



THOROUGHFARE



PLAN





OFFICIAL THOROUGHFARE PLAN WARREN COUNTY, OHIO

June 2023

Warren County Commissioners

Tom Grossmann
Shannon Jones
David G. Young

Warren County Engineer

Neil F. Tunison, PE, PS

Warren County Regional Planning Commission

Stan Williams, AICP, Executive Director

CERTIFICATION TO COUNTY RECORDER

I hereby certify that the foregoing is a true and accurate copy of the Warren County Official Thoroughfare Plan, as finally adopted by the Warren County Board of County Commissioners pursuant to Resolution Number 23-0625 on May 16th, 2023, and is being presented to the Warren County Recorder pursuant to O.R.C. Section 713.27.

Stan Williams, AICP
Executive Director
Warren County Regional Planning Commission

BOARD OF COUNTY COMMISSIONERS
WARREN COUNTY, OHIO

Resolution

Number 23-0625

Adopted Date May 16, 2023

APPROVE AMENDMENTS TO THE WARREN COUNTY OFFICIAL THOROUGHFARE PLAN BY REMOVING THE TWO COLLECTOR ROADS IN DEERFIELD TOWNSHIP AND THE ONE COLLECTOR ROAD IN TURTLECREEK TOWNSHIP ON LAND IDENTIFIED AS PARCEL 12-26-200-002

WHEREAS, this Board received a request from the developer, John Candle Homes, and the landowner, Route 741 Holdings, LLC (a land holding company of Tufts University, Boston, MA), to remove all collector roads required by the Warren County Official Thoroughfare Plan on a single parcel identified as Parcel 12-26-200-002, consisting of 83.949 acres situated in Deerfield Township and 62.788 acres situated in Turtlecreek Township, totaling 146.737 acres in Warren County; and

WHEREAS, on April 25, 2023, this Board adopted Resolution #23-0507 setting the matter for a public hearing on May 16, 2023 at 9:45AM, after advertising notice thereof in a newspaper of general circulation in Warren County, at least ten (10) days prior thereto; and

WHEREAS, notice of the said public hearing was advertised in the Journal-News Pulse of Lebanon and Mason on 04/30/2023, as evidenced by a proof of publication; and

WHEREAS, this Board opened the public hearing during the regularly scheduled meeting of this Board on May 16, 2023, at approximately 9:54AM; and

WHEREAS, during the public hearing the Board was presented the recommendation of the full Warren County Regional Planning Commission and was shown a PowerPoint presentation by Cameron Goschinski of the Warren County Regional Planning Commission Staff; and heard from: attorneys Joe Trauth and Sophia Holley of KMK law firm representing the developer; attorney Matt Fellerhoff of Strauss & Troy law firm representing the landowner; Richard Arnold of McGill Smith Punshon representing the developer; Warren County Chief Deputy Engineer, Kurt Weber, and Warren County Engineer, Neil Tunison; Turtlecreek Township Administrator, Tammy Boggs; Deerfield Township Administrator Eric Reiners; City of Mason Law Director, Jeff Forbes, and City of Mason Engineer, Kurt Seiler; and thereafter voted unanimously to close the public hearing after no other persons came forward to be heard; and

WHEREAS, after considering the recommendation of the Regional Planning Commission and Power Point presentation, as well as the comments from all of the aforementioned speakers in favor of or in opposition to said amendment, the Board carefully weighed and balanced the public need of such collector roads, the public safety concerns of having a collector road through a residential neighborhood, and the property rights of the landowner; and

NOW THEREFORE BE IT RESOLVED, to amend to the Warren County Official Thoroughfare Plan by removing from the Official Thoroughfare Plan and Map all of the collector roads that are

RESOLUTION #23-0625
MAY 16, 2023
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shown to traverse Parcel 12-26-200-002, to-wit: both collector roads in Deerfield Township and one collector road in Turtlecreek Township; and

BE IT FURTHER RESOLVED, that the Board's Clerk is directed to deliver a certified copy of this Resolution to the Warren County Engineer and Warren County Regional Planning Commission in order that they may amend their records and requirements in accordance herewith, and to cause this resolution to be deposited along with the Warren County Official Thoroughfare Plan and Map with the Warren County Recorder in accordance with R.C. 713.27.

Mr. Young moved for adoption of the foregoing resolution being seconded by Mr. Grossmann. Upon call of the roll, the following vote resulted:

Mrs. Jones – yea
Mr. Grossmann – yea
Mrs. Young – yea

Resolution adopted this 16th day of May 2023.

BOARD OF COUNTY COMMISSIONERS

Krystal Powell, Deputy Clerk

/KP

cc: RPC (certified) (file)
County Engineer (certified) (file)
Recorder (Certified)
Public hearing file



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SECTION 1 Introduction

Authority to Plan

Regional and County Planning Commissions are authorized by Sec. 713.23, et seq., of the Ohio Revised Code, to plan "general land, water, and air transportation systems" in their jurisdiction(s). The Warren County Official Thoroughfare Plan fulfills the Warren County Regional Planning Commission's duty to plan for transportation thoroughfares and systems, the standards of which are upheld by the Warren County Engineer's Office.

Purpose of the Warren County Official Thoroughfare Plan

Warren County continues to experience far-reaching and rapid change. The county's population has increased by approximately 40% over the past two decades. Growth has resulted in changes throughout the county, changes that are expected to continue for years to come. Change affects the county's transportation system; however, sound planning based on up-to-date information can help anticipate and meet Warren County's transportation needs.

The Warren County Official Thoroughfare Plan is designed to provide a framework for decision-making for the development of a thoroughfare system that will meet the county's existing and future transportation needs. The thoroughfare plan reflects a long-term vision for the county thoroughfare system. Specifically, the thoroughfare plan will serve the following functions:

- 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,
- Organize vehicular traffic by function in order to minimize conflict and assure that traffic will be carried on adequately designed thoroughfares,
- Assure that adequate land for rights-of-way are provided for future corridor development, and
- Integrate planning for the county circulation system within the larger regional transportation system.

Although the jurisdiction of the thoroughfare plan is limited to unincorporated portions of Warren County, an effort has been made to assure that there is connectivity between the recommendations that will be included in this thoroughfare plan and transportation issues related to incorporated areas of the county. The relationship of Warren County's thoroughfare system to the regional system needs to be considered as well.

The county has experienced growth pressure from two major metropolitan areas - Cincinnati from the south, and Dayton from the north (See Figure 1.1). Municipalities such as Lebanon, Mason, and Springboro have been transformed from rural communities to growing suburban areas in the process. With its location relative to both Cincinnati and Dayton, excellent access provided by Interstates 71 and 75, and available land and infrastructure, Warren County is expected to continue to experience significant growth rates for the foreseeable future.

The current plan builds upon the goals and recommendations that were provided in 1996 by a 17 member task force that was established at the time to assist in the following:

- 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.

Warren County Transportation Improvement District (TID)

The Warren County TID is a governmental entity appointed by the Warren County Board of County Commissioners. The TID possesses general powers to manage and construct highway-related projects with the purpose to improve the County's transportation system.

OKI (Ohio Kentucky Indiana) Regional Transportation Plan

The OKI 2030 Regional Transportation Plan Update fulfills the region's requirement that all transportation programs in urban areas exceeding 50,000 in population result from 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 a regional plan.

The regional plan enables the development of a regional inter-modal 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 improvement, Intelligent Transportation Systems, rideshare programs, bicycle and pedestrian projects, traffic operation improvement, and highway capacity expansions.

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 the 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.

Township Comprehensive Plans

WCRPC is currently in the process of updating its land use component of the Warren County Comprehensive Plan. The land use component was last updated in 2007 for 5 (of 11 total) townships within Warren County which utilize county zoning. More recently WCRPC has worked



on a township-by-township basis, producing individual township-level comprehensive plans. The process for these comprehensive plans has involved a greater reliance on public input methods and community participation to help guide plan development, rather than utilizing a top-down decision making approach.

As of July 2015, comprehensive plans have been developed and adopted for Wayne Township (2012), Salem Township (2013), and Massie Township (2015), all of which serve as updates to the 2007 Warren County Comprehensive Plan. In addition, Deerfield Township is currently active in the creation of an update to their own comprehensive plan, and WCRPC is also planning to adopt future comprehensive plans for Turtlecreek, Union, and Washington Townships.

Each of the township comprehensive 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 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.

Special Area Plans

WCRPC has also produced special area plans, such as Gateway Plan West (2015) and the 71/123 Area Plan (2013), which make land use and transportation recommendations. These plans often involve the collaboration of multiple entities and/or local units of government. For instance, Gateway Plan West lays out a vision for an area straddling western Turtlecreek Township and eastern portions of the Cities of Middletown and Monroe. Much like township-level comprehensive plans, land use recommendations made by these plans do not become official until they are adopted as part of the Warren County Comprehensive Plan.

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 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.

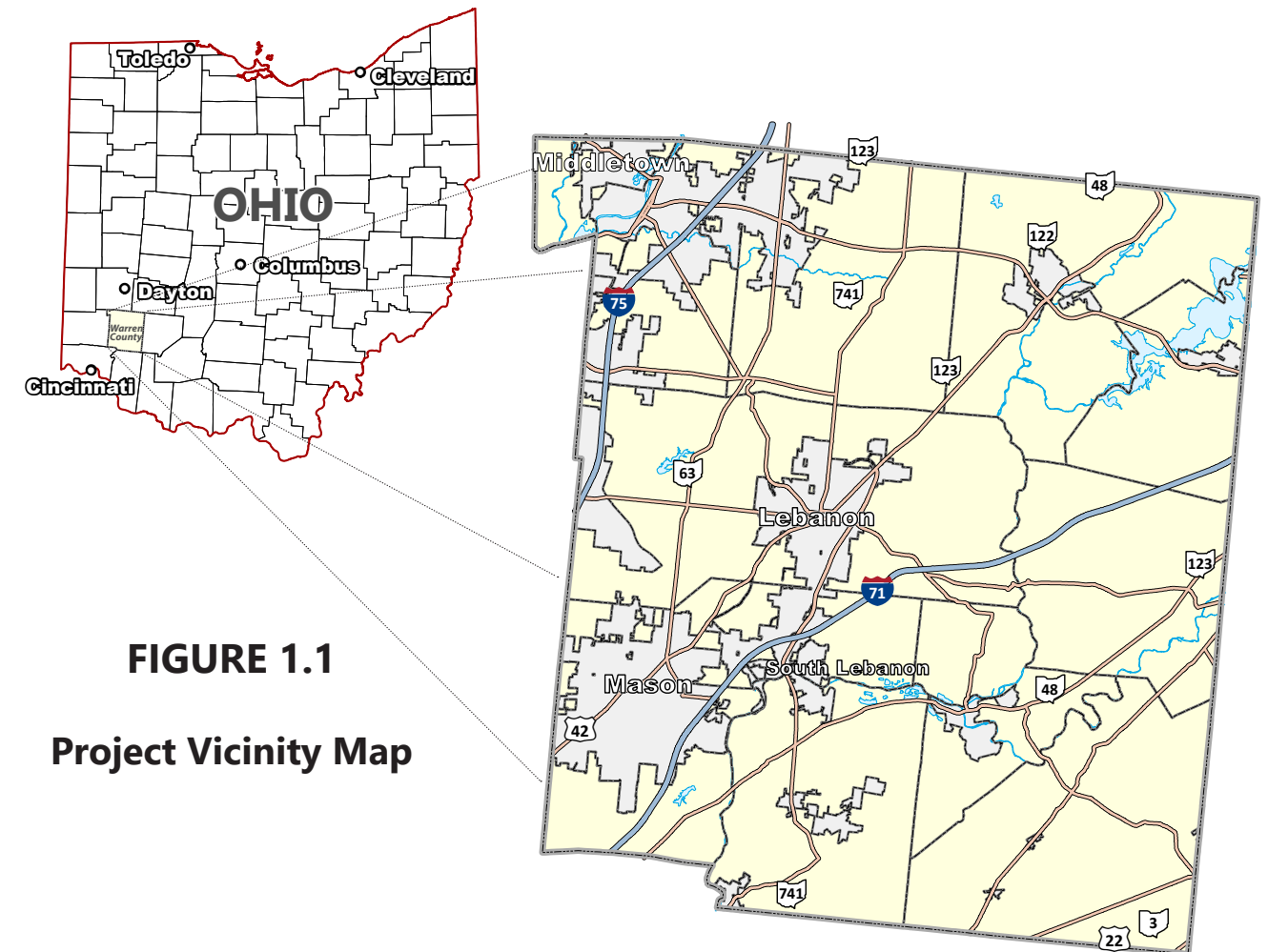
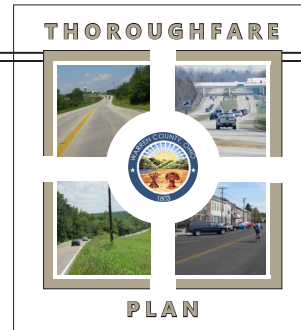


FIGURE 1.1
Project Vicinity Map



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 curb cuts, the effective use of signalization, and signage.

Using these elements, the Task Force drafted the following 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.

Objective 1: Transportation Study - 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 sight 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 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 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.



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.



THOROUGHFARE



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.

Interstate	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. The interstate routes within Warren County are I-71 and I-75.
Primary Arterial	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, although they also accommodate local traffic, with access control of other roadway and driveway intersections.
Secondary Arterial	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.
Primary Collector/Distributor	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.

Major Collector/Distributor	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.
Collector	Collectors are intended as the first link between local roads for land access and higher functioning traffic moving roads of the thoroughfare network. They are typically regularly traveled roads in rural areas and main streets in subdivision developments in urbanized areas.
Local Road	Local roads and streets are predominately 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.

Functional Classification of the County Thoroughfare Network

A generation of development, characterized by rapid growth over the past two decades, has resulted in significant changes to the volume and pattern of traffic circulation in Warren County since the 1956 Thoroughfare Plan was adopted. Appendix A shows 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. A series of maps (Figures 3.2 - 3.7) display the functional classification of roadways in Warren County. Use Figure 3.1 as a reference for each of the six individual area maps. In addition, the map in Figure 3.8 shows existing pedestrian/bike pathways in the County.

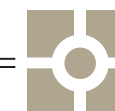
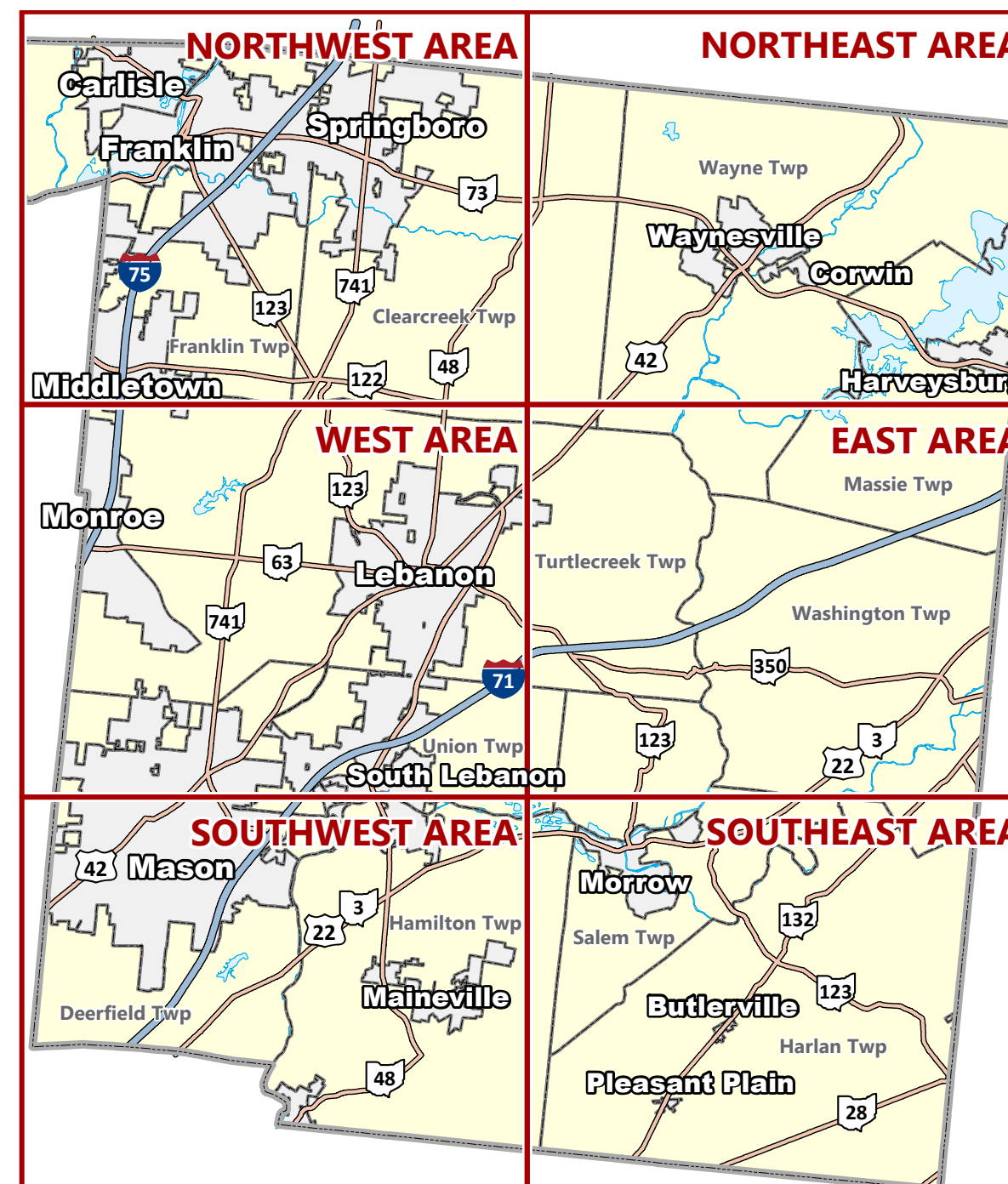


FIGURE 3.1

County Areas

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 Appendix A. The standards depicted in the 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. These cross-section diagrams were developed to encourage the preservation of adequate rights-of-way for various road types throughout the county. It should be noted that for developments designed in a neo-traditional or new urbanism style, the standards shown in the cross-section diagrams may be varied at the discretion of the Warren County Engineer's Office.



