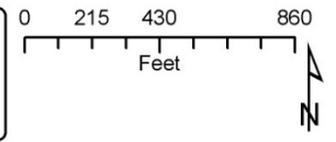
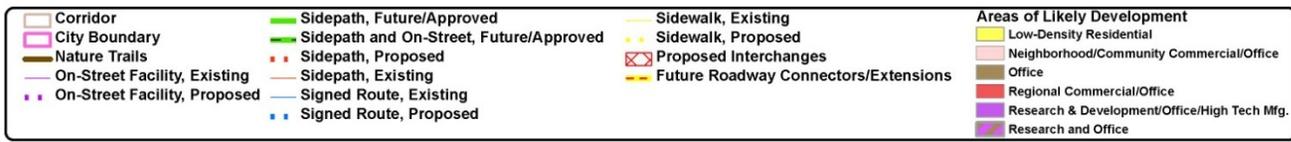
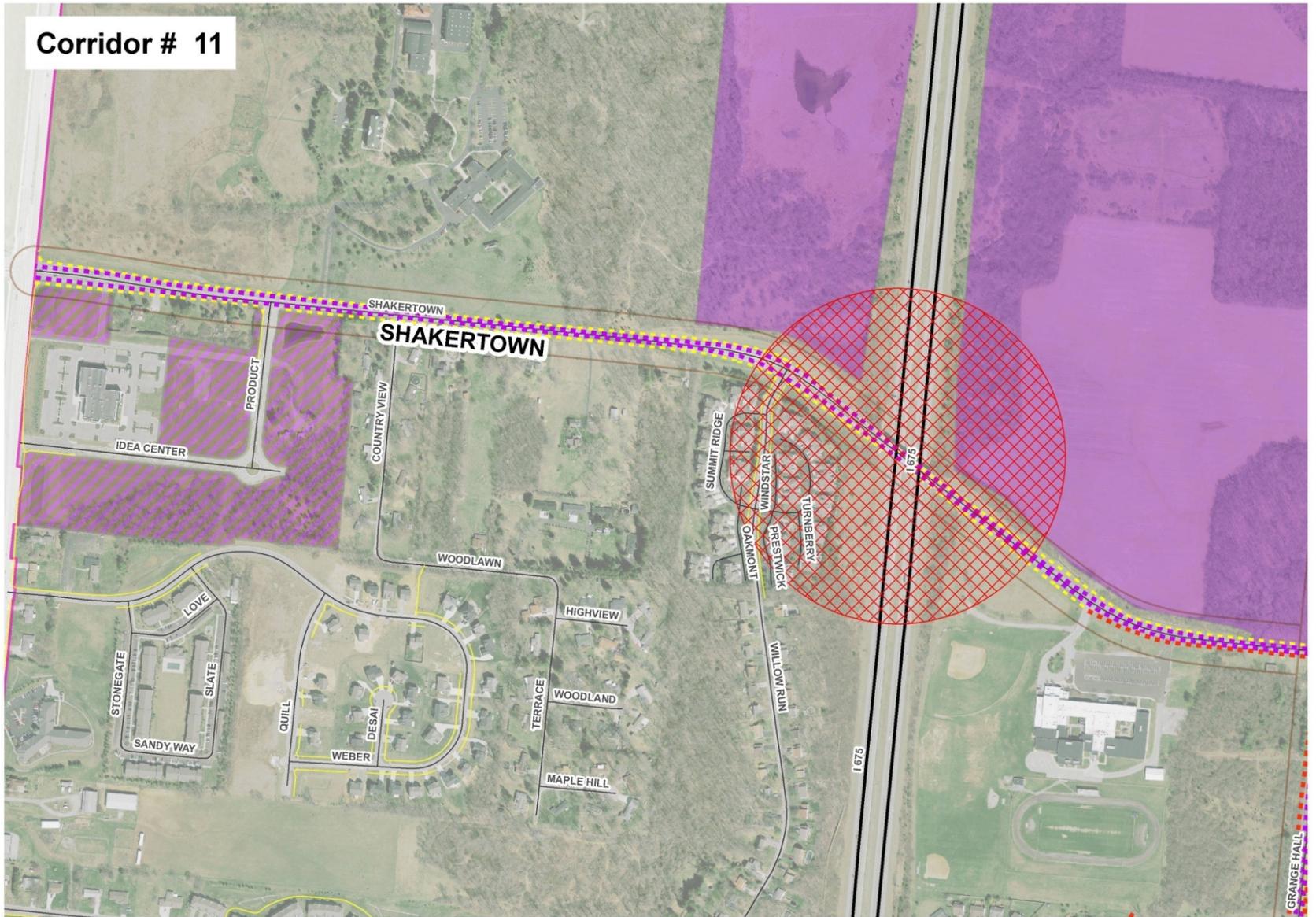


**Corridor # 11**



**Shakertown Road** From: West City Boundary To: Grange Hall Rd.

<b>Corridor # 11</b>	<b>Shakertown Road from West City Boundary to Grange Hall Road</b>
Corridor Length	1.06 miles
Functional Classification	Minor Arterial
Number of Lanes	2 to 5 lanes
Speed Limit	40 MPH
Existing Non-Motorized Transportation Facilities	N/A
Anticipated Development or Significant Vacant Land*	<ul style="list-style-type: none"> <li>•At the western end of the corridor on the south side of Shakertown Rd., the vacant portion of the Idea Center could yield as much as an additional 140,000 square feet of office space.</li> <li>•The 27-acre vacant area just to the west of I-675 north of Shakertown Rd., coupled with the 157-acre property on the east side of I-675, both classified as Research &amp; Development/Office/High Tech Manuf on the City's Land Use Plan, could yield as much as 1.84 million square feet of Research &amp; Development/Office/High Tech Manuf.</li> </ul>
Traffic Count Data	2003: 5,800 VPD (vehicles per day) at Country View Dr.; 2006: 5,700 VPD 1,000 feet east of I-675.
Planned Roadway Projects or Future Extensions	<ul style="list-style-type: none"> <li>•A project to widen Shakertown Rd. from 2 lanes to 3 lanes is in the MVRPC LRP. Plans for construction are between 2026-2030.</li> <li>•Should the above described Research &amp; Development/Office/High Tech Manuf. be constructed, an interchange at Shakertown Rd and I-675 may be warranted (or in conjunction with its construction).</li> </ul>
Future Non-Motorized Transportation Recommendations	<ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of Shakertown Rd., the entire length of the corridor.</li> <li>•Sidewalks/Sidepaths should be constructed on the north side of Shakertown Rd., the entire length of the corridor, and on the south side of Shakertown Rd. from County Line Rd. to the west entrance to Ankeny Middle School.</li> <li>•Sidepaths should be constructed on the south side of Shakertown Rd., from the west entrance of Ankeny Middle School to Grange Hall Rd.</li> </ul>

