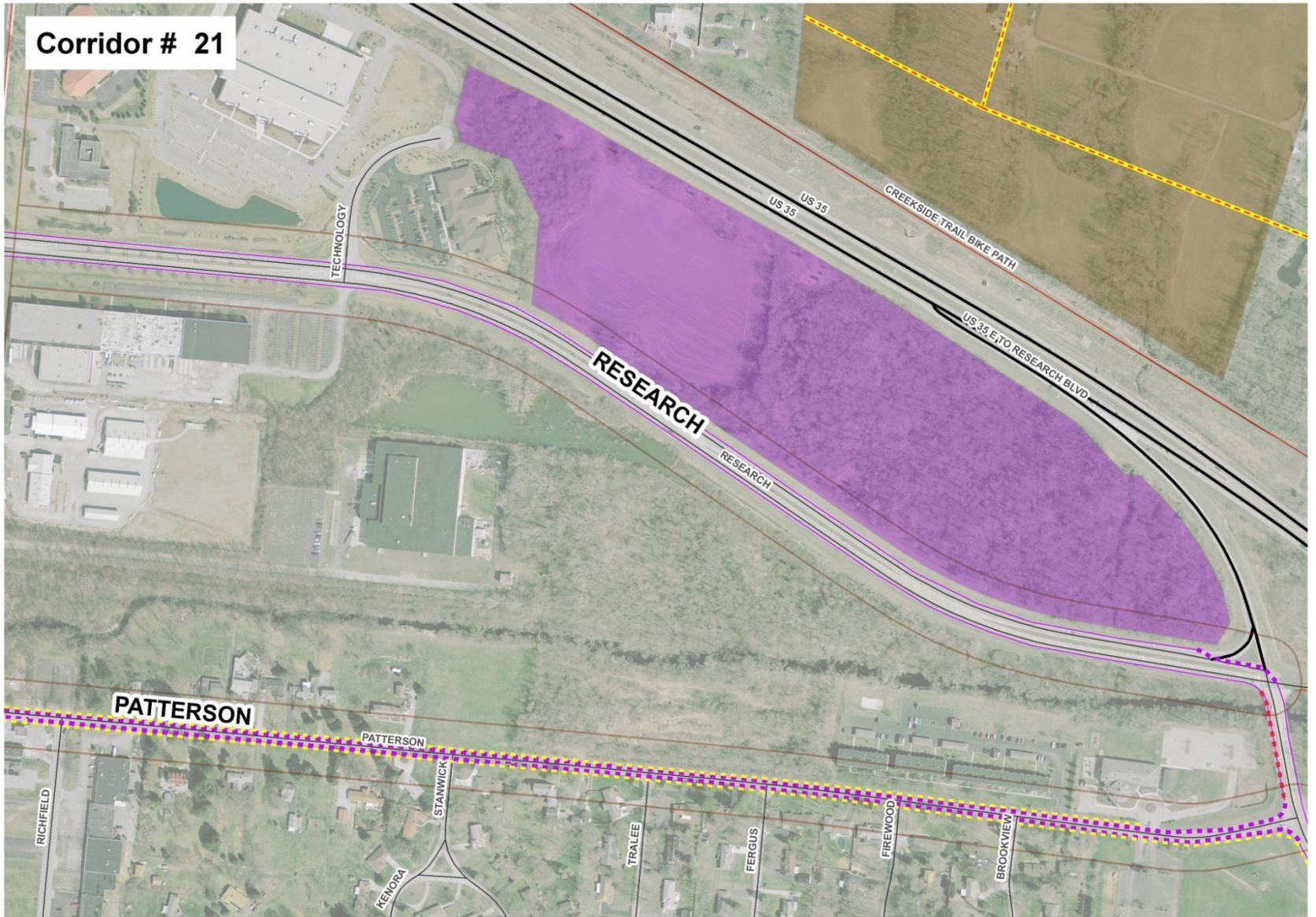
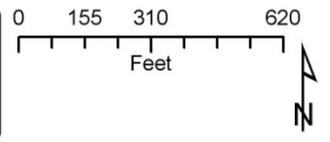


# Corridor # 21



|                              |   |                                      |  |  |
|------------------------------|---|--------------------------------------|--|--|
| 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                          |  |

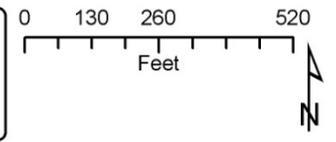
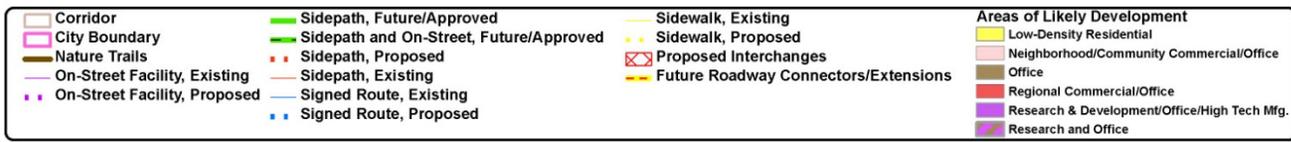
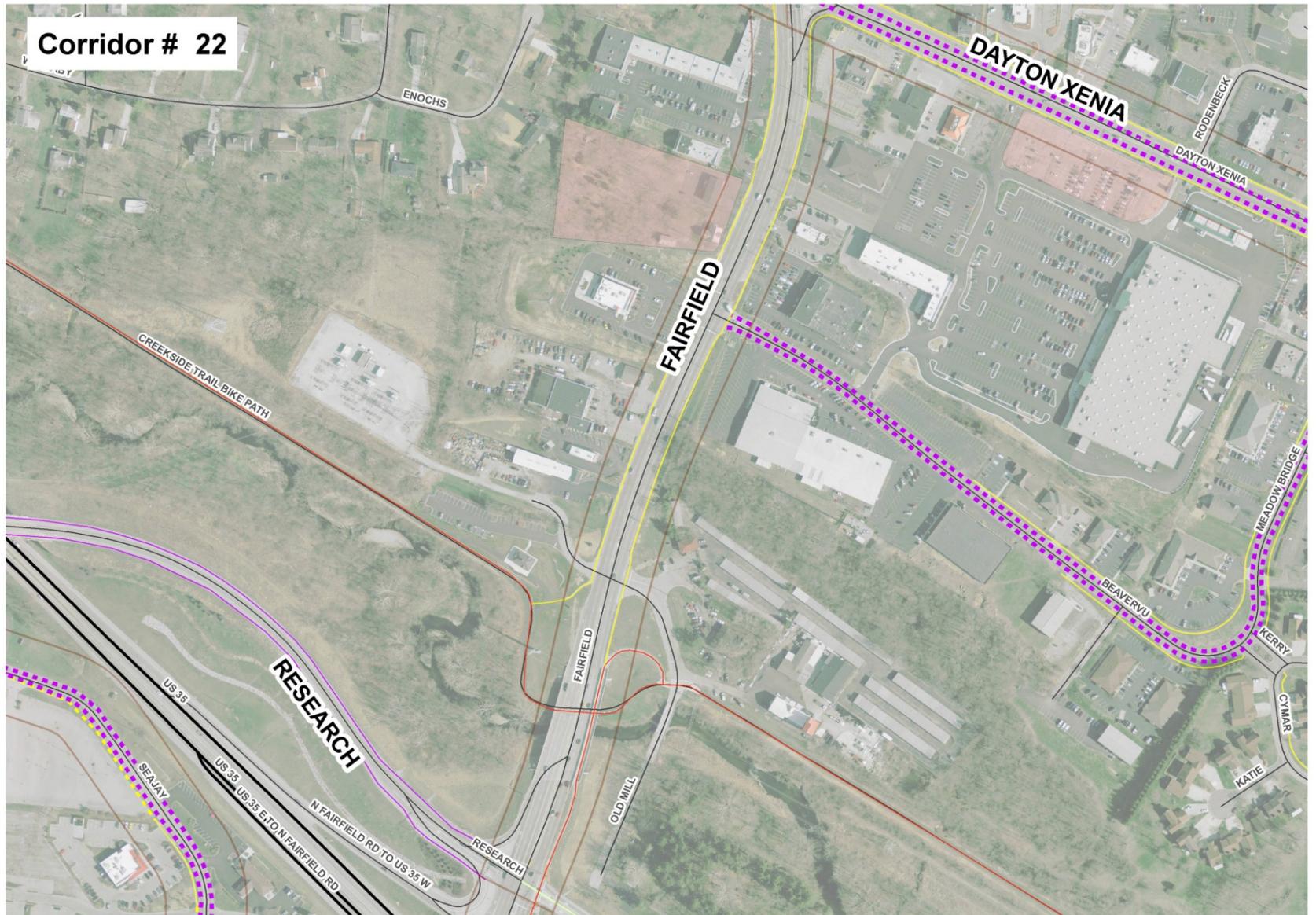


