

A thick, dark green vertical bar runs down the left side of the page. A horizontal arrow-shaped bar, also in dark green, points to the right from the vertical bar. The date '3/7/2018' is printed in white text inside the arrow.

3/7/2018

OFFICIAL THOROUGHFARE PLAN

For:

Clark County

City of Springfield

City of New Carlisle

March 2018

A decorative graphic in the bottom-left corner consisting of several thin, dark green lines that curve upwards and to the right, resembling blades of grass or reeds.

This publication and the accompanying map represent the most recent amendment to the Official Thoroughfare Plans for Clark County, City of Springfield, and City of New Carlisle, Ohio

Adopted by:

- Date** Clark County Planning Commission
- Date** Board of Clark County Commissioners
- Date** Springfield City Planning Board
- Date** New Carlisle Planning Board
- Date** New Carlisle City Council

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Background and Purpose

The purpose of this Thoroughfare Plan is to establish a roadway network in Clark County and participating municipalities to serve as the backbone of the area's transportation network. The plan classifies the roadways in this network as Primary Arterials, Secondary Arterials, and Collectors. While due consideration should always be given to the transportation system implications during transportation project and/or land development processes, the classified roadways herein are to be given particular consideration consistent with this Thoroughfare Plan.

A Thoroughfare Plan for Clark County was first adopted by the Clark County Regional Planning Commission in July of 1960. There have been numerous revisions and adjustments to the County's plan over the years. In 2002, the Cities of Springfield and New Carlisle adopted an amended version of the County's Official Thoroughfare Plan as a joint plan for their jurisdictions.

This version of the plan is a result of a re-evaluation of the roadway network within Clark County based on current traffic volumes, anticipated future traffic volumes, existing and anticipated adjacent uses of roadways, and multimodal considerations.

Roadway Network and Classification System

The roadway network and classification system defined in this plan serves as a tool for local governments to preserve existing roadway rights of way, and establish future roadway rights of way, to provide for the multimodal transportation needs of their communities. This Plan establishes minimum required rights-of-way for roadways under the jurisdiction of the participating governments. It should be noted that any existing right-of-way which may currently exceed the width required under this Plan, shall not be reduced. State and Federal Highways in unincorporated areas are under the jurisdiction of the Ohio Department of Transportation (ODOT) and are not included in this Thoroughfare Plan. However, ODOT should be contacted for the appropriate permissions prior to commencing any activities that could impact right-of-way or operations of any State or Federal Highway.

The Thoroughfare Plan for Clark County, Ohio consists of the following roadway classifications and widths.

Primary Arterial (100' Right-of-Way)

Primary Arterials are those roadways that currently or will likely in the future require two through travel lanes in each direction to manage traffic demand. 100 feet of right of way width is intended to accommodate four through travel lanes, a center turn lane or median, shoulders, sidewalks, and bike facilities as appropriate. The general purposes of a Primary Arterial are:

In Rural Areas

- Interconnect with and augment the state and federal highway system.
- Connect cities and larger towns (and other major destinations) and form an integrated network for larger traffic volumes at higher speeds, providing interstate and inter-county service.

- Provide service to corridors with trip lengths and travel density greater than those served by Secondary Arterials and Collectors and with relatively high travel speeds and minimum interference to through movement.

In Urban Areas

- Interconnect with and augment state and federal highways.
- Serve trips of moderate length at a somewhat lower level of travel mobility than state and federal highways
- Distribute traffic to smaller geographic areas than those served by principal arterials
- Provide land access without penetrating identifiable neighborhoods
- Provide accommodations for pedestrians, cyclists, and transit as appropriate

Direct, full movement accesses should be limited, well-planned, adequately spaced, and designed to allow for the safe and efficient flow of traffic. It is recommended that access management requirements as described for Category III in the ODOT's *State Highway Access Management Manual* be followed.

Secondary Arterial (80' Right-of-Way)

Secondary Arterials are those roadways that do not currently and will not likely require two through travel lanes in each direction to manage traffic demand in the future. 80 feet of right of way width is intended to accommodate one through travel lane in each direction, shoulders, a center turn lane or median, sidewalks, and bike facilities as appropriate. The general purposes of a Secondary Arterial are:

In Rural Areas

- Serve primarily intra-county rather than statewide travel
- Serve more moderate travel speeds and distances than Primary Arterials
- Provide service between cities, established towns, and other significant destinations such as consolidated schools, parks, or important areas not served by a Primary Arterial or state or federal highways

In Urban Areas

- Serve land access and traffic circulation in residential and commercial/industrial areas
- Penetrate residential neighborhoods
- Distribute and channel trips between Collectors, local streets, and Primary Arterials
- Provide accommodations for pedestrians, cyclists, and transit as appropriate

Direct, full movement accesses should be limited, well-planned, adequately spaced, and designed to allow for the safe and efficient flow of traffic. It is recommended that access management requirements as described for Category IV in the ODOT's *State Highway Access Management Manual* be followed.