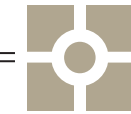
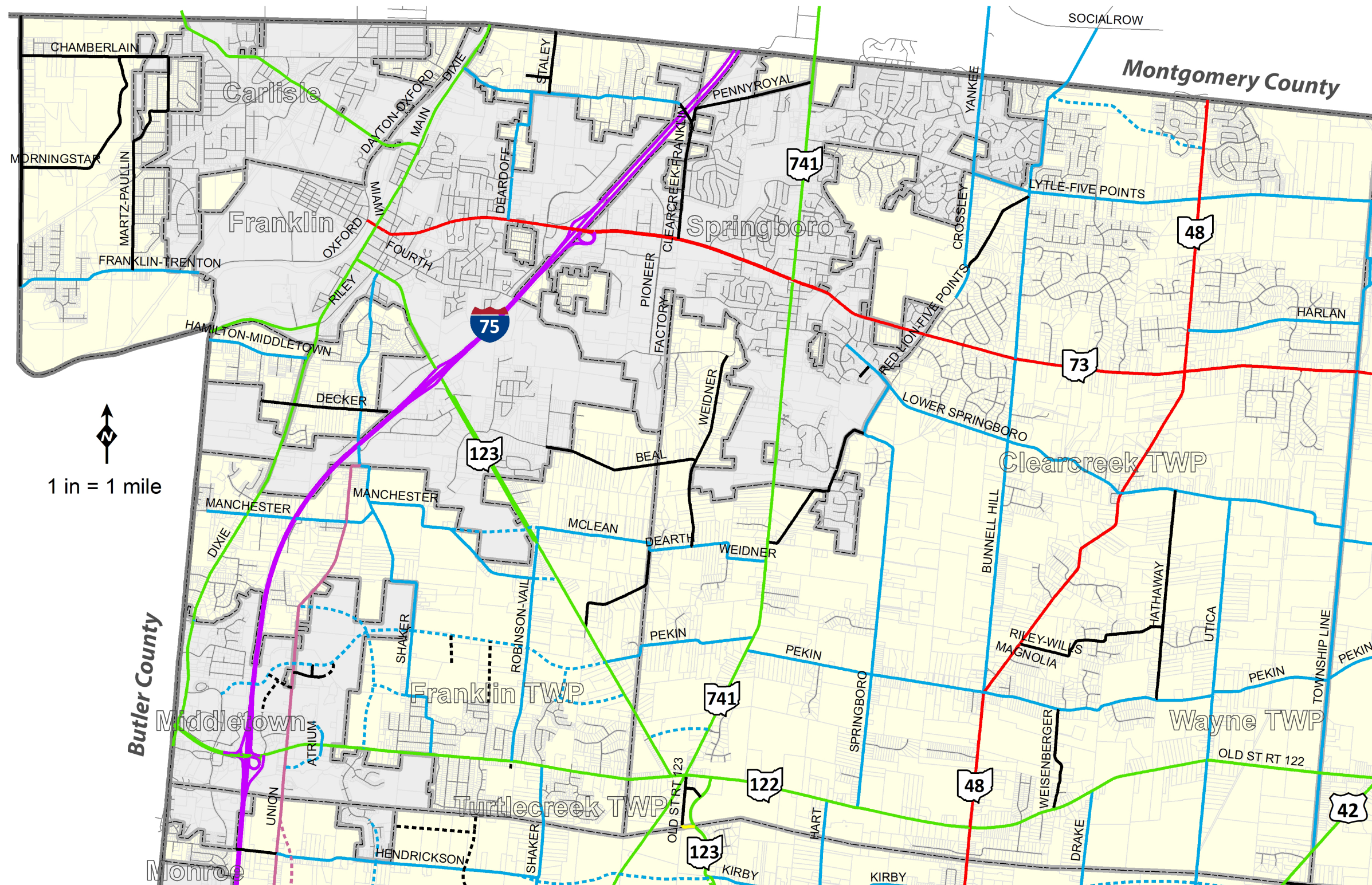


FIGURE 3.2

Functional Classifications:
Northwest Area

Legend

- COUNTY BOUNDARIES
 - POLITICAL SUBDIVISIONS
 - LOCAL SUBDIVISION STREETS
 - PARCELS
 - MUNICIPALITIES
 - TOWNSHIPS
- FUNCTIONAL CLASSIFICATIONS**
- Existing**
- Collector
 - Interstate
 - Local Road
 - Major Collector/Distributor
 - Primary Arterial
 - Primary Collector/Distributor
 - Secondary Arterial
 - Vacation
- Future**
- Collector
 - Interstate
 - Local Road
 - Major Collector/Distributor
 - Primary Arterial
 - Primary Collector/Distributor
 - Secondary Arterial
 - Vacation



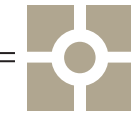


FIGURE 3.3

Functional Classifications:
Northeast Area

Legend

- COUNTY BOUNDARIES
 - POLITICAL SUBDIVISIONS
 - LOCAL SUBDIVISION STRE
 - PARCELS
 - MUNICIPALITIES
 - TOWNSHIPS
- FUNCTIONAL CLASSIFICATIONS**
- Existing**
- Collector
 - Interstate
 - Local Road
 - Major Collector/Distributor
 - Primary Arterial
 - Primary Collector/Distributor
 - Secondary Arterial
 - Vacation
- Future**
- Collector
 - Interstate
 - Local Road
 - Major Collector/Distributor
 - Primary Arterial
 - Primary Collector/Distributor
 - Secondary Arterial
 - Vacation

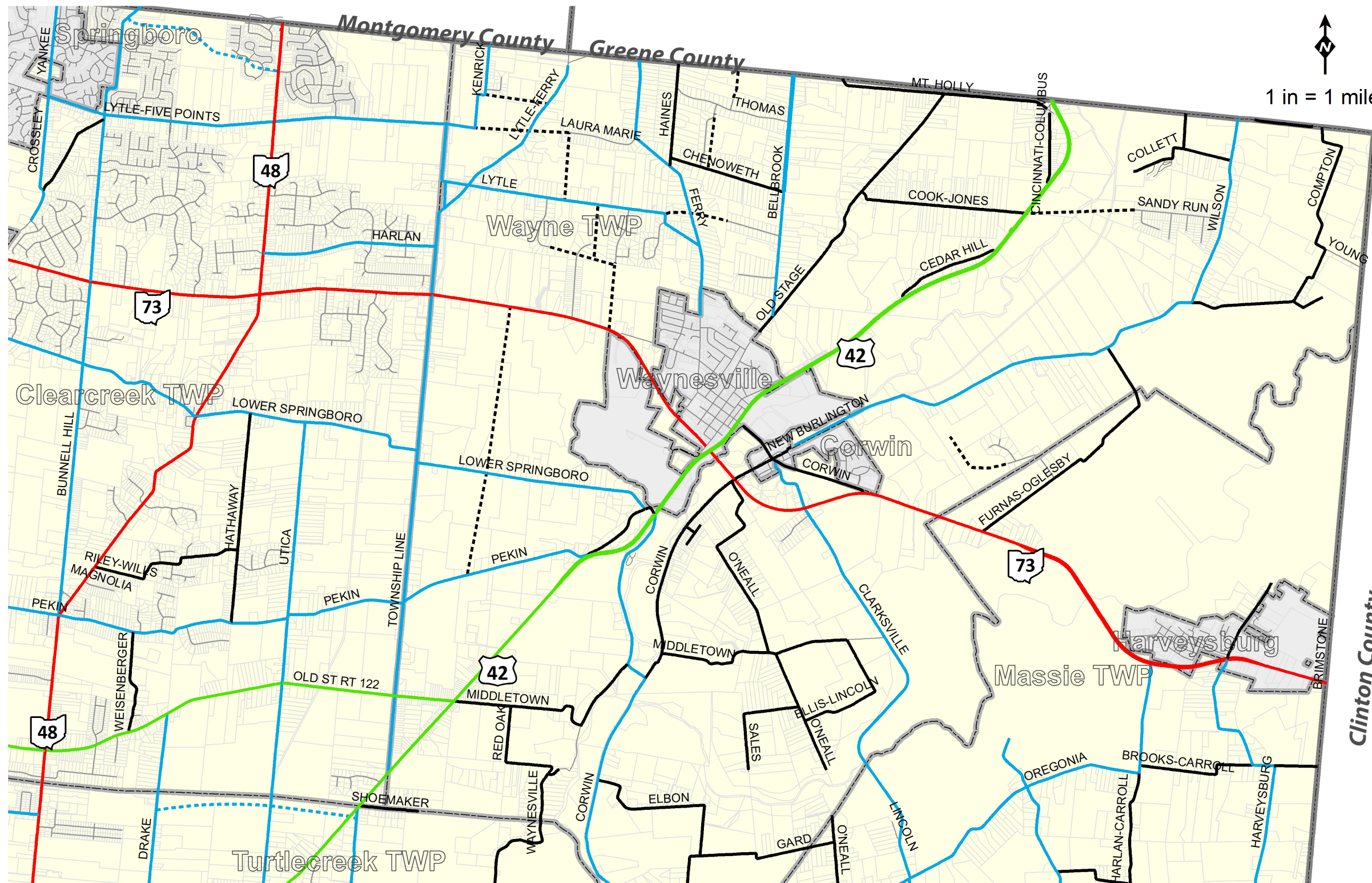




FIGURE 3.4

Functional Classifications:
West Area
Legend

- COUNTY BOUNDARIES
- POLITICAL SUBDIVISIONS
- PARCELS
- MUNICIPALITIES
- TOWNSHIPS

FUNCTIONAL CLASSIFICATIONS

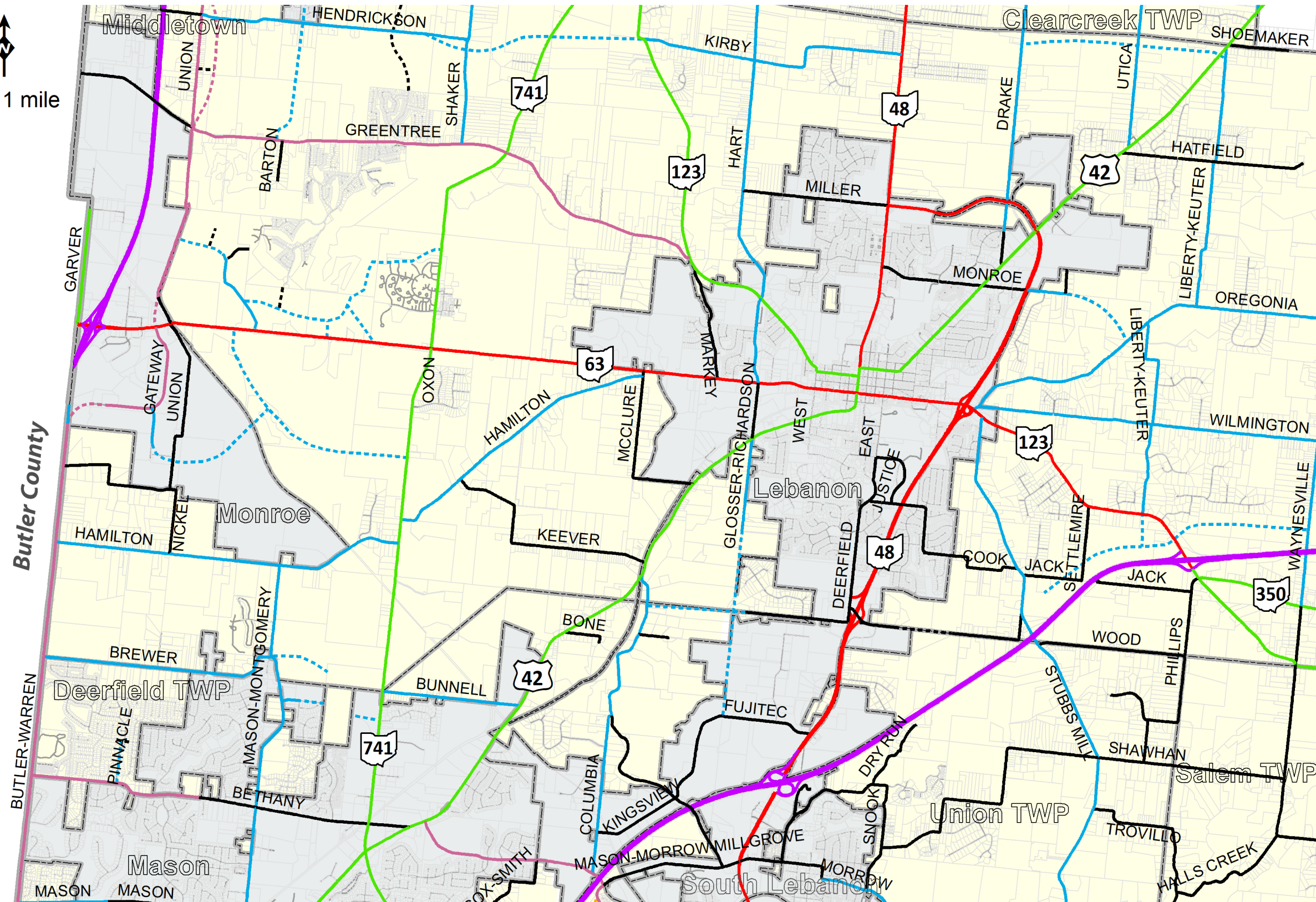
Existing

- Collector
- Interstate
- Local Road
- Major Collector/Distributor
- Primary Arterial
- Primary Collector/Distributor
- Secondary Arterial
- Vacation

Future

- Collector
- Interstate
- Local Road
- Major Collector/Distributor
- Primary Arterial
- Primary Collector/Distributor
- Secondary Arterial
- Vacation

1 in = 1 mile



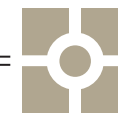


FIGURE 3.5

**Functional Classifications:
East Area**

Legend

- COUNTY BOUNDARIES
- POLITICAL SUBDIVISIONS
- PARCELS
- MUNICIPALITIES
- TOWNSHIPS

FUNCTIONAL CLASSIFICATIONS

Existing

- Collector
- Interstate
- Local Road
- Major Collector/Distributor
- Primary Arterial
- Primary Collector/Distributor
- Secondary Arterial
- Vacation

Future

- Collector
- Interstate
- Local Road
- Major Collector/Distributor
- Primary Arterial
- Primary Collector/Distributor
- Secondary Arterial
- Vacation



