

CITY OF FAIRBORN THOROUGHFARE PLAN 2020 UPDATE



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SECTION 1 – INTRODUCTION

The primary functions of any system of public thoroughfares are to provide for: (1) the safe and efficient movement of people and goods and (2) logical community development. This plan recognizes present deficiencies in developed areas and provides for an orderly and acceptable extension into areas as development proceeds or as the need is determined through study. This plan is for the City of Fairborn, but has been expanded to cover all of Bath Township and a portion of Mad River Township in Clark County. This has been done for completeness and better continuity between outlying jurisdictions.

TRANSPORTATION PRINCIPLES

The following principles have been recognized in the preparation of recommendations and will continue to serve the City in future transportation-related decisions:

- 1) The community should have convenient internal circulation between neighborhoods, the central area, and special districts and facilities.
- 2) Through traffic should be routed around the center area, individual neighborhood areas, and industrial districts. Transportation facilities should define rather than split or pass through neighborhoods and residential areas.
- 3) The community should be linked to nearby communities and major cities by an efficient transportation system.
- 4) A safe pedestrian walk system should connect homes with neighborhood facilities.
- 5) A limited number of collector streets should lead from within the neighborhood to the arterial streets at its periphery.

The principle which has guided deliberations more than any other is that of convenience to the City's present and future street users. Examination of the history of thoroughfare planning (and our own existing street pattern) indicates the tendency of the motoring public to establish convenient routes of travel – whether such routes have or have not been pre-planned. Although the transportation principles listed above have been considered, the primary criterion for selection of any suggested improvement project will be the degree to which it serves a public convenience compared to available funding. Inclusion of selected projects is the function of the Capital Improvement Plan and suggested projects contained herein are to only serve as a guideline for possible future projects.

This plan will serve as a guide for future development throughout the City. All streets should be assessed for complete street criteria when being upgraded or extended based on its functional street classification so that it will meet the needs of all users. A Complete Street enables safe use and supports mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

SECTION 2 – GOALS AND OBJECTIVES

The Goal is to create a document that will assist the City of Fairborn Staff and Council members by having a development plan for the City's roadway and bikeway network. This will guide City staff to insure all projects and developments are constructed with the City's goal in mind of creating a safe, efficient, and sustainable system of roads and bikeways for the movement of people and goods throughout the City. This system is intended to promote the economic growth and recreational opportunities through a convenient, and accessible network that meets current and future needs of the City of Fairborn.

This goal will be achieved thru several objectives.

Objective 1: Transportation Study – Promote the design, construction, and maintenance of new and existing facilities (roadway and bikeway) within the City.

Strategies:

- Perform traffic counts on major and minor arterials throughout the City.
- Construct improvement projects correcting known issues in the current system.
- Ensure proper radii for buses and ADA compliance on all new construction and reconstruction.
- Incorporate the Complete Streets Policy for all projects.

Objective 2: Proactiveness – Develop a plan to implement projects identified to insure existing and future City needs are met.

Strategies:

- Protect roadway capacity by implementing access management standards.
- Encourage economic development in areas where limited roadway expansion is required and existing roadways can handle the additional traffic.
- Require all developments to bring ROW up to existing City Standards.

Objective 3: Sustainability – Encourage the development of our thoroughfare system that efficiently uses limited right-of-way, funding, and maintenance resources.

Strategies:

- Coordinate the use of all funds with state and federal funding sources to maximize capital fund availability for thoroughfare projects.
- Determine short-, medium-, and long-term projects that will expand and connect the existing routes

Objective 4: Multi-modal Transportation – Improve the efficiency of the City of Fairborn's existing thoroughfare system by integrating other modes of transportation.

Strategies:

- Promote Bicycle and Pedestrian facilities in all new residential developments and connection to the City of Fairborn network or future planned network.
- Incorporate the Regional Bikeway Plan into City Project Planning
- Encourage transit and promote stops where heavily utilized.
- Incorporate the Complete Streets Criteria into all City of Fairborn Projects, not just ones receiving federal or state funds.

SECTION 3 - FUNCTIONAL STREET CLASSIFICATIONS

The following classifications are the categories that have been used with our Thoroughfare Plan since 1974 with the exception of the addition of a freeway category and the division of the collector street classification into two categories. Definitions have been updated in this revision to incorporate Complete Street Standards.

FREEWAY

The primary purpose is to serve traffic movement from major traffic generators. Typically, the trip lengths would be over ten miles. These, obviously, would be the highest traffic volume corridors and Federal Interstate Aid, and State Freeway System funding eligibility would be required. There would be no access to land and no parking. Any kind of transit service would be express. No consideration will be given to pedestrian or bicyclists. This classification would always be designated the through street. Interchanges would be required. (Examples: I-675 and S.R. 844)

MAJOR ARTERIALS

These serve major centers of activity, the highest traffic volume corridors and long trips. They are primarily used for traffic movement, normally no parking; but there would be access to land as a secondary importance. Consideration should be given to bicyclists and pedestrians utilizing off roadway dedicated paths where higher vehicular speeds are observed. On-road facilities may be discussed in lower speed environments. Typically, these would be major State Highways and County Highways. Major arterials carry a high proportion of the total urban traffic on a minimum of mileage. (Examples: S.R. 444 and Colonel Glenn Highway)

MINOR ARTERIALS

The minor arterial system contains facilities that place more emphasis on land access than the major arterial system and offers a slightly lower level of traffic mobility. Here, traffic movement is primary; access to the land is secondary; parking is tertiary in importance. Minor arterials serve secondary traffic generators. Trip lengths may be over three miles. They are usually designated through streets and may be alternate State highways or County highways. Consideration should be given to bicyclists and pedestrians utilizing off roadway dedicated paths or on-road facilities depending on the observed vehicular speeds and the desired City goal. These facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. (Examples: Kauffman Avenue, South Maple Avenue, and

Dayton-Yellow Springs Road)

COLLECTOR STREETS

A collector street system penetrates neighborhoods, distributes trips from the arterials through the area to their ultimate destination which may be on a local street or the collector itself. Traffic movement is as important as access to the land; parking is tertiary. Collectors accommodate trips relatively short in length, typically one mile or less. Collectors may serve as a transit route and as a County highway. In areas where the route (collector or neighborhood) is acting primarily as an industrial or commercial corridor, there should be consideration for better maneuverability and wider right-of-way to safely accommodate larger vehicle turns and/or parking needs. Consideration should also be given to provide off road pedestrian paths utilizing shared roadways for bicyclists. There are two types of collectors:

COMMUNITY COLLECTOR

The community collector is the more significant collector serving more than one neighborhood or carrying sufficient traffic that it may be designated a through street. Community collectors should be evaluated for sharrows, bike lanes, or a separated path. (Examples of community collectors: Black Lane and Garland Avenue.)

NEIGHBORHOOD COLLECTOR

A neighborhood collector is simply that – a minor collector serving a particular neighborhood and serving shorter trips. Neighborhood collectors should utilize sharrows to facilitate connection to the separated paths or bike lanes along arterials. (Examples of neighborhood collectors: Erie Avenue and Southlawn Drive.)

LOCAL STREETS

The local street system comprises all facilities not on one of the higher systems. Here, access to land is primary, traffic movement is secondary, and parking is tertiary. The facilities serve individual sites; trip lengths are under one-half mile. Local streets are rarely designated as a through street, not expecting to be carrying transit services. They serve as access to the higher order systems. Service to through traffic movement is usually or deliberately discouraged. (Examples: Goodman Drive and Cottage Court Drive) Consideration should also be given to provide off road pedestrians paths, with bicycles utilizing a shared roadway with signed routes if necessary.

BIKEWAYS

The Dayton area has seen significant growth in bicycle ridership in recent years. Past national surveys have indicated that bicycling is one of the most popular sports in the United States. The majority of bikes being sold are of the light-weight variety. Such bikes require a smooth surface on which to travel to facilitate the greater speeds and distance of which they are capable. These attributes make bike travel time comparable to the automobile for regular local trips that are four miles or less in distance.

