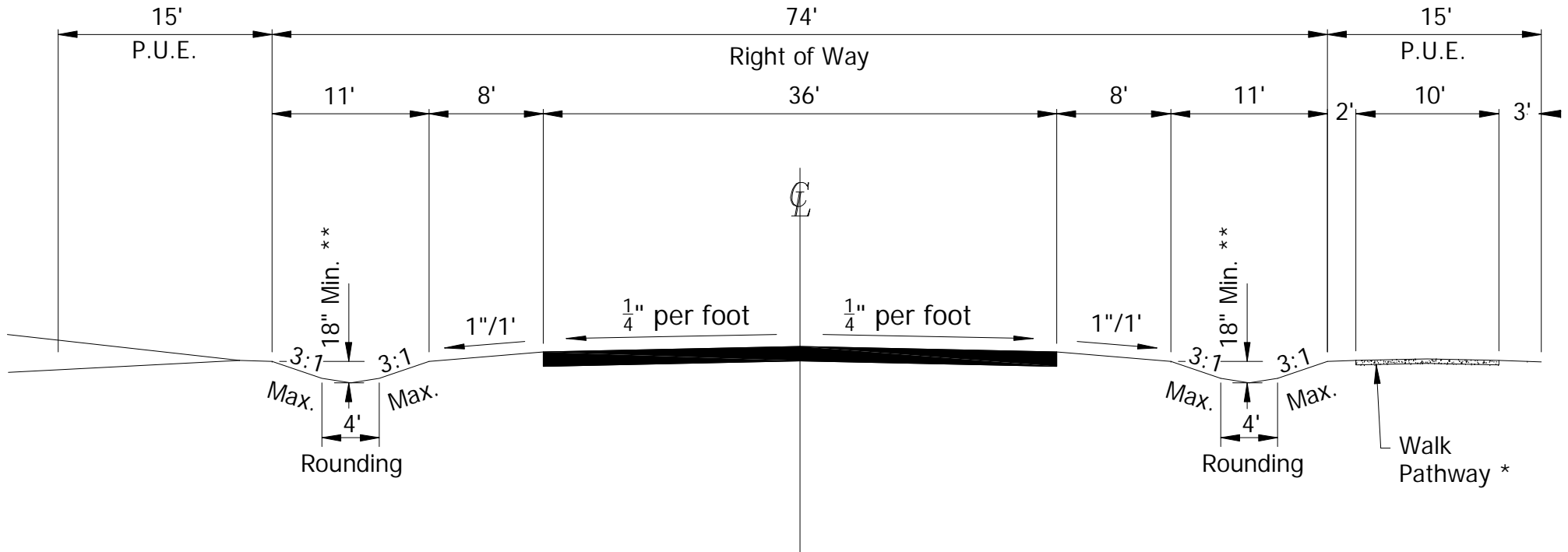
- \* Or outside diameter of drive culverts plus 6". Note that roadside ditches are requiring a single drive pipe greater than a 30 inch diameter shall not be permitted for new subdivision roads.
- \*\* As per Subdivision Regulations.
- \*\*\* As per Pathway Map/Subdivision Regulations. (if applicable, width & location TBD)



Revised: 27 April 2011

Figure #4.10

Figure #4.11  
Typical Section, Collector - Commercial/Industrial



Revised: 29 June 2006

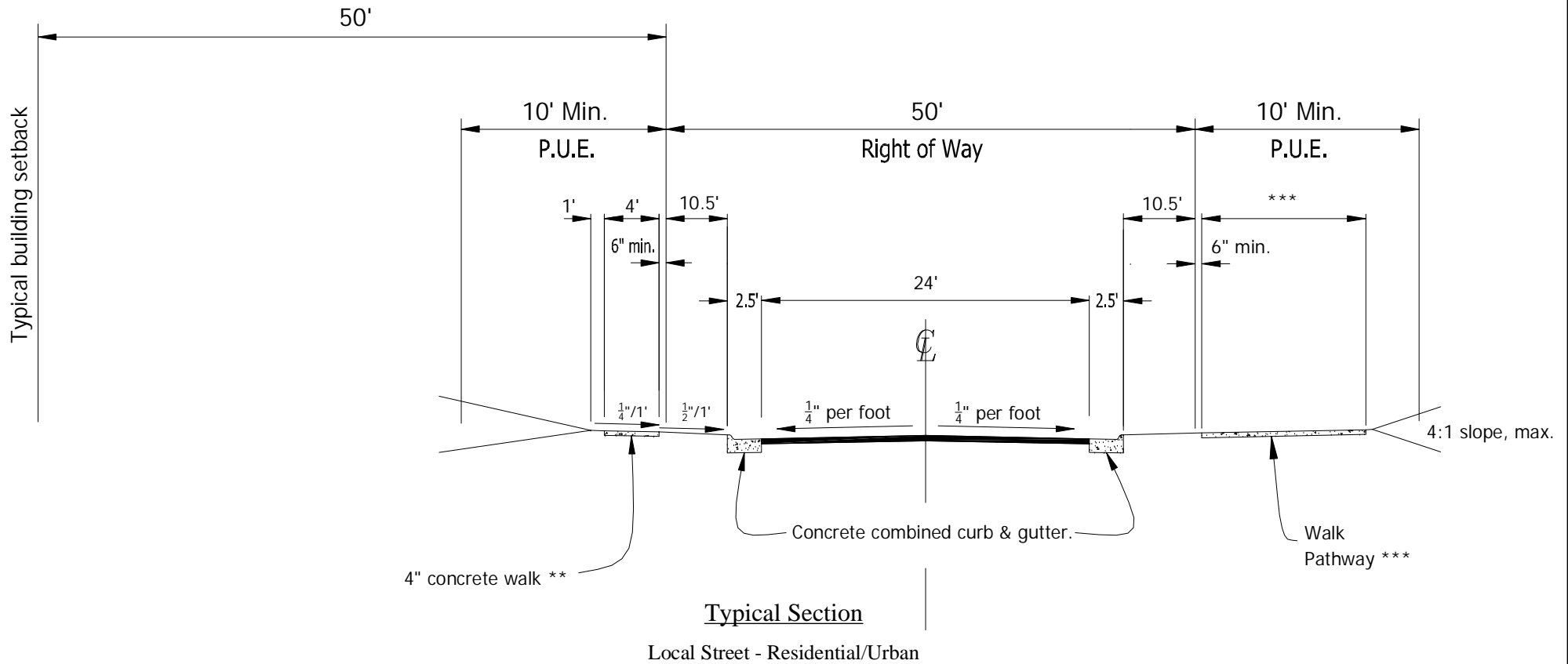
\* Or as Pathway Map/Subdivision Regulations