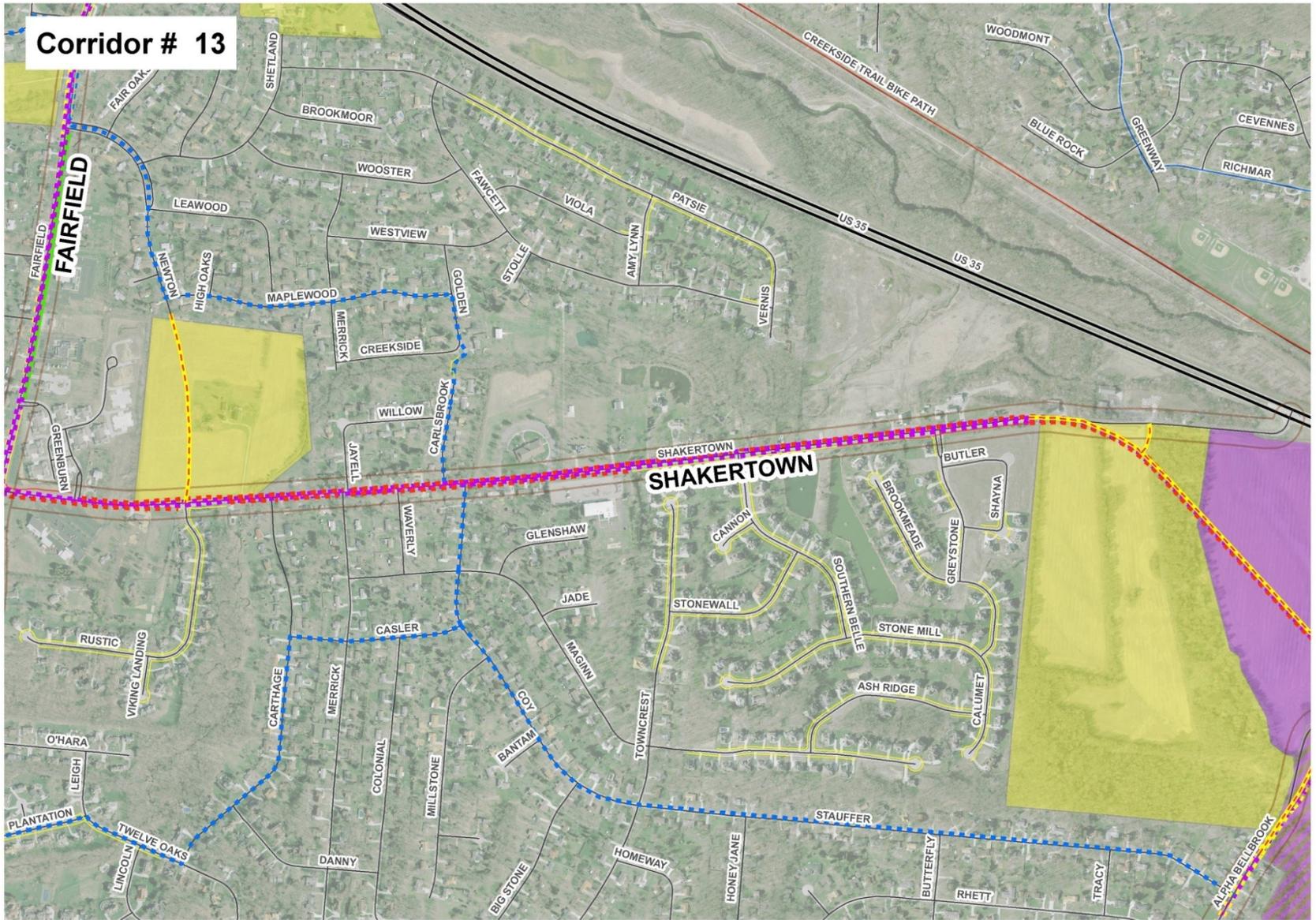
\* square footage or number of units estimates are for discussion purposes only. The amount of square foot listed does not guarantee a minimum nor establish a maximum. Call the Planning Department (427-5512) for parcel specific information.



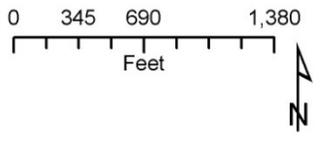
<b>Corridor # 12</b>	<b>Shakertown Road from Grange Hall Road to North Fairfield Road</b>
Corridor Length	1.24 miles
Functional Classification	Minor Arterial
Number of Lanes	2 to 3 lanes
Speed Limit	40 MPH
Existing Non-Motorized Transportation Facilities	<ul style="list-style-type: none"> <li>•Two small segments of sidepath on the north side of Shakertown (635 feet near Autumn Leaf Dr., and 575 feet near Farmbrook Dr.).</li> <li>•Constructing an additional 200 feet of sidewalk from Autumn Leaf Dr. to the west ending directly across Burntwood Dr. is planned for summer 2012.</li> </ul>
Anticipated Development or Significant Vacant Land*	<ul style="list-style-type: none"> <li>•The 125.2-acre vacant area northeast of the intersection of Grange Hall Rd. and Shakertown Rd., along with the 44-acre predominately vacant area at the southeast corner of the intersection, both of which are classified as Low Density – Single Family Residential on the City’s Land Use Plan, could yield as many as 423 single family homes.</li> </ul>
Traffic Count Data	2000: 6,600 VPD (vehicles per day) 1,100 feet east of Grange Hall Rd.; 2003: 6,400 VPD 350 feet west of North Fairfield Rd.
Planned Roadway Projects or Future Extensions	A project to widen Shakertown Rd. from 2 lanes to 3 lanes is in the MVRPC LRP. Plans for construction are between 2026-2030.
Future Non-Motorized Transportation Recommendations	<ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of Shakertown Rd., the entire length of the corridor.</li> <li>•Sidewalks/Sidepaths should be constructed on the north side of Shakertown Rd. the entire length of the corridor. They should be designed to be connected to the two above described sidepath segments.</li> <li>•Install appropriate signs along future signed neighborhood connector “Lofino Park – Beaver creek Station which will connect Burntwood Dr. to Bridlewood Dr. with about 950 feet of the connector being on Shakertown Rd.</li> </ul>

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# Corridor # 13



Corridor	Sidepath, Future/Approved	Sidewalk, Existing	<b>Areas of Likely Development</b>
City Boundary	Sidepath and On-Street, Future/Approved	Sidewalk, Proposed	
Nature Trails	Sidepath, Proposed	Proposed Interchanges	Neighborhood/Community Commercial/Office
On-Street Facility, Existing	Sidepath, Existing	Future Roadway Connectors/Extensions	Office
On-Street Facility, Proposed	Signed Route, Existing		Regional Commercial/Office
	Signed Route, Proposed		Research & Development/Office/High Tech Mfg.
			Research and Office

