

CHAPTER 2: **THOROUGHFARE PLAN**

I. INTRODUCTION

The purpose of the Thoroughfare Plan is to establish locations and minimum standards for the future street network within the City. It is a planning tool used to establish future right-of-ways and plan the construction of new roads through the development process. It will also serve to guide public and elected officials in the development of future road improvement projects.

1.0 Objectives

The following objectives were considered in the formulation of the Fairfield Thoroughfare Plan.

1. The Thoroughfare Plan shall be an integral part of the development of the City of Fairfield.
2. The Thoroughfare Plan is a guide for the orderly development of thoroughfares through undeveloped areas and assures the proper extension and connection of existing thoroughfares. The plan is meant to be a plan only and may be adjusted to meet prevailing conditions.
3. The Thoroughfare Plan shall provide direct connection to major regional highways surrounding the City.
4. The Thoroughfare Plan shall be enacted when development occurs on vacant parcels and when parcels get redeveloped. For the purpose of this plan, redevelopment is defined as substantial demolition of existing structures and rebuilding for a new use.
5. The Thoroughfare Plan should be reviewed approximately every ten years so that transportation and market condition impacts can be evaluated upon the various thoroughfares in the City.

2.0 Past Thoroughfare Plans

The 1966 Plan was the first officially adopted thoroughfare plan for the City and created the roadway layout for many of the streets that exist today. The two major issues addressed in the plan were constructing additional north-south roads for inter-city traffic and diverting through east-west traffic around residential neighborhoods.

The 1977 Plan promoted the Loop Traffic Flow concept, which was a series of thoroughfare loops within the City to allow easy traffic flow inside the City boundaries. The 1992 Plan continued to promote the Loop Traffic Flow concept with the inception of the Town Center Loop Road that came out of the Town Center Design Plan. It also proposed frontage roads on Route 4 with the 1990 Service Drive Plan. Another major

recommendation was the extension of Symmes Road east through West Chester Township to I-275.

The 2006 Plan was a major overhaul from past plans in that it upgraded and downgraded various roadway classifications to more accurately represent existing conditions. It also addressed the impact of future widening of Route 4 on adjacent business owners and that any major comprehensive corridor widen project was not likely to occur in the next five to ten years.

II. STREET CLASSIFICATIONS

Thoroughfares in the City have been divided into five (5) categories: Regional Thoroughfares, Primary Thoroughfares, Secondary Thoroughfares, Collector Streets and Local Streets.

Configuration of local streets and their connection to the thoroughfare system will be decided by the Planning Commission at the time of improvement. Refer to the Subdivision Regulations for the definition and standards of local streets.

1.0 *Regional Thoroughfares*

Regional Thoroughfares are major connectors that link Fairfield with other population centers in the southwest portion of the state. The movement of traffic is the primary function of a Regional Thoroughfare and is generally the highest traffic volume corridor. The standards for these thoroughfares shall generally conform to Types D or E (See Table 2.1 on page 2-6).

1.1 State Route 4

State Route 4 shall be maintained along its present alignment from the north corporation line to the south corporation line. It shall maintain its existing right-of-way in accordance with the Type E standard. The road will receive increased use as a traffic collector for fronting business developments and intersecting thoroughfares and will continue to act as a connector to the City of Hamilton and I-275.

State Route 4 should continue to be monitored to evaluate traffic flow, accidents and points of congestion. If the various analyses present conditions of significant increases in accidents, traffic volumes or traffic congestion, the particular roadway section should be evaluated for improvement options including, but not limited to, speed limit review, traffic signal timing, deceleration and acceleration lanes, and access control measures. Reasonable efforts to accommodate the affected businesses adjacent to these projects should be investigated and implemented where feasible. One such project is currently underway at the south end of the corridor. It is the S.R. 4 - Crescentville Road project, which is a joint venture between the Cities of Fairfield and Springdale. This project includes improvements within Fairfield from Crescentville Road north to Commercial Drive. It includes an additional northbound lane, signal improvements, turn lanes and improvements south to I-275.

In 1990, the City adopted a Service Drive Plan for portions of State Route 4 south of Nilles Road. A service drive is a minor street which runs parallel and adjacent to a major thoroughfare and, which provides access to abutting properties and restricts access to the major thoroughfare. The goal of the Plan is to develop and connect sections of the service drives as parcels of land develop or redevelop.