Typical Section  
 Collector - Commercial/Industrial

Figure #4.11

Figure #4.12

Typical Section, Local Street - Residential/Urban



Typical Section

Local Street - Residential/Urban



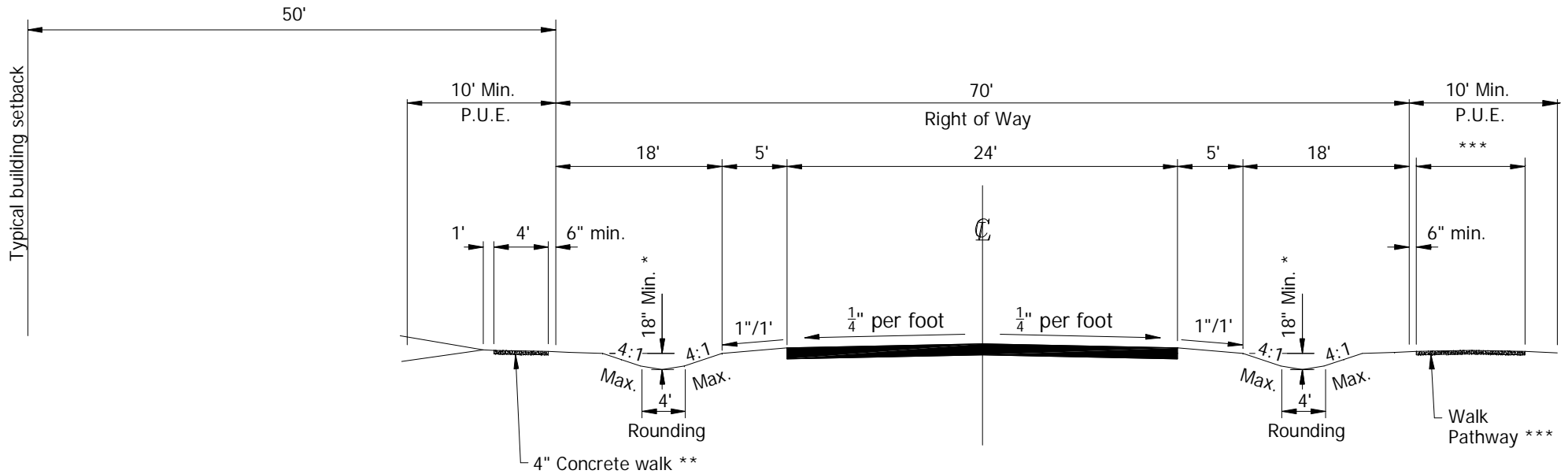
Revised: 27 April 2011

\*\* As per Subdivision Regulations.

\*\*\* As per Pathway Map/Subdivision Regulations.  
(if applicable, width & location TBD)

Figure #4.12

**Figure #4.13**  
**Typical Section, Local Street - Residential/Rural**



Typical Section

Local Street - Residential/Rural

- \* Or outside diameter of drive culverts plus 6". Note that roadside ditches are requiring a single drive pipe greater than a 30 inch diameter shall not be permitted for new subdivision roads.
- \*\* As per Subdivision Regulations.
- \*\*\* As per Pathway Map/Subdivision Regulations. (if applicable, width & location TBD)