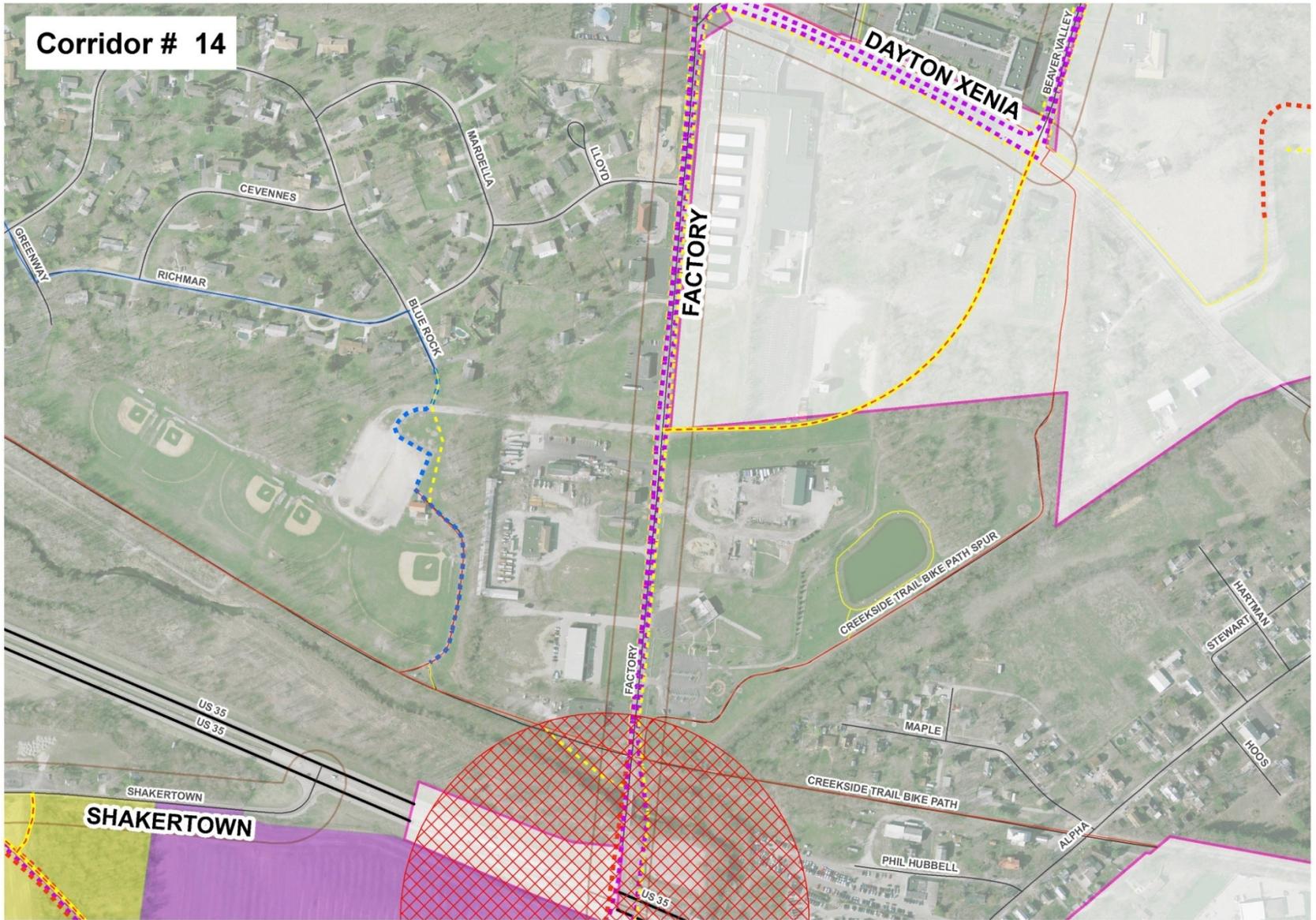


**Shakertown Road** From: North Fairfield Rd. To: US 35.

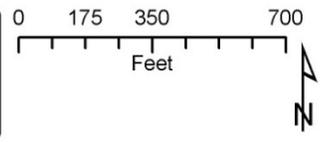
Corridor # 13	Shakertown Road from North Fairfield Road to US 35
Corridor Length	1.63 miles
Functional Classification	Minor Arterial
Number of Lanes	2 to 3 lanes
Speed Limit	40 MPH
Existing Non-Motorized Transportation Facilities	<ul style="list-style-type: none"> <li>•A small segment (460 feet) of sidepath on the north side of Shakertown Rd. near the intersection of Shakertown Rd. and North Fairfield Rd., and a 1,300-foot segment on the south side of Shakertown Rd. near Greystone Dr.</li> <li>•A small segment (230 feet) of sidewalk on south side of Shakertown Rd., near Rustic Tr., and a 1,385-foot segment on the south side of Shakertown Rd. near Southern Belle Blvd.</li> </ul>
Anticipated Development or Significant Vacant Land*	<ul style="list-style-type: none"> <li>•The Casto Property located on the south side of the future reroute of Shakertown Rd., has three classifications on the City Land Use Plan; 87 acres are classified as Low Density – Single Family Residential, 56.5 acres are classified as Research &amp; Development/Office/High Tech Manuf, and 15.2 acres are classified as Research and Office. As many as 217 single family homes, and 714,000 square feet of Office/R&amp;D/High Tech Manuf. could be constructed on the property.</li> <li>•The 28.5-acre vacant area north of Shakertown Rd. is classified as Low Density - Single Family Residential on the City’s Land Use Plan, and could yield as many as 71 single family homes.</li> </ul>
Traffic Count Data	2002: 3800 VPD (vehicles per day) 1,000 feet east of North Fairfield Rd.; 2003: 8,500 VPD 900 feet west of US 35.
Planned Roadway Projects or Future Extensions	<ul style="list-style-type: none"> <li>•A project to widen Shakertown Rd. from 2 lanes to 3 lanes is in the MVRPC LRP. Plans for construction are between 2026-2030.</li> <li>•A potential connector between the southern termini of Newton Dr. and Shakertown Rd. is in the City’s long range plan. No construction date has been set with this connector, and would be contingent on the construction of the aforementioned residential development.</li> </ul>
Future Non-Motorized Transportation Recommendations	<ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of Shakertown Rd., the entire length of the corridor.</li> <li>•Sidepaths should be constructed on both sides of Shakertown Rd. the entire length of the corridor. They should be designed to be connected to the above described sidepath/sidewalk segments.</li> <li>•Install appropriate signs along the future “Ankeney Fields – Beaver Creek Station Connector” signed neighborhood connector at Carlsbrook Dr. and Coy Dr.</li> </ul>