**Research Boulevard** From: Grange Hall Rd. To: Research Blvd/Patterson Rd.

| <b>Corridor # 21</b>                                | <b>Research Boulevard from Grange Hall Road to Patterson Road</b>  |
|---|--|
| Corridor Length                                     | 0.78 miles   |
| Functional Classification                           | Principal Arterial   |
| Number of Lanes                                     | 4 to 5 lanes   |
| Speed Limit   | 50 MPH   |
| Existing Non-Motorized Transportation Facilities    | •On-street facilities in the form of wide shoulders, are on each side of Research Blvd. the entire length of the corridor.   |
| Anticipated Development or Significant Vacant Land* | •The 30-acre vacant area on the north side of Research Blvd., fronting on US 35, is classified as Research & Development/Office/High Tech Manuf on the City's Land Use Plan, and could yield as much as 300,000 square feet of Research & Development/Office/High Tech Manuf . |
| Traffic Count Data                                  | 2002: 4,400 VPD (Vehicles per day), 360 feet east Grange Hall Rd.; 2004: 3,500 VPD (Vehicles per day), 450 feet west of Patterson Rd.  |
| Planned Roadway Projects or Future Extensions       | N/A  |
| Future Non-Motorized Transportation Recommendations | N/A  |

\* 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.

**Corridor # 22**

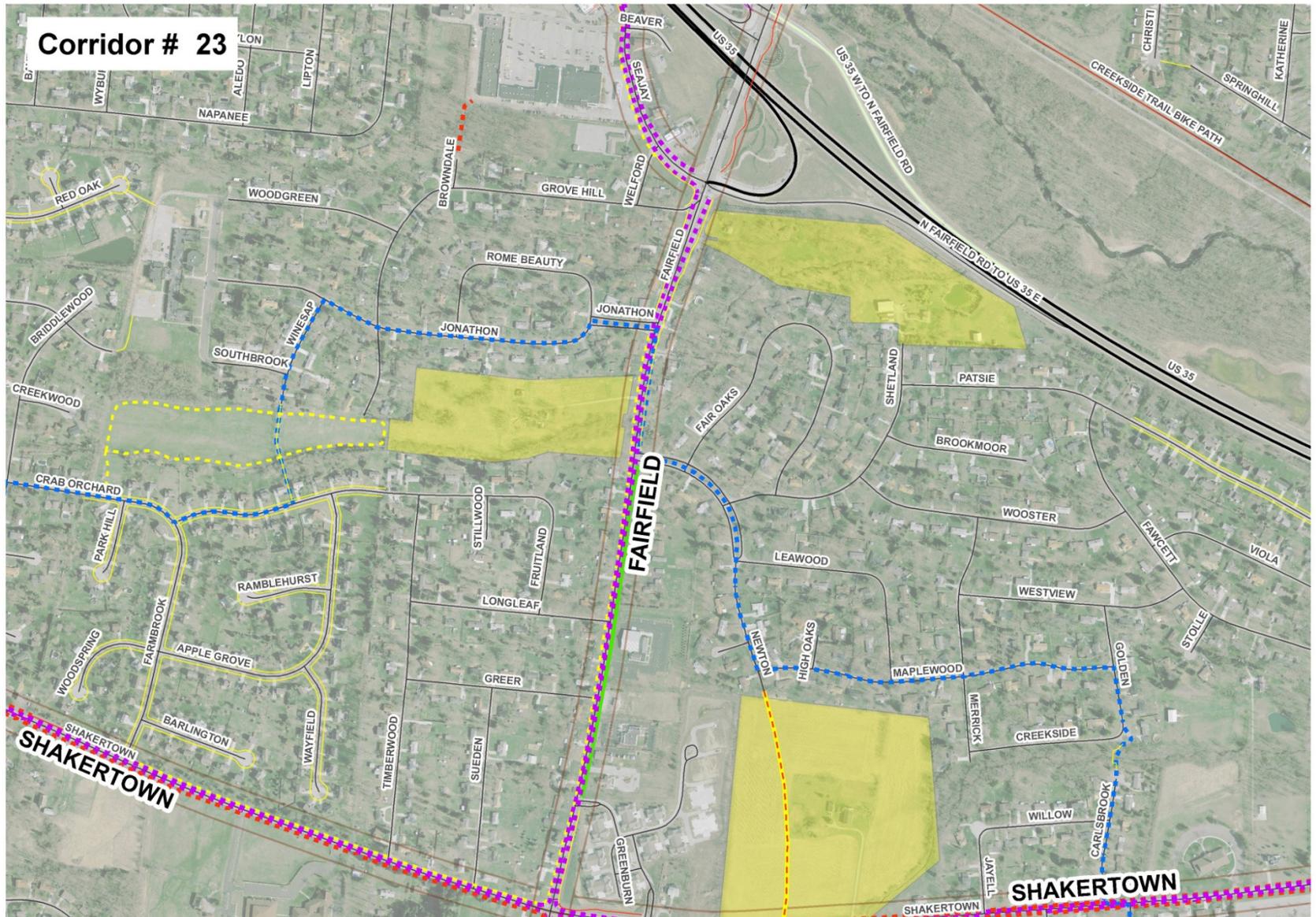


**North Fairfield Road** From: Dayton-Xenia Rd. To: Research Blvd.

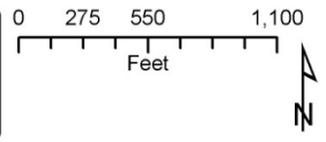
| <b>Corridor # 22</b>                                | <b>North Fairfield Road from Dayton-Xenia Road to Research Boulevard</b>  |
|---|---|
| Corridor Length                                     | 0.44 miles  |
| Functional Classification                           | Principal Arterial  |
| Number of Lanes                                     | 5 to 8 lanes  |
| Speed Limit   | 35 MPH  |
| Existing Non-Motorized Transportation Facilities    | <ul style="list-style-type: none"> <li>•Sidewalks are on both sides of North Fairfield Rd. from Dayton-Xenia Rd. to Creekside Trail.</li> <li>•A sidepath is on the east side of North Fairfield Rd. south of Creekside Trail.</li> </ul>                           |
| Anticipated Development or Significant Vacant Land* | <ul style="list-style-type: none"> <li>•The 2.4-acre vacant land on the west side of North Fairfield Rd. is classified as Neighborhood/Community Commercial/Office on the City's Land Use Plan, and could yield as much as 17,000 square feet of retail.</li> </ul> |
| Traffic Count Data                                  | 2004: 17,700 VPD (Vehicles per day), 375 feet north of Research Blvd.; 2005: 25,400 VPD (Vehicles per day), 250 feet south of Beaver Vu Dr.   |
| Planned Roadway Projects or Future Extensions       | N/A   |
| Future Non-Motorized Transportation Recommendations | N/A   |

\* 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.