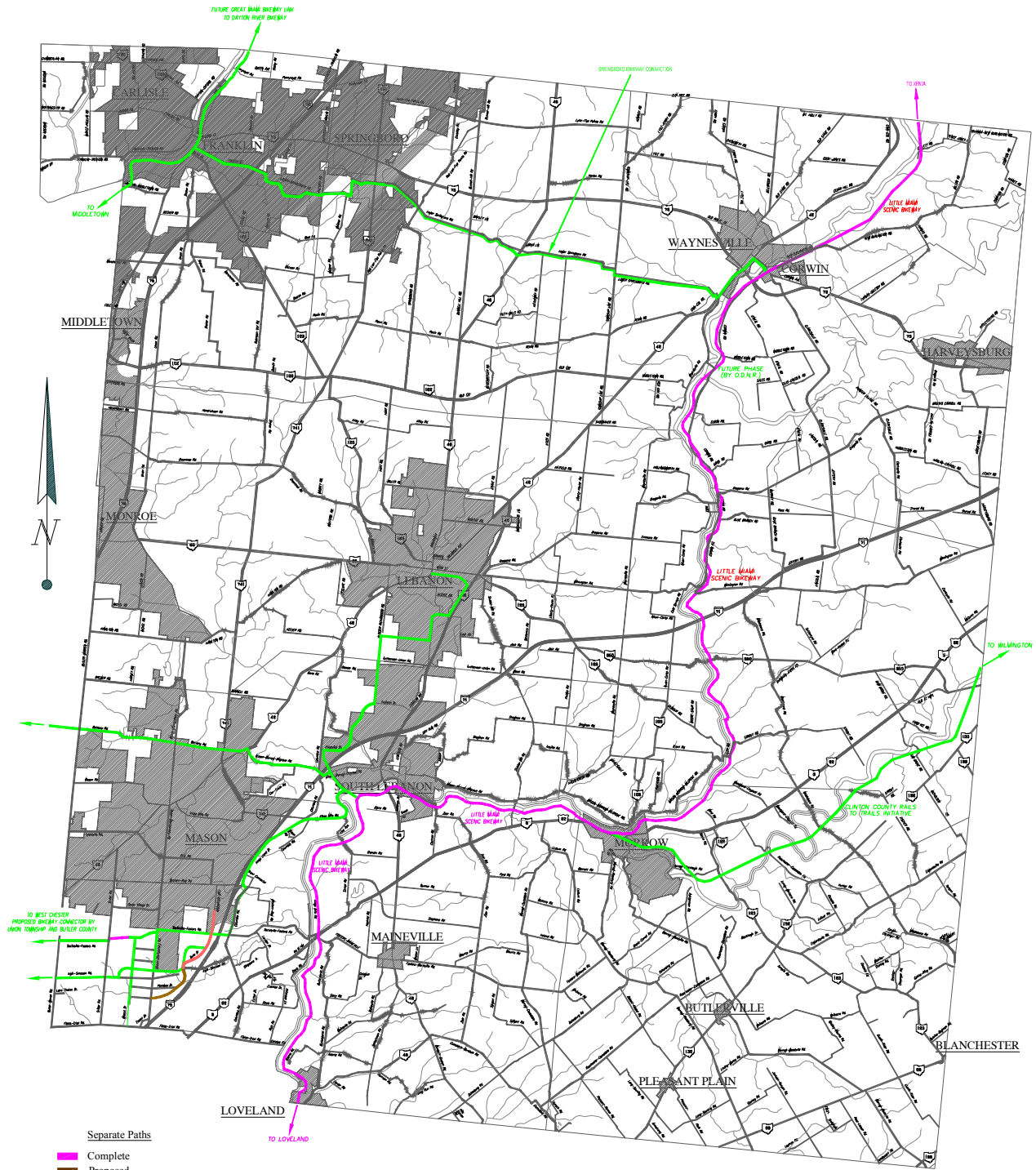


Revised: 27 April 2011

Figure #4.13

Figure 4.14  
Warren County Pathway Map

# Warren County Pathway Map



- Separate Paths
- █ Complete
  - █ Proposed
- Shared Roads with Signs
- █ Complete
  - █ Proposed
  - █ Proposed Miami to Miami Initiative unless otherwise noted.

**\* See Also Existing Township Pathway Plans**

Figure #4.14



Revised 06/20/2006

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## APPENDIX A – 1996 TASK FORCE MEMBERS

### WARREN COUNTY

Craig Pendleton - Warren County Engineer

Ed Wade - Clearcreek Township

Neil Tunison - Warren County Engineer's Office

Bob Carter - Deerfield Township

Jerry Stiles - Warren County Engineer's Office

Hazel Dotson - Deerfield Township

Pat Manger - Warren County Engineer's Office

Char Peach - Lebanon Chamber of Commerce

Kurt Weber - Warren County Engineer's Office

Judy Daley - Citizen at Large

Jeff Pendleton - Warren County Engineer's Office

Mike Morris - ODOT

Brion Rhoades - Warren County Engineer's Office

Hans Jindal - ODOT

Bob Craig - WCRPC

Doug Hammon - OKI

Bob Garlock - Warren County Home Builders  
Association

### CONSULTING TEAM

Lloyd Wallace - Woolpert

Daniel Boron - Woolpert

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**Appendix B – Amendment March 2003**

## **APPENDIX B – 2003 ADMENDMENT**

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### **A. Extension of Relocated Irwin-Simpson Road, west of Wilkens Boulevard to existing Irwin-Simpson Road.**

This extension is classified as an Enhanced Urban Collector (Figure #4.91) and will be designed for a 35 MPH speed limit utilizing ODOT Location and Design Manual Volume 2. This extension will tie back into existing Irwin-Simpson Road allowing for an additional east/west route for the County's Highway System for the southwest portion of the County. The enhancement portion of the project is to provide traffic calming as the westbound traveling public exits commercial land use and enters residential land use.

### **B. Grandin Road/SR 48/US 22/SR 3 Grid System**

Grandin Road – West of SR 48 - existing Grandin Road from Striker Road to SR 48 is reclassified as a Collector – Commercial / Industrial (Figure 4.11).

Grandin Road Extension – East of SR 48 – Grandin Road will be extended and classified as a Collector – Residential Urban (Figure 4.9).

An Additional Connector North/South – Collector-Residential Urban (Figure 4.9) running between Grandin Road and US Route 22/3, beginning at Grandin Road 1,500 feet west of SR 48 and ending 1,200 feet west of SR 48 at US Route 22/3.

An Additional Collector East/West – Residential Urban (Figure 4.9) road connecting the Grandin Road Extension (east of SR 48) and the Additional Connector North/South road will also occur. The Collector will intersect SR 48 around the midpoint between Grandin Road and US Route 22/3.

This grid system of roadways is an attempt to provide access management for the property that lies adjacent to the State Routes.

### **C. Dearth Road (aka Shaker Road Extension) between SR 122 and SR 123**

This roadway is classified as Collector – Residential Urban (Figure #4.9) and will be designed for a 35 MPH speed limit utilizing ODOT Location and Design Manual Volume 2. This road will begin to the south opposite of existing Shaker Road at SR 122 and extend north/east and connecting with SR 123 in the Dearth Road vicinity for an additional north/south route for the County's Highway System for the northwest portion of the County. (Revised with the April 2007 update.)

### **Bike Path in Compliance with Miami to Miami Connection Feasibility Study.**

This project, completed October 31, 2002, involved a multi-county coalition of public private and non-profit agencies. The existing thoroughfare plan simply shows one bike path route. The Miami to Miami feasibility study appropriately proposes a network of pathways that we can ensure be constructed at developer expense if included in the thoroughfare plan.



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**Appendix C – Adopted Corridor Plans Hoptown 2010**

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**RESOLUTION No. 3-04**  
**ADOPTING CERTAIN AMENDMENTS TO THE**  
**WARREN COUNTY OFFICIAL THOROUGHFARE PLAN**

WHEREAS, according to Section 713.23 of the Ohio Revised Code (ORC), a regional planning commission may make studies, maps, plans, recommendations and reports concerning the physical environment, social, economic and governmental characteristics, functions, services and other aspects of the region; and

WHEREAS, a Warren County Official Thoroughfare Plan has existed since July 17, 1956, per Warren County Resolution 40-591: and

WHEREAS, the functions of a Thoroughfare Plan are to:

Designate a network of thoroughfares to carry both current levels of traffic and anticipated increases that will be generated by growth and development in the County: and

Organize vehicular traffic by function in order to minimize conflict and assure that traffic will be carried on adequately designated thoroughfares: and

Assure that adequate land for rights-of-way are provided for future corridor development; and

Integrate planning for the County circulation system with the larger regional transportation system; and