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**Corridor # 14**



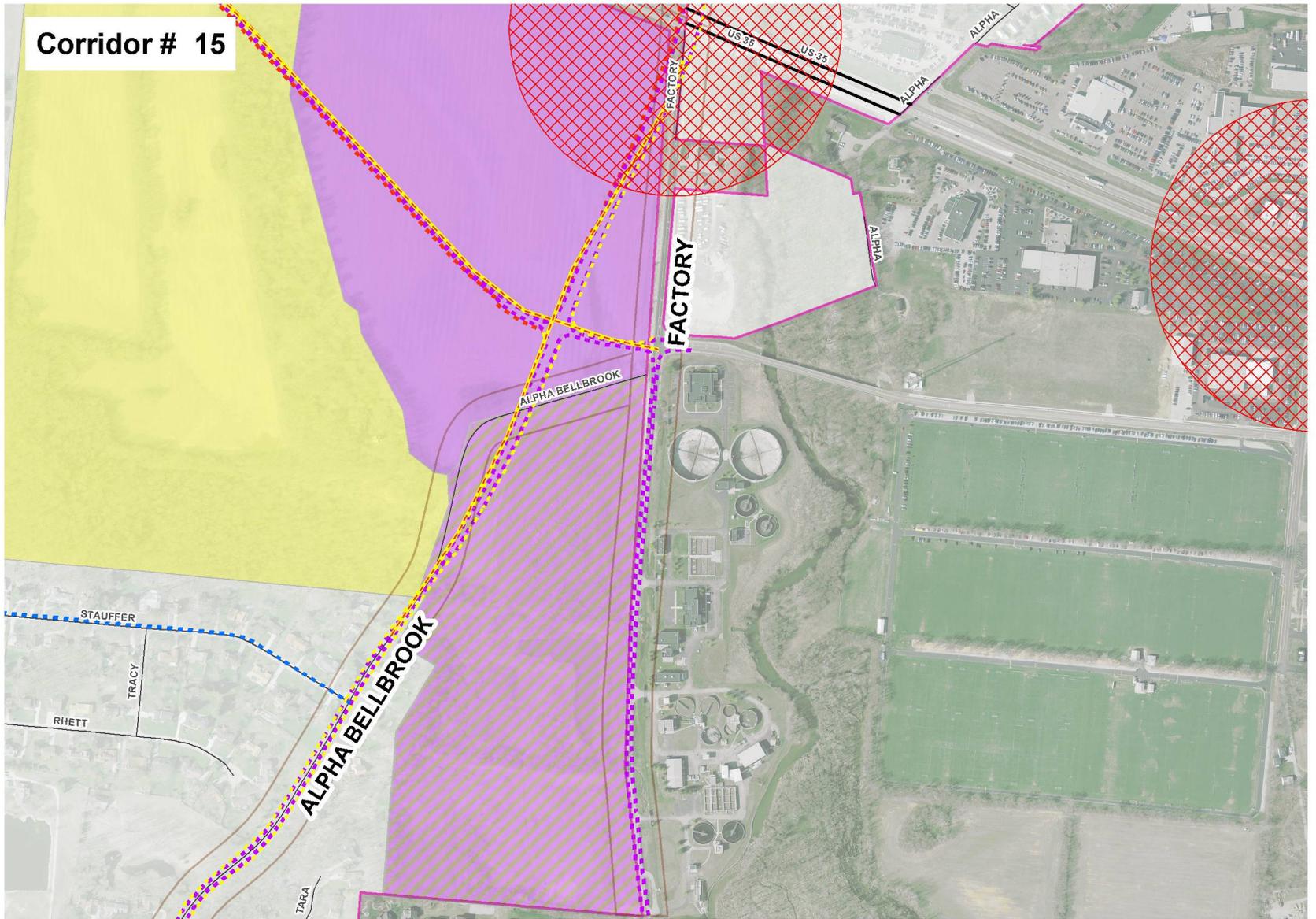
Corridor	Sidepath, Future/Approved	Sidewalk, Existing	<b>Areas of Likely Development</b> Low-Density Residential Neighborhood/Community Commercial/Office Office Regional Commercial/Office Research & Development/Office/High Tech Mfg. Research and Office
City Boundary	Sidepath and On-Street, Future/Approved	Sidewalk, Proposed	
Nature Trails	Sidepath, Proposed	Proposed Interchanges	
On-Street Facility, Existing	Sidepath, Existing	Future Roadway Connectors/Extensions	
On-Street Facility, Proposed	Signed Route, Existing	Signed Route, Proposed	



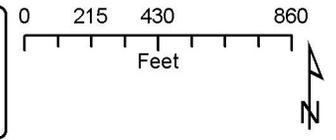
**Factory Road** From: *Dayton-Xenia Rd.* To: *US 35*

<b>Corridor # 14</b>	<b>Factory Road from Dayton-Xenia Road to US 35</b>
Corridor Length	0.55 miles
Functional Classification	Major Arterial
Number of Lanes	2 to 3 lanes
Speed Limit	40 MPH
Existing Non-Motorized Transportation Facilities	<ul style="list-style-type: none"> <li>•Creekside Trail crosses Factory Rd. in the corridor.</li> </ul>
Anticipated Development or Significant Vacant Land	N/A
Traffic Count Data	1997: 5,700 VPD (vehicles per day) 900 feet north of US 35.
Planned Roadway Projects or Future Extensions	<ul style="list-style-type: none"> <li>•A project to eliminate the at-grade intersection with Factory Rd. and US 35 and Beaver Valley Rd. and US 35 are in the MVRPC TIP. This project will be constructed no earlier than 2016.</li> <li>•A project to reroute Factory Rd. to line up with Beaver Valley Rd. is in the MVRPC LRP, as well as a slightly alternate route is part of the City's long range vision. Construction is planned between 2021-2025.</li> <li>•A project to improve sight distance of intersection of Factory Road and Richmar Drive; widen to three lanes from Nutter Park entrance to Dayton-Xenia Road. Construction is planned for 2013.</li> </ul>
Future Non-Motorized Transportation Recommendations	<ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of Factory Rd., the entire length of the corridor.</li> <li>•Sidewalks/Sidepaths should be constructed on both sides of Factory Rd. the entire length of the corridor.</li> </ul>

**Corridor # 15**



Corridor	Sidepath, Future/Approved	Sidewalk, Existing	<b>Areas of Likely Development</b>
City Boundary	Sidepath and On-Street, Future/Approved	Sidewalk, Proposed	
Nature Trails	Sidepath, Proposed	Proposed Interchanges	Neighborhood/Community Commercial/Office
On-Street Facility, Existing	Sidepath, Existing	Future Roadway Connectors/Extensions	Office
On-Street Facility, Proposed	Signed Route, Existing		Regional Commercial/Office
	Signed Route, Proposed		Research & Development/Office/High Tech Mfg.
			Research and Office