# Corridor # 23



|                              |   |                                      |  |
|------------------------------|---|--------------------------------------|--|
| 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                          |



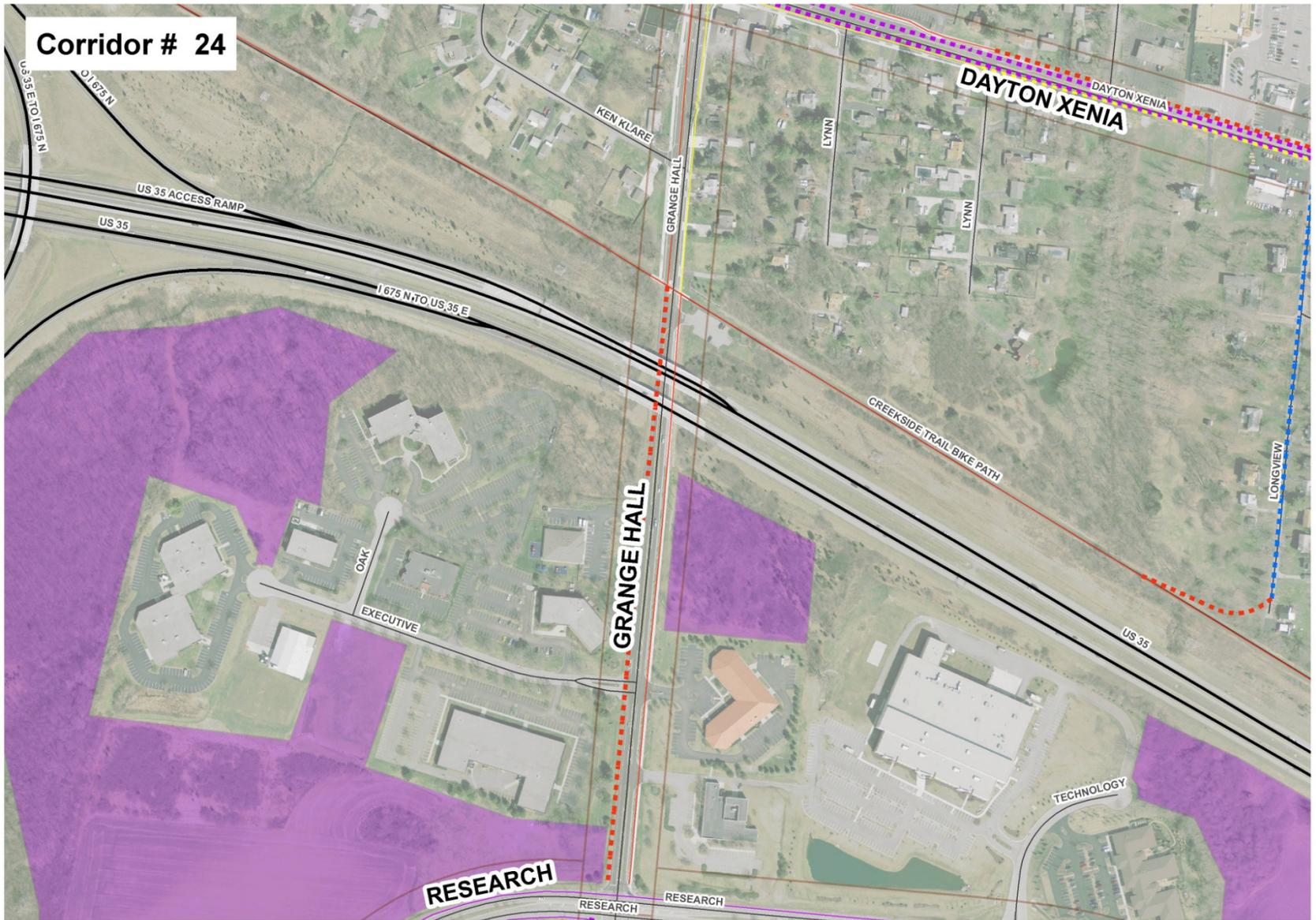
## North Fairfield Road

From: Research Blvd. To: Shakertown Rd.

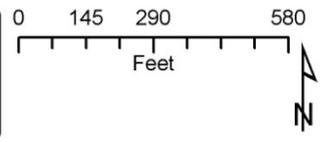
| <b>Corridor # 23</b>                                | <b>North Fairfield Road from Research Boulevard to Shakertown Road</b>  |
|---|---|
| Corridor Length                                     | 0.92 acres  |
| Functional Classification                           | Major Arterial  |
| Number of Lanes                                     | 2 to 7 lanes  |
| Speed Limit   | 35 MPH  |
| Existing Non-Motorized Transportation Facilities    | <ul style="list-style-type: none"> <li>•A small segment (500 feet) of sidewalk on the east side of North Fairfield Rd. from Shakertown Rd. to the north.</li> <li>•A sidewalk on the east side of North Fairfield Rd. from Newton Dr. to US 35.</li> <li>•A sidewalk on the west side of North Fairfield Rd. from Jonathan Dr. to Seajay Dr.</li> <li>•A sidepath on the east side of North Fairfield Rd. from US 35 to Research Blvd.</li> </ul>   |
| Anticipated Development or Significant Vacant Land* | <ul style="list-style-type: none"> <li>•A mostly vacant 12-acre parcel on the west side of North Fairfield Rd. across from Newton Dr. is classified as Low-Density, Single Family Residential on the City's Land Use Plan and could yield as many as 30 single family homes.</li> <li>•A mostly vacant 15-acre parcel on the east side of North Fairfield Rd., across from Seajay Dr. is classified as Low-Density, Single Family Residential on the City's Land Use Plan and could yield as many as 38 single family homes.</li> </ul> |
| Traffic Count Data                                  | 2003: 10,600 VPD (Vehicles per day), 945 feet north of Shakertown Rd.; 2008: 19,200 VPD (Vehicles per day), 300 feet south of US 35.  |
| Planned Roadway Projects or Future Extensions       | A project to widen North Fairfield Rd. from 2 to 3 lanes from Jonathan Rd. to Shakertown Rd. is in the MVRPC TIP and is scheduled for construction in 2015. This project will include the construction of a sidepath on the east side of North Fairfield Rd. from Newton Dr. to Greenburn Rd, highlighted in green on the map to the left.  |
| Future Non-Motorized Transportation Recommendations | <ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of North Fairfield Rd., from Seajay Dr. to Shakertown Rd.</li> <li>•A sidewalk/sidepath should be constructed on the west side of North Fairfield from Jonathan Dr. to Shakertown 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.

**Corridor # 24**



|                              |   |                                      |  |
|------------------------------|---|--------------------------------------|--|
| Corridor                     | Sidepath, Future/Approved               | Sidewalk, Existing                   | <b>Areas of Likely Development</b><br>Low-Density Residential<br>Neighborhood/Community Commercial/Office<br>Office<br>Regional Commercial/Office<br>Research & Development/Office/High Tech Mfg.<br>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               |  |