WHEREAS, the Warren County Regional Planning Commission (RPC), working in conjunction with the Warren County Engineer, Woolpert Consultants and a Task Force consisting of public and private interests, developed a Warren County Official Thoroughfare Plan update, hosting County-wide public forums on November 15, 16 and 17, 1995, as well as a duly advertised public hearing opened on April 9, 1996, being continued to May 7, 1996 and July 9, 1996. being adopted on that date: and

WHEREAS, certain amendments to the Warren County Official Thoroughfare Plan were adopted in March, 2003, per Resolution 3-03, including the following in the Hopkinsville, Hamilton Township area:

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Resolution No. 3-04 (Page 2)

Extension of Grandin Road, between State Route 48 and U.S. Route 22-3, in Hamilton Township, classified as an Urban Class Residential Collector (Figure #4.9) with a 42 foot right-of-way width, projected as a short range (0-5 year) improvement need; and

An additional north-south Residential Urban Class Collector road, approximately 1,200 feet west of State Route 48, between Grandin Road and U.S. Route 22-3, as well as an east-west road (same classification), between existing Grandin Road and U.S. Route 22-3, with an intersection location along State Route 48 subject to Ohio Department of Transportation (ODOT) approval: and

Access management will be needed throughout this proposed street grid; and

WHEREAS, additional refinements of the above Hopkinsville area amendments have been undertaken by the Warren County Engineer, in conjunction with the RPC staff, Hamilton Township Trustees, Ohio Department of Transportation and local property owners, aided by the firm of Edwards and Kelcey: and

WHEREAS, public meetings regarding said refinements, to be called the Hopkinsville 2010 Access Management Plan (see attached exhibit), have taken place on December 15, 2003, January 30, 2004 and March 17, 2004: and

WHEREAS, a legal notice regarding a public hearing on this date to adopt said Hopkinsville 2010 Access Management Plan was published in the newspaper of general circulation on April 1, 2004 and April 8, 2004: and

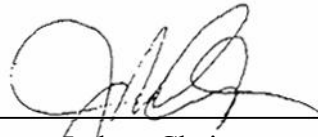
WHEREAS, public comments have been received and duly considered on this date; and

NOW THEREFORE BE IT RESOLVED, that the Warren County Regional Planning Commission hereby adopts the above amendments to the Warren County Official Thoroughfare Plan, subject also to the following conditions of approval being placed on future preliminary plats within the study area:

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Resolution No. 3-04 (Page 3)

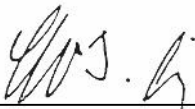
1. Dedication of public rights-of-way and public utility easements per the Hopkinsville 2010 Access Management Plan adopted alignment.
2. Line, grade and typical plans for the Road B portion of the Hopkinsville 2010 Access Management Plan shall be developed. The developer shall pay for a portion of the costs of the line, grade, and typical plans for Road B based upon a straight line mileage percentage.



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James Lukas, Chairman  
Warren County Regional Planning Commission

ATTEST:

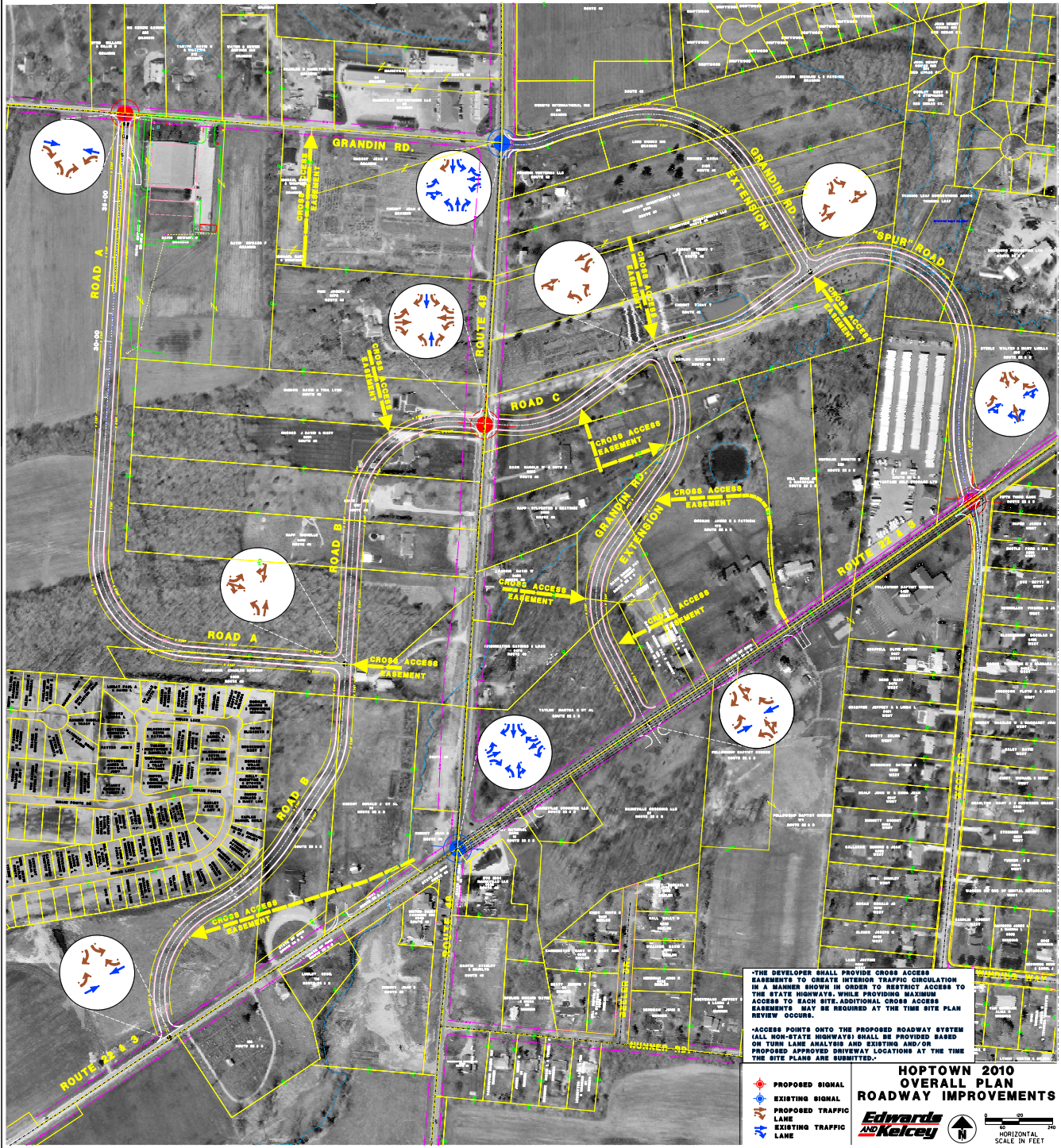


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Robert T. Craig, AICP, Executive Director  
Warren County Regional Planning Commission