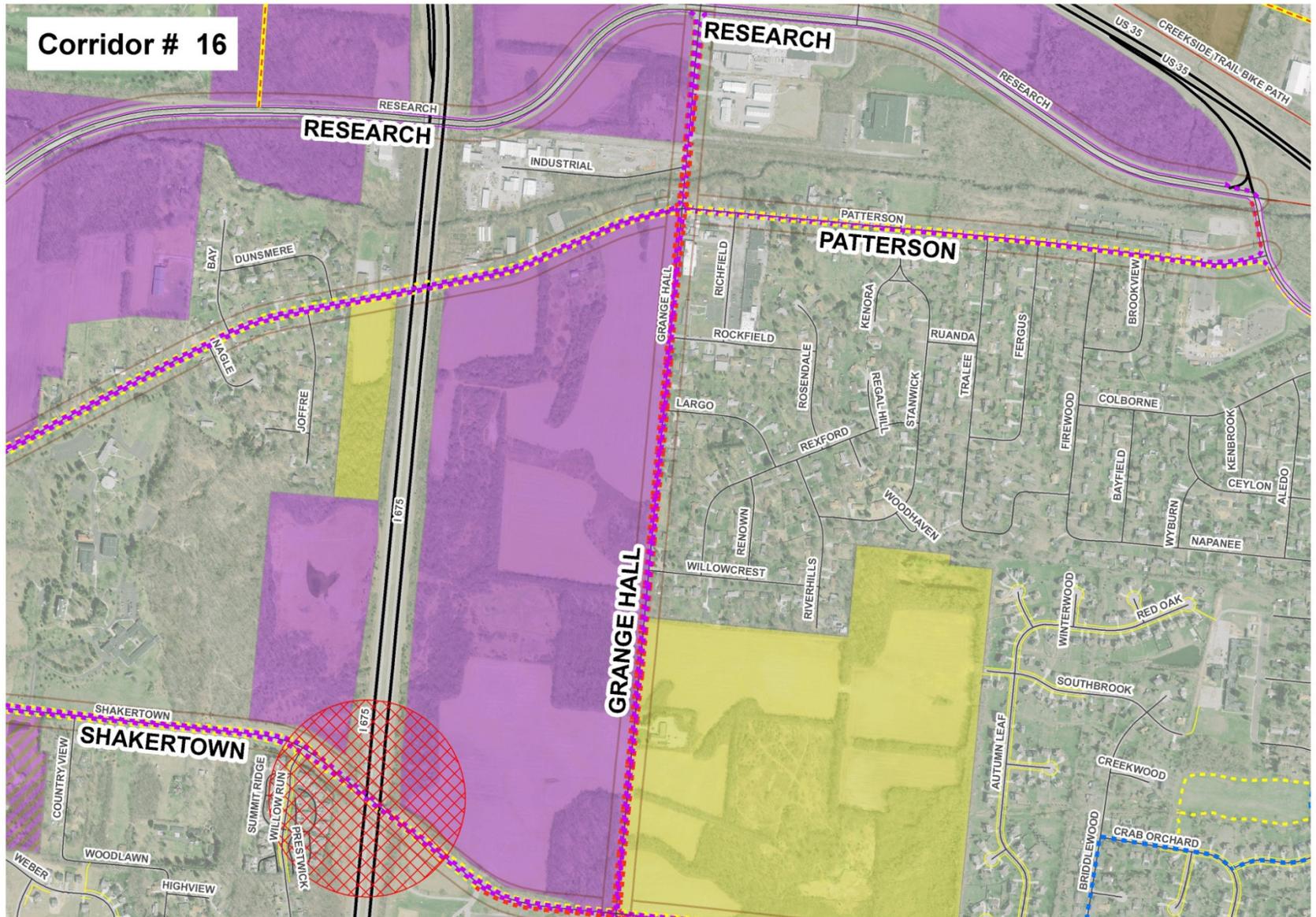


**Factory Road** From: US 35 To: Southeast City Boundary

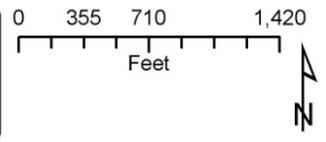
Corridor # 15	Factory Road from US 35 to Southern Boundary
Corridor Length	0.68 miles
Functional Classification	Major Arterial
Number of Lanes	2 to 3 lanes
Speed Limit	40 MPH
Existing Non-Motorized Transportation Facilities	N/A
Anticipated Development or Significant Vacant Land*	<ul style="list-style-type: none"> <li>•The Casto Property, located on the west side of Factory Rd. has three classifications on the City Land Use Plan; 87 acres are classified as Low Density – Single Family Residential , 56.5 acres are classified as Research &amp; Development/Office/High Tech Manuf, and 15.2 acres are classified as Research and Office. Combined, there could be as many as 217 single family homes, and 714,000 square feet of Office/R&amp;D/High Tech Manuf. on the property.</li> <li>•The Arnold Property, located on the west side of Factory Rd., south of Alpha-Bellbrook Rd. is classified as Research and Office on the City Land Use Plan, and could yield as much as 267,500 square feet of office space.</li> </ul>
Traffic Count Data	2005: 7,300 VPD (vehicles per day) 430 feet north of Alpha-Bellbrook Rd.
Planned Roadway Projects or Future Extensions	A project to eliminate the at-grade intersection with Factory Rd. and US 35 and Beaver Valley Rd. and US 35 is in the MVRPC TIP (or short range plan). This project will be constructed no earlier than 2016.
Future Non-Motorized Transportation Recommendations	<ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of Factory Rd., the entire length of the corridor.</li> <li>•Once the interchange project occurs, on-street facilities should be constructed on both sides of the future route of Factory Rd.</li> <li>•Once the interchange project occurs, sidepaths should be constructed on the west side of the future route of Factory Rd., and sidewalks/sidepaths should be constructed on the east side, both going over US 35.</li> </ul>

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# Corridor # 16



Corridor	Sidepath, Future/Approved	Sidewalk, Existing	<b>Areas of Likely Development</b>
City Boundary	Sidepath and On-Street, Future/Approved	Sidewalk, Proposed	
Nature Trails	Sidepath, Proposed	Proposed Interchanges	Neighborhood/Community Commercial/Office
On-Street Facility, Existing	Sidepath, Existing	Future Roadway Connectors/Extensions	Office
On-Street Facility, Proposed	Signed Route, Existing		Regional Commercial/Office
	Signed Route, Proposed		Research & Development/Office/High Tech Mfg.
			Research and Office