The City operates a Coordinated Traffic Signalization Loop System to control the traffic signals on Route 4. It is a closed loop system that uses a dial-up phone modem, which is slow and outdated. The System is currently being updated to a Central Traffic Signal System, which encompasses not just Route 4, but the majority of the traffic signals throughout the City. This system operates via high-speed internet service using fiber optic cable to provide faster and more reliable communications as well as the ability to obtain live video feeds for more than twenty major intersections. The upgrade is anticipated to be completed in July of 2010.

1.2 State Route Bypass 4

State Route Bypass 4 shall be maintained along its present alignment from its intersection with State Route 4 to the north corporation line. This road provides access from Fairfield to the northern portion of Butler County. The road was built by the State as a two-lane facility with sufficient right-of-way to allow for construction of a four lane highway. Construction is slated to begin in 2010 to widen the portion of the road in Fairfield from Route 4 to Symmes Road. The Butler County Transportation Improvement District (TID) will be coordinating the widening from Symmes Road to its terminus in Hamilton. Funding has been secured to widen the road from Route 4 in Fairfield to Hamilton-Mason Road with construction also proposed to begin in 2010. This widening will be a multi-jurisdictional project that includes the Cities of Fairfield and Hamilton plus Fairfield Township and Butler County.

2.0 *Primary Thoroughfares*

Primary thoroughfares are major traffic carriers within the City which carry traffic from collector and secondary thoroughfares to the regional thoroughfares. The primary function of this system of roadways is traffic movement while land access is the secondary function. The standards for these thoroughfares shall generally conform to either Type C-1 or C-2 (See Table 2.1 on page 2-6).

2.1 Pleasant Avenue (U.S. 127)

Pleasant Avenue serves as a major connector to I-275, City of Hamilton and Fairfield's Town Center. This thoroughfare conforms to a Type C-2 standard. Strict curb-cut control is necessary between Hunter and John Gray Roads to prevent dangerous curb-cut configurations.

The Ohio Department of Transportation (ODOT) maintains U.S. 127 south of John Gray Road. ODOT is in the process of upgrading to five lanes from I-275 to Crest Road to relieve interstate access congestion and has plans to add a center turn lane from Crest Road to Kemper Road, which is just south of Fairfield. Coordination

between Fairfield and ODOT will be necessary should ODOT plan to extend this third lane north to the corporation line at John Gray Road..

2.2 River Road (West of Nilles Road)

River Road shall be maintained along its present alignment from the western corporate boundary to Southgate Boulevard. This thoroughfare serves as a traffic collector for the western portion of the City and should be upgraded to Type C-2 Standard should the road extend to Ross Township.

2.3 River Road Connector (west of River Road, near One Way Farm)

River Road has the potential to serve as a connector for residential traffic to western Butler County. The River Road Connector is to extend west over the Great Miami River to State Route 128, providing an east-west connection between Ross Township and the City of Fairfield as well as a connection to U. S. 27.

In June, 2003 an “Environmental Inventory and Preliminary Transportation Options” Study was prepared for the Butler County TID to determine the best “east-west” route over the Great Miami River to western Butler County. Based on three options, River Road was determined to be the best option for crossing the River.

2.4 South Gilmore Road

South Gilmore Road is a main access for residential neighborhoods and commercial businesses in the City. In addition, it provides direct access to the interstate system and the central portion of Fairfield. Large businesses and commercial development exist along the corridor and contains over 140 acres of undeveloped land within the vicinity of Mack Road south to I-275.

In 2006 a study was completed to determine what roadway improvements were necessary to relieve traffic congestion within the South Gilmore Road/Winton Road Corridor. The study area straddles I-275 and is located in both the Cities of Fairfield and Forest Park. The corridor received heavy traffic volumes due to several large scale commercial developments, a full-service hospital and a large office complex. Based on the study, turn lanes were added to the Mack Road/ South Gilmore Road intersection and a southbound lane was added on South Gilmore Road from Mack Road to Kolb Drive. Another recommendation, currently listed in the Capital Improvement Plan (CIP), is an additional through lane from Resor Road to Mack Road.