Date: April 13, 2004

L:/rtc/T-Plan.Resol.Apr04



\*THE DEVELOPER SHALL PROVIDE CROSS ACCESS EASEMENTS TO CREATE INTERIOR TRAFFIC CIRCULATION IN A MANNER SHOWN IN ORDER TO RESTRICT ACCESS TO THE STATE HIGHWAYS, WHILE PROVIDING MAXIMUM ACCESS TO EACH SITE. ADDITIONAL CROSS ACCESS EASEMENTS MAY BE REQUIRED AT THE TIME THE SITE PLAN REVIEW OCCURS.

\*ACCESS POINTS ONTO THE PROPOSED ROADWAY SYSTEM (ALL NON-STATE HIGHWAYS) SHALL BE PROVIDED BASED ON TURN LANE ANALYSIS AND EXISTING AND/OR PROPOSED APPROVED DRIVEWAY LOCATIONS AT THE TIME THE SITE PLANS ARE SUBMITTED.

**HOPTOWN 2010  
 OVERALL PLAN  
 ROADWAY IMPROVEMENTS**

 PROPOSED SIGNAL  
 EXISTING SIGNAL  
 PROPOSED TRAFFIC LANE  
 EXISTING TRAFFIC LANE





HORIZONTAL SCALE IN FEET

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**RESOLUTION No. 1-06**  
**ADOPTING CERTAIN AMENDMENTS TO THE**  
**WARREN COUNTY OFFICIAL THOROUGHFARE PLAN**

WHEREAS, according to Section 713.23 of the Ohio Revised Code (ORC), a regional planning commission may make studies, maps, plans, recommendations and reports concerning the physical environment, social, economic and governmental characteristics, functions, services and other aspects of the region; and

WHEREAS, a Warren County Official Thoroughfare Plan has existed since July 17, 1956, per Warren County Resolution 40-591; and

WHEREAS, the functions of a Thoroughfare Plan are to:

Designate a network of thoroughfares to carry both current levels of traffic and anticipated increases that will be generated by growth and development in the County; and

Organize vehicular traffic by function in order to minimize conflict and assure that traffic will be carried on adequately designated thoroughfares; and

Assure that adequate land for rights-of-way are provided for future corridor development; and

Integrate planning for the County circulation system with the larger regional transportation system; and

WHEREAS, the Warren County Regional Planning Commission (RPC), working in conjunction with the Warren County Engineer, Woolpert Consultants and a Task Force consisting of public and private interests, developed a major Warren County Official Thoroughfare Plan update, hosting County-wide public forums on November 15, 16 and 17, 1995, as well as a duly advertised public hearing opened on April 9, 1996, being continued to May 7, 1996 and July, 9, 1996, being adopted on that date; and

WHEREAS, subsequently, additional refinements to the Warren County Official Thoroughfare Plan were adopted as amendments in March, 2003 (Resolution 3-03) and in April, 2004 (Resolution 3-04); and

WHEREAS, additional amendments are currently proposed by the Warren County Engineer, as follows (also see attached) :

**Official Thoroughfare Plan**

---

1. Add roads in northern Deerfield Township, as follows:
  - A collector street, beginning at Bethany Road opposite Melampy Creek Lane, extending north to a point even with Isleworth Lane (Crooked Tree Meadows) and Palmetto Court (Cherry Brook), combined with an east-west local class street connecting same; and
  - A collector street, beginning at the northern terminus of Windmere Way, extending north to the Turtlecreek Township line, combined with an east-west collector street between Mason-Montgomery Road and State Route 741, with an eastern terminus opposite Avalon Trail (in conformance with the Mason Thoroughfare Plan).
2. Amendment of Typical Sections (Figures 4.2 through 4.14), increasing the widths of public rights-of-way in proximity to intersections to accommodate necessary turn lanes for moderate to high-volume thoroughfares and increasing the standard right-of-way width for roads classified as Secondary Arterial-Rural from 90 feet to 102 feet.
3. Proposed amendments to Functional Classifications, as follows:
  - The “Major Collector/Distributor” classification is to be changed to “Primary Collector/Distributor”, with no changes in the required 150 foot wide right-of-way;
  - Addition of a new “Major Collector/Distributor” classification, with a 104 foot right-of-way; and
  - Addition of a new “Collector-Enhanced” classification, with a right-of-way width of 74 feet (rural class); and

WHEREAS, legal notice (see attached) regarding a public hearing on this date to adopt the above Thoroughfare Plan amendments was published in the newspaper of general circulation on December 22 and 29, 2005; and

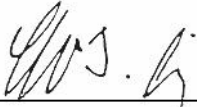
WHEREAS, public comments have been received and duly considered on this date; and

NOW THEREFORE BE IT RESOLVED, that the Warren County Regional Planning Commission hereby adopts the above amendments to the Warren County Official Thoroughfare Plan.

  
\_\_\_\_\_  
James Lukas, Chairman  
Warren County Regional Planning Commission

Resolution 1-06 (Page 3)

ATTEST:



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Robert T. Craig, AICP, Executive Director  
Warren County Regional Planning Commission

Date: January 10, 2006



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**RESOLUTION No. 3-03**  
**ADOPTING CERTAIN AMENDMENTS TO THE**  
**WARREN COUNTY OFFICIAL THOROUGHFARE PLAN**

WHEREAS, according to Section 713.23 of the Ohio Revised Code (ORC), a regional planning commission may make studies, maps, plans, recommendations and reports concerning the physical environment, social, economic and governmental characteristics, functions, services and other aspects of the region; and

WHEREAS, a Warren County Official Thoroughfare Plan has existed since July 17, 1956, per Warren County Resolution 40-591; and

WHEREAS, the functions of a Thoroughfare Plan are to:

Designate a network of thoroughfares to carry both current levels of traffic and anticipated increases that will be generated by growth and development in the County; and

Organize vehicular traffic by function in order to minimize conflict and assure that traffic will be carried on adequately designated thoroughfares; and

Assure that adequate land for rights-of-way are provided for future corridor development; and

Integrate planning for the County circulation system with the larger regional transportation system; and

WHEREAS, the Warren County Regional Planning Commission (RPC), working in conjunction with the Warren County Engineer, Woolpert Consultants and a Task Force consisting of public and private interests, developed a major Warren County Official Thoroughfare Plan update, hosting County-wide public forums on November 15, 16 and 17, 1995, as well as a duly advertised public hearing opened on April 9, 1996, being continued to May 7, 1996 and July, 9, 1996, being adopted on that date; and

WHEREAS, the Warren County Engineer has indicated that certain amendments to the Warren County Official Thoroughfare Plan are desirable at this time:

1. Functional Classification Map (Figure #4.1), including:
  - a. Extension of Relocated Irwin-Simpson Road, between proposed Wilkens Boulevard (aka Wildcat Drive) and existing Irwin-Simpson Road, in Deerfield Township, classified as an Enhanced Urban Class Collector (Figure #4.91), with a 54 foot right-of-way width, projected as a short range (0-5 year) improvement need; and
  - b. Extension of Grandin Road, between State Route 48 and U.S. Route 22-3, in Hamilton Township, classified as an Urban Class Residential Collector (Figure #4.9), with a 42 foot right-of-way width, projected as a short range (0-5 year) improvement need; and

An additional north-south Residential Urban Class Collector road, approximately 1,200 feet west of State Route 48, between Grandin Road and U.S. Route 22-3, as well as an east-west road (same classification), between existing Grandin Road and U.S. Route 22-3, with an intersection location along State Route 48, subject to Ohio Department of Transportation (ODOT) approval; and

Access management will be needed throughout this proposed street grid; and

- c. Extension of Shaker/Dearth Road, between State Routes 122 and 123, in Franklin Township, classified as an Urban Class Residential Collector (Figure #4.9), with a 42 foot right-of-way width, projected as a long range (11-20 year) improvement need; and (Revised April 2007)
2. Warren County Bikeway Map (Figure #4.2), in conformance with the Miami to Miami Connection Feasibility Study (October, 2002) and the City of Mason Bicycle and Pedestrian Way Master Plan (August, 2001); and
3. Typical Street Sections (Figures #4.2 through 4.14), as applicable, in conformance with the above; and

WHEREAS, the RPC Chairman directed on February 11, 2003 that a Special RPC Meeting, per Article V (Meetings) of the Resolution of Cooperation of the Warren County Regional Planning Commission (aka RPC Bylaws), be called on March 11, 2003, directing that all appropriate arrangements be made, including notification and advertising; and

WHEREAS, the RPC members were mailed a notice of the Special RPC Meeting on February 12, 2003, with a Legal Notice of a Public Hearing being duly published in the newspaper of general circulation on February 27, 2003 and March 6, 2003; and

WHEREAS, public comments have been received and duly considered on this date; and

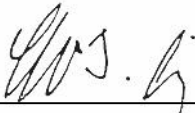
NOW THEREFORE BE IT RESOLVED, that the Warren County Regional Planning Commission hereby adopts the above amendments to the Warren County Official Thoroughfare Plan, subject also to the following stipulations:

1. Alignments shown on the Functional Classification Map (Figure #4.1) are schematic, with the actual alignments to be determined during the review of development proposals; and
2. References to "Bikeway" Map shall be changed to "Pathway" in Figure #4.17 and on all Typical Street Sections, as applicable; a proposed separated path shall be shown along Tylersville Road in Figure #4.17; and American Association of State Highway and Transportation Officials (AASHTO) guidelines shall apply to pathways; and
3. The Warren County Engineer shall appropriately amend and distribute the Thoroughfare Plan text and exhibits.



Richard Renneker, Chairman  
Warren County Regional Planning Commission

ATTEST:



Robert T. Craig, AICP, Executive Director  
Warren County Regional Planning Commission

Date: March 11, 2003

L:/rtc/T-Plan.Resol.March03

---

**RESOLUTION No. 5-06**  
**ADOPTING CERTAIN AMENDMENTS TO THE**  
**WARREN COUNTY OFFICIAL THOROUGHFARE PLAN**

WHEREAS, according to Section 713.23 of the Ohio Revised Code (ORC), a regional planning commission may make studies, maps, plans, recommendations and reports concerning the physical environment, social, economic and governmental characteristics, functions, services and other aspects of the region; and

WHEREAS, a Warren County Official Thoroughfare Plan has existed since July 17, 1956, per Warren County Resolution 40-591, as a component of the overall Warren County Comprehensive Plan; and

WHEREAS, the functions of a Thoroughfare Plan are to:

Designate a network of thoroughfares to carry both current levels of traffic and anticipated increases that will be generated by growth and development in the County; and

Organize vehicular traffic by function in order to minimize conflict and assure that traffic will be carried on adequately designated thoroughfares; and

Assure that adequate land for rights-of-way are provided for future corridor development; and

Integrate planning for the County circulation system with the larger regional transportation system; and

WHEREAS, the Warren County Regional Planning Commission (RPC), working in conjunction with the Warren County Engineer, Woolpert Consultants and a Task Force consisting of public and private interests, developed a major Warren County Official Thoroughfare Plan update, being adopted in July, 1996; and

WHEREAS, certain amendments and/or refinements to the Warren County Official Thoroughfare Plan were subsequently adopted in March, 2003, April, 2004, January and April, 2006; and


WHEREAS, in the opinion of the Warren County Engineer, additional amendments and/or refinements are currently necessary, including changes to the Roadway Functional Classifications (Figure 4.1) for all or

portions of the following roadways in the unincorporated areas: Bethany Road, Bowen Drive, Butler-Warren Road, Columbia Road, Dallasburg Road, Deardoff Road, Dixie Highway, Drake Road, Fields-Ertel Road, Harlan Road, King Avenue, Kings Mills Road, Kirby Road, Liberty-Keuter Road, Mason-Morrow-Milgrove Road, McLean Road, Natorp Boulevard, Parkway Drive, Snider Road, State Route 48, State Route 123, State Route 350, Stephens Road, Striker Road, Utica Road, Waynesville Road, and Wilkens Boulevard.