The Kauffman Avenue Bikeway is part of a regional bikeway route. This bikeway links the

traffic generators of the Wright Brothers Memorial, Wright-Patterson Air Force Base housing area, Wright State University campus, the Kauffman Avenue commercial area, Central Park with the Y.M.C.A., and the Central Business District to an existing route, which connects to Yellow Springs and Xenia. It is important to have a local Thoroughfare Plan for bikeway implementation beyond the regional routes. In addition, the Miami Valley Regional Planning Commission (MVRPC) requires that all roadway projects seeking MVRPC funding consider the needs of cyclists in their planning and design.

While the present-day numbers may vary, past surveys conducted nationally have indicated the following characteristics about ridership, which should be kept in mind regarding a Bikeway Thoroughfare Plan:

- 1) 50% of the desired trips are to a specific destination (implying a willingness to leave the car at home) consisting of visits to friends, personal business, work and school, in that order.
- 2) 50% of the trips desired were for recreational purposes, consisting of neighborhood riding and long-distance riding.
- 3) 40% of the bikers and 20% of non-bikers indicate they would be encouraged to ride more often if bikeways were built to specifically facilitate them as an alternate mode of travel to the automobile.
- 4) 13% of bikers and 10% of the non-bikers indicate that they would be encouraged to ride more often if safety was increased to minimize potential conflicts and accidents with motor vehicles.

Regarding the safety concern above, this may be magnified by the fact that roughly 50% of bikers are too young to drive cars and, therefore, are less acquainted with the rules of the road. Bicycling education should continue to be stressed in the school curriculum and there should continue to be programs, such as Safety City.

Not to diminish the safety concern, it also must be kept in mind that there are some very experienced serious bikers in the City and region which utilize our roads because there presently is nothing better for them to use. The expansion of the Bikeway Thoroughfare Plan beyond that of the Regional Plan should consider both the inexperienced and experienced users.

There are basically three functional types of bikeways as described below:

SEPARATED PATH

This type of route is usually, but not always, separate from road rights-of-way. They generally serve as corridors exclusively for high demand bike travel not serviced by the road network. If such paths are along roads, they should be separated by a median strip. One-way paths should be clearly marked with arrows so indicating and be a minimum of five feet in width, with six feet desirable. Two-way paths should be a minimum of 10 feet wide, with 12 feet desirable, within a restricted right-of-way solely for that purpose.

STRIPED BIKE LANE ON ROADWAY

These types of facilities are located along roads with significant bicycle demand which also handle through-traffic at high speeds or volumes. Such lanes should not travel through areas where there are many commercial or residential driveways. These bike lanes should be five feet in width, six feet preferable, starting from the roadway pavement edge. They should never be bi-directional.

SIGNED ROUTE ON ROADWAY

This type of facility shares the road with motor vehicles and is meant to provide continuity for the bikeway system. They are typically signed only and interconnect the separated paths and the striped pavement bike lanes. For rural areas, care should be taken in selecting these routes, taking into consideration shoulders, side ditches, and other potential hazards. Within the urban area, the signed routes should be along less traveled streets and avoid problems with catch basins and other objects that would be in the pavement.

People in our area are very familiar with the characteristics of a separated path and normally understand how it operates. People are also somewhat familiar with signed routes because some areas currently have signed bike routes. Striped bike lanes do not appear very often in this area; therefore, implementing this type of bikeway should be calculated, and public information meetings may be needed. Bike lanes could typically be expected to be located in campus areas and along newly improved highways or collector streets. They also are commonly employed in business districts if enough room is available. Signed bike routes, as would be expected, should constitute the greatest proportion of the Bikeway Thoroughfare Plan.

SECTION 4 - ROAD IMPROVEMENTS AND RECOMMENDATIONS

FREEWAYS

INTERSTATE 675

This roadway is maintained by the State of Ohio. No improvements are necessary on this existing four-lanes separated highway cross section. No bicycle improvements, pedestrian improvements or parking on this corridor is allowed.

STATE ROUTE 844

STATE ROUTE 844 is four lane separated highway that is currently sufficient. The roadway is currently under contention as to who should be responsible for maintenance. The State of Ohio currently is maintaining the roadway and intends to transfer the roadway to the City. The City contends that it is an extension of I-675 which the state maintains and directly feeds WPAFB. No pedestrian improvements, bicycles improvements, or parking facilities for this corridor are allowed.

ARTERIALS

BEAVER VALLEY ROAD

Dayton-Yellow Springs Road to Old Yellow Springs Road

The current three-lane cross section for this corridor is sufficient. A multi-use path or bikes lanes should be added along the corridor, and missing sections of sidewalk should be added for connectivity south of Lawndale Avenue. No on-street parking should be considered along this corridor.

Old Yellow Springs Road to Oxford Drive

The current three-lane cross section for this corridor is sufficient. A multi-use path or bikes lanes should be added along the corridor, and missing sections of sidewalk should be added for connectivity south of Red Oak Drive. No on-street parking should be considered along this corridor.

Oxford Drive to New Germany-Trebein Road

A three-lane cross section should be utilized to just south of the secondary entrance into Park Hills Crossing. A two-lane section will be sufficient south from here to New Germany Trebein Road. South of Oxford Drive should have paved shoulders with no curb and gutter unless fronting a development, with no parking on either side. On roadway bike facilities should not be considered along this section unless the speed limit is dropped due to terrain and sight distance issues.

BROAD STREET

I-675 to the East

This section should taper from four lanes to two lanes then back to four lanes at Black Lane and then to 2 lanes to the east. Access points should conform to the I-675 Interchange Access Control Plan. This section should have curb and gutter, storm sewer, utilities, and the separated bike path extended after it is annexed into the city. Sidewalk should be considered opposite of the bike path, and no on-street parking should be considered along this corridor.

I-675 to Vanderbilt Drive (State Route 444)

This segment should be a three-lane cross section to promote traffic efficiency to both sides of the roadway for development. Improvements for safety should be considered at Spangler Road and Sandhill Road to improve the skew of the intersections as well as signals when traffic warrants. This corridor should utilize an off-road bike path due to the speed limit of the roadway. Sidewalk opposite of the bike path should be considered as properties develop. Minimal curbs cuts should be utilized through this corridor. No on-street parking should be considered along this corridor.

Vanderbilt Drive to Dayton Drive (State Route 444)

This segment of roadway should utilize a three-lane cross section with curb and sidewalk to improve traffic flow efficiency due to the numerous existing curb cuts. The intersection of Eastview Drive and Broad Street should be analyzed for removal due to the poor sight distance and the availability of other access points. Other curb cuts should be reduced where possible. Sidewalk should be installed on one side of the roadway and a separated bike path on the opposite. As the speed limit lowers coming into town bike lanes may be considered. No parking should be considered along this section.

Dayton Drive to the South

The existing southbound three-lane configuration heading into WPAFB should be maintained for storage of traffic heading into the base. Improvements should be made to the center medians and to the existing local roadways to eliminate traffic cutting through the local neighborhood streets to the east. Bike lanes and sidewalk should be considered to promote various forms of access to the base.

CENTRAL AVENUE

State Route 4 to Broad Street (State Route 235)

The existing four-lane cross section is sufficient for this roadway. Bike path or pedestrian

improvements should be considered on the east side of the roadway with a connection to the park entrance near the car dealership. Improvements to the storm sewer should be considered to prevent water from crossing the road at Circle Drive. Improvement to the west should be discussed only if annexed into the City.

Broad Street to Kauffman Avenue

This roadway section should be evaluated for a road diet converting the four-lane section to a three-lane section with a center turn lane and bike lanes between Broad Street and Xenia Drive, and a four-lane section with sharrows between Xenia Drive and Ohio Street connecting the shared lanes to the bike path along Kauffman. There should be no parking along the corridor.