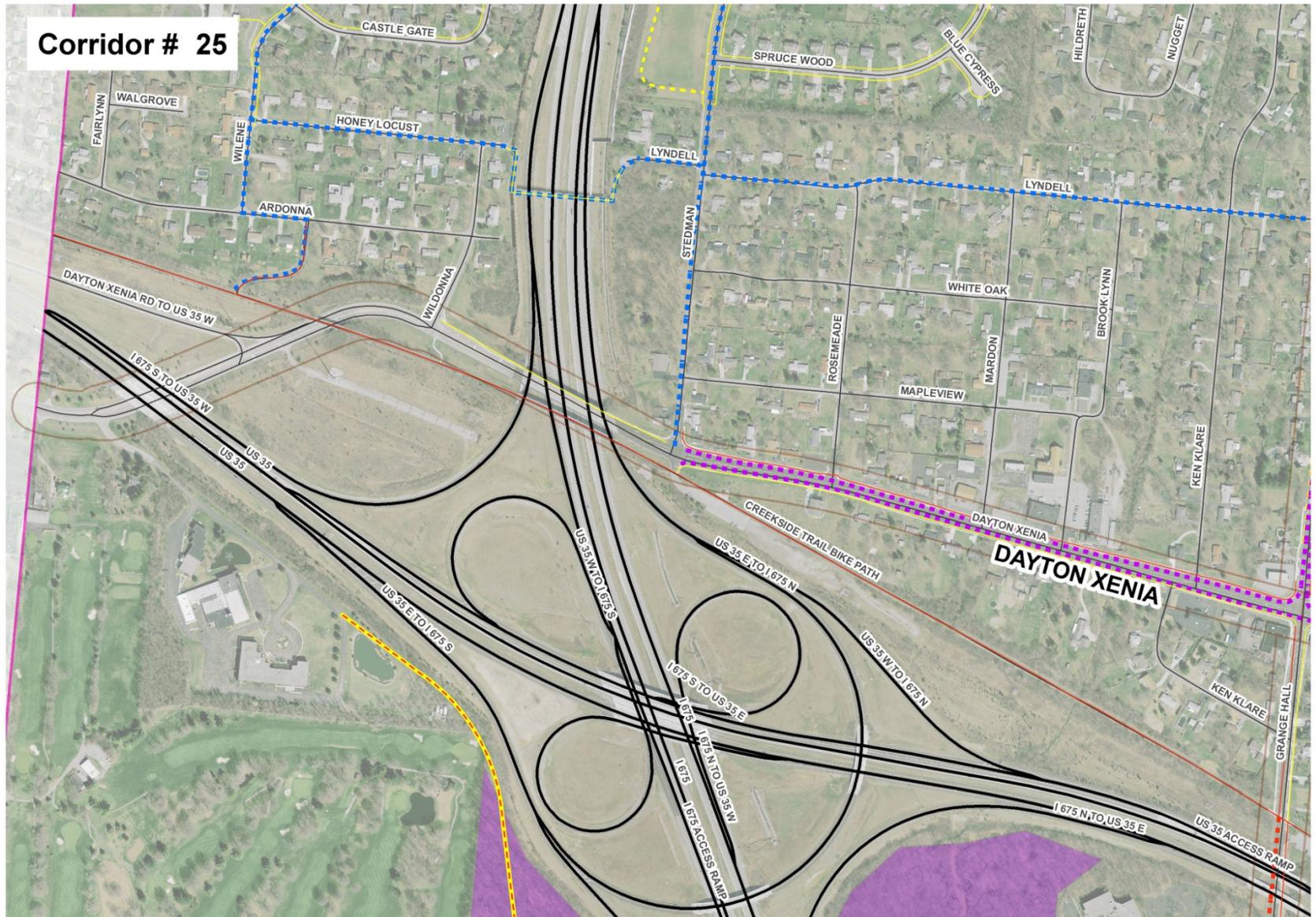


**Grange Hall Road** From: *Dayton-Xenia Rd.* To: *Research Blvd.*

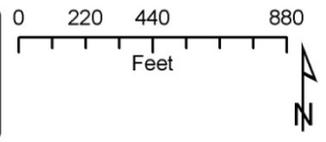
| <b>Corridor # 24</b>                                | <b>Grange Hall Road from Dayton-Xenia Road to Research Boulevard</b>   |
|---|--|
| Corridor Length                                     | 0.48 miles   |
| Functional Classification                           | Major Arterial   |
| Number of Lanes                                     | 3 to 4 lanes   |
| Speed Limit   | 35 MPH   |
| Existing Non-Motorized Transportation Facilities    | <ul style="list-style-type: none"> <li>•A sidewalk is on the east side of Grange Hall Rd. from Dayton-Xenia Rd to Creekside Trail.</li> <li>•A sidepath is on the west side of Grange Hall Rd. from Dayton-Xenia Rd. to Creekside Trail.</li> <li>•A sidepath is on the east side of Grange Hall Rd. from Creekside Trail to Research Blvd.</li> </ul>   |
| Anticipated Development or Significant Vacant Land* | <ul style="list-style-type: none"> <li>•The 3.1-acre vacant land on the east side of Grange Hall Rd. is classified as Research &amp; Development/Office/High Tech Manuf on the City's Land Use Plan, and could yield as much as 31,000 square feet of Research &amp; Development/Office/High Tech Manuf .</li> </ul>   |
| Traffic Count Data                                  | 2002: 14,000 VPD (Vehicles per day), 515 feet south of Dayton-Xenia Rd.  |
| Planned Roadway Projects or Future Extensions       | <ul style="list-style-type: none"> <li>• A project to enhance the aesthetics at the intersection of Grange Hall Rd. and Dayton-Xenia Rd. is in the City's 5-Year Capital Improvement Plan and is scheduled for construction in 2015.</li> <li>•A project to widen Grange Hall Rd from 2 to 3 lanes from Kemp Rd. to Patterson Rd is in the MVRPC LRP and is scheduled for construction between 2021 and 2025. A portion of this project was completed with the 2011 Dayton-Xenia Rd. widening project</li> </ul> |
| Future Non-Motorized Transportation Recommendations | A sidepath should be constructed on the west side of Grange Hall Rd. to Research Blvd., completing the existing sidepath.  |

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# Corridor # 25



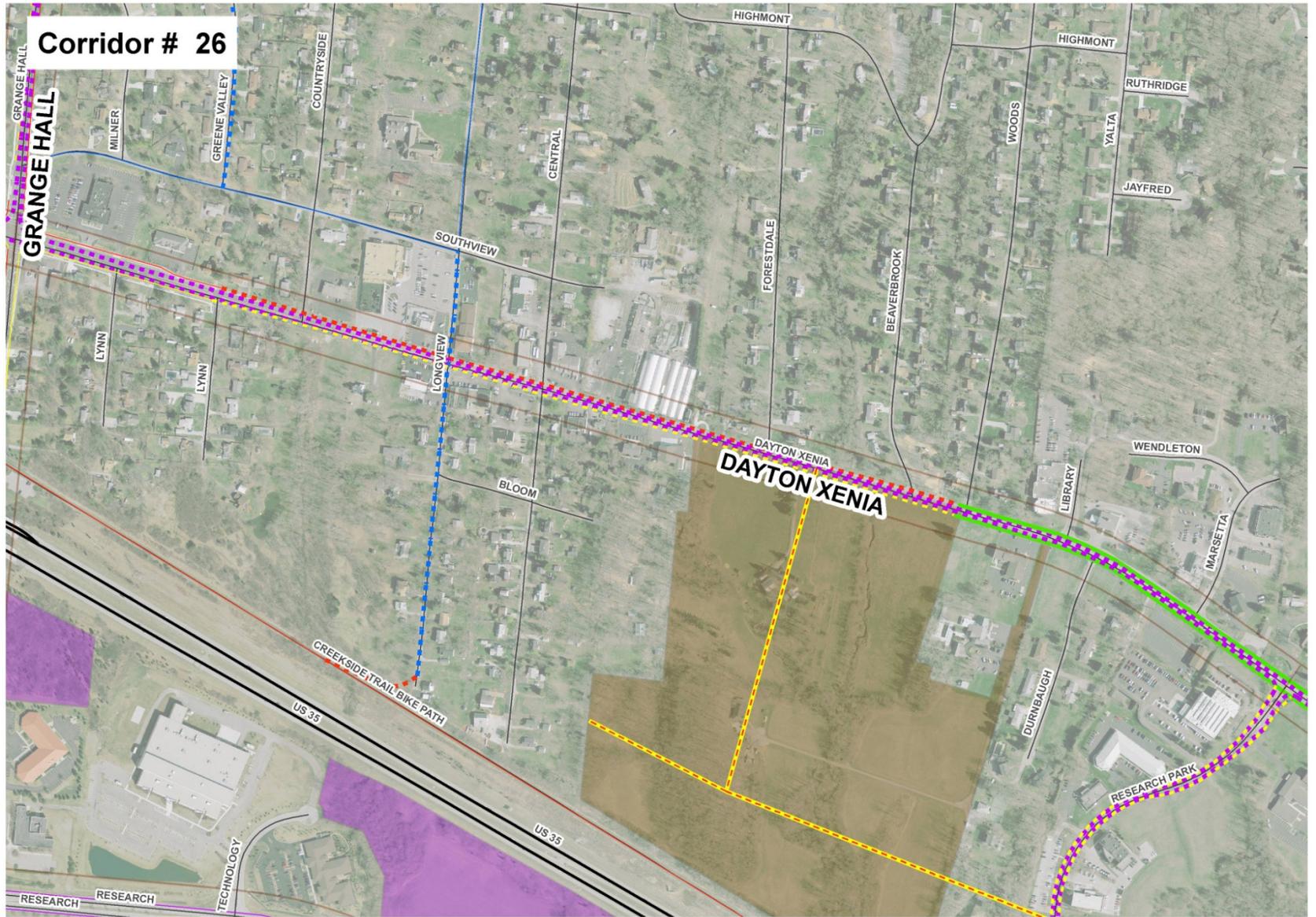
|                              |   |                                      |  |
|------------------------------|---|--------------------------------------|--|
| Corridor                     | Sidepath, Future/Approved               | Sidewalk, Existing                   | <b>Areas of Likely Development</b><br>Low-Density Residential<br>Neighborhood/Community Commercial/Office<br>Office<br>Regional Commercial/Office<br>Research & Development/Office/High Tech Mfg.<br>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               |  |