The 2006 study also recommended that the I-275 expressway interchange be further studied to determine what improvements would be necessary to make traffic less congested and more safe. The City completed an Interchange Modification Study in 2009 that recommended widening both northbound and southbound lanes as well as widening the bridge over the expressway. Grants have been received from ODOT and Ohio, Kentucky and Indiana Regional Council of Governments (OKI) to complete these improvements, which is scheduled for 2013-2015. This project is also carried in the CIP with over \$12 million of local funding committed.

2.5 Seward Road (north of Port Union Road)

Seward Road shall be improved along its present alignment from Port Union Road to the north corporation line and shall serve as a collector for traffic generated by future industrial development having close proximity to the road. Seward Road has just been upgraded to three lanes (center turn lane) from Symmes Road/Union Centre Boulevard to just south of the Norfolk Southern Railroad. A continuation of the widening is proposed south of Symmes Road/Union Centre Boulevard to Port Union Road. Construction is proposed in 2012. The last section of Seward Road, from the Norfolk Southern Rail Road to Tylersville Road, will be upgraded to three lanes contingent on future development in the area. Coordination with Fairfield Township will be required for this section.

2.6 Tylersville Road

Tylersville Road shall be maintained along its present alignment. It is a major east-west connector in Butler County that receives high traffic volumes, which will continue to increase as the surrounding land develops. Any improvements made to Tylersville Road will be coordinated with the Butler County Engineer's Office. The 2007 Butler County Thoroughfare Plan proposes to add three lanes from By-Pass 4, east to the West Chester Township line. This will create four lanes of traffic (two in each direction) with a center turn lane.

2.7 Symmes Road

Symmes Road between Route 4 and North Gilmore is a two lane road that serves many industrial businesses. An active CSX Rail Road line bisects the road near Industry Drive causing approximately 40 interruptions a day in traffic flow. Currently an overpass is being evaluated and is in the CIP.

3.0 *Secondary Thoroughfares*

Secondary Thoroughfares collect traffic from collector and local streets to primary and regional thoroughfares. These roads are similar in function to primary thoroughfares, though usually carry less traffic. The standards for these thoroughfares shall conform to Type B (See Table 2.1 on page 2-6).

3.1 Bobmeyer Road Extension

Bobmeyer Road shall be extended from the eastern terminus at North Gilmore Road to By-Pass 4, via the City of Hamilton. The extension will provide better access from the airport to the expressway. The Butler County Thoroughfare Plan proposes this to be a three lane road. Since the extension is not located in Fairfield, it will not be the City's responsibility to construct it, but rather the City of Hamilton, Butler County or a private developer.

3.2 Nilles Road Extension (between S.R. 4 and Symmes Road)

Nilles Road shall be extended from Route 4 to Symmes Road to allow for a more direct access to I-75 for residents and businesses located in the western portion of the

City. The exact location needs to be determined. Nilles Road, at this location, shall be built to Type B Standard.

4.0 Collector Streets

Collector streets are two-lane thoroughfares which collect traffic from residential subdivisions and direct it to larger thoroughfares. The standard for collector level streets shall conform to the Type A (See Table 2.1 on page 2-6).

4.1 Town Center Loop Road

The Town Center Loop Road shall form a complete loop in downtown Fairfield that will serve existing and future development. Location of the Loop Road shall conform to the Town Center Design Plan and any amendments. Currently all sections of the loop road have been completed, except in the northeast quadrant. This collector shall be built to Type A Standard utilizing a public/private partnership. Refer to Section IV, 1.3 of the Land Use Chapter for additional information.

III. STREET STANDARDS

The street standards shown in Table 2.1 are recommended for the various types of thoroughfares in the City. These standards are meant to be a guide in the design and construction of the various roads. At the time of construction these standards may be adjusted to prevailing conditions and altered where necessary. All pavement measurements are from back-to-back of curb based on two (2) foot wide curbs.

	Name	ROW	Pavement Width (ft.)	Number of Lanes	Notes
A	Collector	60	38	2	
B	Secondary Thoroughfare	80	38	2	
C-1	Primary Thoroughfare	100	38	2	
C-2	Primary Thoroughfare	100	52	2-4	
D	Regional Thoroughfare	200	-	-	Applies only to By-Pass 4
E	Regional Thoroughfare	Varies	Varies	4 +	Applies only to State Route 4

Table 2.1

1.0 Type A

The Type A Standard shall be constructed for collector thoroughfares. This standard requires a sixty (60) foot right-of-way, thirty-eight (38) foot pavement and four (4) foot sidewalks on both sides. The pavement is sufficiently wide to allow two (2)

parking lanes of seven (7) feet each and two (2) moving lanes of ten (10) feet each. In undeveloped areas, the developer shall provide grading, curbs, pavement, sidewalks and all utilities for the entire street.