COLONEL GLENN HIGHWAY ***Kauffman Avenue to Old Yellow Springs Road***

Widening to a three-lane cross section should be considered if development occurs in this corridor that would increase traffic. The wide shoulders should be maintained for bicycles and pedestrians, and in sections where the roadway is curbed and no shoulder exists, a separated sidewalk should be considered. Improvements should also be considered at the intersection of Old Yellow Springs Road.

Old Yellow Springs Road to West Corporation Limit

The existing five-lane roadway cross section should be maintained and separated bicycle and pedestrian facilities should be considered on both sides of the roadway due to the high speed and the amount of vehicular traffic.

DAYTON DRIVE ***Xenia Drive to Central Avenue***

The corridor should have a three-lane cross section with sidewalks and bicycle facilities, either bike lanes or a separated path. It should be considered that this segment of Dayton Drive be designated as State Route 235 as it is better suited to handle truck traffic. The current segment of State Route 235 (Xenia Drive from Dayton Drive to Broad Street) primarily consists of residential development and includes a portion of the Osborn Historic District. Improvements should be considered at the Dayton / Xenia intersection for pedestrian crossings and a roundabout could be considered due to the skew of the roadways.

Central Avenue to Broad Street

The existing three-lane cross section with bike lanes is adequate for the traffic volume. Left, right, and through lanes should be utilized at the intersection of Dayton Drive and Central Avenue to help with the flow of traffic during peak times.

DAYTON-YELLOW SPRINGS ROAD

State Route 235 to the East

Following any annexation, a two-lane cross section should be utilized for this corridor with turn lanes at major intersections where warranted. Shoulder widths should be wide enough to accommodate potential bicycles and/or pedestrians should future bike routes utilize this corridor.

State Route 235 to Trebein Road

Following annexation, intersection improvements should be considered at State Route 235, Linebaugh Road, and Byron Road, and turn lanes installed where warranted. The speed limit should remain 45 MPH and utilize wider shoulders to accommodate potential bicycles and/or pedestrians should future bike routes utilize this corridor.

Trebein Road to Maple Avenue

This corridor should utilize a five-lane cross section. Traffic signals through this segment should be coordinated to promote the best progressive movement possible utilizing a fiberoptic interconnect. Bicycle facilities should be considered in this corridor as a separated path and should utilize the parallel access road.

Maple Avenue to State Route 444

This corridor should utilize a three-lane cross section and eliminate on-street parking. Bicycle facilities should be considered to connect the bike path on Maple Avenue to the bike path on Kauffman Avenue.

KAUFFMAN AVENUE

Central Avenue to High Street

The existing five-lane configuration is adequate for this corridor. Sidewalks may be considered for widening to 5 feet.

High Street to Colonel Glenn Highway

The existing five-lane configuration is adequate for this corridor. Sidewalk should be completed north of Colonel Glenn Highway and south of Montgomery Avenue.

Colonel Glenn Highway to State Route 444

The two-lane uncurbed configuration is adequate for this corridor. Intersections at Zink Road and other major intersections should have turn lanes added and the signal at Wright State Road should be re-evaluated. Improvements including widening and improved shoulders

should be considered west of National Road if annexed into the City. Improvements should be considered from about 1,000 feet east of Zink Road to National Road to improve the vertical alignment and improve sight distance and safety.

MAPLE AVENUE

Broad Street to Xenia Drive

The existing cross section with two-lanes and parking is adequate. Improvements should be made to the radii at Broad Street. The traffic signal at Whittier Avenue should be evaluated if the middle school is part of the school system's upgrade plan. Sharrows may be considered along the roadway.

Xenia Drive to Dayton Drive

The existing cross section with two-lanes and parking where allowed on the east side is adequate. Improvements should be considered at the intersection of Maple Avenue and Main Street. The signal should be evaluated and other possible methods of traffic control including a roundabout should be evaluated.

Dayton Drive to Dayton-Yellow Springs Road

This section of roadway should be a consistent three-lane cross section. Sidewalk should be located on one side of the roadway and a 10' bike path on the opposite. A signal at Garland Avenue should be considered when the 4th leg of the intersection is constructed, and the signal at Doris should be evaluated for removal when the fourth leg of Garland is constructed.

NATIONAL ROAD

This corridor is recommended to have a three-lane cross section. Curbing and sidewalk is recommended along the east side. South of Reese Drive, it is recommended that the many smaller width parcels that exist along the east side have their driveways interconnected as their uses change from residential to office and/or commercial. This may be accomplished by extending Lawton Drive along back lot lines, and providing all parcels access to National Road at the signal.

NORTH FAIRFIELD ROAD

The existing nine-lane cross section is sufficient currently but should be reviewed for improvements should the traffic volume increase. Curb and shoulders exist along the roadway, but signage should be installed to encourage pedestrians and bicyclists to use the pedestrian bridge to the west at Center Park Boulevard. The traffic signal at Colonel Glenn Highway and North Fairfield Road should be upgraded to mast arms and improvements made to facilitate and promote pedestrian and bicycle crossings to get to the pedestrian bridge. Additional area signage and messages should be considered on adjoining roadways for large events to help reduce traffic flow issues.

OLD YELLOW SPRINGS ROAD

It is recommended that the entire roadway be upgraded to a three-lane cross section once it is incorporated. Curb, gutter, and sidewalk should be installed along the entire length with a separated bike path, sharrows or bike lanes installed depending on the roadway speed limit and sight distance corrections. Improvements should be made at the Colonel Glenn Highway signal and at the intersection with Warner Drive. Vertical grade issues along the corridor should be corrected. No parking should be considered along the corridor following all improvements.

TREBEIN ROAD

State Route 235 (Xenia Drive) to Dayton-Yellow Springs Road

This roadway should be widened to a three-lane cross section. Additional turn lanes may be needed and evaluated at the intersection of Garland Avenue or at other developments as they occur. Vertical and horizontal curves should be corrected to improve sight distance. Improvements should be made to the intersection at State Route 235 and at Garland Avenue. A separated bike path should be installed along the roadway to match the Greene County Master Trails Plan. Sidewalk should be installed opposite the bike path through developed areas with a Rectangular Rapid-Flashing Beacon (RRFB) crossing to access the bike path. Consideration should be made to connect the bike path to Oakes Quarry Park on State Route 235. No parking should be considered along this corridor. The intersections of Garland Avenue and Channingway Drive may extend to the east to connect with Byron Road resulting in the possible need for signals.

Dayton-Yellow Springs Road to New Germany-Trebein Road

This section should be widened to a three-lane cross section the entire length and the vertical curve fixed just south of Sentinel Ridge Drive. The entire length should be improved with curb and gutter and sidewalk on one side with a bike path on the opposite. A signal at the Commerce Center Boulevard intersection may be needed. No parking should be considered along this corridor. Connections from the residential communities to the bike path should be considered with RRFB signals and high visibility crosswalk striping due to vehicle speeds. A connection should be made to Hobson Park from the bike path.

New Germany-Trebein Road to the South

This should be widened to a three-lane cross section when annexed into the City, and should have curb and gutter, sidewalk and a bike path to match the proposed cross section through the City and to comply with the Greene County Master Trails Plan.

XENIA DRIVE

I-675 to the East

This section should be widened to a three-lane cross section with curb and gutter as development occurs. A separated bike path should be extended and connected to the

Oakes Quarry Park. The intersections at Trebein Road and Byron Road should be improved for better sight distance to create safer intersections. Vertical and horizontal improvements should be made and the intersections should be evaluated for signals or roundabouts. No parking should be considered along this corridor. The I-675 Interchange Access Control Plan should be followed.