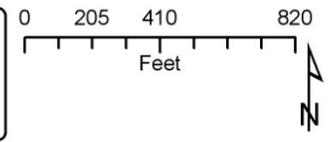
**Dayton-Xenia Road** From: West City Boundary To: Grange Hall Rd.

| <b>Corridor # 25</b>                                | <b>Dayton-Xenia Road from West City Boundary to Grange Hall Road</b>  |
|---|---|
| Corridor Length                                     | 1.06 miles  |
| Functional Classification                           | Principal Arterial  |
| Number of Lanes                                     | 4 to 5 lanes  |
| Speed Limit   | 40 MPH  |
| Existing Non-Motorized Transportation Facilities    | <ul style="list-style-type: none"> <li>•Approximately 0.5 miles of sidepath on the north side of Dayton-Xenia Rd. from Stedman Dr. to Grange Hall Rd.</li> <li>•Approximately 0.5 miles of sidewalk on the south side of Dayton-Xenia Rd. from Stedman Dr. to Grange Hall Rd.</li> <li>•Creekside Trail runs parallel to this corridor and crosses over the corridor just west of Wildonna Dr.</li> </ul> |
| Anticipated Development or Significant Vacant Land  | •N/A  |
| Traffic Count Data                                  | 2005: 12,200 VPD (Vehicles per day), 400 feet west of Ken Klare Dr.; 2007: 12,000 VPD (Vehicles per day), far west City boundary.   |
| Planned Roadway Projects or Future Extensions       | <ul style="list-style-type: none"> <li>•In the MVRPC TIP, a closed-loop signalization project is scheduled for 2013 construction, and this corridor is part of that project.</li> <li>•Plans to enhance the aesthetics at the intersection of Grange Hall Rd. and Dayton-Xenia Rd. are in the City's 5-Year Capital Improvement Plan, set for construction in 2015.</li> </ul>                            |
| Future Non-Motorized Transportation Recommendations | <ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of Dayton-Xenia Rd., from Stedman Dr. to Grange Hall Rd.</li> <li>•Install appropriate signs along the future "Creekside Trail – Kemp Connector East" and "Dayton-Xenia Parallel" signed neighborhood connectors at Stedman Dr. and at Lyndell Dr.</li> </ul>  |

**Corridor # 26**



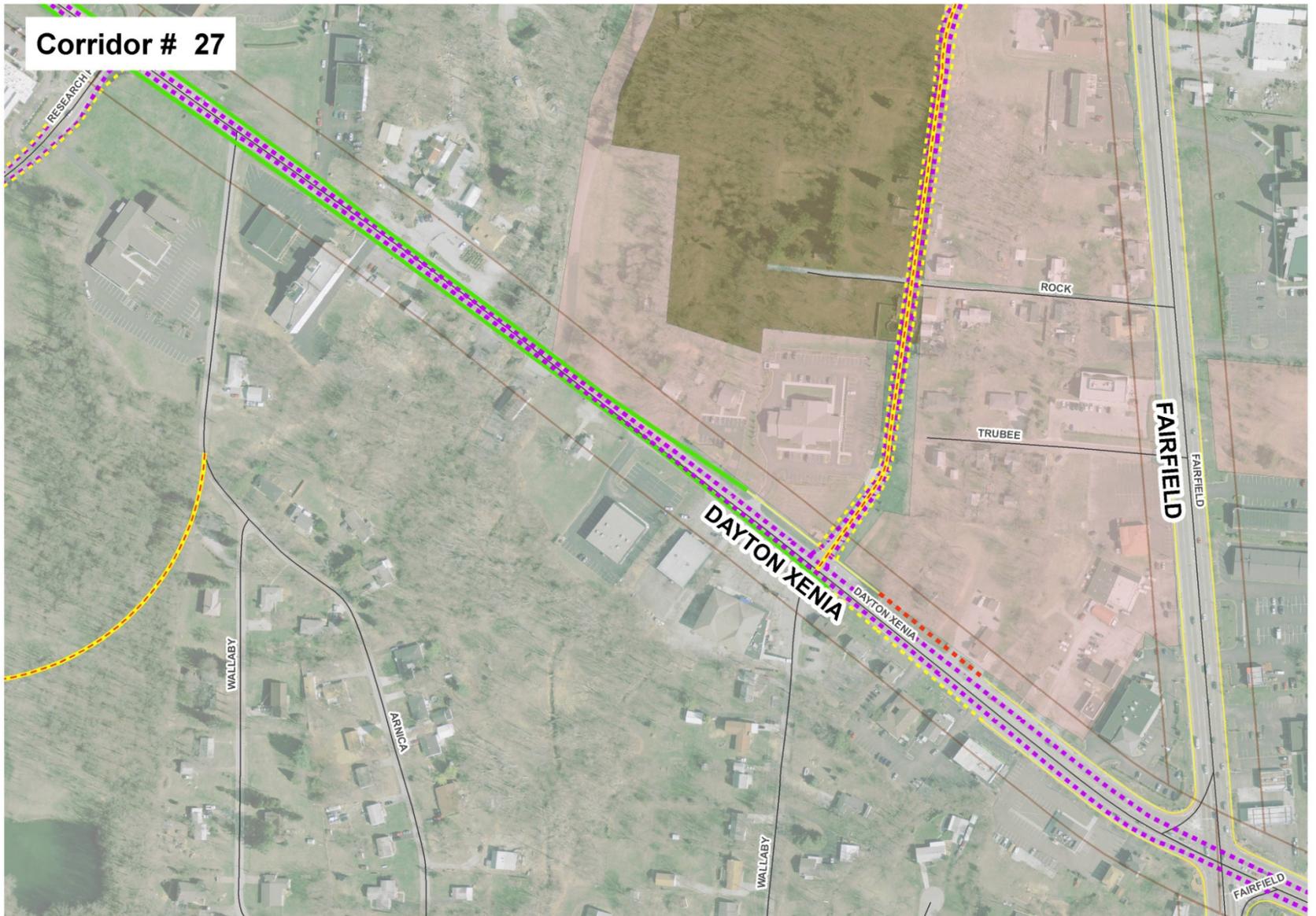
|                              |   |                                      |  |
|------------------------------|---|--------------------------------------|--|
| Corridor                     | Sidepath, Future/Approved               | Sidewalk, Existing                   | <b>Areas of Likely Development</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                          |