1 in = 1 mile

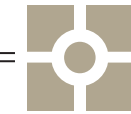
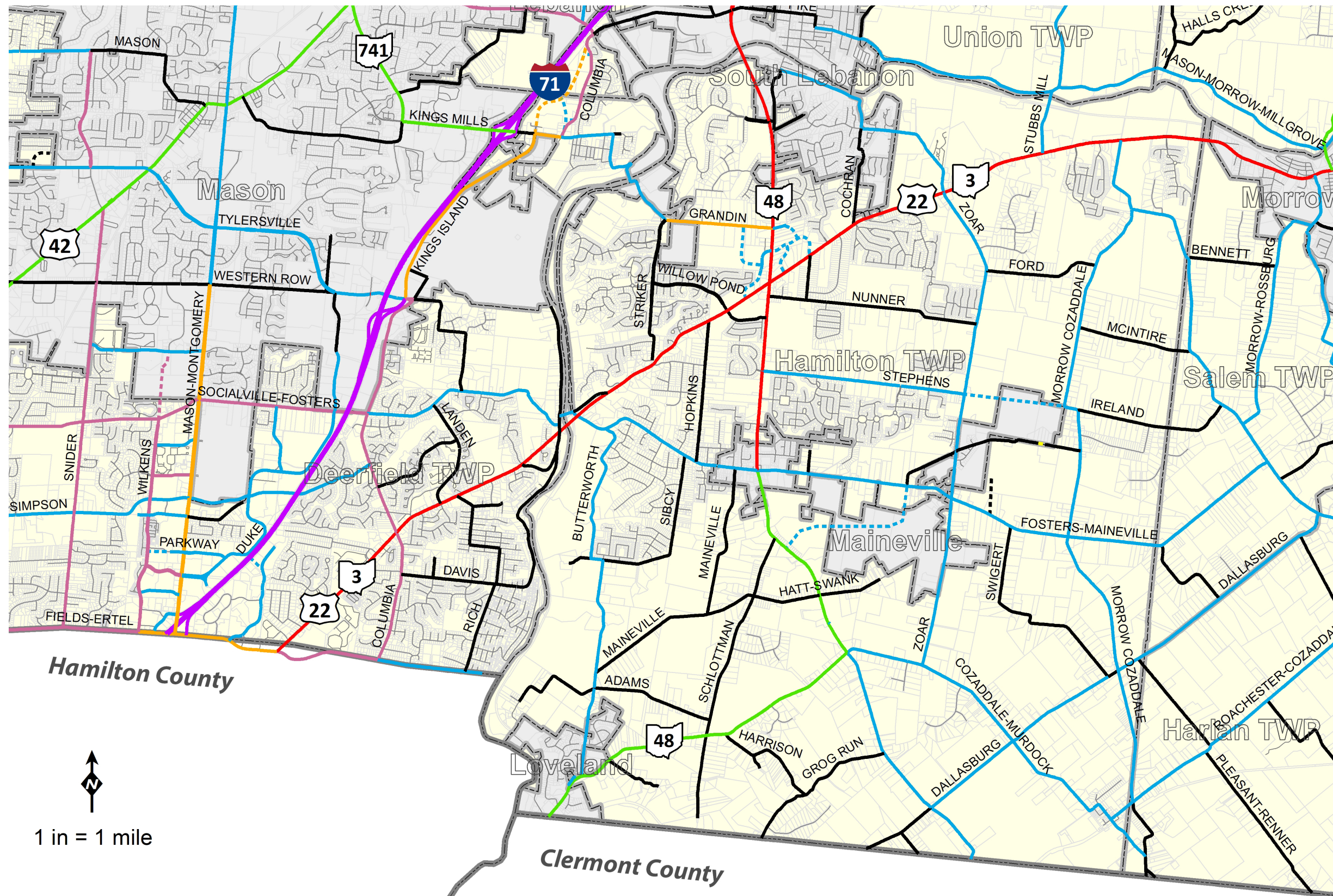


FIGURE 3.6



**Functional Classifications:
Southwest Area
Legend**

- COUNTY BOUNDARIES
 - POLITICAL SUBDIVISIONS
 - LOCAL SUBDIVISION STREETS
 - PARCELS
 - MUNICIPALITIES
 - TOWNSHIPS
- FUNCTIONAL CLASSIFICATIONS**
- Existing**
- Collector
 - Interstate
 - Local Road
 - Major Collector/Distributor
 - Primary Arterial
 - Primary Collector/Distributor
 - Secondary Arterial
 - Vacation
- Future**
- Collector
 - Interstate
 - Local Road
 - Major Collector/Distributor
 - Primary Arterial
 - Primary Collector/Distributor
 - Secondary Arterial
 - Vacation

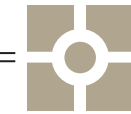


FIGURE 3.7

**Roadway Classifications:
Southeast Area**

Legend

- COUNTY BOUNDARIES
 - POLITICAL SUBDIVISIONS
 - LOCAL SUBDIVISION STREETS
 - PARCELS
 - MUNICIPALITIES
 - TOWNSHIPS
- FUNCTIONAL CLASSIFICATIONS**
- Existing**
- Collector
 - Interstate
 - Local Road
 - Major Collector/Distributor
 - Primary Arterial
 - Primary Collector/Distributor
 - Secondary Arterial
 - Vacation
- Future**
- Collector
 - Interstate
 - Local Road
 - Major Collector/Distributor
 - Primary Arterial
 - Primary Collector/Distributor
 - Secondary Arterial
 - Vacation

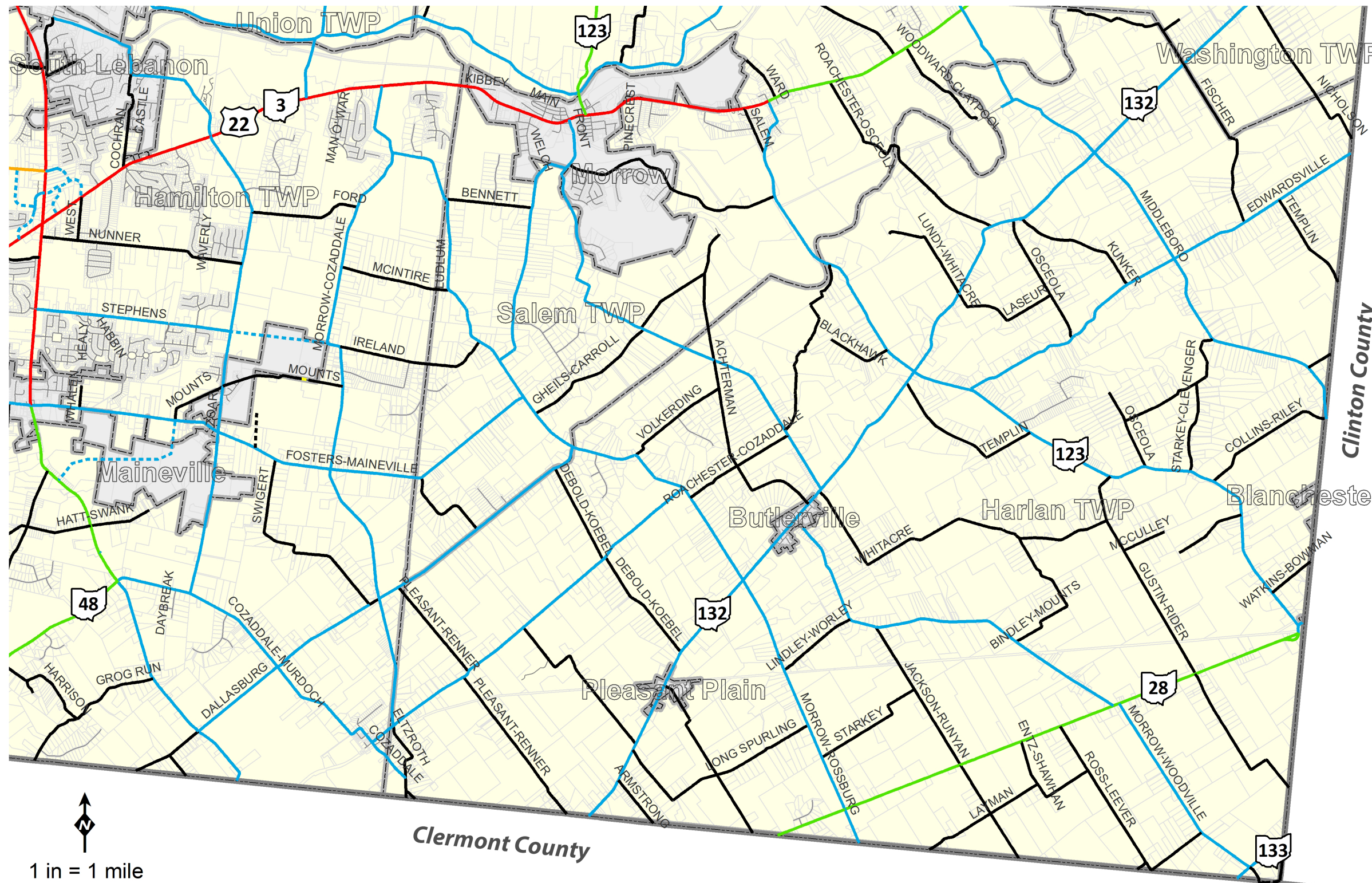
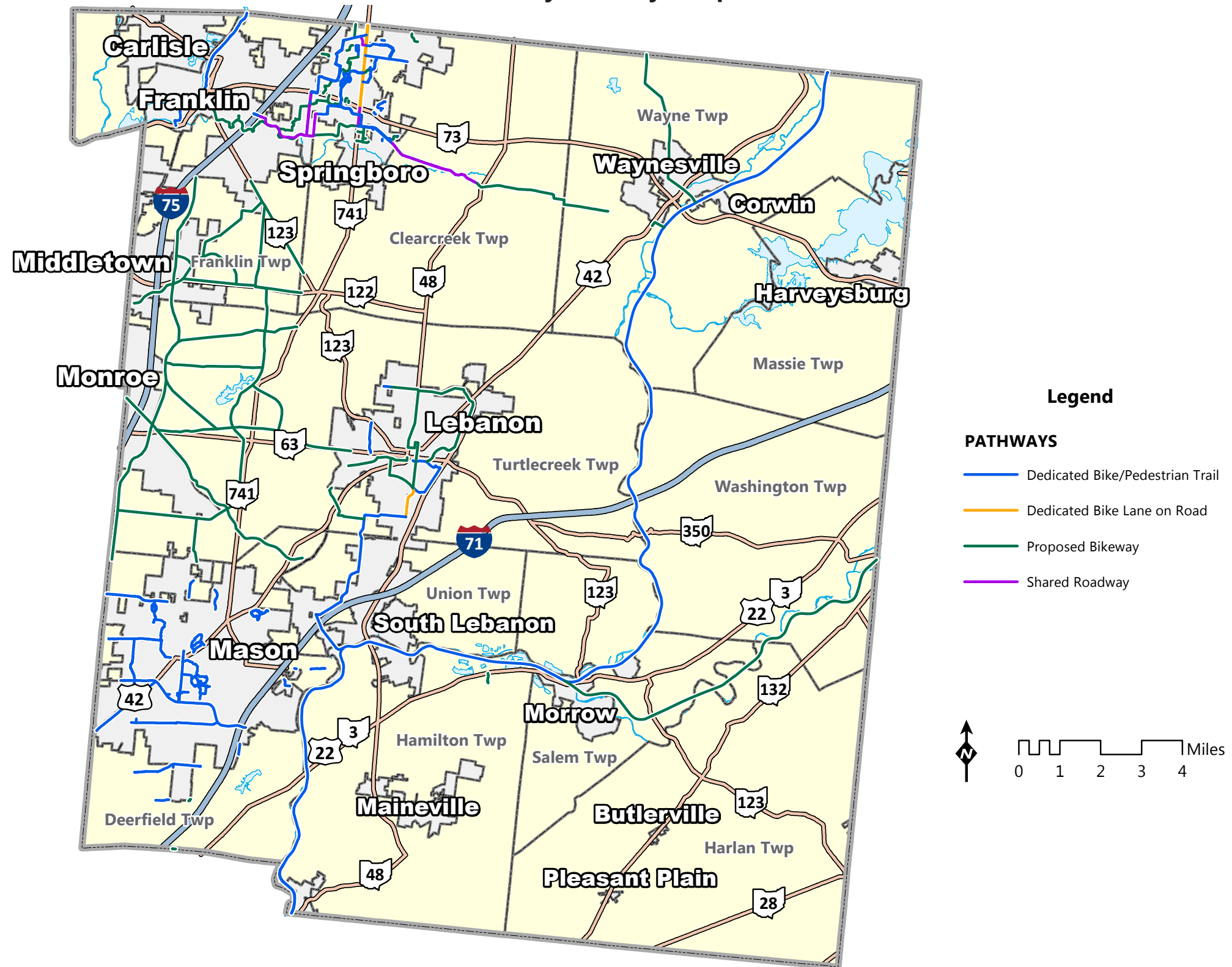




FIGURE 3.8
Warren County Pathways Map





SECTION 4 Future Roadway Improvements/Extensions/Alterations

Future Roadway Improvements/Extensions/Alterations

The Thoroughfare Plan's future roadway improvements/extensions/alterations are comprised of the future roads represented by the lines labeled as "future" on the Thoroughfare Plan Functional Classification Maps previously shown in Section 3, and the improvements listed in this Section:

- SR 63 Improvements - Widen and improve SR 63 to five lanes (two travel lanes in each direction with a center turn-lane and/or median). These improvements should be designed to increase safety and reliability, reduce vehicle delay, manage access, and respond to growth in the years to come. Improvements should also be designed to be context-sensitive in relation to future development patterns and pedestrians. The objective is a safe, accessible, attractive, and unique corridor that encourages a culture of walking and biking.
- New King Avenue Bridge - Construct a new bridge crossing the Little Miami River that replaces the existing King Avenue Bridge. This is required to improve traffic safety; improve emergency service response times; and maintain good traffic-flow in response to planned growth within the area. The new bridge should be designed to correct major deficiencies including load-carrying capacity; deficient deck geometry; deficient alignment approaching the current bridge; and to improve access for truck-traffic. An underpass for the Little Miami River Trail will also be needed and bike lanes should be added to the bridge. These improvements will directly benefit residents through reduction in travel-times and improved access to employment opportunities, community services, community facilities, and daily needs.
- Southwest Warren County Transportation Improvements shown in Appendix B.

NORTHWEST

- Collector Road - Between SR 123 and SR 741 north of SR 122.
- Collector Road - SR 48 to Bunnel Hill Road
- Collector Road - Shaker Road to Robinson-Vail Road
- Collector Road - Hendrickson Road to Greentree Road
- Bechtel Drive - Extend to Hendrickson Road.
- Hendrickson Road (Collector) - Shaker Road to SR 123
- Lynn Drive - Extend to Magellan Way extension
- Magellan Way - Extend to Bechtel Drive extension
- Manchester Road (Collector) - Robinson Vail to SR 123
- Robinson-Vail @ SR 123 - Cul-de-sac Robinson-Vail Road south of SR 123 in conjunction with an extension of Manchester Road to SR 123
- Robinson-Vail Road- Extend the road south of SR 122 to Franklin Hunter Park
- Wilson Farm Boulevard (Collector) - Wilson Farms Subdivision to SR 123

NORTHEAST

- Kenrick Road (Collector) - Lytle-Five Points to northern County border
- Collector Road - Drake Road to SR 42 south of Old SR 122 and align intersection to Shoemaker Road and Liberty-Keuter Road



WEST

- Collector Road - Drake Road to SR 42 south of Old SR 122 and align intersection to Shoemaker Road and Liberty-Keuter Road
- Future Improvements from Crossroads Plan - Area surrounding SR 63
- Future Improvement from the I-71/SR 123 Area Plan (this is in addition to what is shown on the Classification Maps in Section 3)

A new collector road providing access to the parcels in the northwest quadrant of the interchange. Said road will connect to the Future East-West Collector shown on the Functional Classification Map between SR 123 and Waynesville Road.

- Future Improvement from Gateway Plan - West: Union Road (this describes what is shown on the Classification Maps in Section 3)

Re-route Union Road between SR 63 and north of Hendrickson Road as a Major Collector/Distributor, to the east of the existing Union Road. Vacate portions of the existing Union Road between Woodwind Court and Greentree Road, and north of Hendrickson Road. Downgrade portion of existing Union Road with fronting single-family lots as a Local Road. Construct a Local Road connector between this segment of Union Road and the future Union Road (Figure 4.1).