I-675 to Dayton Drive

This section should remain a four-lane cross section with center turn lanes located at Yellow Springs-Fairfield Road and Chapelgate Drive. Access to these two roads should be granted from the already designed proposed access road behind the businesses. Access to Schwerman Drive should be removed due to its close proximity to the intersection with Dayton Drive and the railroad tracks. Improvements should be considered at Dayton Drive to provide pedestrian crossings on all four legs of the intersection. A roundabout should be considered when the signal needs to be replaced. A bike path should be considered on the north side of the road from Yellow Springs-Fairfield Road to Oakes Quarry Park. The I-675 Interchange Access Control Plan should be followed.

Dayton Drive to Broad Street

This segment should be reclassified and have SR 235 moved to Dayton Drive where truck traffic can better be served. This section should remain a two-lane cross section and be reclassified as a community collector. Turn lanes should be evaluated at signalized intersections, and parking could be allowed where the current road width allows. The current roadway width should not be widened.

Broad Street to Wright-Patterson Air Force Base

This roadway has been downgraded to a local roadway with parking on both sides of the street. The roadway should be reconstructed with less width to slow traffic, increase green space and to allow for street trees.

YELLOW SPRINGS-FAIRFIELD ROAD

Twin Towers Park to West Enon Road

When annexed into the City, the roadway should have a two-lane cross section with wide shoulders. No pedestrian, parking or curb and gutter amenities should be needed. The separated bike path from Fairborn should be extended towards Yellow Springs.

West Enon Road to Black Lane

The roadway should utilize a two-lane cross section with turn lanes at the intersections of Black Lane, and possibly West Enon Road. A separated bike path should be utilized due to vehicular speed. Curb and gutter should be utilized to help slow traffic entering the urbanized areas as well as a lower speed limit. Paved shoulders and roadside ditches

should be maintained until development occurs. Sidewalk will be needed as development occurs, and no parking allowed along the roadway.

Black Lane to Xenia Drive

The existing two-lane cross section is sufficient but additional turn lanes may be needed at Spangler Road to support truck traffic. The traffic signal at Xenia Drive may need improvements once the connection from Cleary Drive to Xenia Drive is completed. The sidewalk should be widened from Sports Street to Spangler Road to match the bike path widths at either end. This section should not have parking.

COLLECTORS

ADAMS STREET

Dayton Drive to Van Tress Drive

This roadway is sufficient for the traffic volumes. The intersection of Adams Street and Dayton Drive should be improved when Dayton Drive is connected to Schwerman Drive by squaring up the intersection and making Adams Street a stop street. Parking removal may be considered to improve any potential sight distance issues. Parking should remain on both sides of the street with the roadway being shared with bicyclists.

ARMSTRONG ROAD

This roadway should be widened to a three-lane cross section as developments occur to the east and along the corridor. Improvements should be made to the vertical curves and the 90-degree roadway bends when incorporated into the City. Sidewalk and a separated bike path should be considered with roadway widening. No parking should be considered along the roadway.

BLACK LANE

Dayton-Springfield Road to Armstrong Road

This roadway section is sufficient as a two-lanes cross section, but should have shoulders widened. If annexed into the City, consideration should be given to raise the roadway to help control storm water events, and grade improvements should be made at the railroad crossing. Roadside ditches should be considered for stormwater management. Pedestrian and bicycle improvements may be needed if residential development occurs. No parking should be allowed along the roadway.

Armstrong Road to Yellow Springs-Fairfield Road

The current two-lane cross section is sufficient for the roadway. Curb and gutter should be installed where missing along the corridor. The sidewalk on the east side of the roadway should be considered for widening to a 10-foot bike path, and the intersection at Yellow Springs-Fairfield Road should be reviewed for a signal as traffic increases if warranted.

CENTRAL AVENUE

Kauffman Avenue to Doris Drive

The current two-lane cross section with parking on both sides is sufficient for this roadway and for pedestrians. Sharrows may be considered along the roadway.

Doris Drive to Garland Avenue

This two-lane cross section with parking on the east side is adequate currently and should be evaluated when the Garland Avenue extension is constructed as this could change traffic patterns. Pedestrian facilities are adequate, and sharrrows could be considered along the roadway.

CHAPEL DRIVE

The current two-lane cross section with parking on both sides is sufficient. Parking should be evaluated in the future if traffic increases to insure proper sight distance is available. A signal at Dayton Yellow Springs Road should be considered if traffic volumes increase and issues arise. Storm sewer improvements should be performed to move the storm catch basins located in the roadway to the curb.

CHANNINGWAY DRIVE

The existing roadway width is sufficient for this corridor. A three-lane cross section should be utilized from Steinbeck Way to the west and a two-lane cross section with parking from Steinbeck Way to Trebein Road with parking on both sides of the roadway. The pedestrian facilities along this corridor are sufficient, and sharrrows could be considered along the corridor. A connection could be considered from the deadend on the west to I-675 and the northbound entrance on Dayton-Yellow Springs Road could be removed to provide a longer turn lane onto I-675 and promote traffic going thru the business corridor.

CLEARY DRIVE (CLEARY DRIVE CONNECTOR)

Cleary Drive should be extended and connected to Xenia Drive at the intersection with Yellow Springs- Fairfield Road. This extension should include curb and gutter, storm sewer improvements, and sidewalk. The same typical roadway section of the existing Cleary Drive should be used.

COMMERCE CENTER BOULEVARD

Garland Avenue to Dayton-Yellow Springs Road

This roadway section is sufficient as constructed with a three-lane cross section. The road way should be evaluated at Garland and at Dayton-Yellow Springs Road for improvements when the new high school is being designed for possible additional turn lanes at the intersections and into the new school site. Sidewalk on the west side and the 8-foot bike path on the east side of the road is sufficient for both pedestrian and bicycles. No parking should be allowed along the corridor, and traffic should be maintained onsite for the new school development.

Dayton-Yellow Springs Road to Trebein Road

The current three-lane cross section is sufficient for the corridor. The existing sidewalk along the east side of the road should be considered for upgrade to an 8-foot bike path, or consideration given to installing bike lanes on Commerce Center. Sharrrows may be considered if the speed limit is low enough. A signal may be needed at Trebein Road as traffic volumes increase. No parking should be allowed along the corridor.

DAYTON DRIVE (ADAMS STREET – XENIA DRIVE)

This segment width is sufficient for the roadway. A separated bike path should be installed to connect the bike path at Dayton Drive and Xenia Drive to Broad Street via the Schwerman Drive connector when built on the east side of the roadway. The existing culvert over Hebble Creek will need to be evaluated for widening. This section should be constructed and maintained for truck traffic for when Dayton Drive is extended to Schwerman Drive and the connection made to Broad Street. The intersection of Adams Street should be improved and squared up when the connection of Dayton Drive to Schwerman Drive occurs. The existing pedestrian improvements are sufficient, and parking should be limited to between Adams Street and Mann Avenue.

ERIE AVENUE (EXCLUDING MAPLE AVENUE – KAUFFMAN AVENUE)

This roadway segment is sufficient as a two-lane roadway with parking on each side. Parking should be maintained along the corridor to the greatest extent possible to help calm traffic while providing as much parking to the neighborhood with limited driveway space. Pedestrian facilities are sufficient, and bicycles are encouraged to share the roadway with vehicles with the use of sharrows as needed.

FUNDERBURG ROAD

This roadway should be improved and widened along the corridor to a consistent three-lane cross section with curb and gutter. Right-of-way will be necessary to include and connect sidewalk and bicycle facilities along this corridor that are missing. Lane widths should be discussed to help control speeding, limit right-of-way necessary for the improvements, and reduce improvement costs. Curb and gutter and sidewalk should be installed along the whole corridor, and sharrows could be considered with the lower speed limit.

GARLAND AVENUE

State Route 235 to Trebein Road (Future)

Garland Avenue should be extended to Byron Road and eventually to State Route 235 as development progresses eastward. The intersections at Herr Road and at State Route 235 should be evaluated for improvements and to provide a better and more direct east/west city corridor. The roadway should utilize the collector street typical section with speed limits of either 35MPH or 45MPH.