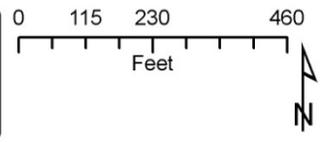
**Dayton-Xenia Road** From: *Grange Hall Rd.* To: *Research Park Dr.*

| <b>Corridor # 26</b>                                | <b>Dayton-Xenia Road from Grange Hall Road to Research Park Drive</b>   |
|---|---|
| Corridor Length                                     | 0.99 miles  |
| Functional Classification                           | Major Arterial  |
| Number of Lanes                                     | 2 to 5 lanes  |
| Speed Limit   | 40 MPH  |
| Existing Non-Motorized Transportation Facilities    | <ul style="list-style-type: none"> <li>•A small segment (825 feet) of sidepath on the north side of Dayton-Xenia Rd. from Grange Hall Rd. to East Lynn Dr.</li> <li>•A small segment (750 feet) of sidewalk on the south side of Dayton-Xenia Rd. from Grange Hall Rd. to East Lynn Dr.</li> </ul>  |
| Anticipated Development or Significant Vacant Land  | •The vacant 24.9-acre parcel on the south side of Dayton-Xenia Rd. is classified as Office on the City's Land Use Plan and could yield as much as 532,000 square feet of office.  |
| Traffic Count Data                                  | 2002: 15,200 VPD (Vehicles per day), 715 feet east of Grange Hall Rd.   |
| Planned Roadway Projects or Future Extensions       | <ul style="list-style-type: none"> <li>•Plans for widening Dayton-Xenia Rd. from 2 to 3 lanes from East Lynn Dr. to Woods Dr. are in the MVRPC LRP with plans for construction to be between 2016-2020.</li> <li>•Plans for widening Dayton-Xenia Rd. from 2 to 3 lanes from Woods Dr. to Wallaby Dr. are in the MVRPC TIP with plans for construction to be approximately 2016.</li> <li>•Plans for the construction of fiber optic cable and traffic signal upgrades along Dayton-Xenia Rd. to western corporation limit is in the City's 5-Year Capital Improvement Plan. The project also includes the reconstruction of the existing signal at Longview and a new signal at Stedman Dr.</li> <li>•Plans to enhance the aesthetics at the intersection of Grange Hall Rd. and Dayton-Xenia Rd. are in the City's 5-Year Capital Improvement Plan, scheduled for construction in 2015.</li> <li>•A future potential connector throughout the vacant office property on the south side of Dayton-Xenia Rd. will connect the future office park with the existing offices to the east. No date has been set for 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 Dayton-Xenia Rd., the entire length of the corridor.</li> <li>•The sidepath on the north side of Dayton-Xenia Rd. should be extended the entire length of the corridor.</li> <li>•The sidepath/sidewalk on the south side of Dayton-Xenia Rd. should be extended the entire length of the corridor.</li> <li>•Install appropriate signs along the future "West Fairfield Mall Connector" signed neighborhood connectors at Longview Dr.</li> </ul>  |

# Corridor # 27



|                              |   |                                      |  |
|------------------------------|---|--------------------------------------|--|
| 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                          |

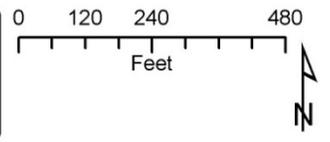
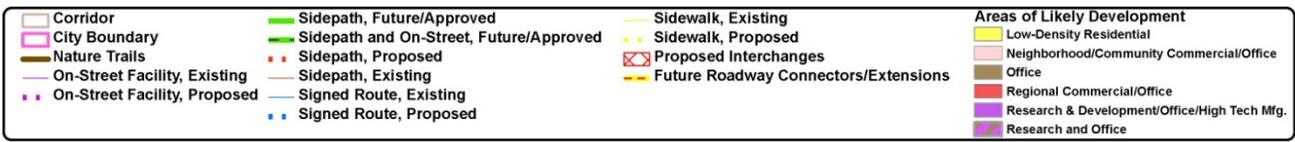
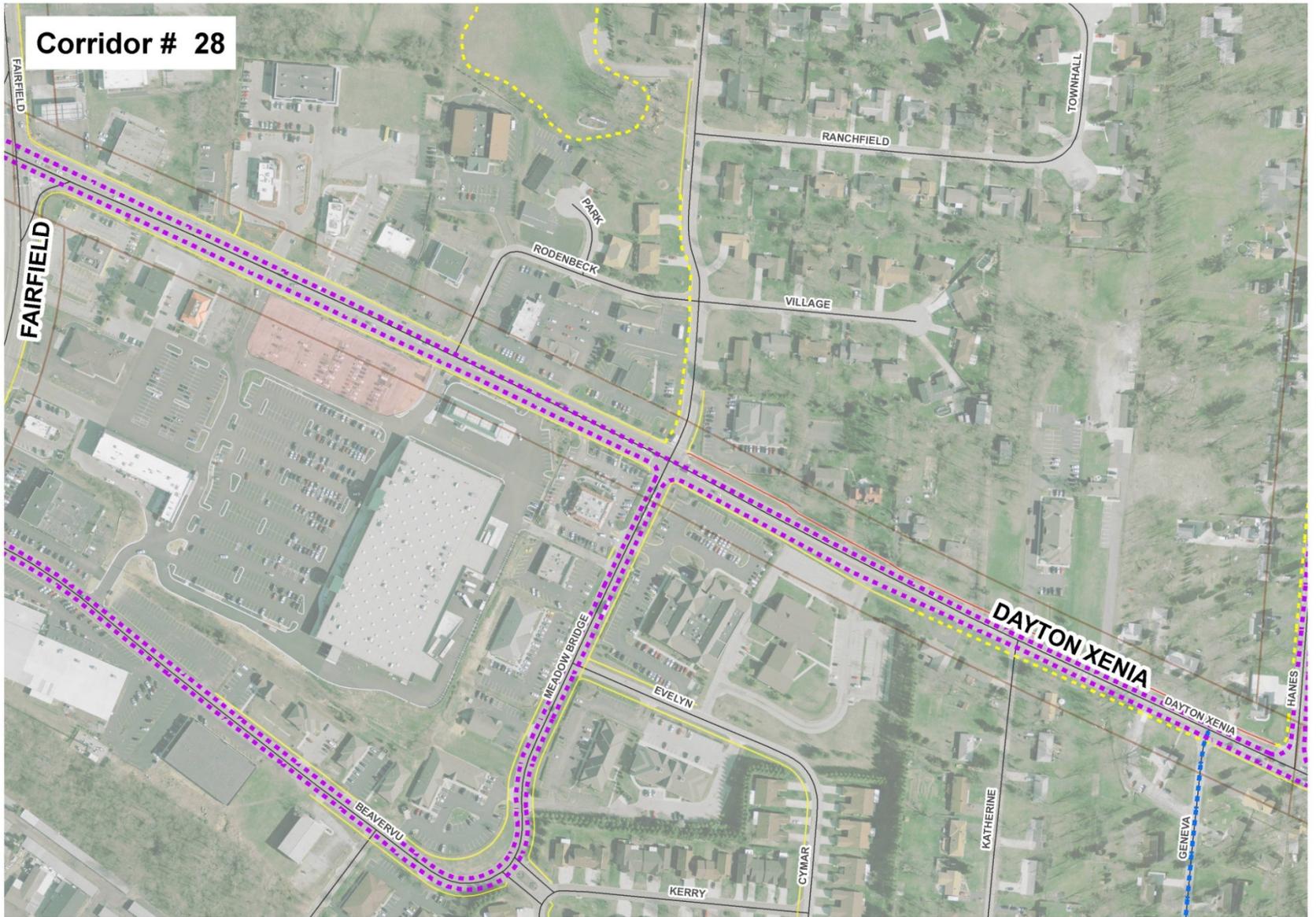