WHEREAS, a legal notice regarding a public hearing on this date was published in the newspaper of general circulation on March 30, and April 6, 2006; and

WHEREAS, public comments have been received and duly considered on this date; and

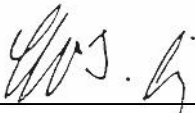
NOW THEREFORE BE IT RESOLVED, that the Warren County Regional Planning Commission hereby adopts the above amendments/refinements to the Warren County Official Thoroughfare Plan.



---

James Lukas, Chairman  
Warren County Regional Planning Commission

ATTEST:



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Robert T. Craig, AICP, Executive Director  
Warren County Regional Planning Commission

Date: April 11, 2006

L:/rtc/T-Plan.Resol.Apr06

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**RESOLUTION No. 8-96**

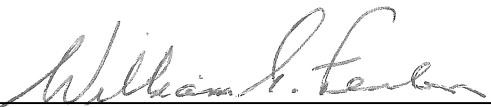
**UPDATED WARREN COUNTY OFFICIAL THOROUGHFARE PLAN**

WHEREAS, as a statutory requirement for reviewing plats of subdivisions, the Warren County Regional Planning Commission has adopted a plan for major streets or highways of Warren County known as the Warren County Official Thoroughfare Plan; and

WHEREAS, Ohio Revised Code, Section 711.10 requires a public hearing as a prerequisite to adoption or amendment of such plan; and

WHEREAS, public hearings were held by the Warren County Regional Planning Commission on April 9, 1996, May 7, 1996, and July 9, 1996, to update the Warren County Official Thoroughfare Plan; and

NOW THEREFORE BE IT RESOLVED, that the Warren County Regional Planning Commission adopts the updated Warren County Official Thoroughfare Plan.

  
\_\_\_\_\_  
William G. Fenlon  
Warren County Regional Planning Commission

ATTEST:

  
\_\_\_\_\_  
Robert D. Price, Executive Director  
Warren County Regional Planning Commission

Date: July 9, 1996

---

**RESOLUTION No. 9-06**  
**ADOPTING THE HAMILTON TOWNSHIP THOROUGHFARE PLAN.**  
**TO BE CONSIDERED AS A REFINEMENT TO THE**  
**WARREN COUNTY OFFICIAL THOROUGHFARE PLAN**

WHEREAS, according to Section 713.23 of the Ohio Revised Code (ORC), a regional planning commission may make studies, maps, plans, recommendations and reports concerning the physical environment, social, economic and governmental characteristics, functions, services and other aspects of the region; and

WHEREAS, a Warren County Official Thoroughfare Plan has existed since July 17, 1956, per Warren County Resolution 40-591, as a component of the overall Warren County Comprehensive Plan; and

WHEREAS, the functions of a Thoroughfare Plan are to:

Designate a network of thoroughfares to carry both current levels of traffic and anticipated increases that will be generated by growth and development in the County; and

Organize vehicular traffic by function in order to minimize conflict and assure that traffic will be carried on adequately designated thoroughfares; and

Assure that adequate land for rights-of-way are provided for future corridor development; and

Integrate planning for the County circulation system with the larger regional transportation system; and

WHEREAS, the Warren County Regional Planning Commission (RPC), working in conjunction with the Warren County Engineer, Woolpert Consultants and a Task Force consisting of public and private interests, developed a major Warren County Official Thoroughfare Plan update, being adopted in July, 1996; and

WHEREAS, certain amendments and/or refinements to the Warren County Official Thoroughfare Plan were subsequently adopted in March, 2003, April, 2004, January and April, 2006; and


WHEREAS, at the direction of the Board of Hamilton Township Trustees and with cooperation of the Warren County Engineer, Wilbur Smith

Associates have prepared a draft Hamilton Township Thoroughfare Plan, with the Township holding a public hearing on June 7, 2006; and

WHEREAS, a legal notice regarding a public hearing on this date was published in the newspaper of general circulation on June 29 and July 6, 2006; and

WHEREAS, public comments have been received and duly considered on this date; and

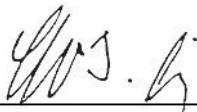
NOW THEREFORE BE IT RESOLVED, that the Warren County Regional Planning Commission hereby adopts the Hamilton Township Thoroughfare Plan, which is to be considered as a refinement to the Warren County Official Thoroughfare Plan for the purposes of administration through review of development and/or subdivision proposals in that jurisdiction.



---

James Lukas, Chairman  
Warren County Regional Planning Commission

ATTEST:



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Robert T. Craig, AICP, Executive Director  
Warren County Regional Planning Commission