Trebein Road to Maple Avenue

This section of roadway should be constructed with a three-lane cross section with curb and gutter on both sides. Sidewalk should be constructed on one side of the roadway and a separated bike path on the other. Right-of-way will be needed to construct the missing roadway section between Meadowlands Drive and Maple Avenue. Once constructed, a signal should be installed at Garland and Maple Avenue and the signal removed at Maple and Doris. Connection to all the adjacent neighborhoods should be made from this new roadway, and driveways off of this new roadway should be limited.

Maple Avenue to Kauffman Avenue

This segment of roadway is sufficient as a two-lane cross section with parking. Parking should be evaluated for removal on one side for the installation of bike lanes to connect the path on Maple Avenue to the path on Kauffman Avenue. As traffic increases, left turn lanes may be needed at the major intersections. Pedestrian facilities along this corridor are adequate.

HEBBLE AVENUE

The current variable two/three-lane roadway cross section between Broad Street and Central Avenue is adequate and parking should be maintained as it is currently. The two-lane cross section from Central Avenue to Maple Avenue should be evaluated for parking restrictions on one side if traffic increases. Pedestrian facilities along the whole roadway are adequate, and bicycles should be encouraged to utilize the roadway with sharrows where necessary.

IRONWOOD DRIVE

The existing two-lane cross section with parking on both sides is adequate. Parking removal should be evaluated on the sharper curves in the roadway for safety. Left-turn lanes should be evaluated if needed at the intersections with Garland Avenue, Dayton-Yellow Springs Road, and Funderburg Road. Pedestrian facilities along the corridor are adequate, and bicyclists should be encouraged to utilize the roadway with sharrows as needed.

LINEBAUGH ROAD

This roadway when annexed should be improved with wider shoulders to help accommodate the large truck traffic but should still utilize a two-lane cross section. This section should be sufficient with no curb and gutter and no sidewalks or bike paths as it is only the primary route to access the cement manufacturing plant.

MAIN STREET

This section of roadway is sufficient utilizing a two-lane cross section with parking along the curbs on both sides. Pedestrian facilities are sufficient utilizing the bump outs at the intersections with the low speed limits. Roadways should be striped with sharrows to guide bicyclists to downtown. Corridor should adhere to the Streetscape Guidelines for Downtown Fairborn. The signal at Main Street and Maple Avenue should be analyzed for removal. Other traffic calming alternatives could be considered at this intersection.

PARK HILLS DRIVE

The existing roadway width is sufficient for this corridor, utilizing a two-lane cross section with parking permitted on both sides of the roadway. Parking should be restricted approaching connected roadways due to some horizontal and vertical curves. Pedestrian facilities are sufficient, and bicyclists are encouraged to share the roadway with vehicles. A second exit would be ideal, and Park Hills Drive should be extended and tied into Beaver Valley Road and/or Nottingham Drive.

POWELL AVENUE

The existing two-lane cross section is adequate and should be maintained with the parking on the north side of the roadway. The existing pedestrian facilities are adequate as well as the bicycle facilities by encouraging them to share the roadway with traffic.

RAVENWOOD DRIVE

When annexed into the City, the roadway should have a two-lane cross section with curb and gutter the length of the roadway. The adjacent storm sewer ditch should be piped and sidewalk installed for pedestrian access on one side of the roadway. A separated bike path or road widening for bike lanes should be considered as a direct connection heading into Wright State University. The road should be widened and turn lanes considered at Colonel Glenn Highway and Old Yellow Springs Road.

REDBANK DRIVE (MAPLE AVENUE – FLORENCE AVENUE)

The existing two-lane cross section with parking on both sides of the roadway is sufficient. Pedestrian facilities are sufficient and bicycles are encouraged to share the road with cars. Parking in the blocks near Maple should be analyzed for removal to allow buses to stack during dismissal. The three-lane configuration at the Maple Avenue intersection should remain.

SANDHILL ROAD

The roadway is currently sufficient with the two-lane cross section but shoulders should be widened if no curb is installed. Sidewalk or a separated bike path should be installed on the north side to connect Sandhill Park to the bikeway along Broad Street. The intersection at Broad Street should be improved and squared up when Dayton Drive is extended and connected, and should be analyzed for a signal. No parking should be allowed along this roadway.

SOUTHLAWN DRIVE (DAYTON-YELLOW SPRINGS ROAD – ZIMMER DRIVE)

The existing two-lane cross section with parking along the west side of the corridor is sufficient. Parking should be restricted on the east side at the intersection of Dayton-Yellow Springs Road, Faculty Drive and Zimmer Drive. Parking should be re-evaluated if traffic counts increase for removal on both sides. Pedestrian and bicycle facilities along this corridor are sufficient and bikes should be encouraged to share the roadway.

SPANGLER ROAD

Haddix Road to Broad Street (State Route 444)

This roadway is sufficient with the existing two-lane cross section but should be evaluated based on the development that occurs for improvements if annexed into the City. The intersection with Broad Street should be improved and squared up to improve turning movements for trucks. Roadway should be improved with development to include curb and gutter and pedestrian and bicycle improvements to connect with the existing path along

Broad Street. No parking should be permitted along this roadway.

Broad Street to 750 Feet South of the Railroad Crossing

The current two-lane roadway cross section is sufficient. Roadway should be improved with the addition of wider shoulders. The intersection at Broad Street should be widened with an additional turn lane and be improved and squared up to promote safer turning movements for trucks. Parking along this roadway should be restricted. Vertical grade improvements should be considered as developments occur. Bicycle and pedestrian improvements should be considered as development occurs but are currently sufficient for the roadway.

750 Feet South of the Railroad Crossing to Yellow Springs-Fairfield Road

This current two-lane cross section is sufficient for traffic flow. No curb and gutter, bicycle, or pedestrian improvements are anticipated along this corridor. Parking should be restricted to the pull off areas that are graveled. These should be reviewed for upgrading to a hard surface.

STONEBROOK TRAIL

The current roadway two-lane cross section with parking along both sides is sufficient. An extension of this roadway to Byron Road is desirable as development occurs. This connection should widen the existing roadway cross section for better flow of vehicles. Sidewalk should be extended on the west side of the roadway, and a separated bike path should be considered along this corridor if extended. Parking should be allowed along the roadway until traffic volumes warrant a change. Curb cuts should be minimized along Stoneybrook Trail and should utilize the side streets when possible.

SUPERIOR AVENUE

Superior Avenue is improved for a portion of its length. The unimproved section should be widened and improved with curb and gutter to match the existing improved section. Widening to three lanes at major intersections is recommended to improve safety and efficiency of the traffic flow. It is further recommended that a sidewalk be placed along at least one side of the improved road for the entire length of Superior. Parking restrictions are recommended along the west side of the roadway

ZIMMER DRIVE

The current two-lane cross section meets roadway standards. A traffic signal should be considered at Maple Avenue if traffic volumes increase. Parking restrictions may be considered near the intersections with Southlawn Drive and Maple Avenue.

FUTURE ROADWAYS

BYRON ROAD

When annexed to the City the roadway should be improved with wider shoulders and lane widths to help accommodate bicycles and vertical grade improvements should be made for safety. The intersections at Yellow Springs-Fairfield Road and State Route 235 should be analyzed for turn lanes as traffic increases. Safety Improvements are needed at the intersection with State Route 235. No parking along this roadway should be maintained, and pedestrian and dedicated bicycle facilities should be considered if residential developments occur. The speed limit should be maintained at 45 MPH. It should be considered to extend Byron Road to the north to connect with Armstrong Road.