- Brewer Road/Mason Montgomery Road: Realignment of intersection
- Glosser-Richardson Road (Collector) - Extension south to Fujitec Drive
- Greentree Road: (Major Collector/Distributor) - Union Road to SR 123
- Local Road - Greentree Meadows Drive to Rose Marie Road
- Monroe Road (Collector) - Existing terminus to Oregonia Road
- SR 63: (Primary Arterial) - Union Road to SR 741
- SR 741 Realignment (Secondary Arterial) - Near Otterbein
- Turtlecreek Union Road (Collector) - Between existing terminus west of Stubbs Mill Road, east of SR 48
- Turtlecreek-Union Road - Change to Collector

EAST

- Collector Road - Drake Road to SR 42 south of Old SR 122 and align intersection to Shoemaker Road and Liberty-Keuter Road

SOUTHWEST

- Collector Roads - Duke to Socialville-Fosters @ Innovation Way with second collector to Irwin-Simpson
- Collector Road - SR 48 to Fosters-Maineville Road
- Local Road - Stotler 1 Subdivision to Fosters-Maineville (Note 2)
- Bower Drive (Major Collector) - Mason Montgomery Road to Wilkens Road
- Fireside Drive - Extend road north of Tylersville Road to Thornberry Court
- Grandin Road (Collector) - SR 48 to US 22/SR 3 (See Hoptown 2010 plan)
- Hoptown Roadway Network (Collector Roads) - Between Grandin Road/Grandin Road extension and US 22/SR 3
- Merten Drive (Collector) - Mason Montgomery Road to Wilkens Road
- Terra Firma Drive (Collector) - Mason Montgomery Road to Wilkens Road
- Thornberry Court (Collector) - Mason Corp. to Tylersville Road
- Waterstone Boulevard (Enhanced Urban Collector) - Connection to Duke Blvd.
- Wilkens Blvd. (Major Collector/Distributor) - Socialville-Fosters Road to Mason Corp (Figure 4.2)

SOUTHEAST

- Stephens Road (Collector) - Zoar Road to Morrow-Cozaddale
- Mounts Road - Extend Mounts Road from Fosters-Maineville to SR 48

Notes:

1. Public improvements to re-align/re-profile Mason-Montgomery Road and Brewer Road necessary with the Brewer Road extension (Figure 4.3).
2. Potential for Development Assessment



FIGURE 4.1 - Union Road

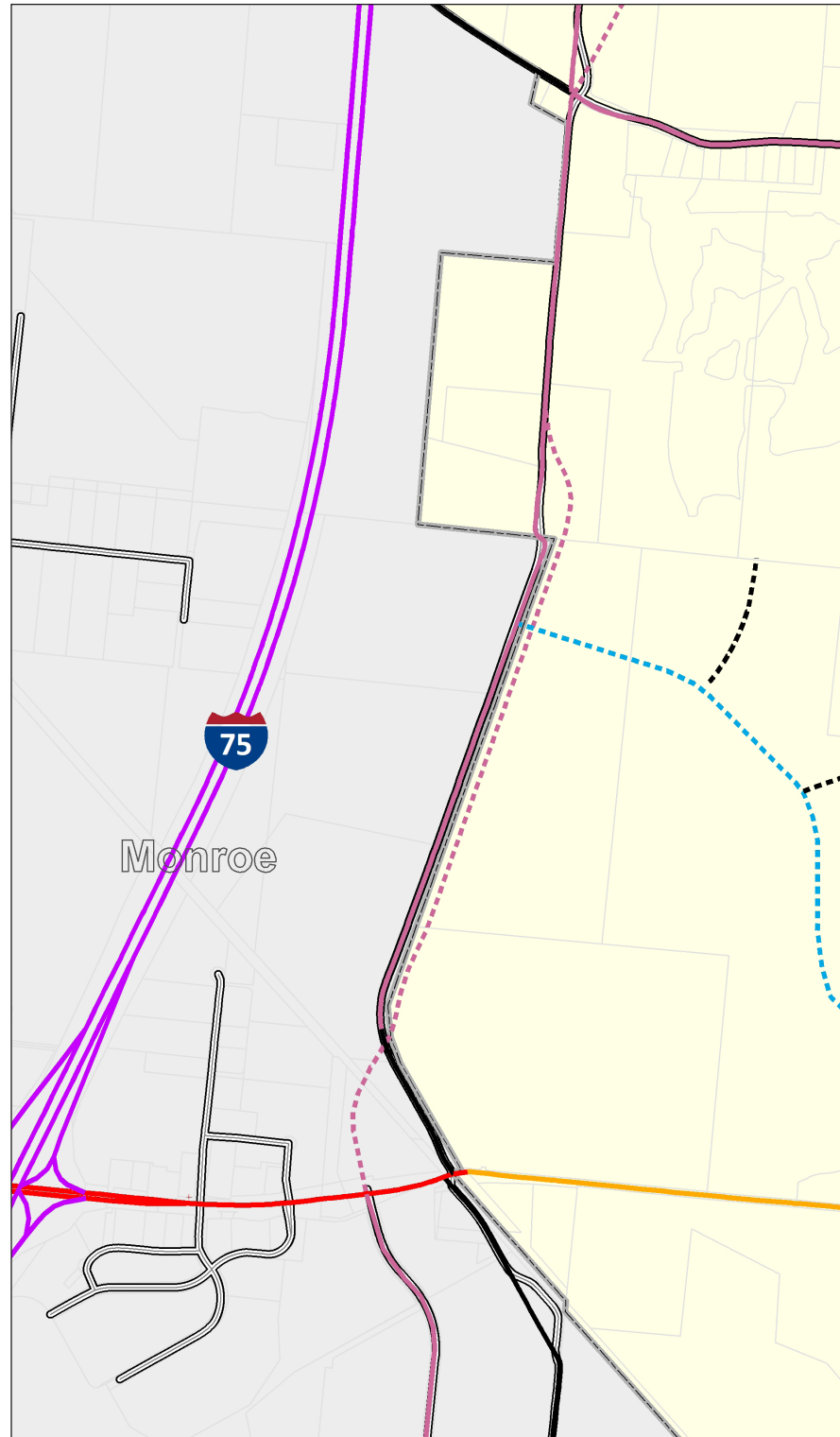


FIGURE 4.2 - Wilkens Blvd

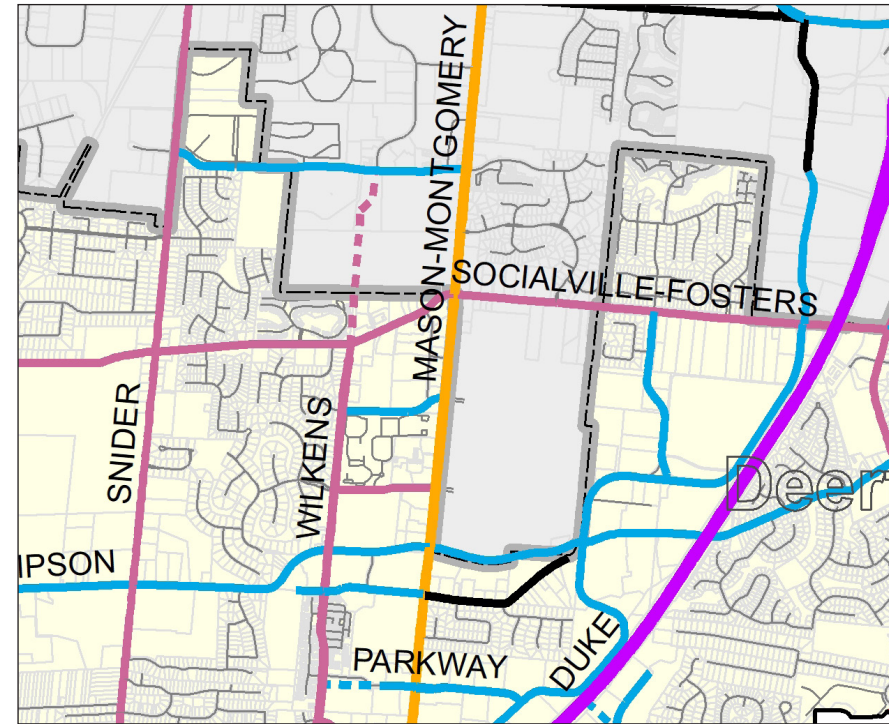


FIGURE 4.4 - Shoemaker Road/Liberty-Keuter

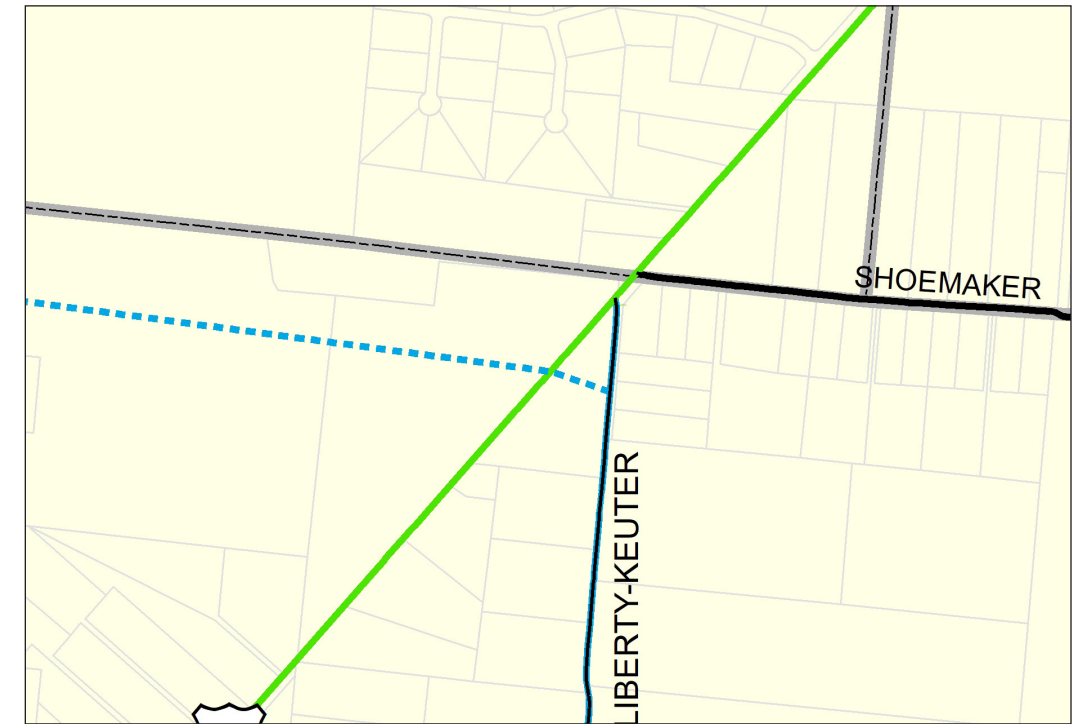
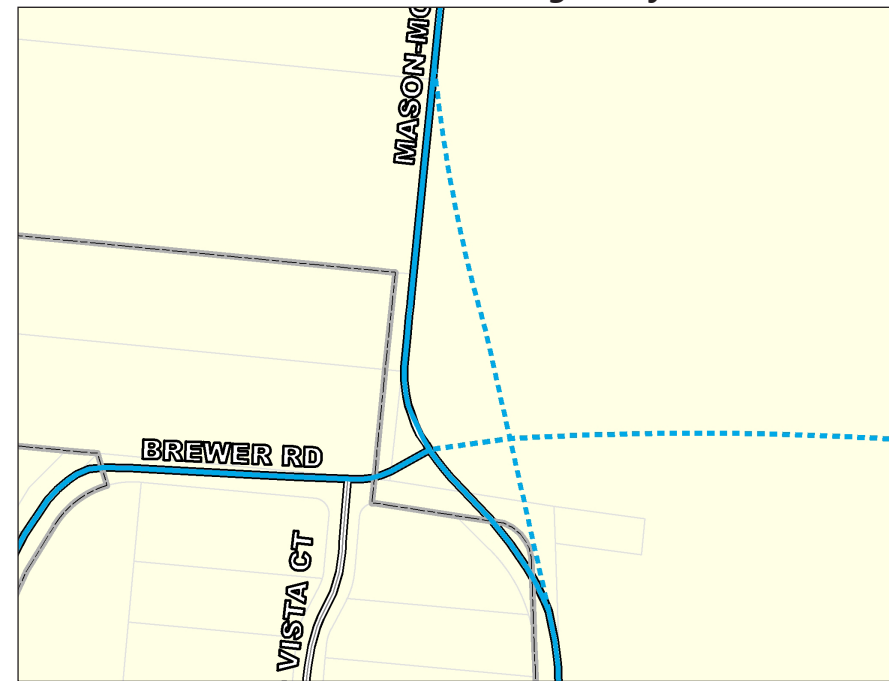


FIGURE 4.3 - Mason Montgomery/Brewer



Legend

FUNCTIONAL CLASSIFICATIONS

Existing

- Collector
- Interstate
- Local Road
- Major Collector/Distributor
- Primary Arterial
- Primary Collector/Distributor
- Secondary Arterial
- Vacation

Future

- Collector
- Interstate
- Local Road
- Major Collector/Distributor
- Primary Arterial
- Primary Collector/Distributor
- Secondary Arterial
- Vacation



THOROUGHFARE

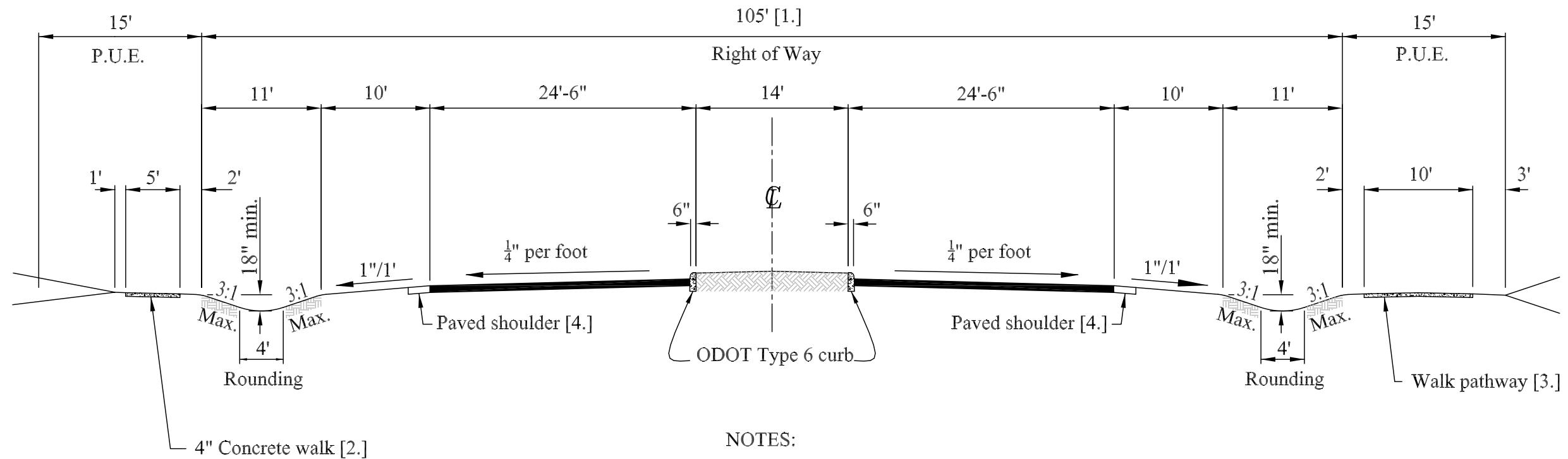


PLAN

APPENDIX A Typical Sections



FIGURE A.1
Typical Section, Primary Arterial - Rural



NOTES:

- [1.] 120' Right of Way, 60' each side of centerline within 450' of roads classified as a Major Collector (Distributor & above.)
- [2.] As per Subdivision Regulations.
- [3.] As per Pathway Map/Subdivision Regulations.
- [4.] 2' wide paved shoulder on County Roads, per ODOT, on State Highways.

In accordance with a preliminary design by the Ohio Department of Transportation, the Right-of-Way width required on State Route 63 from Union Road to State Route 741 is on file at the Warren County Map Room, Survey Volume 148, Plat No. 58. The State/Federal design process will determine the typical section.