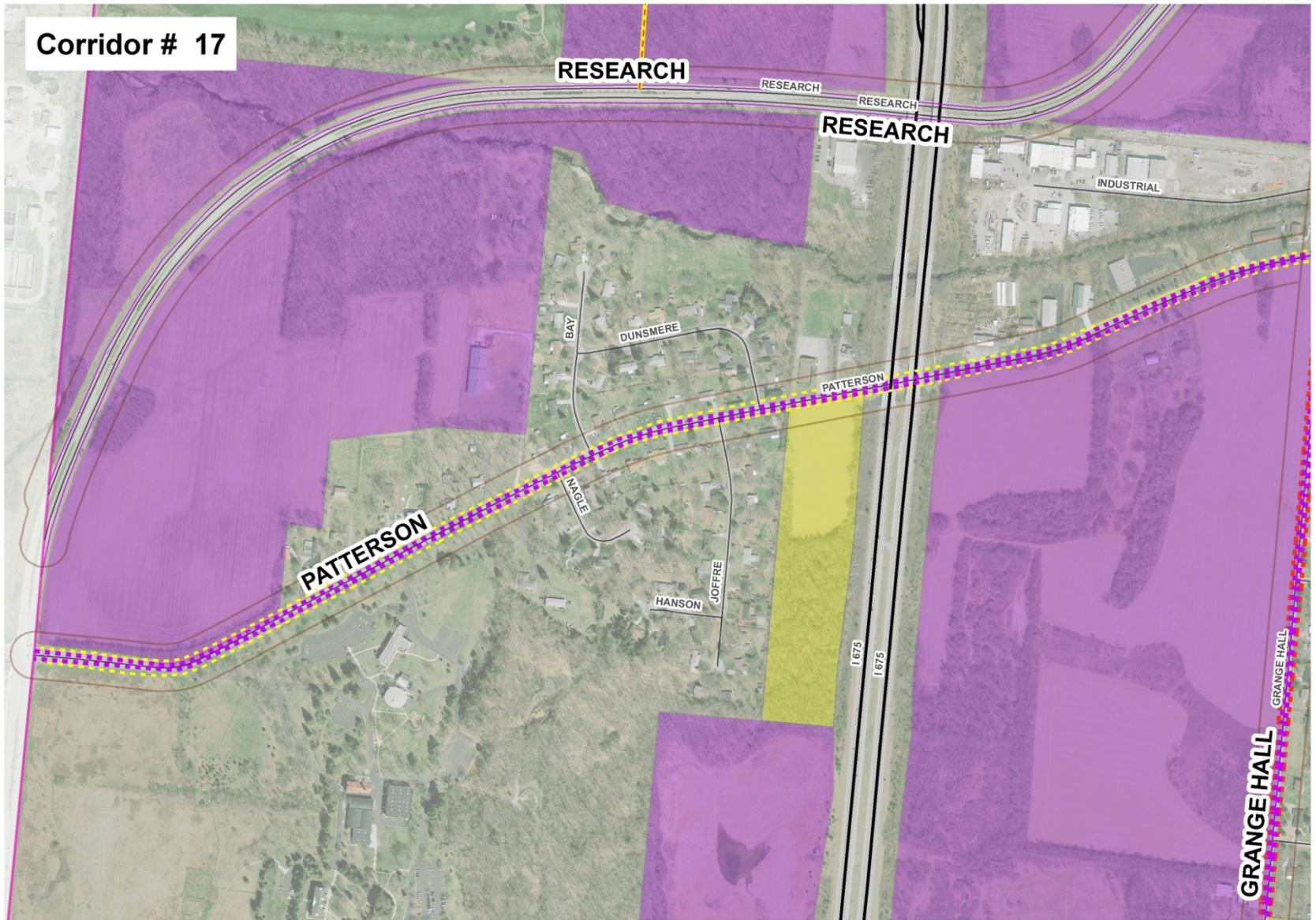


**Grange Hall Road** From: *Research Blvd.* To: *Shakertown Rd.*

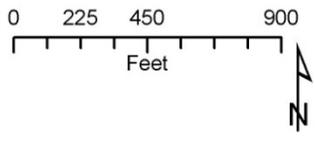
<b>Corridor # 16</b>	<b>Grange Hall Road from Research Boulevard to Shakertown Road</b>
Corridor Length	1.19 miles
Functional Classification	Minor Arterial
Number of Lanes	2 lanes
Speed Limit	35 MPH
Existing Non-Motorized Transportation Facilities	•N/A
Anticipated Development or Significant Vacant Land*	<ul style="list-style-type: none"> <li>• Approximately 157 acres of vacant land on the west side of Grange Hall Rd., are classified as Research &amp; Development/Office/High Tech Manuf on the City's Land Use Plan. This could yield up to 1.56 million square feet of Research &amp; Development/Office/High Tech Manuf space.</li> <li>• Approximately 125 acres of vacant land on the east side of Grange Hall Rd., are classified Low-Density Single Family Residential on the City's Land Use Plan. This could yield as many as 313 single family homes.</li> </ul>
Traffic Count Data	2006: 4,600 VPD (vehicles per day), 830 feet north of Shakertown Rd.; 2007: 12,400 VPD, 300 feet south of Research Blvd
Planned Roadway Projects or Future Extensions	<ul style="list-style-type: none"> <li>• Improvements to the intersection of Shakertown Rd. and Grange Hall Rd., which include adding left and right turn lanes and adding a signal are in the MVRPC LRP. Plans for construction are between 2016-2020.</li> <li>• A project to widen Grange Hall Rd. from two lanes to three lanes should be added to MVRPC LRP at the earliest possible date.</li> </ul>
Future Non-Motorized Transportation Recommendations	<ul style="list-style-type: none"> <li>• On-street facilities should be constructed on both sides of Grange Hall Rd., the entire length of the corridor.</li> <li>• Sidepaths should be constructed on both sides of Grange Hall Rd., the entire length of the corridor.</li> </ul>

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**Corridor # 17**



Corridor	Sidepath, Future/Approved	Sidewalk, Existing	<b>Areas of Likely Development</b>
City Boundary	Sidepath and On-Street, Future/Approved	Sidewalk, Proposed	
Nature Trails	Sidepath, Proposed	Proposed Interchanges	Neighborhood/Community Commercial/Office
On-Street Facility, Existing	Sidepath, Existing	Future Roadway Connectors/Extensions	Office
On-Street Facility, Proposed	Signed Route, Existing		Regional Commercial/Office
	Signed Route, Proposed		Research & Development/Office/High Tech Mfg.
			Research and Office