ARDEN PLACE CONNECTOR STREET (COMMERCE CENTER BOULEVARD – TREBEIN ROAD)

A neighborhood collector is suggested to ensure access to a proposed low-density residential area bounded by Garland Avenue, Trebein Road, Commerce Center Boulevard and the Candlelite Estates Subdivision. This is intended to provide the access strictly for residents within the neighborhood and not for non-neighborhood traffic. Therefore, this “collector” may be constructed as one or a series of roads. Direct through-access should be discouraged and forced turn movements encouraged. The objective is to create an east-west flow for the developing neighborhood. The exact nature this street(s) will take will be dependent upon what specific development layout is proposed for the area.

SCHWERMAN DRIVE (ADAMS STREET TO N. BROAD STREET)

This private roadway should become a community collector and connect to the north terminus of East Dayton Drive at Adams Street and the intersection of the Schwerman Drive and Xenia Drive removed due to safety and proximity to the tracks. Improvement should be made to bring this private roadway to City standards after which it should be incorporated as a City street. The current two-lane cross section is sufficient but should be evaluated for widening to a three-lane cross section if traffic volumes warrant. Curb and gutter is desired as the area develops with new businesses. Pedestrian improvements will be adequate with the installation of a multi-use path on the east side of the road way that will connect the existing path on Dayton Drive to the path on Broad Street.

BIKEWAYS

CITY PARK BIKE PATHS

Maplewood Park previously had a sidewalk traversing it. It is recommended that a separated path be installed along that old route. This will provide a north / south bike route corridor paralleling South Maple Avenue.

Community Park provides a good opportunity for a separated path through the northern portion of the park. This would connect the access road to the lower park area northward to Wedgewood Park. It also would provide an excellent connection over to Meadowlands Drive situated just east of the Beaver Creek. A signed route on the roadway could follow the park access road to Dayton-Yellow Springs Road or a separated path could be developed that would connect to the north parking area of the high school. Widening the existing pedestrian walkway in the southern portion of the park to should be considered. This would allow both pedestrians and bike users to use the same facility.

Central Park offers an opportunity to extend the separated path, Kauffman Avenue link, of the Fairborn Bikeway through the park. It also provides an additional opportunity to develop bike rental, information, and vehicle parking areas for Fairborn Bikeway users.

Wedgewood Park provides for a continuance of a separated path northward from Community Park. In the medium future, there could be connection to Rawlings Drive. It is desirable to seek a continuation northward with a bikeway along the west side of the Beaver Creek to Marchmont Drive, providing an alternate north / south route to using Maple Avenue.

DAYTON-YELLOW SPRINGS ROAD

It is desirable to have bicycle facilities along Dayton-Yellow Springs Road from Kauffman Avenue to the east corporation limit. Due to the high volume of traffic in certain sections, a separated path should be considered east of Maple Avenue. Right-of-way may constrain what can be done west of Maple Avenue.

THE FAIRBORN BIKEWAY

The Fairborn Bikeway is a route designated to connect the Little Miami Scenic Trail in Yellow Springs to the Kauffman Avenue Bikeway. The route is a separated path from Central Avenue along Dayton Drive and Xenia Drive to Yellow Springs-Fairfield Road. The existing Yellow Springs-Fairfield Road separated path section should be widened to a minimum width of 10 feet and extend south to the Xenia Drive intersection where a signal can be used to cross to the south side of Xenia Drive (S.R. 235). That change would support a future signed route on roadway connection southward to complement an extension of Cleary Drive. The existing separated path facility, Kauffman Avenue Bikeway, begins at the Central Avenue/South Street intersection and follows the west side of Central Avenue across the railroad tracks, and then follows the green belt along Kauffman Avenue westward all the way to National Road. There it crosses to the south side of Kauffman Avenue and continues westward to Skyline Drive, the entrance to the Wright Brother's Memorial.

Bike route connections to the Kauffman Avenue Bikeway section should only be done at signalized intersections. The Central Park / YMCA area appears to be a useful site for a parking facility and possible bike rental.

The Greene County Park District has a “T-Connector” bridge to get the bikeway over to Huffman Dam Road and thereby link to the Mad River Bikeway which follows the north side of Valley Pike going through Eastwood Park and eventually linking to the Miami River Corridor Bikeway. This also connects with a Huffman Prairie Flying Field Center and U.S.A.F. Interpretive Center at the end of Kauffman Avenue near the gate to the Wright Brother’s Memorial. This will also include a bikeway extension entering the military base labeled the U.S.A.F. Marl Road Bikeway, going from Huffman Dam northeastward along Marl Road, and then southward on Pylon Road towards Hebble Creek.

SOUTH MAPLE AVENUE / BEAVER VALLEY ROAD

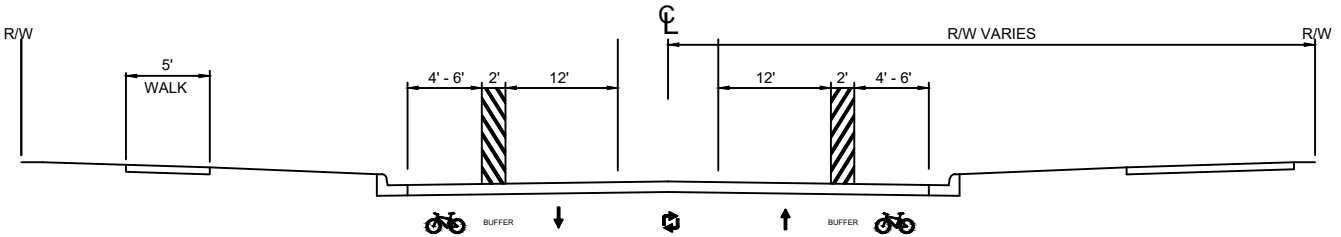
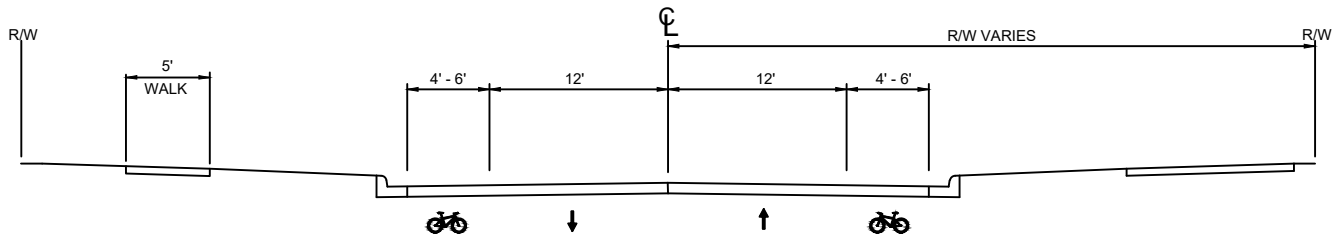
The bike path being constructed along South Maple Avenue will act as major bikeway connector for the City. Signed routes could be considered to get neighborhoods out to Maple Avenue, and connections should be made from Maple Avenue to the neighborhood parks along the corridor, Community Park, as well as to adjacent schools. Beaver Valley Road should have a separated bike path or dedicated bike lanes north of Oxford Drive. South of Oxford Drive, a separated path should only be considered due to speed limits and terrain issues.