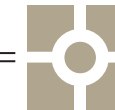
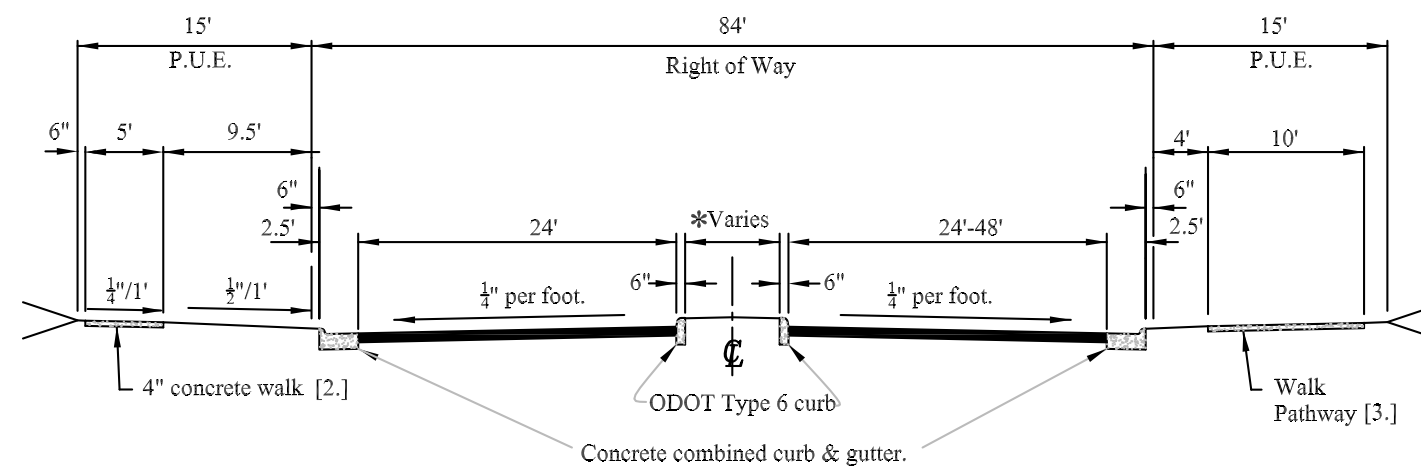
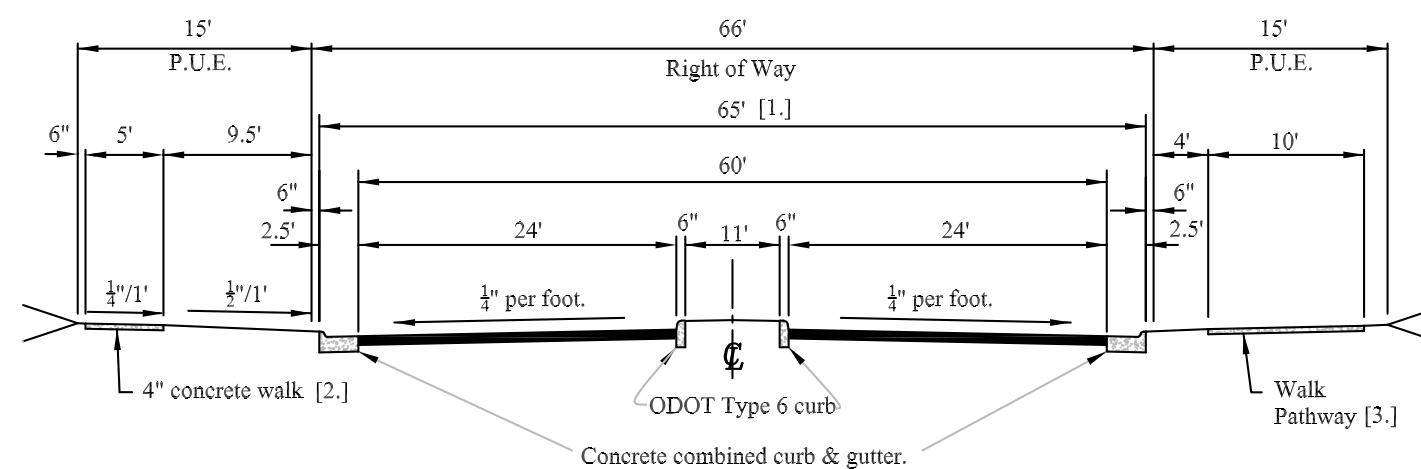


FIGURE A.2
Typical Section, Primary and Secondary Arterial - Urban



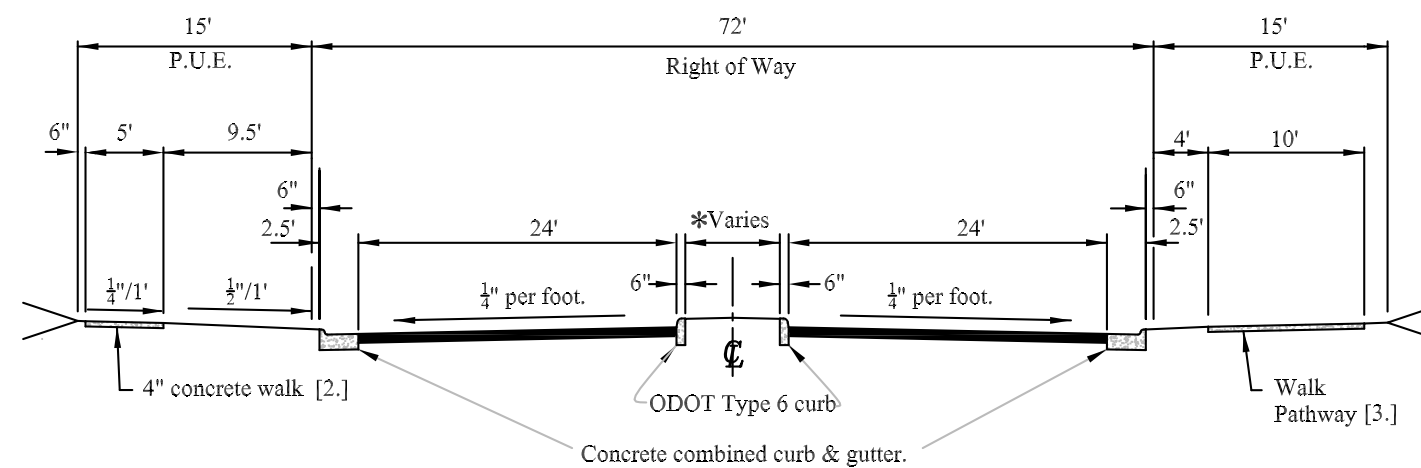
Typical Section

Secondary Arterial - Urban
 Within 700' of Right of Way of roads classified as Major Collectors/Distributors or above.
 To accommodate tapers, 50 mph assumed.



Typical Section

Primary and Secondary Arterial - Urban



Typical Section

Primary and Secondary Arterial - Urban
 Within 450' of Right of Way of roads classified as Collectors.

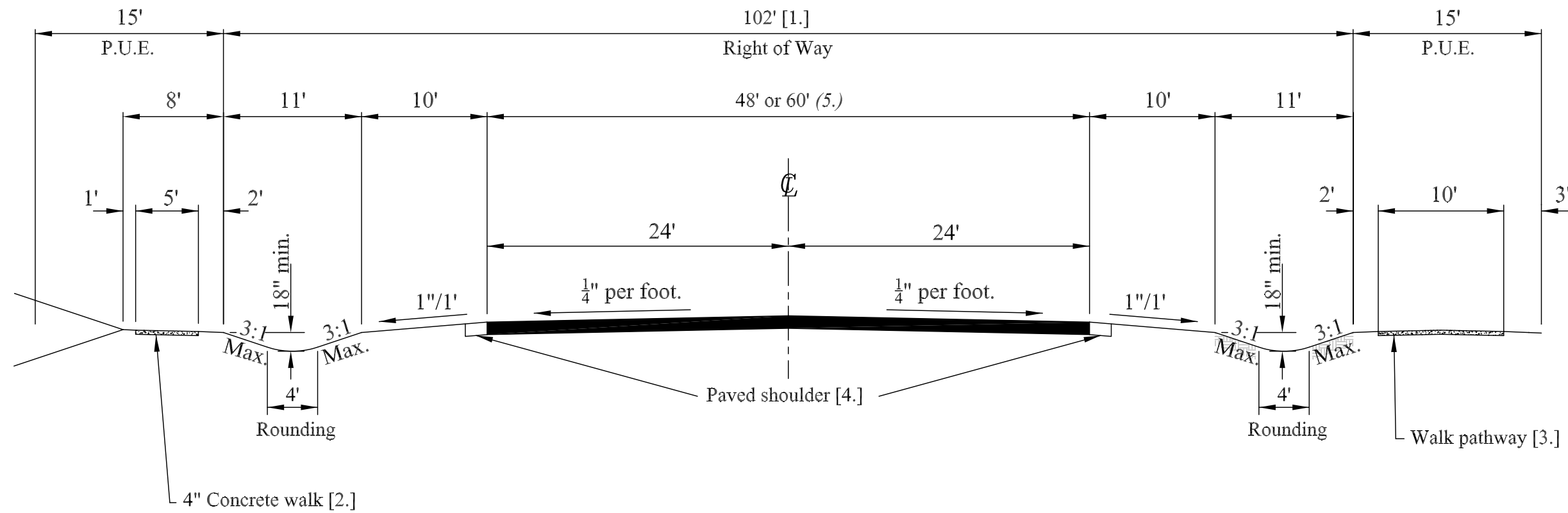
NOTES:

- [1.] Pavement width - back of curb, to back of curb.
- [2.] As per Subdivision Regulations.
- [3.] As per Pathway Map/Subdivision Regulations.





FIGURE A.3
Typical Section, Secondary Arterial - Rural



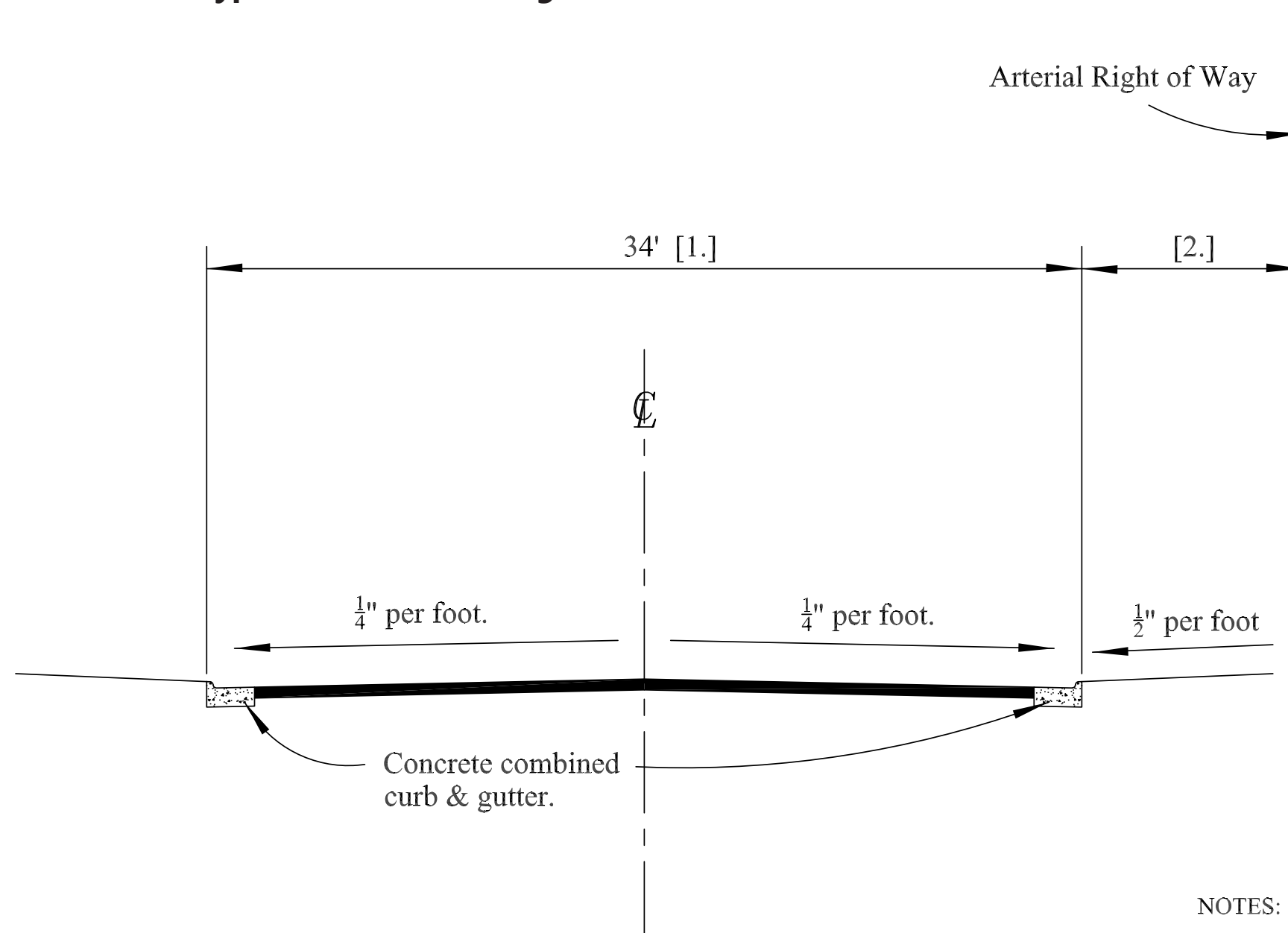
NOTES:

- [1.] 120' Right of Way, 60' each side of centerline within 450' of roads classified as a Major Collector (Distributor & above.)
- [2.] As per Subdivision Regulations.
- [3.] As per Pathway Map/Subdivision Regulations.
- [4.] 2' wide paved shoulder on County Roads, per ODOT, on State Highways.
- [5.] 12' left-turn lane, or dual left-turn lane, where required. (Not shown.)





FIGURE A.4
Typical Section, Frontage Road - Residential/Commercial/Industrial



NOTES:

- [1.] Pavement width - back of curb, to back of curb.
- [2.] Greater of 35' min. from the edge of pavement, existing or future as determined by the County Engineer, or distance recommended in the approved traffic impact study, or 15' min. separation between the back of curb for the access road and the right-of-way for the public arterial.