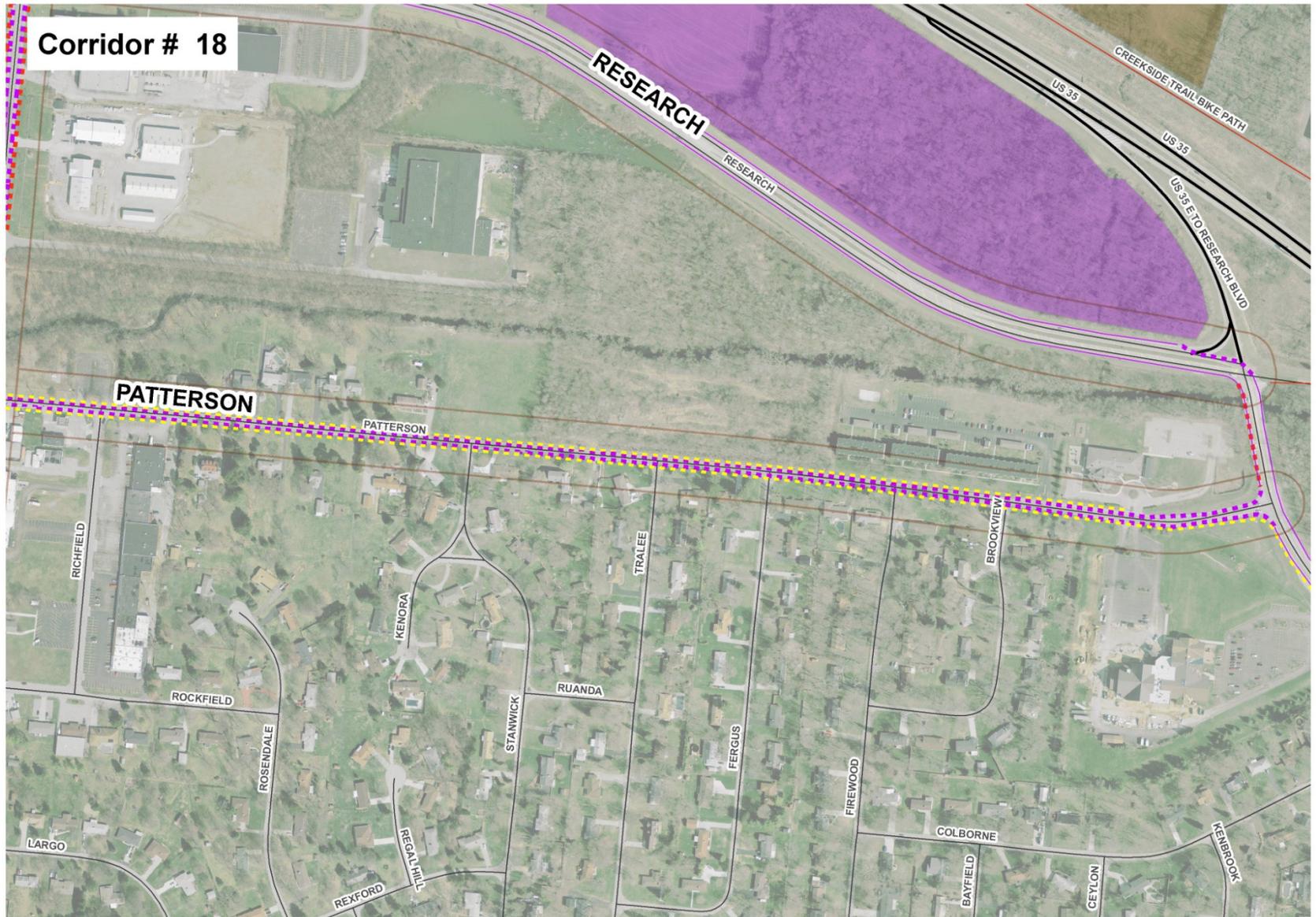


**Patterson Road** From: West City Boundary To: Grange Hall Rd.

Corridor # 17	Patterson Road from West City Boundary to Grange Hall Road
Corridor Length	1.11 miles
Functional Classification	Residential Collector
Number of Lanes	2 to 3 lanes
Speed Limit	40 MPH
Existing Non-Motorized Transportation Facilities	<ul style="list-style-type: none"> <li>•A small segment (488 feet) of sidewalk on the north side of Patterson Rd. west of the intersection of Patterson Rd. and Grange Hall Rd. heading west.</li> </ul>
Anticipated Development or Significant Vacant Land*	<ul style="list-style-type: none"> <li>•The 158-acre vacant area on the south side of Patterson Rd., at the intersection of Grange Hall Rd. and Patterson Rd. is classified as Research &amp; Development/Office/High Tech Manuf . on the City's Land Use Plan, and could yield as much as 1.5 million square feet of Research &amp; Development/Office/High Tech Manuf .</li> <li>•The 10-acre vacant area on the south side of Patterson Rd., just west of I-675 is classified as Low Density, Single-Family Residential on the City's Land Use Plan, and could yield as many as 25 single family homes.</li> <li>•The 63-acre vacant area, which is part of a larger 152-acre vacant area of Miami Valley Research Park on the north side of Patterson Rd., at the intersection of Research Blvd. and Patterson Rd. is classified as Research &amp; Development/Office/High Tech Manuf on the City's Land Use Plan, and could yield as much as 1.5 million square feet of Research &amp; Development/Office/High Tech Manuf .</li> </ul>
Traffic Count Data	2005: 2,500 VPD (Vehicles per day), 500 feet west of the intersection of Grange Hall Rd. and Patterson Rd.
Planned Roadway Projects or Future Extensions	<ul style="list-style-type: none"> <li>•N/A</li> </ul>
Future Non-Motorized Transportation Recommendations	<ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of Patterson Rd., the entire length of the corridor.</li> <li>•Sidewalks/Sidepaths should be constructed on both sides of Patterson Rd., the entire length of the corridor.</li> </ul>

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# Corridor # 18

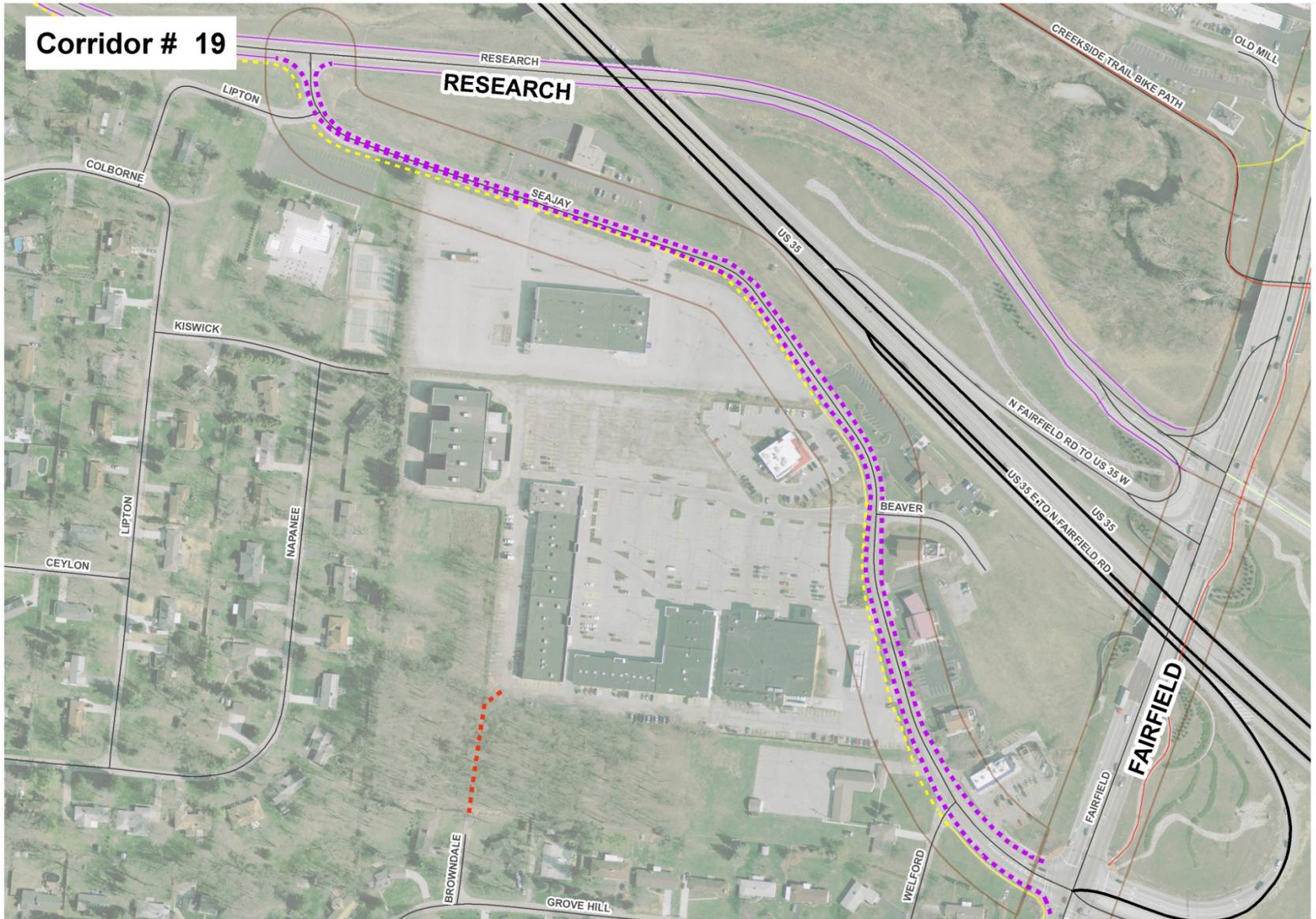


Corridor	Sidepath, Future/Approved	Sidewalk, Existing	<b>Areas of Likely Development</b> Low-Density Residential Neighborhood/Community Commercial/Office Office Regional Commercial/Office Research & Development/Office/High Tech Mfg. Research and Office
City Boundary	Sidepath and On-Street, Future/Approved	Sidewalk, Proposed	
Nature Trails	Sidepath, Proposed	Proposed Interchanges	
On-Street Facility, Existing	Sidepath, Existing	Future Roadway Connectors/Extensions	
On-Street Facility, Proposed	Signed Route, Existing	Signed Route, Proposed	

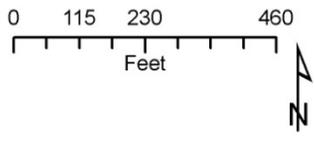
**Patterson Road** From: Grange Hall Rd. To: Research Blvd.

<b>Corridor # 18</b>	<b>Patterson Road from Grange Hall Road to Research Boulevard</b>
Corridor Length	0.77 miles
Functional Classification	Residential Collector
Number of Lanes	2 to 3 lanes
Speed Limit	40 MPH
Existing Non-Motorized Transportation Facilities	NA
Anticipated Development or Significant Vacant Land	N/A
Traffic Count Data	N/A
Planned Roadway Projects or Future Extensions	N/A
Future Non-Motorized Transportation Recommendations	<ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of Patterson Rd., the entire length of the corridor.</li> <li>•Sidewalks/Sidepaths should be constructed on both sides of Patterson Rd., the entire length of the corridor.</li> </ul>