Collectors

Collectors are those roadways where one travel lane in each direction is expected to be adequate to manage traffic demand in the future, with minimal need for turn lanes. 60 feet of right of way width is intended to accommodate one through travel lane in each direction, shoulders, sidewalks, and bike facilities as appropriate. The general purposes of a Collector are:

In Rural Areas

- Provide access to adjacent land
- Serve travel over relatively short distances

In Urban Areas

- Provide direct access to adjacent land
- Provide access to higher systems
- Carry no through traffic movement
- Provide accommodations for pedestrians, cyclists, and transit as appropriate

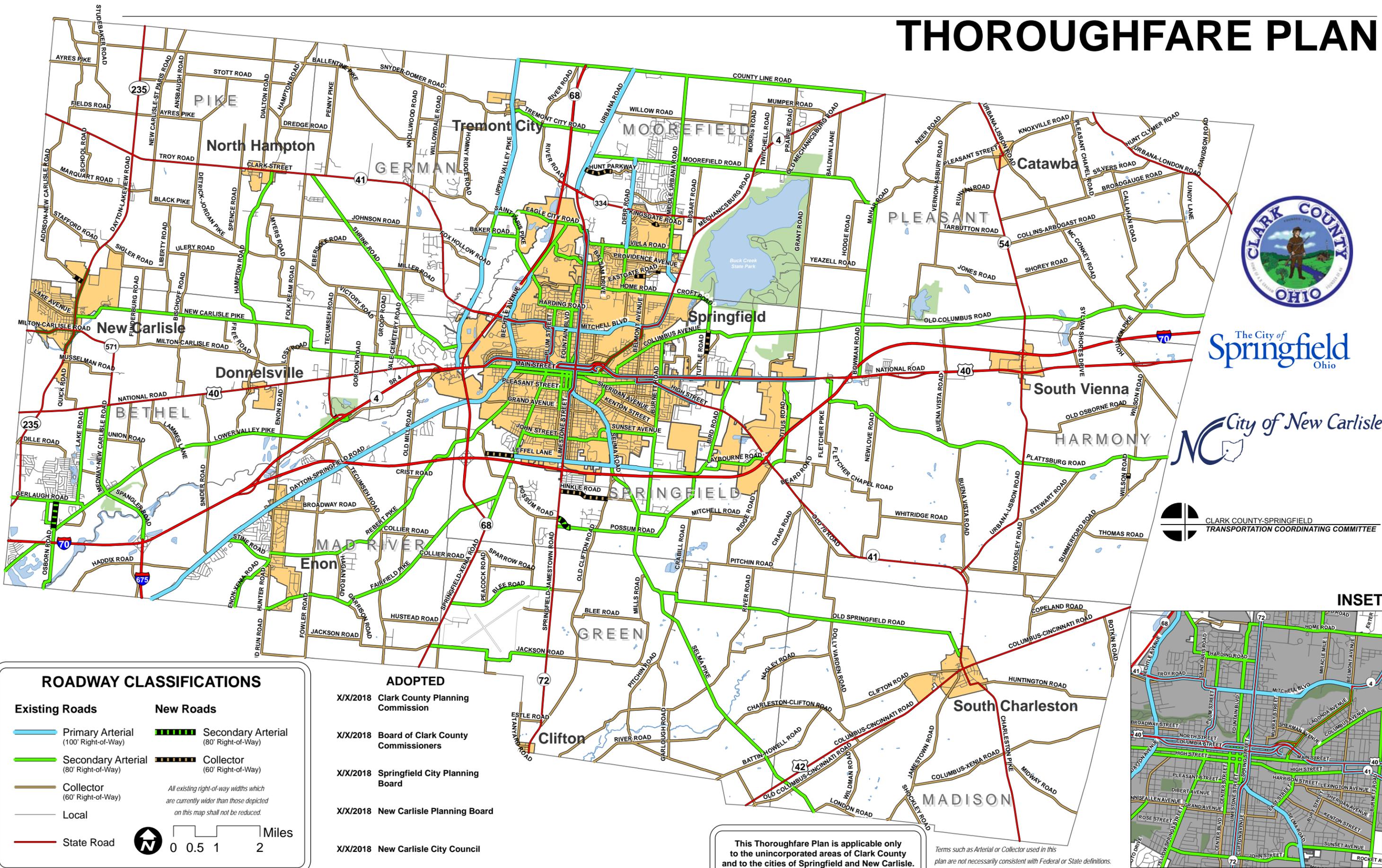
Direct, full movement accesses should be well-planned, adequately spaced, and designed to allow for the safe and efficient flow of traffic. It is recommended that access management requirements as described for Category V in the ODOT's *State Highway Access Management Manual* be followed.