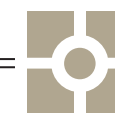
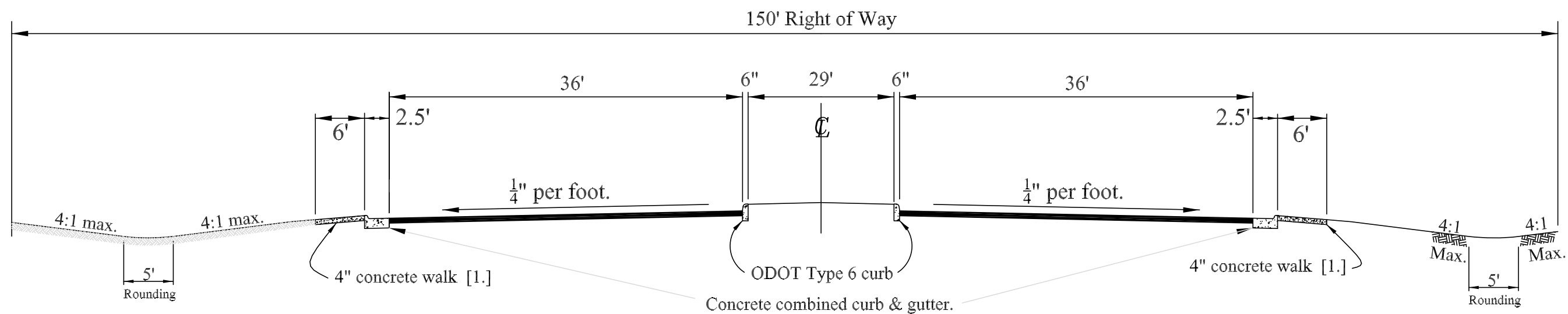


FIGURE A.5
Typical Section, Primary Collector/Distributor



NOTES:

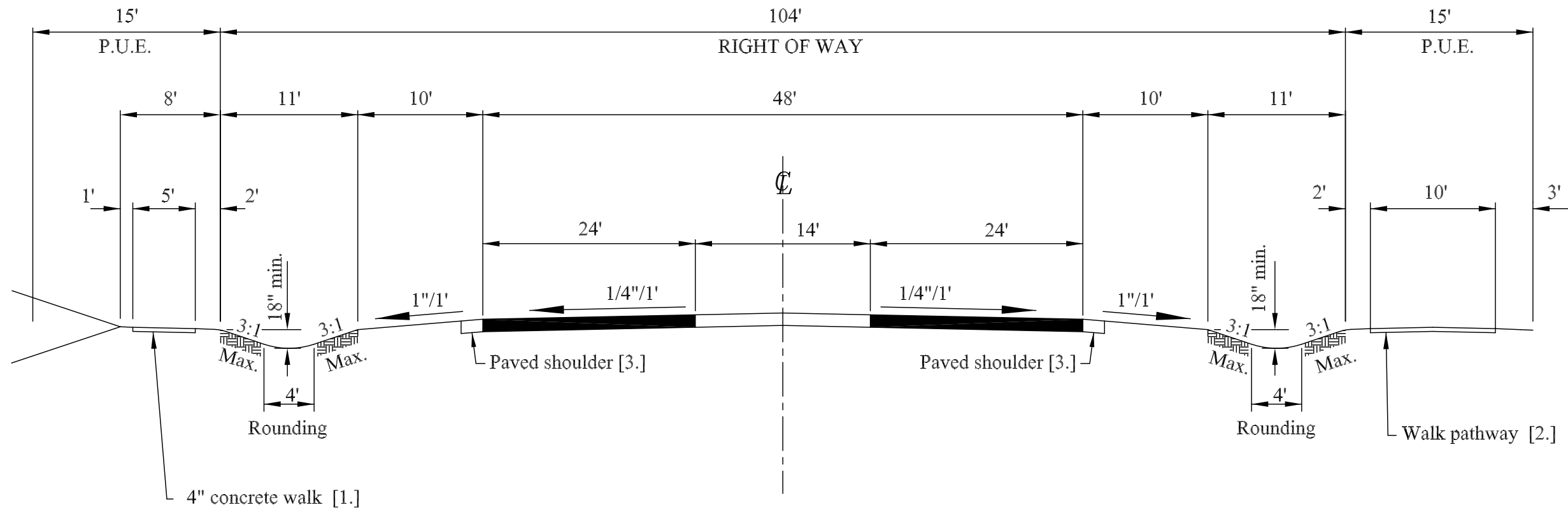
[1.] As per Pathway Map/Subdivision Regulations.

In accordance with a preliminary design by the Ohio Department of Transportation, the Right-of-Way width required on State Route 63 from Union Road to State Route 741 is on file at the Warren County Map Room, Survey Volume 148, Plat No. 58. The State/Federal design process will determine the typical section.





FIGURE A.6
Typical Section, Major Collector/Distributor - Rural



NOTES:

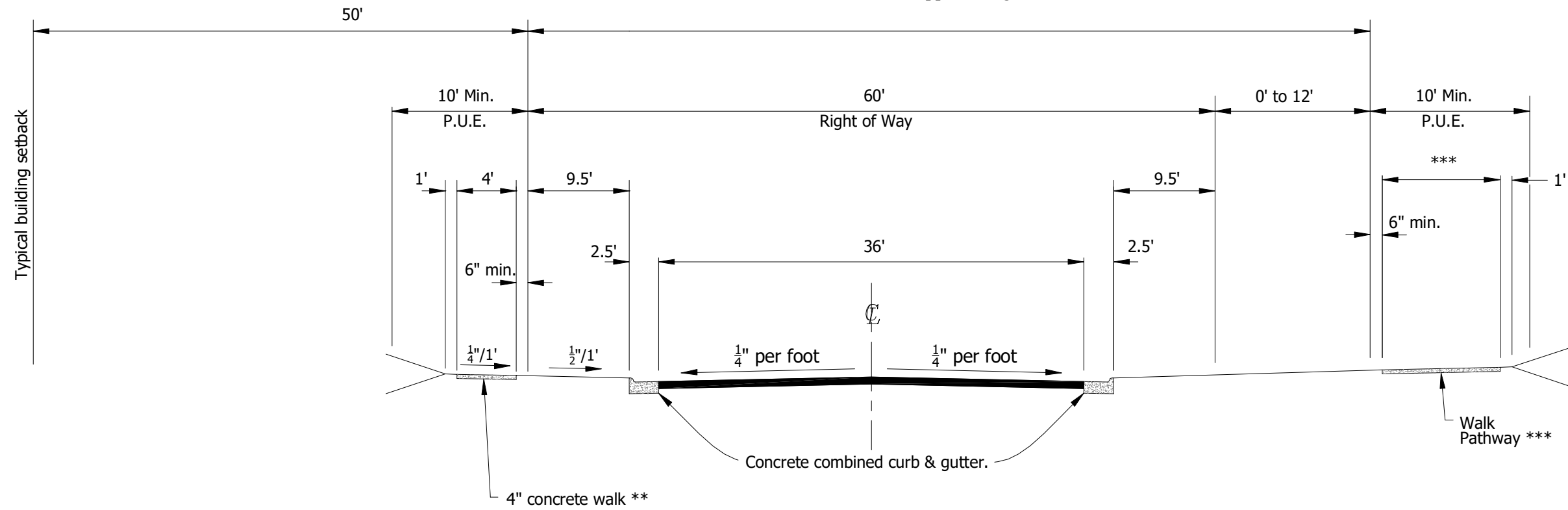
- [1.] As per Subdivision Regulations.
- [2.] As per Pathway Map/Subdivision Regulations.
- [3.] 2' wide paved shoulder on County Roads, per ODOT, on State Highways.





FIGURE A.7
Typical Section, Collector - Residential Urban

72' R/W 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.

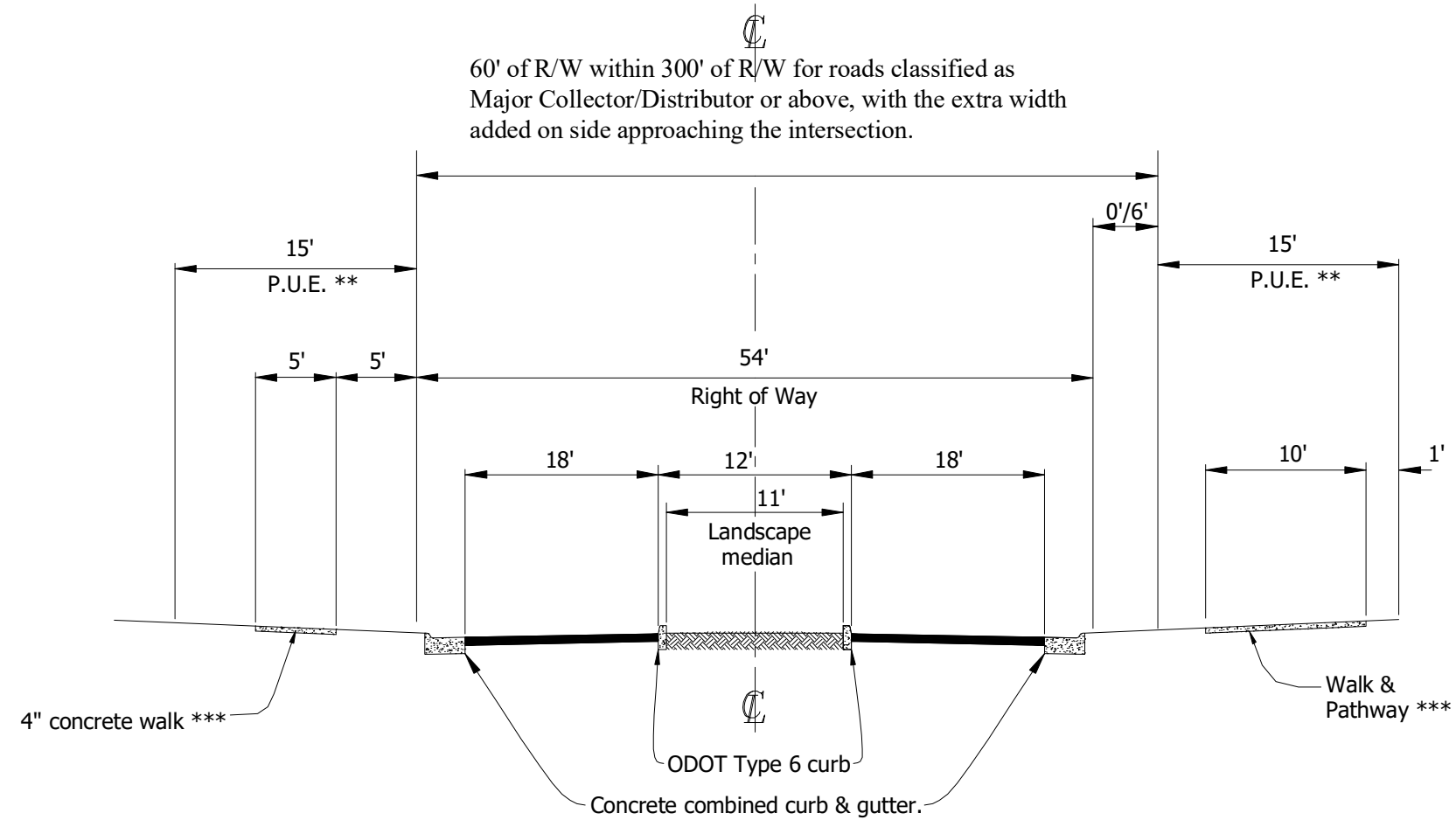


** As per Subdivision Regulations.

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



FIGURE A.8
Typical Section, Collector - Enhanced Urban

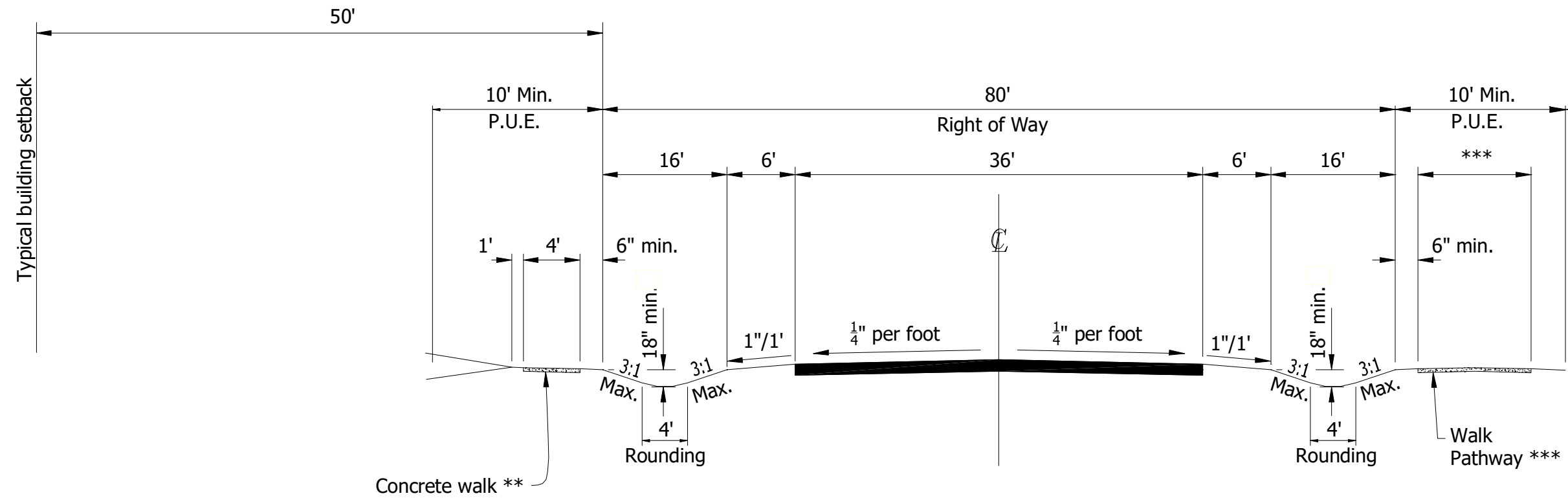


** Public Utility Easement begins 6" behind back of curb.

*** As per Pathway Map/Subdivision Regulations.



FIGURE A.9
Typical Section, Collector - Residential/Rural



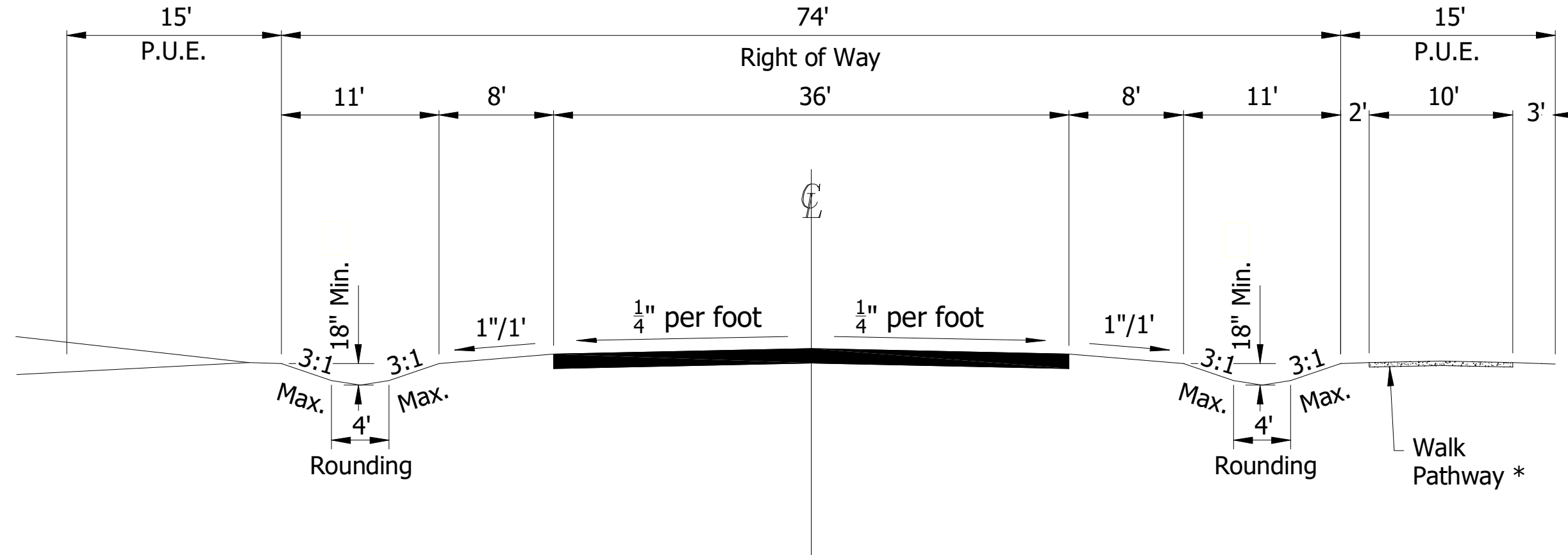
** As per Subdivision Regulations.