WRIGHT STATE UNIVERSITY / VICINITY

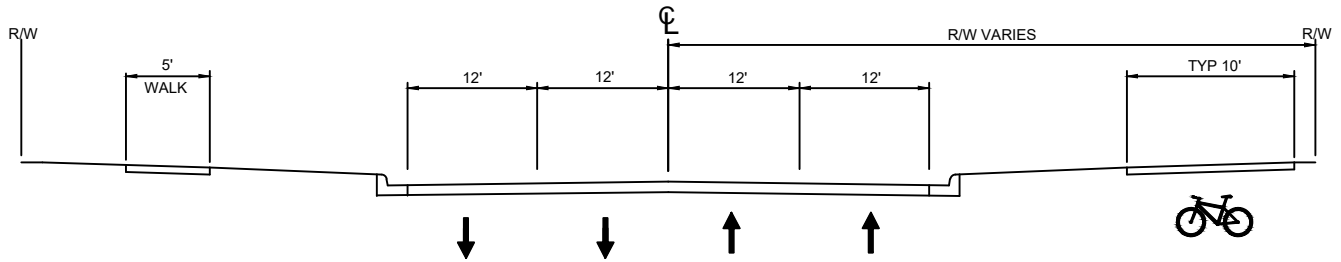
The University has a master plan to create a campus loop with a combination of striped bike lanes on roadway, separated path bikeways, and pedestrian walkways. The City should plan to connect bikeways to the University at key locations including Raider Road, Wright State Road, University Boulevard, North Fairfield Road and along Colonel Glenn Highway. Bicycle facilities and pedestrian facilities should be installed along the entire frontage of Colonel Glenn Highway with Wright State University. Connections should be made to paths heading into Beavercreek along Colonel Glenn Highway, the pedestrian bridge on Center Park Boulevard and onto county-maintained roadways at Ravenwood Drive and Old Yellow Springs Road.

APPENDIX A – TYPICAL SECTIONS

MINOR AND MAJOR ARTERIAL STREET



BICYCLE FACILITIES ALLOWED: DEDICATED BIKE LANE



BICYCLE FACILITIES ALLOWED: SEPARATED BIKE PATH

STANDARDS FOR ARTERIAL STREETS

ITEM	MINOR	MAJOR
TRAFFIC FLOW IN VEHICLES PER DAY	< 20,000	≥ 20,000
NUMBER OF TRAFFIC LANES	3 OR 5	4 - 7
TRAFFIC LANE WIDTH	12'	12'
PARKING LANE WIDTH	NONE	NONE
PAVEMENT WIDTH (BACK-TO-BACK OF CURB)	*51' - 65'	*52' - *76'
MEDIAN WIDTH	14' - 16'	14' - 20'
BORDER AREA WIDTH	12' MIN	19' MIN
RIGHT-OF-WAY WIDTH	90'	110' - 140'
SIDEWALK WIDTH	5'	IF REQ'D
DESIRABLE STREET SPACING	1/2 - 2 MI	1 - 5 MI
MINIMUM INTERSECTION SPACING	1/4 MI	1/4 - 1/2 MI

* Does not include median.



ENGINEERING DIVISION
44 W. HEBBLE AVENUE FAIRBORN, OHIO 45324
PH: (937) 754-3055 FX: (937) 879-7395

TYPICAL MINOR AND MAJOR ARTERIAL STREET

DWG NO: **PV-1.1**

NOTE 1: DRAWING VALID ONLY WHEN USED AS SHOWN AND IN CONJUNCTION WITH OTHER FAIRBORN ENGINEERING SPECIFICATIONS AND/OR DETAILS. THIS DRAWING REPRESENTS MINIMUM STANDARDS. ANY MODIFICATIONS TO THIS DETAIL SHALL FIRST BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL.

ISSUE DATE: **04/01/2020**

NOTE 2: CALL THE FOLLOWING AGENCIES AT LEAST 48 HOURS IN ADVANCE OF ANY EXCAVATION:
O.U.P.S. AT 8-1-1 AND O.A.G.P.U.P.S. AT (800) 925-0988

ENG'R: **JDH**

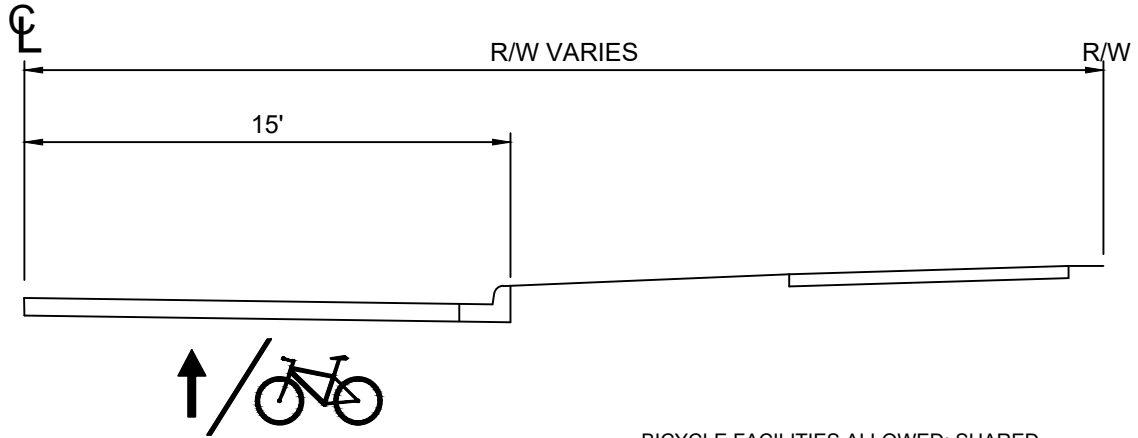
APPROVED: **TLH**

REV NO.	REV DATE	REV DESCRIPTION	REV NO.	REV DATE	REV DESCRIPTION

SCALE: **NONE**

FILE:

LOCAL STREET



BICYCLE FACILITIES ALLOWED: SHARED

STANDARDS FOR LOCAL STREETS

ITEM	LOW VOLUME	HIGH VOLUME	INDUSTRIAL	COMMERCIAL
TRAFFIC FLOW IN VEHICLES PER DAY	< 1,500	≥ 1,500	< 5,000	< 5,000
NUMBER OF TRAFFIC LANES	2	2	--	--
TRAFFIC LANE WIDTH	11'	11'	11'	11'
PARKING LANE WIDTH	7'	9'	10'	10'
PAVEMENT WIDTH (BACK-TO-BACK OF CURB)	30'	36'	32' – 36'	32' – 36'
MEDIAN WIDTH	N/A	N/A	N/A	N/A
BORDER AREA WIDTH	10'	12'	12' MIN	12' MIN
RIGHT-OF-WAY WIDTH	50'	60'	60' – 80'	60' – 80'
SIDEWALK WIDTH	4'	4'	5'	5'
DESIRABLE STREET SPACING	--	--	--	--
MINIMUM INTERSECTION SPACING	200'	200'	200'	200'

- NOTES: 1) Cul-de-sac length desirable max. = 700'. Absolute max. = 1,000'. Min. radius = 40'.
 2) On street parking is assumed in all cases except where off-street parking is demonstrate as being adequate.
 3) Standards should be considered on a case by case basis with deviations from Standards approved by the City Engineer.



ENGINEERING DIVISION
 44 W. HEBBLE AVENUE FAIRBORN, OHIO 45324
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TYPICAL IMPROVED LOCAL STREET

DWG NO: **PV-1.1**

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 O.U.P.S. AT 8-1-1 AND O.A.G.P.U.P.S. AT (800) 925-0988

REV NO.	REV DATE	REV DESCRIPTION	REV NO.	REV DATE	REV DESCRIPTION

ISSUE DATE: **04/01/2020**

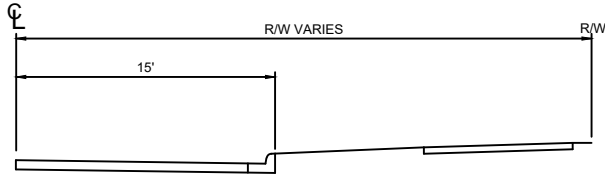
ENG'R: **JDH**

APPROVED: **TLH**

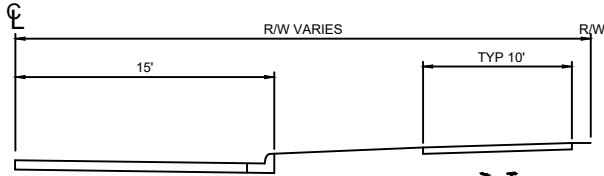
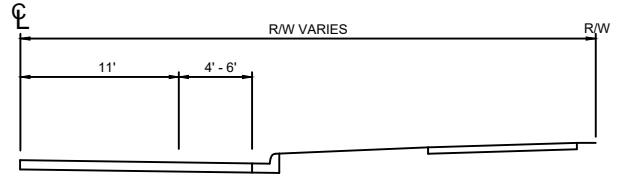
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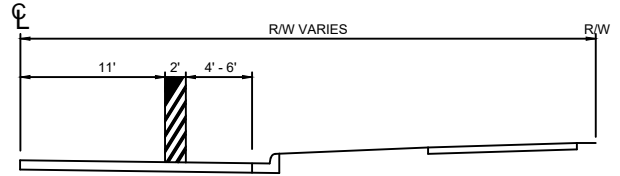
COLLECTOR STREET