**Dayton-Xenia Road** From: Research Park Dr. To: North Fairfield Rd.

| <b>Corridor # 27</b>                                | <b>Dayton-Xenia Road from Research Park Drive to North Fairfield Road</b>   |
|---|---|
| Corridor Length                                     | 0.57 miles  |
| Functional Classification                           | Major Arterial  |
| Number of Lanes                                     | 2 to 5 lanes  |
| Speed Limit   | 40 MPH  |
| Existing Non-Motorized Transportation Facilities    | <ul style="list-style-type: none"> <li>•Small segment (365 feet) of sidewalk on the north side of Dayton-Xenia Rd., across from Wallaby Dr.</li> <li>•Approximately 500 feet of sidewalk on both sides of Dayton-Xenia Rd. at the intersection of Dayton-Xenia Rd. and North Fairfield Rd.</li> </ul>   |
| Anticipated Development or Significant Vacant Land* | <ul style="list-style-type: none"> <li>•The 45 acres on the north side of Dayton-Xenia Rd., between Deal's Landscaping and CVS are prime for redevelopment, and are classified partly as Neighborhood/Community Commercial and partly as Office on the City's Land Use Plan, These properties could yield as much as 231,000 square feet of retail, and 172,000 square feet of office.</li> </ul>   |
| Traffic Count Data                                  | 2005: 15,200 VPD (Vehicles per day), 300 feet west of Wallaby Way.  |
| Planned Roadway Projects or Future Extensions       | Plans for widening Dayton-Xenia Rd. from 2 to 3 lanes from Woods Dr. to Wallaby Dr. are in the MVRPC TIP and scheduled for construction in 2016.  |
| Future Non-Motorized Transportation Recommendations | <ul style="list-style-type: none"> <li>•The plans for the Dayton-Xenia Rd. widening project in 2016 include the construction of sidepaths on both sides of Dayton-Xenia Rd. from the western edge of the corridor to Wallaby Dr. as highlighted in green on the map to the left.</li> <li>•On-street facilities should be constructed on both sides of Dayton-Xenia Rd., the entire length of the corridor.</li> <li>•A sidepath connection should be constructed from the existing sidepath in front of Newcomer Funeral Home, to the existing sidepath at the northwest corner of Dayton-Xenia Rd. and North Fairfield 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.

**Corridor # 28**

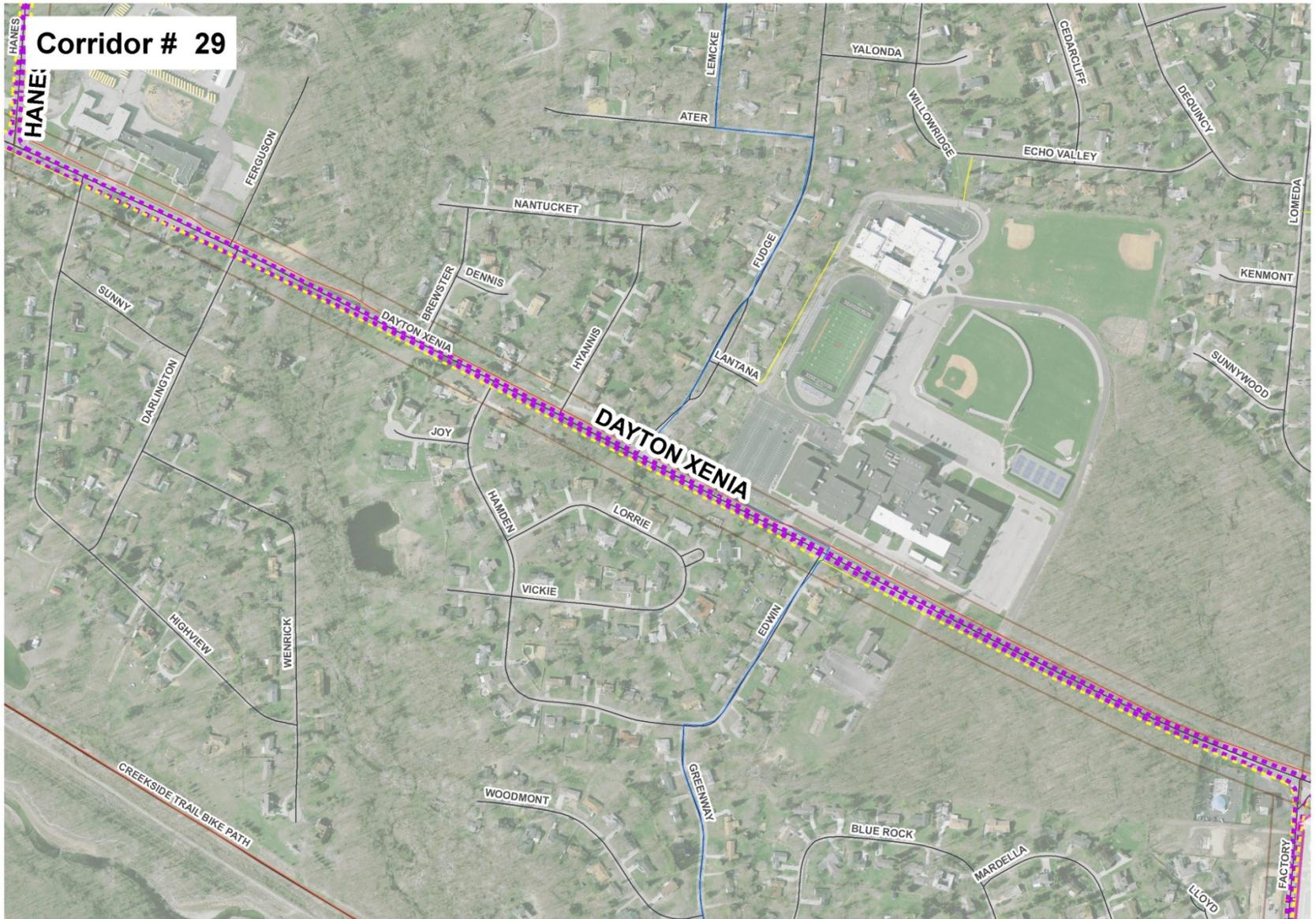


**Dayton-Xenia Road** From: North Fairfield Rd. To: Hanes Rd.

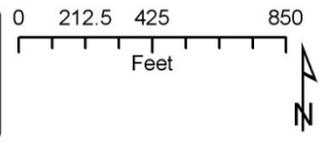
| <b>Corridor # 28</b>                                | <b>Dayton-Xenia Road from North Fairfield Road to Hanes Road</b>   |
|---|--|
| Corridor Length                                     | 0.61 miles   |
| Functional Classification                           | Principal Arterial   |
| Number of Lanes                                     | 3 to 5 lanes   |
| Speed Limit   | 40 MPH   |
| Existing Non-Motorized Transportation Facilities    | <ul style="list-style-type: none"> <li>•A sidewalk on the north side of Dayton-Xenia Rd. from North Fairfield Rd. to Meadowbridge Dr.</li> <li>•A sidewalk on the south side of Dayton-Xenia Rd. from North Fairfield Rd. to 615 feet east of Meadowbridge Dr.</li> <li>•A sidepath on the north side of Dayton-Xenia Rd. from Meadowbridge Dr. to Hanes Rd.</li> </ul>  |
| Anticipated Development or Significant Vacant Land* | <ul style="list-style-type: none"> <li>•The two vacant outlots at Kimco/Kroger Development total 1.31 acres, are classified as Neighborhood/Community Commercial on the City’s Land Use Plan, and could yield as much as 9,300 square feet of commercial retail.</li> </ul>  |
| Traffic Count Data                                  | 2005: 11,500 VPD (Vehicles per day) at Rodenbeck Dr.   |
| 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 Dayton-Xenia Rd., the entire length of the corridor.</li> <li>•A sidewalk/sidepath should be constructed on the south side of Dayton-Xenia Rd., from Geneva Rd. to the existing sidewalk, 750 feet to the west.</li> <li>•Install appropriate signs along the future “Geneva Road Spur” signed neighborhood connector at Geneva 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.