Legal Basis

The authority to adopt a Thoroughfare Plan is established in the Ohio Revised Code. Additionally, the legal basis is established by the adoption of the Clark County Subdivision Regulations and the various local Zoning Resolutions. Please refer to the following codes and sections for applicable legal references to the Thoroughfare Plan:

- Ohio Revised Code, Section 713.23
- Ohio Revised Code, Section 711.10
- Clark County Subdivision Regulations, Section 3.64 Right-of-Way Conveyance
- Clark County Zoning Resolution, Chapter 10 - (Glossary of Definitions) Yard, Front (Least Depth)
- Clark County Zoning Resolution, Chapter 10 - (Glossary of Definitions) Thoroughfare Plan
- Springfield Township Zoning Resolution, Section 225 (225.01 Yard Front, C. Front Yard (least depth, how measured))
- German Township Zoning Resolution, Chapter 4. Definitions, Section A., 59 (Front Yard, Least Depth)
- Pike Township Zoning Resolution, Chapter 10 – Definitions, Front Yard, Least Depth
- Pike Township Zoning Resolution, Chapter 10 - (Glossary of Definitions) Thoroughfare Plan
- Pleasant Township Zoning Resolution, Chapter 10 - (Glossary of Definitions) Yard, Front (Least Depth)
- Pleasant Township Zoning Resolution, Chapter 10 - (Glossary of Definitions) Thoroughfare Plan
- Title One, Part Twelve, of the Codified Ordinances of the City of Springfield, Ohio, 1201.02, Authority
- Title One, Part Twelve, of the Codified Ordinances of the City of Springfield, Ohio, 1201.09, Adoption

THOROUGHFARE PLAN



The City of Springfield Ohio

City of New Carlisle

CLARK COUNTY-SPRINGFIELD TRANSPORTATION COORDINATING COMMITTEE

ROADWAY CLASSIFICATIONS

Existing Roads	New Roads
Primary Arterial (100' Right-of-Way)	Secondary Arterial (80' Right-of-Way)
Secondary Arterial (80' Right-of-Way)	Collector (60' Right-of-Way)
Collector (60' Right-of-Way)	Local
Local	State Road

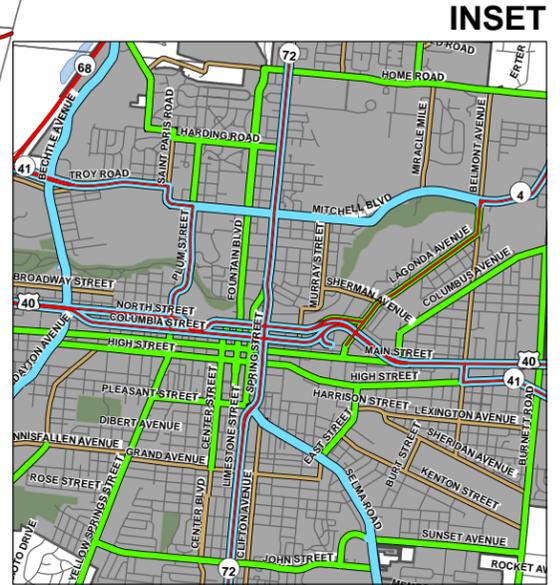
All existing right-of-way widths which are currently wider than those depicted on this map shall not be reduced.

0 0.5 1 2 Miles

- ADOPTED**
- X/X/2018 Clark County Planning Commission
 - X/X/2018 Board of Clark County Commissioners
 - X/X/2018 Springfield City Planning Board
 - X/X/2018 New Carlisle Planning Board
 - X/X/2018 New Carlisle City Council

This Thoroughfare Plan is applicable only to the unincorporated areas of Clark County and to the cities of Springfield and New Carlisle.

Terms such as Arterial or Collector used in this plan are not necessarily consistent with Federal or State definitions.



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