Date: July 11, 2006

L:/rtc/T-Plan.Resol.July06



Figure 1.2

High Priority Projects

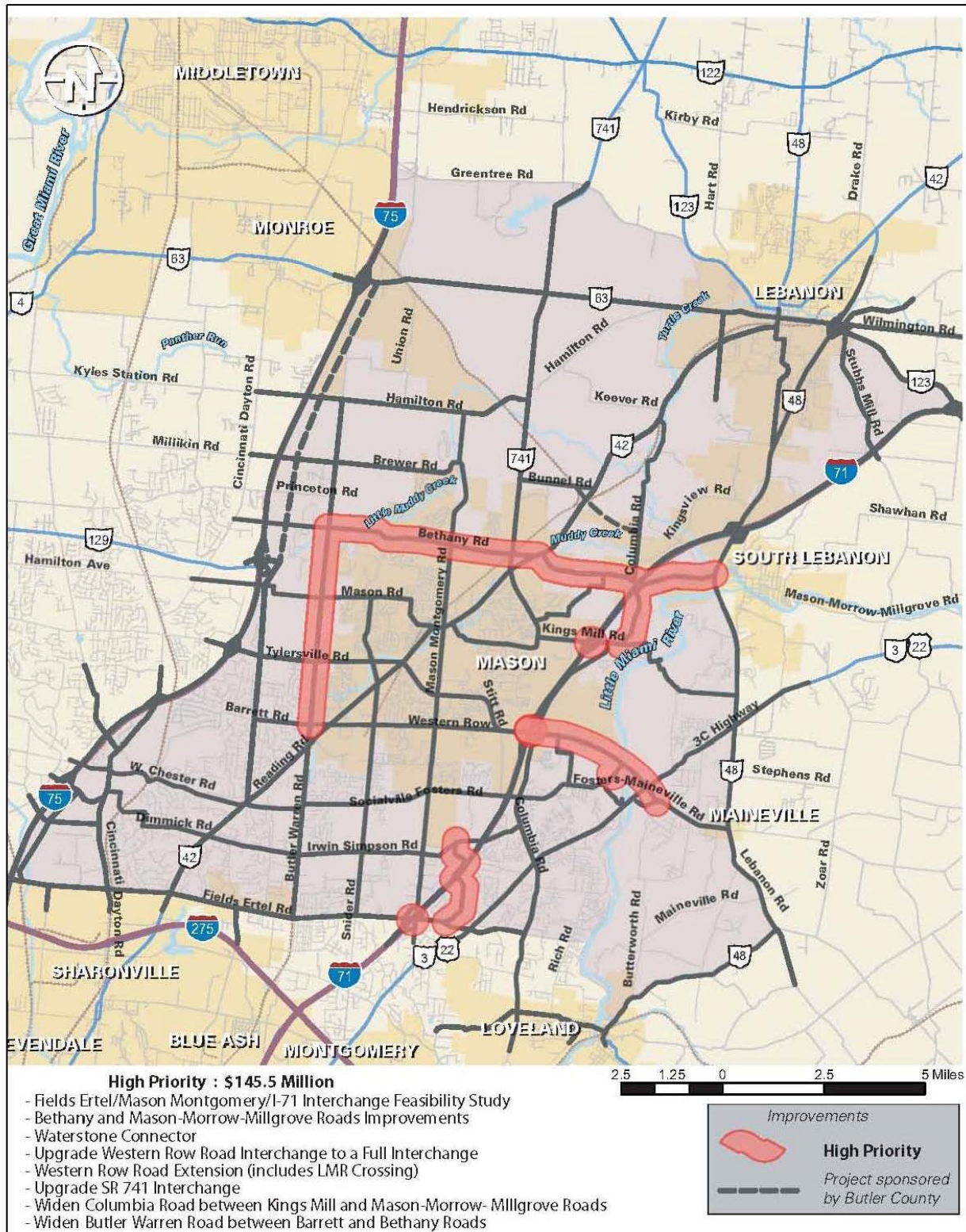




Figure 1.3

## Medium Priority Projects

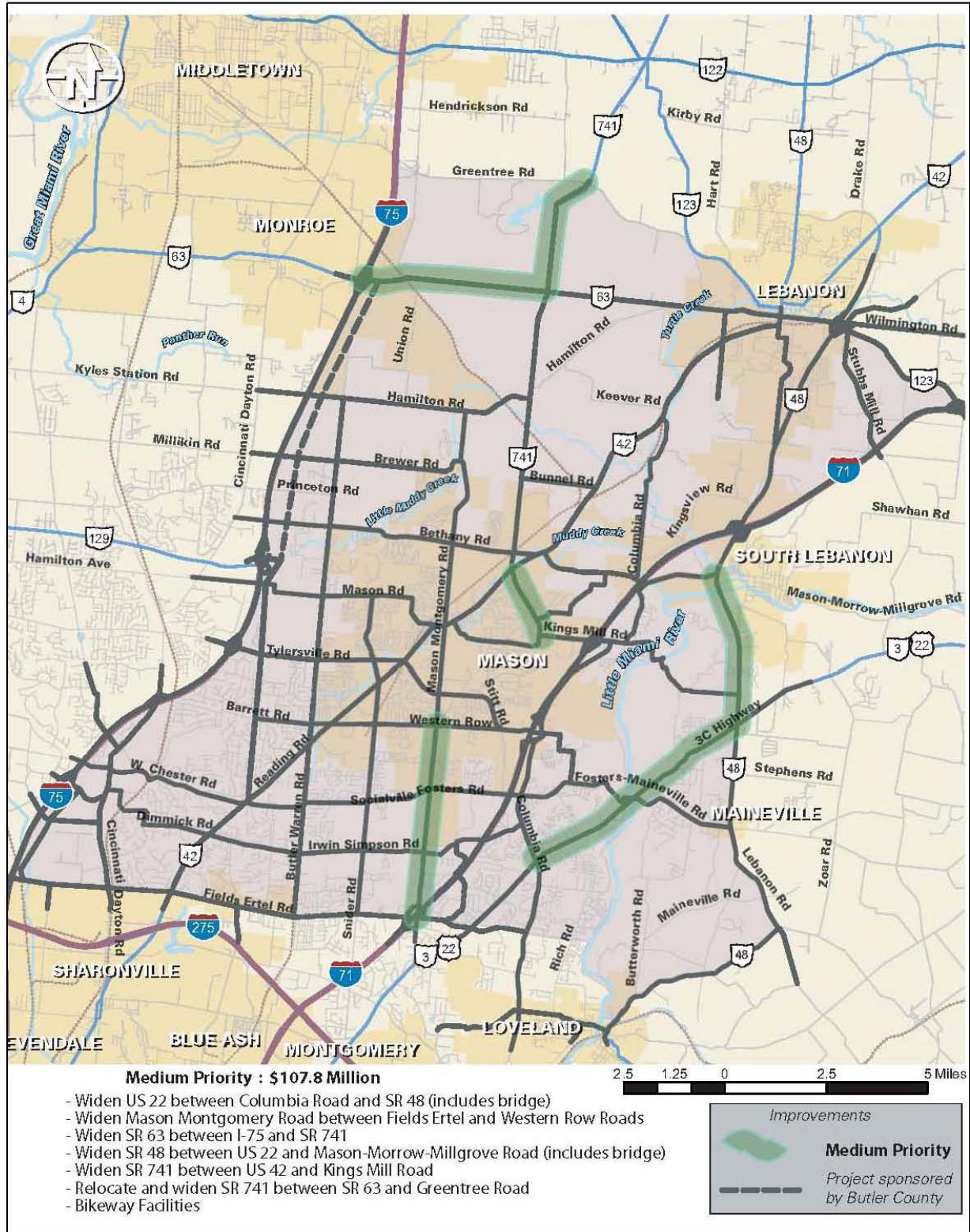




Figure 1.4

**Low Priority Projects**