**Corridor # 29**



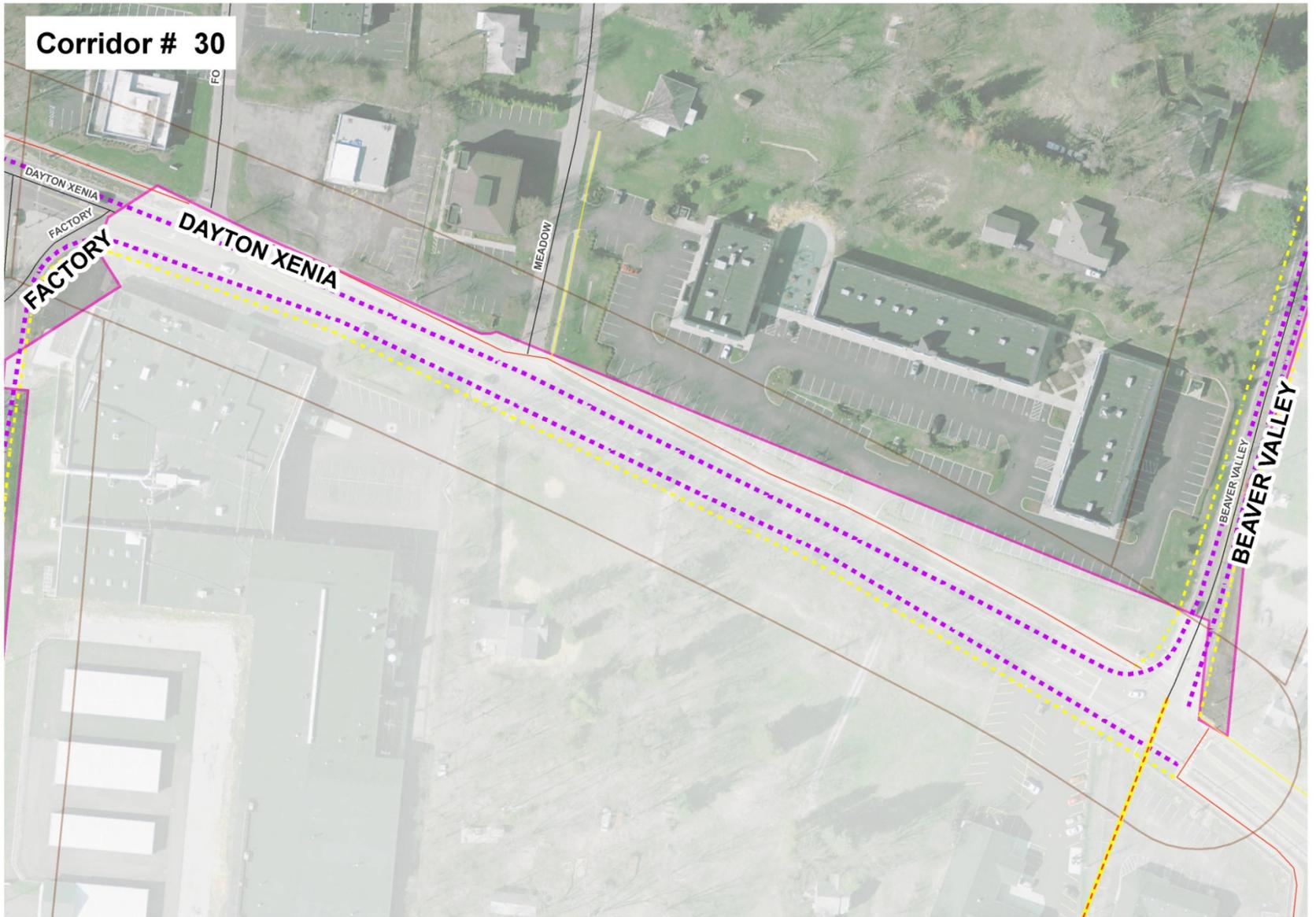
|                              |   |                                      |  |
|------------------------------|---|--------------------------------------|--|
| Corridor                     | Sidepath, Future/Approved               | Sidewalk, Existing                   | <b>Areas of Likely Development</b><br>Low-Density Residential<br>Neighborhood/Community Commercial/Office<br>Office<br>Regional Commercial/Office<br>Research & Development/Office/High Tech Mfg.<br>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               |  |



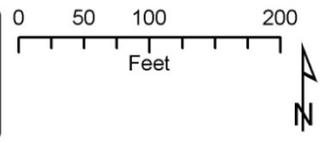
**Dayton-Xenia Road** From: *Hanes Rd.* To: *Factory Rd.*

| Corridor # 29                                       | Dayton-Xenia Road from Hanes Road to Factory Road  |
|---|--|
| Corridor Length                                     | 1.09 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>•A sidepath is on the north side of Dayton-Xenia Rd., the entire length of the corridor</li> <li>•A small segment (195 feet) of sidewalk on the south side of Dayton-Xenia Rd., across from the high school.</li> <li>•A small segment (250 feet) of sidewalk on the south side of Dayton-Xenia Rd., from Hanes Rd. to the east.</li> <li>•Signed neighborhood connector “East Fairfield Mall Connector” also known as Route E, connects Fudge Dr. to Edwin Dr. with approximately 860 feet of the connector being on Dayton-Xenia Rd.</li> </ul> |
| Anticipated Development or Significant Vacant Land  | N/A  |
| Traffic Count Data                                  | 1998: 13,400 VPD (Vehicles per day) 150 feet west of Fudge Dr.   |
| 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 Dayton-Xenia Rd., the entire length of the corridor.</li> <li>•A sidewalk/sidepath should be constructed on the south side of Dayton-Xenia Rd., filling the current gaps in the sidewalk along the corridor.</li> </ul>  |

**Corridor # 30**



|                              |   |                                      |  |
|------------------------------|---|--------------------------------------|--|
| 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                          |



**Dayton-Xenia Road** From: *Factory Rd.* To: *Beaver Valley Rd.*

| Corridor # 30                                       | Dayton-Xenia Road from Factory Road to Beaver Valley Road   |
|---|---|
| Corridor Length                                     | 0.25 miles  |
| Functional Classification                           | Major Arterial  |
| Number of Lanes                                     | 3 lanes   |
| Speed Limit   | 40 MPH  |
| Existing Non-Motorized Transportation Facilities    | <ul style="list-style-type: none"> <li>•A sidepath on the north side of Dayton-Xenia Rd., the entire length of the corridor.</li> </ul>   |
| Anticipated Development or Significant Vacant Land  | N/A   |
| Traffic Count Data                                  | 2003: 12,100 VPD (Vehicles per day) at Factory Rd.  |
| Planned Roadway Projects or Future Extensions       | A project to widen Factory Rd. and relocate to line up with Beaver Valley Rd. is in the MVRPC LRP and projected for construction between 2021 and 2025.   |
| Future Non-Motorized Transportation Recommendations | <ul style="list-style-type: none"> <li>•On-street facilities should be constructed on both sides of Dayton-Xenia Rd., the entire length of the corridor.</li> <li>•A sidewalk/sidepath should be constructed on the south side of Dayton-Xenia Rd., the entire length of the corridor.</li> </ul> |