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





FIGURE A.10
Typical Section, Collector - Commercial/Industrial

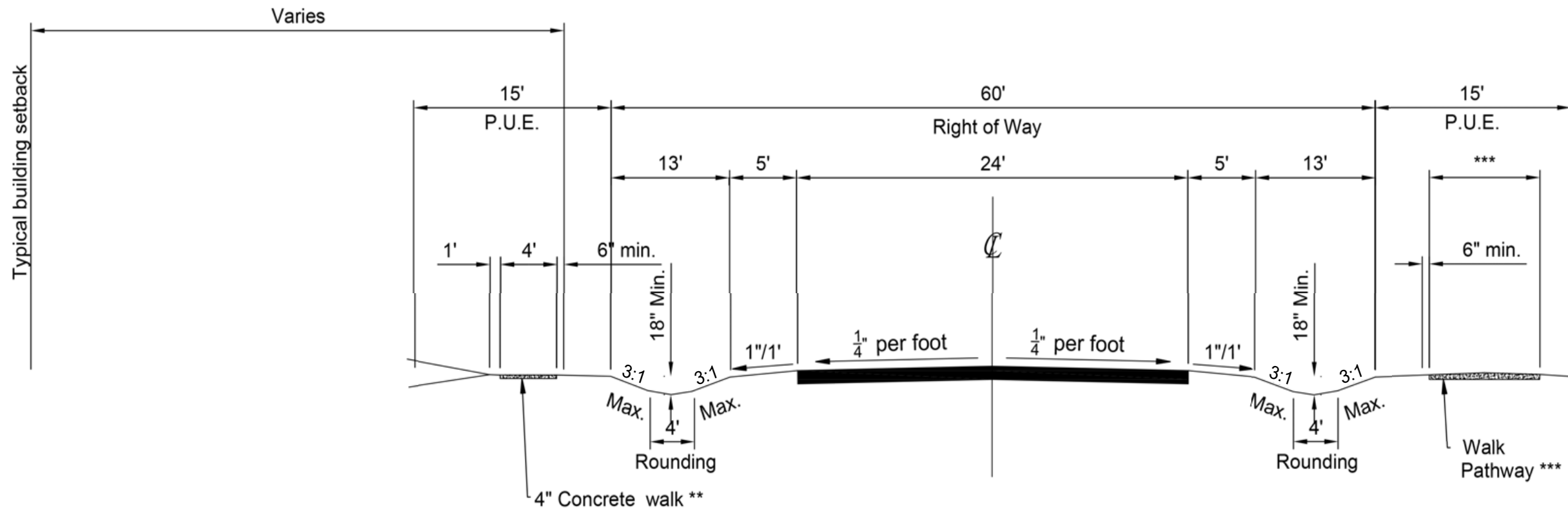


* Or as Pathway Map/Subdivision Regulations





FIGURE A.12
Typical Section, Local Subdivision Street - Residential/Rural



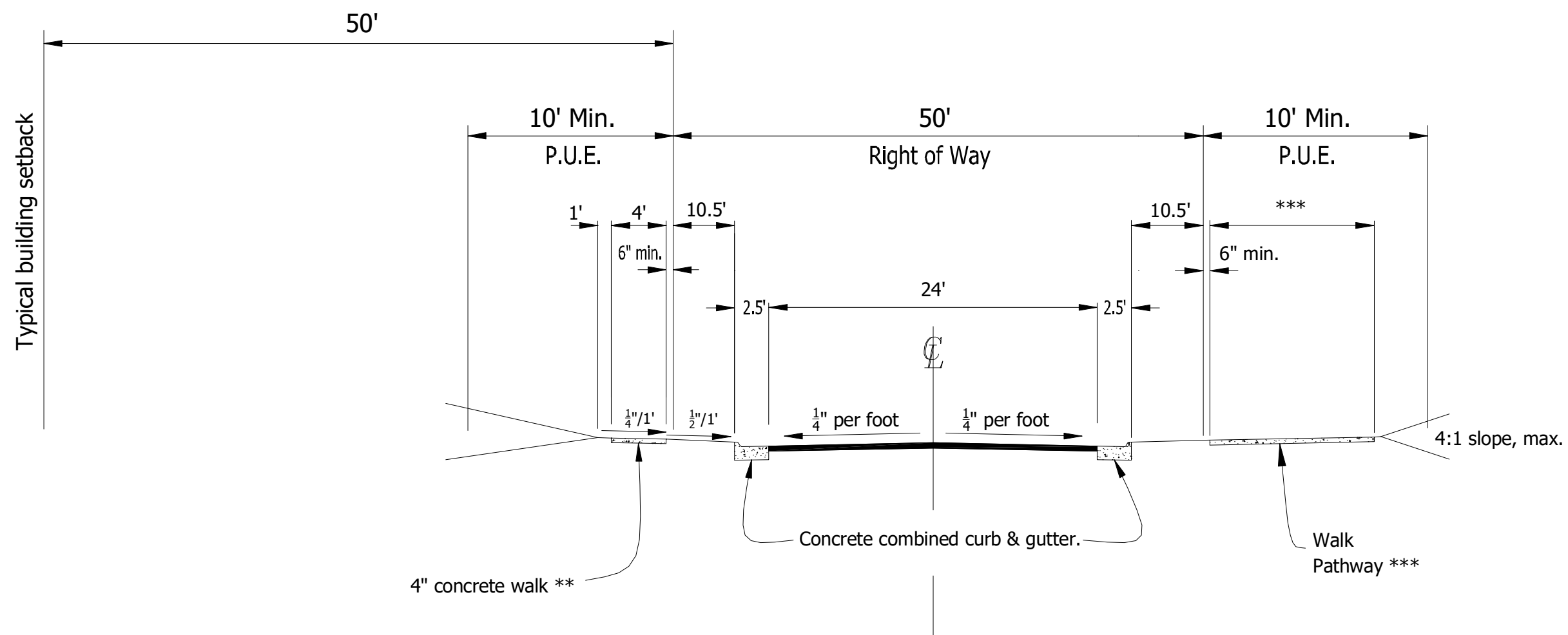
** As per Subdivision Regulations.

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





FIGURE A.13
Typical Section, Local Subdivision Street - Residential/Urban (Curb & Gutter)



** As per Subdivision Regulations.

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



APPENDIX B Southwest Warren County Transportation Study

FIGURE B.1

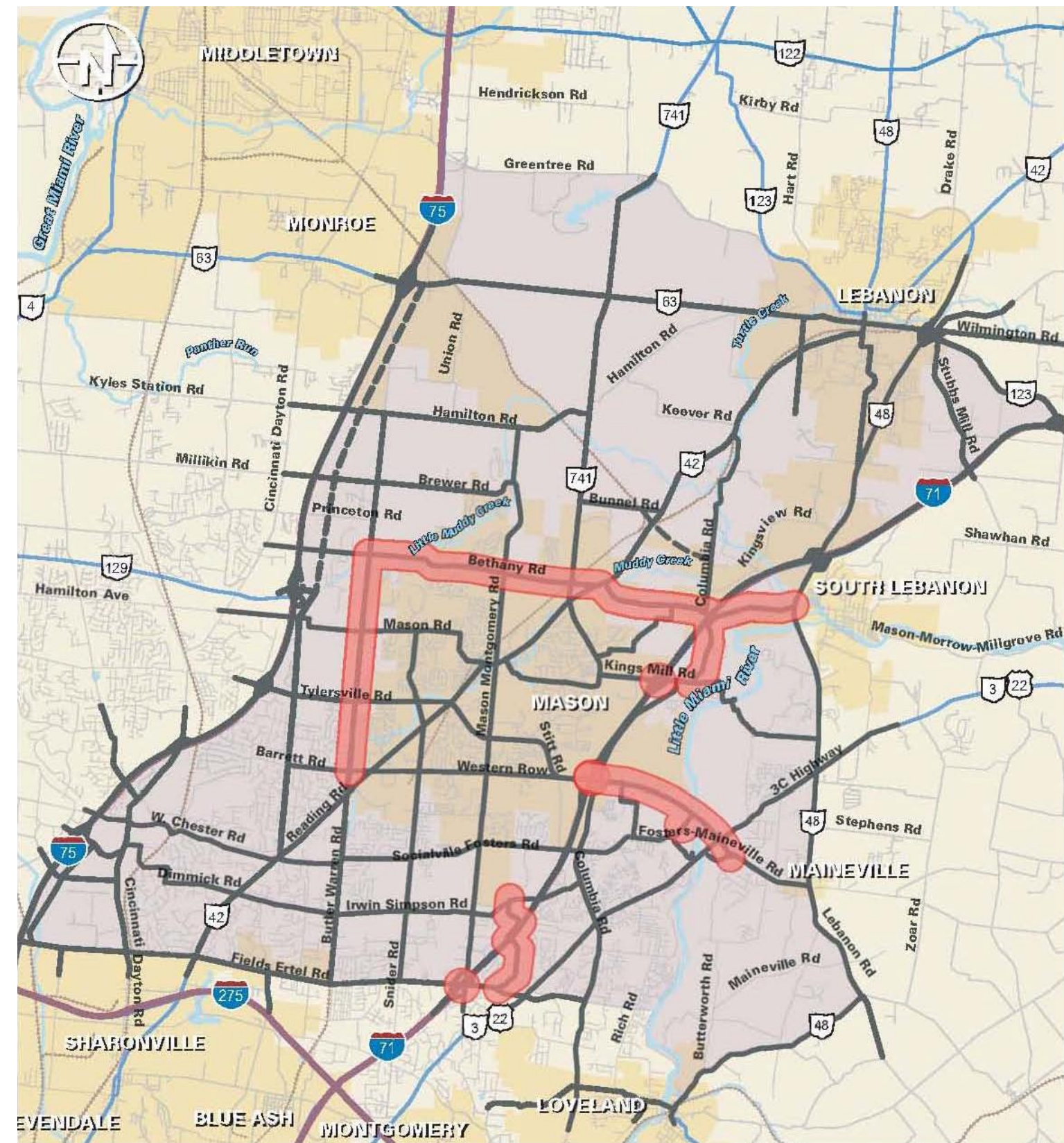
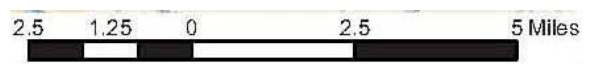


Southwest Warren County Transportation Study

High Priority Projects

High Priority : \$145.5 Million

- Fields Ertel/Mason Montgomery/I-71 Interchange Feasibility Study
- Bethany and Mason-Morrow-Millgrove Roads Improvements
- Waterstone Connector
- Upgrade Western Row Road Interchange to a Full Interchange
- Western Row Road Extension (includes LMR Crossing)
- Upgrade SR 741 Interchange
- Widen Columbia Road between Kings Mill and Mason-Morrow- Millgrove Roads
- Widen Butler Warren Road between Barrett and Bethany Roads





APPENDIX B
Southwest Warren County Transportation Study

FIGURE B.2

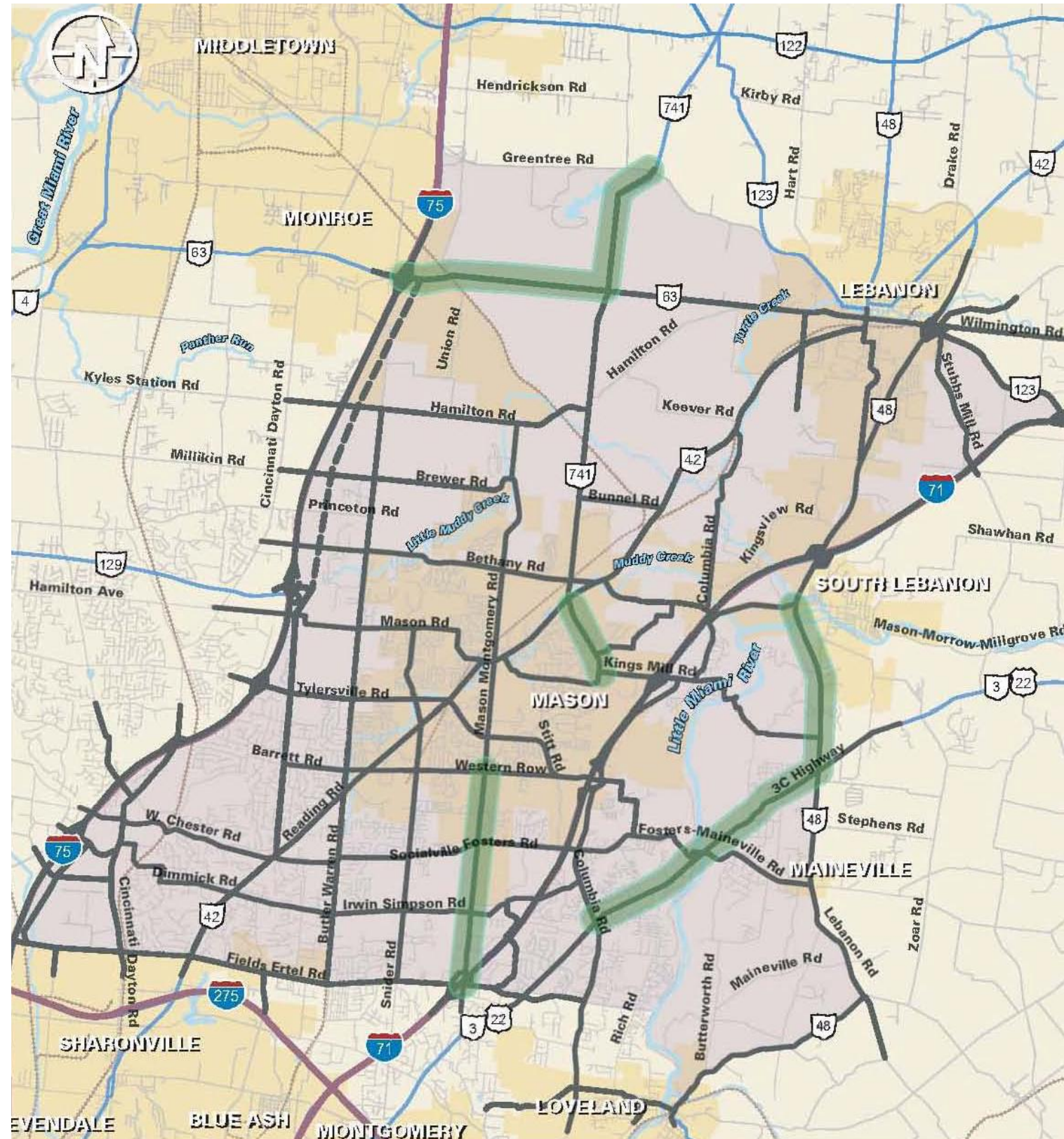


**Southwest Warren County
 Transportation Study**

Medium Priority Projects

Medium Priority : \$107.8 Million

- Widen US 22 between Columbia Road and SR 48 (includes bridge)
- Widen Mason Montgomery Road between Fields Ertel and Western Row Roads
- Widen SR 63 between I-75 and SR 741
- Widen SR 48 between US 22 and Mason-Morrow-Millgrove Road (includes bridge)
- Widen SR 741 between US 42 and Kings Mill Road
- Relocate and widen SR 741 between SR 63 and Greentree Road
- Bikeway Facilities





APPENDIX B Southwest Warren County Transportation Study

FIGURE B.3



Southwest Warren County Transportation Study

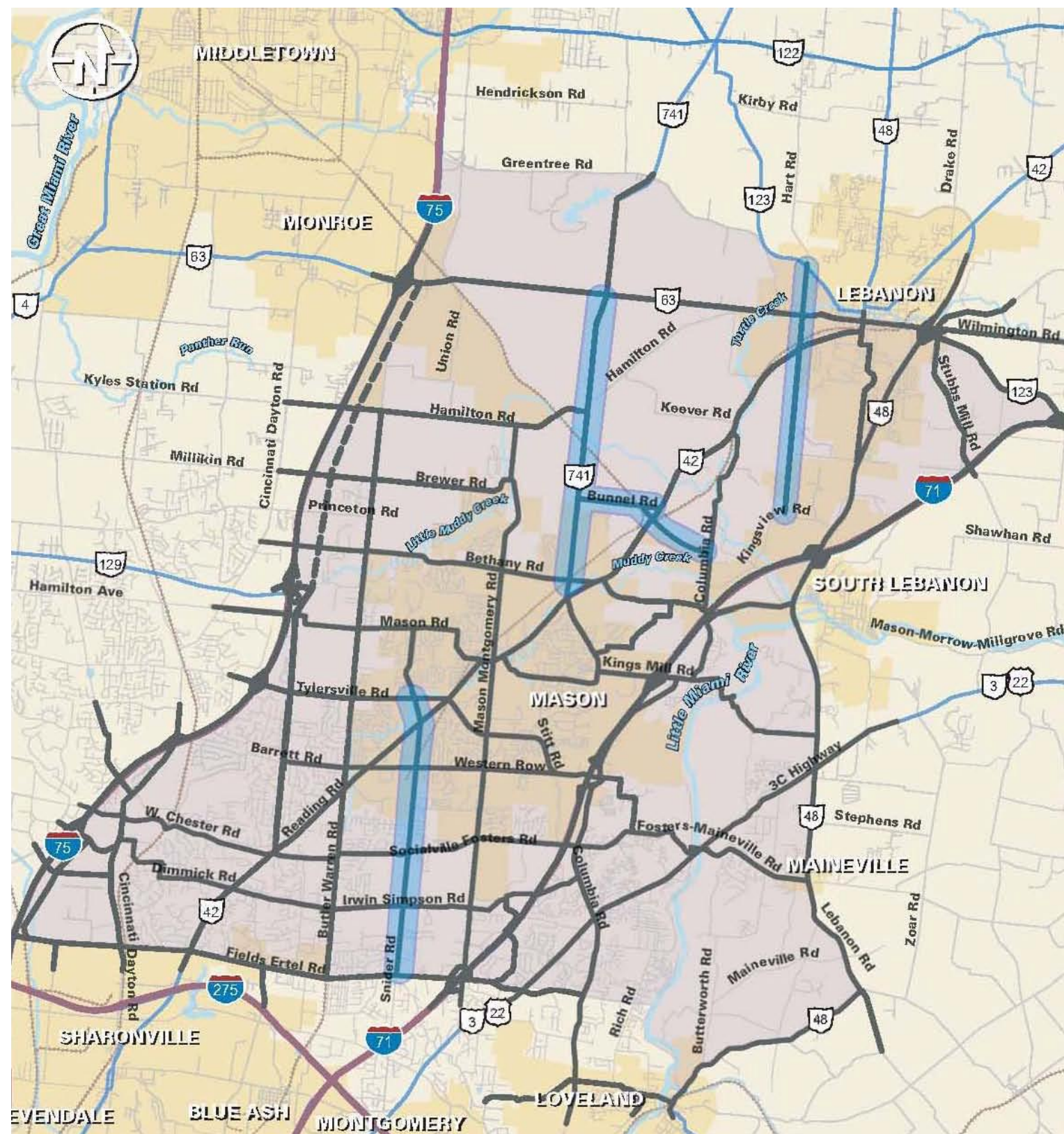
Low Priority Projects

Low Priority : \$52.4 Million

- Widen Snider Road between Fields Ertel and Tylersville Roads
- Glosser and Bunnel Roads Improvements
- Widen SR 741 between SR 63 and US 42
- Bus Circulator System