BICYCLE FACILITIES ALLOWED: SHARED



BICYCLE FACILITIES ALLOWED: SEPARATED BIKE PATH



↑ BUFFER



BICYCLE FACILITIES ALLOWED: DEDICATED BIKE LANE

STANDARDS FOR COLLECTOR STREETS

ITEM	LOW VOLUME	HIGH VOLUME	INDUSTRIAL	COMMERCIAL
TRAFFIC FLOW IN VEHICLES PER DAY	1,000–5,000	5,000–15,000	≥ 5,000	≥ 5,000
NUMBER OF TRAFFIC LANES	2	3	3	3
TRAFFIC LANE WIDTH	11'	11'	11'	11'
PARKING LANE WIDTH	9'	10'	10'	10'
PAVEMENT WIDTH (BACK-TO-BACK OF CURB)	36'	47'	36' – 45'	36' – 45'
MEDIAN WIDTH	N/A	N/A	N/A	N/A
BORDER AREA WIDTH	12'	12.5'	12.5'	12.5'
RIGHT-OF-WAY WIDTH	60'	70'	MIN. 70'	MIN. 70'
SIDEWALK WIDTH	4'	4'	90' ₅	90' ₅
DESIRABLE STREET SPACING	1/4 MILE	1/4 MILE	1/4 MILE	1/4 MILE
MINIMUM INTERSECTION SPACING	200'	660'	660'	660'

NOTE: On-street parking is assumed in all cases except where off-street parking is demonstrated as being adequate.



ENGINEERING DIVISION
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PH: (937) 754-3055 FX: (937) 879-7395

TYPICAL IMPROVED COLLECTOR STREET

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REV NO.	REV DATE	REV DESCRIPTION	REV NO.	REV DATE	REV DESCRIPTION

DWG NO: **PV-1.1**

ISSUE DATE: **04/01/2020**

ENG'R: **JDH**

APPROVED: **TLH**

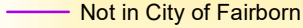
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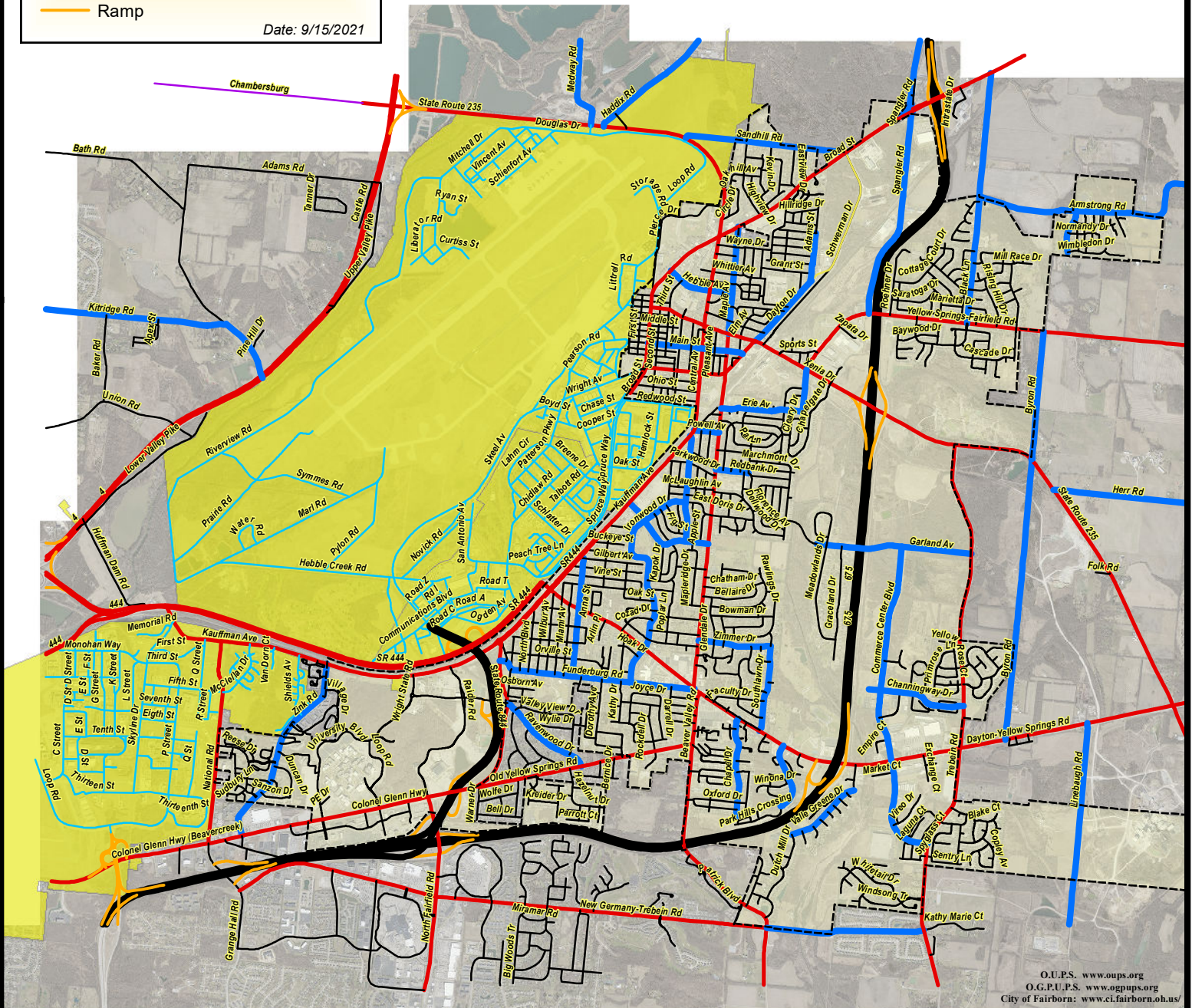
APPENDIX B – THOROUGHFARE PLAN MAP

Streets - Thoroughfare Details

CATEGORY

-  Freeway
-  Local
-  Major Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  WPAFB
-  Not in City of Fairborn
-  Major collector future
-  Ramp

Date: 9/15/2021



O.U.P.S. www.oups.org
 O.G.P.U.P.S. www.ogpups.org
 City of Fairborn: www.ci.fairborn.oh.us/



City of Fairborn
 44 W. Hebble Ave
 Fairborn, OH 45324
 Phone: (937) 754-3055
 Fax: (937) 879-7395

DRAWN BY: JN
 SCALE: 1" = 5,000'
 DATE: 2020-2021

CITY OF FAIRBORN

THOROUGHFARE STREETS

LOCATION MAP
 CALL 48 HRS PRIOR TO ANY
 EXCAVATING:
 O.U.P.S. AT 811 AND/OR
 O.G.P.U.P.S. AT (800) 925-4988
SHEET 1 OF 1

DISCLAIMER
 THIS MAP WAS CREATED
 BY THE CITY OF FAIRBORN
 ENGINEERING DIVISION
 IN COOPERATION WITH
 GREENE COUNTY, OHIO
 BASE MAP DATA. THIS IS
 A LOCATION MAP ONLY
 AND IS FOR GENERAL
 MAPPING PURPOSES.
 INFORMATION SHOWN
 IS NOT WARRANTED
 FOR ACCURACY.