2.0 Type B

The Type B Standard shall be constructed for secondary thoroughfares. This standard requires an eighty (80) foot right-of-way, thirty-eight (38) feet of pavement and two (2) sidewalks of four (4) feet each. The pavement is sufficiently wide to allow two (2) parking lanes of seven (7) feet each and two (2) moving lanes of ten (10) feet each. The extra right-of-way is reserved to allow future widening of the road. In undeveloped areas, the developer shall provide grading, curbs, pavement, sidewalks and all utilities for the entire street.

3.0 Type C-1

The Type C-1 Standard shall be constructed for primary thoroughfares. This standard requires a one hundred (100) foot right-of-way, thirty-eight (38) feet of pavement and two (2) sidewalks of four (4) feet each. The pavement is sufficiently wide to allow two (2) parking lanes of seven (7) feet each and two (2) moving lanes of ten (10) feet each. The extra right-of-way is reserved to allow future widening of the road. In undeveloped areas, the developer shall provide grading, curbs, pavement, sidewalks and all utilities for the entire street.

4.0 Type C-2

The Type C-2 Standard shall be constructed for primary thoroughfares. This standard requires a one hundred (100) foot right-of-way, fifty-two (52) feet of pavement and two (2) sidewalks of four (4) feet each. The pavement is sufficiently wide to allow two (2) parking lanes of seven (7) feet each and two (2) moving lanes of approximately seventeen (17) feet each. An alternative is to provide two (2) ten (10) foot wide moving lanes in each direction. In undeveloped areas, the developer shall provide grading, curbs, pavement, sidewalks and all utilities for the entire street.

5.0 Type D

The Type D Standard is for regional thoroughfares. This standard requires a two hundred (200) foot wide right-of-way dedicated to the City. When a subdivider develops a lot containing right-of-way for a regional highway, he/she will not be required to build any part of the thoroughfare, but will be required to dedicate the right-of-way for future use.

6.0 Type E

The Type E Standard applies to the entire length of State Route 4 within the City corporate limits. The existing right-of-way, acquired in 1962 by the Ohio Department of Transportation, shall suffice, except for intersection upgrades and/ or deceleration lanes.

7.0 Frontage Roads

The Planning Commission shall have the authority to grant a variance from frontage roads and accept an alternate proposal requested by the landowner. As a

condition of variance from frontage roads, an agreement must be executed which will insure that the alternate proposal will be executed regardless of later lot splits or changes of ownership.

8.0 Intersections

At each intersection sufficient right-of-way shall be reserved for the inclusion of turn lanes. This required right-of-way shall be the right-of-way lines for each intersecting road rounded by an arc having a minimum radius of seventy-five (75) feet.

IV. RESTRICTIONS

1. No lots shall have frontage on primary or secondary thoroughfares unless frontage roads or another access control method is provided and approved by the Planning Commission.
2. All thoroughfare and associated frontage road right-of-way shall be dedicated to the City.
3. When the Technical Review Committee discusses future development or redevelopment, the Committee must require sufficient building setback to protect the right-of-way required by the Thoroughfare Plan.
4. No building permit will be granted that would prevent construction of the Thoroughfare Plan.
5. At the time a lot(s) is rezoned, the rezoning ordinance will require the developer to make provisions for the thoroughfares.
6. When development occurs along the right-of-way of an existing street, which is designated as a thoroughfare, the developer shall dedicate the required right-of-way and may be required to make improvements.
7. Pavement design in non-residential areas shall be determined on an individual basis. The design shall be in accordance with the procedures outlined in the most recent addition of the Ohio Department of Transportation "Pavement Design Manual".

V. PRIORITY

The completion of thoroughfares in the City of Fairfield must be undertaken in an orderly fashion so as to create sound traffic patterns and eliminate congested and hazardous conditions. The priority of improvements recommended by this plan should be based on their urgency.