2.5 1.25 0 2.5 5 Miles

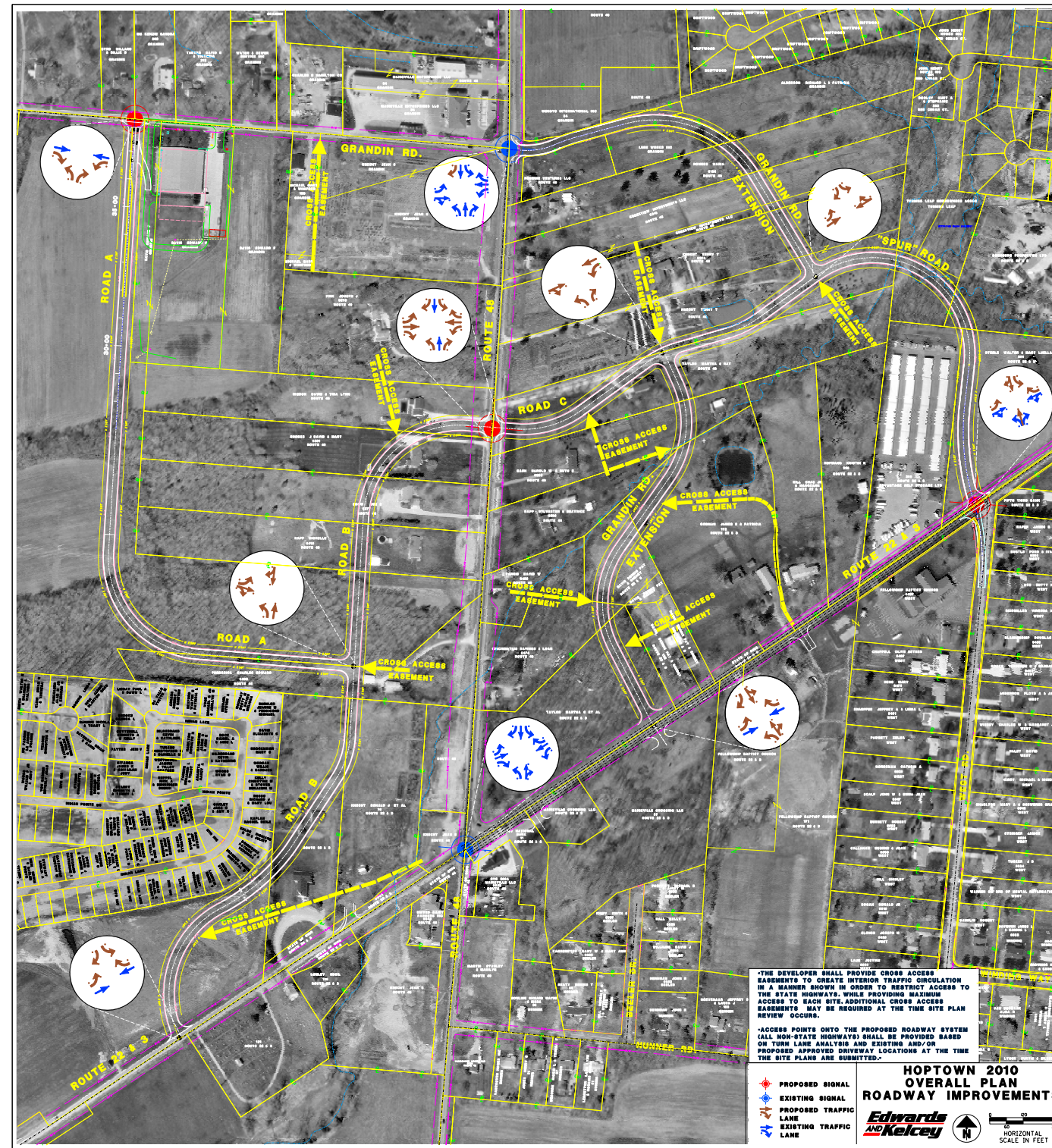
	Improvements
	Project sponsored by Butler County
	Low Priority





APPENDIX C Hopkinsville 2010 Access Management Plan

APPENDIX D 1996 Task Force Members



Warren County

Craig Pendleton - Warren County Engineer

Neil Tunison - Warren County Engineer's Office

Jerry Stiles - Warren County Engineer's Office

Pat Manger - Warren County Engineer's Office

Kurt Weber - Warren County Engineer's Office

Jeff Pendleton - Warren County Engineer's Office

Brion Rhoades - Warren County Engineer's Office

Bob Craig - WCRPC

Ed Wade - Clearcreek Township

Bob Carter - Deerfield Township

Hazel Dotson - Deerfield Township

Char Peach - Lebanon Chamber of Commerce

Judy Daley - Citizen at Large

Mike Morris - ODOT

Hans Jindal - ODOT

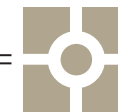
Doug Hammon - OKI

Bob Garlock - Warren County Home Builders Association

Consulting Team

Lloyd Wallace - Woolpert

Daniel Boron - Woolpert



APPENDIX E
Past Records: Prior Thoroughfare Plan
Amendments/Resolutions

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.



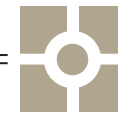
William G. Fenlon
Warren County Regional Planning Commission

ATTEST:



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

Date: July 9, 1996



2003 AMENDMENT:

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.

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:



Resolution 3-03 (Page 2)

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

Resolution 3-03 (Page 3)

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.

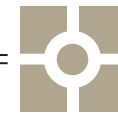
Richard Renneker, Chairman
Warren County Regional Planning Commission

ATTEST:

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

Date: March 11, 2003

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



RESOLUTION No. 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:

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:



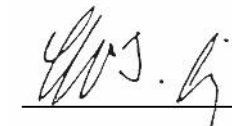
Resolution No. 3-04 (Page 3)

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.



James Lukas, Chairman
Warren County Regional Planning Commission

ATTEST:



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

Date: April 13, 2004

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

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

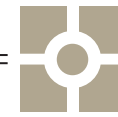
Assure that adequate land for rights-of-way are provided for future corridor development; and

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) :



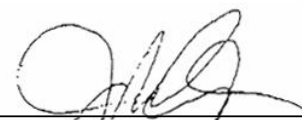
Resolution 1-06 (Page 2)

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:



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

Date: January 10, 2006



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

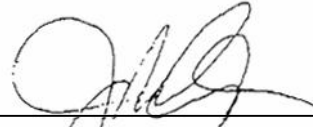
WHEREAS, in the opinion of the Warren County Engineer, additional amendments and/or refinements are currently necessary, including changes to the Roadway Functional Classifications (Figure 4.1) for all or

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

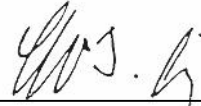
WHEREAS, public comments have been received and duly considered on this date; and

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:



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

Date: April 11, 2006

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



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:

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

Date: July 11, 2006

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



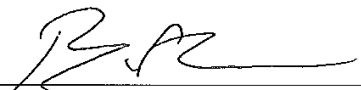
RESOLUTION NO. 06-11

APPROVE THE WARREN COUNTY COMPREHENSIVE PLAN AND TO MOVE THE WARREN COUNTY COMPREHENSIVE PLAN TO THE WARREN COUNTY COMMISSIONERS FOR APPROVAL

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, the RPC has received and considered input from the steering committee, interested citizens and business owners through notified public meetings;

NOW THEREFORE BE IT RESOLVED, that the RPC hereby approve The Warren County Comprehensive Plan and to move the plan to the Warren County Commissioners for approval.



Brian Lazor, Chairperson
Warren County Regional Planning Commission

ATTEST:


Stan Williams, Executive Director
Warren County Regional Planning Commission

Date: July 28, 2011

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RESOLUTION NO. 10-11

APPROVE THE WARREN COUNTY COMPREHENSIVE PLAN AND TO MOVE THE WARREN COUNTY COMPREHENSIVE PLAN TO THE WARREN COUNTY COMMISSIONERS FOR APPROVAL

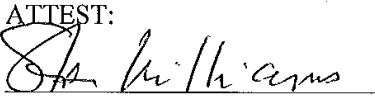
WHEREAS, according to Section 713.23 of the Ohio Revised Code (ORC), a regional planning commission may make studies, maps, plans, recommendations and reports concerning the physical environment, social, economic and governmental characteristics, functions, services and other aspects of the region; and

WHEREAS, the RPC has received and considered input from the steering committee, interested citizens and business owners through notified public meetings;

NOW THEREFORE BE IT RESOLVED, that the RPC hereby approve The Warren County Comprehensive Plan and to move the plan to the Warren County Commissioners for approval.



Brian Lazor, Chairperson
Warren County Regional Planning Commission

ATTEST:


Stan Williams, Executive Director
Warren County Regional Planning Commission

Date: October 11, 2011

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BOARD OF COUNTY COMMISSIONERS
WARREN COUNTY, OHIO

Resolution

Number 11-1600

Adopted Date November 15, 2011

APPROVE THE ADOPTION OF THE WARREN COUNTY COMPREHENSIVE PLAN ADOPTED BY THE WARREN COUNTY REGIONAL PLANNING COMMISSION ON OCTOBER 11, 2011

WHEREAS, this Board met this 15th day of November 2011, in the Commissioners' Meeting Room, to consider the adoption of the Warren County Comprehensive Plan adopted by the Warren County Regional Planning Commission on October 11, 2011; and

WHEREAS, this Board has considered the recommendation presented by the Warren County Regional Planning Commission and heard all those desiring to speak in favor of or in opposition to the adoption of said plan; and

NOW THEREFORE BE IT RESOLVED, to approve the adoption of the Warren County Comprehensive Plan adopted by the Warren County Regional Planning Commission on October 11, 2011; copy of said plan attached hereto and made a part hereof; and

BE IT FURTHER RESOLVED, per Ohio Revised Code Section 713.27, to certify a copy of this resolution to the Warren County Regional Planning Commission.

Mr. Young moved for adoption of the foregoing resolution, being seconded by Mrs. South. Upon call of the roll, the following vote resulted:

Mr. Ariss – absent
Mrs. South – yea
Mr. Young – yea

Resolution adopted this 15th day of November 2011.

BOARD OF COUNTY COMMISSIONERS


Tina Davis, Clerk

cc: RPC (certified)
RZC (file)
Public Hearing file

BOARD OF COUNTY COMMISSIONERS
WARREN COUNTY, OHIO

Resolution

Number 15-1321

Adopted Date August 25, 2015

APPROVE AMENDMENTS TO THE WARREN COUNTY THOROUGHFARE PLAN

WHEREAS, this Board met this 25th day of August 2015, in the Commissioners' Meeting Room to consider an amendment to the Warren County Thoroughfare Plan; and

WHEREAS, this Board has considered the recommendation presented by the Warren County Regional Planning Commission and all those present to speak in favor of or in opposition to said amendment; and


NOW THEREFORE BE IT RESOLVED, to approve amendments to the Warren County Thoroughfare Plan as attached hereto and made a part hereof.

Mr. Grossmann moved for adoption of the foregoing resolution, being seconded by Mr. Young. Upon call of the roll, the following vote resulted:

Mrs. South - absent
Mr. Young - yea
Mr. Grossmann - yea

Resolution adopted this 25th day of August 2015.

BOARD OF COUNTY COMMISSIONERS


Tina Osborne, Clerk

/to

cc: RPC(file)
RZC
Public Hearing file
Bruce McGary
County Engineer



**BOARD OF COUNTY COMMISSIONERS
WARREN COUNTY, OHIO**

Resolution

Number 15-1321

Adopted Date August 25, 2015

APPROVE AMENDMENTS TO THE WARREN COUNTY THOROUGHFARE PLAN

WHEREAS, this Board met this 25th day of August 2015, in the Commissioners' Meeting Room to consider an amendment to the Warren County Thoroughfare Plan; and

WHEREAS, this Board has considered the recommendation presented by the Warren County Regional Planning Commission and all those present to speak in favor of or in opposition to said amendment; and

NOW THEREFORE BE IT RESOLVED, to approve amendments to the Warren County Thoroughfare Plan as attached hereto and made a part hereof.

Mr. Grossmann moved for adoption of the foregoing resolution, being seconded by Mr. Young. Upon call of the roll, the following vote resulted:

Mrs. South - absent
Mr. Young - yea
Mr. Grossmann - yea

Resolution adopted this 25th day of August 2015.

BOARD OF COUNTY COMMISSIONERS

Tina Osborne, Clerk

/to

cc: RPC(file)
RZC
Public Hearing file
Bruce McGary
County Engineer

**BOARD OF COUNTY COMMISSIONERS
WARREN COUNTY, OHIO**

Resolution

Number 18-0703

Adopted Date April 24, 2018

APPROVE AMENDMENTS TO THE WARREN COUNTY THOROUGHFARE PLAN

WHEREAS, this Board met this 24th day of April 2018, in the Commissioners' Meeting Room to consider an amendment to the Warren County Thoroughfare Plan; and

WHEREAS, this Board has considered the recommendation presented by the Warren County Regional Planning Commission and all those present to speak in favor of or in opposition to said amendment; and

NOW THEREFORE BE IT RESOLVED, to approve amendments to the Warren County Thoroughfare Plan as attached hereto and made a part hereof.

Mr. Young moved for adoption of the foregoing resolution, being seconded by Mr. Grossmann. Upon call of the roll, the following vote resulted:

Mrs. Jones - absent
Mr. Young - yea
Mr. Grossmann - yea

Resolution adopted this 24th day of April 2018.

BOARD OF COUNTY COMMISSIONERS

Tina Osborne, Clerk

/to

cc: RPC(file)
RZC
Public Hearing file
Bruce McGary
County Engineer



BOARD OF COUNTY COMMISSIONERS
WARREN COUNTY, OHIO

Resolution

Number 19-1092

Adopted Date August 20, 2019

APPROVE AMENDMENTS TO THE WARREN COUNTY THOROUGHFARE PLAN

WHEREAS, this Board met this 20th day August 2019, in the Commissioners' Meeting Room to consider amendments to the Warren County Thoroughfare Plan; and

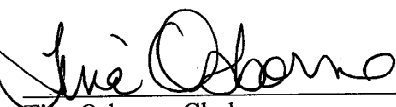
WHEREAS, this Board has considered the recommendation of the Regional Planning Commission and the County Engineer's Office and all those present to speak in favor of or in opposition to said amendment; and

NOW THEREFORE BE IT RESOLVED, to approve amendments to the Warren County Official Thoroughfare Plan; said amended plan attached hereto and made a part hereof.

Mr. Grossmann moved for adoption of the foregoing resolution being seconded by Mr. Young. Upon call of the roll, the following vote resulted:

Mrs. Jones - yea
Mr. Young - yea
Mr. Grossmann - yea

Resolution adopted this 20th day of August 2019.

BOARD OF COUNTY COMMISSIONERS

Tina Osborne, Clerk

/tao

cc: RPC
RZC (file)
Public Hearing file
Bruce McGary
Township Trustees
County Engineer