# Corridor # 19



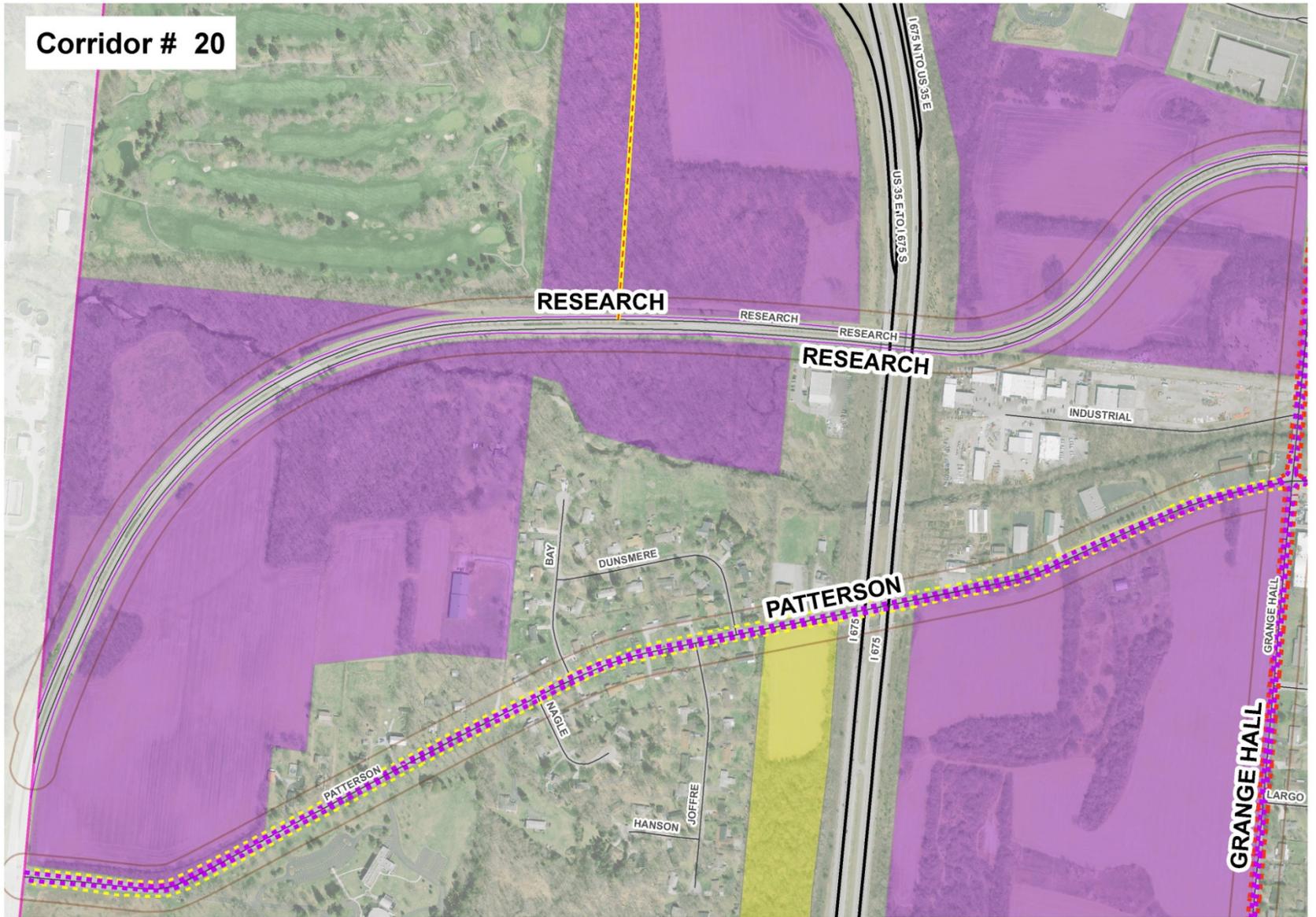
Corridor	Sidepath, Future/Approved	Sidewalk, Existing	<b>Areas of Likely Development</b> Low-Density Residential Neighborhood/Community Commercial/Office Office Regional Commercial/Office Research & Development/Office/High Tech Mfg. Research and Office
City Boundary	Sidepath and On-Street, Future/Approved	Sidewalk, Proposed	
Nature Trails	Sidepath, Proposed	Proposed Interchanges	
On-Street Facility, Existing	Sidepath, Existing	Future Roadway Connectors/Extensions	
On-Street Facility, Proposed	Signed Route, Existing	Signed Route, Proposed	



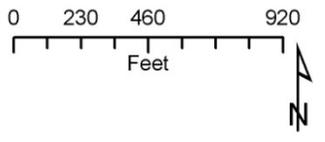
**Seajay Drive** From: Research Blvd. To: North Fairfield Rd.

Corridor # 19	Seajay Drive from Research Boulevard to North Fairfield Road
Corridor Length	0.52 miles
Functional Classification	Commercial Collector
Number of Lanes	2 to 5 lanes
Speed Limit	25 MPH
Existing Non-Motorized Transportation Facilities	<ul style="list-style-type: none"> <li>•A small segment (210 feet) of sidewalk on the west side of Seajay Dr. in front of the existing Bob Evans restaurant.</li> <li>•A small segment (300 feet) of sidewalk on the southwest corner of Seajay Dr. and North Fairfield Rd.</li> </ul>
Anticipated Development or Significant Vacant Land	N/A
Traffic Count Data	N/A
Planned Roadway Projects or Future Extensions	N/A
Future Non-Motorized Transportation Recommendations	<ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of Seajay Dr., the entire length of the corridor.</li> <li>•A sidewalk/sidepath should be constructed on the west side of Seajay Dr. connecting the existing sidewalk stubs, the entire length of the corridor.</li> </ul>

**Corridor # 20**



Corridor	Sidepath, Future/Approved	Sidewalk, Existing	<b>Areas of Likely Development</b>	
City Boundary	Sidepath and On-Street, Future/Approved	Sidewalk, Proposed		Low-Density Residential
Nature Trails	Sidepath, Proposed	Proposed Interchanges		Neighborhood/Community Commercial/Office
On-Street Facility, Existing	Sidepath, Existing	Future Roadway Connectors/Extensions		Office
On-Street Facility, Proposed	Signed Route, Existing	Signed Route, Proposed	Regional Commercial/Office	
			Research & Development/Office/High Tech Mfg.	
			Research and Office	



**Research Boulevard** From: West City Boundary To: Grange Hall Rd.

<b>Corridor # 20</b>	<b>Research Boulevard from West City Boundary to Grange Hall Road</b>
Corridor Length	1.30 miles
Functional Classification	Principal Arterial
Number of Lanes	4 to 5 lanes
Speed Limit	50 MPH
Existing Non-Motorized Transportation Facilities	<ul style="list-style-type: none"> <li>•On-street facilities, in the form of wide shoulders, are on each side of Research Blvd., the entire length of the corridor.</li> </ul>
Anticipated Development or Significant Vacant Land*	<ul style="list-style-type: none"> <li>•The combined 152-acre vacant area of Miami Valley Research Park part of which is north of Research Blvd. and part of which is south of Research Blvd., west of I-675, is classified as Research &amp; Development/Office/High Tech Manuf on the City's Land Use Plan, and could yield as much as 1.5 million square feet of Research &amp; Development/Office/High Tech Manuf .</li> <li>•The 57-acre vacant area of Miami Valley Research Park part of which is north of Research Blvd. and part of which is south of Research Blvd., east of I-675, is classified as Research &amp; Development/Office/High Tech Manuf on the City's Land Use Plan, and could yield as much as 566,000 square feet of Research &amp; Development/Office/High Tech Manuf .</li> </ul>
Traffic Count Data	2008: 6,900 VPD (Vehicles per day), 0.5 miles west of the I-675.
Planned Roadway Projects or Future Extensions	Future roadway from UES on Dayton-Xenia Rd. to Research Boulevard is in the City's long range plans and should be constructed concurrently with the development of the vacant land upon which it is located.
Future Non-Motorized Transportation Recommendations	N/A

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