Beavercreek

Five Year Capital Improvement Plan

2026-2030

Pete E. Landrum
City Manager

CAPITAL IMPROVEMENT FUNDING SOURCES

- General Fund – (Fund 101) – To account for all financial resources except those required to be accounted for in another fund. The General fund resources are available for any purpose, provided it is expended or transferred in accordance with the Charter and legislation of the City of Beavercreek and/or the general laws of the State of Ohio.

- Police Operating Fund – (Fund 202) – To account for property tax receipts designated for operation of the police department, including the payment of the employer portion of police pension fund contributions, for monies charged for police services furnished outside the City and for other revenues resulting from law enforcement operations.

- Street Levy Fund – (Fund 203) – To account for property tax receipts designated for street construction, maintenance and repair.

- Street Maintenance Fund – (Fund 204) – Required by the Ohio Revised Code to account for that portion of the state gasoline tax and motor vehicle registration fees designated for maintenance of streets within the City. (Only the original County $5.00 Permissive Tax)

- State Highway Fund – (Fund 205) – Required by the Ohio Revised Code to account for that portion of the state gasoline tax and motor vehicle registration fees designated for maintenance of state highways within the City.

- Street Improvement Levy – (Fund 260) - To account for property tax receipts designated for street construction, maintenance and repair.

- Park Levy Fund – (Fund 279) - To account for property tax receipts designated for park capital improvements, maintenance and repair.

- Debt Service Fund – (Fund 300) – To account for resources applied to the repayment of outstanding debt obligations.

- Street Capital Improvement Fund – (Fund 408) – To account for receipts of the municipal vehicle license tax designated for the improvement of arterial streets.

- Minor Special Assessment District Projects Fund – (Fund 449) – To account for various infrastructure projects estimated to be less than one million dollars each that are required to be paid by new private developments upon petition to the City.

- Golf Course Enterprise Fund – (Fund 572) – Accounts for all operations of the City's golf course. Revenues include charges for services. Expenses are comprised of cost of operations.

- Committed Park Monies Expendable Trust Fund – (Fund 712) – To account for amounts required to be paid by residential subdividers, in lieu of the dedication of park land, for the acquisition and improvement of park sites.

- District One Impact Fee Expendable Trust Fund – (Fund 771) – To account for amounts required to be paid by developers and held in trust for future development impact costs with Impact Fee District One.

- Federal Emergency Management Fund – (Fund 250) – To account for reimbursements to the City from FEMA following a declared emergency or disaster.

- Local Coronavirus Relief Fund – (Fund 270) – To account for the revenue and expenditures associated with improvements funded through the Coronavirus Relief Act.

- American Rescue Plan Act Fund – (Fund 280) – To account for the revenue and expenditures associated with improvements funded through the American Rescue Plan Act.

PLANNING FOR STREETS, TRAFFIC CONTROL AND BRIDGES

The City's Thoroughfare Plan and the Land Use Plan provide the basis for the construction of new streets and major improvements to existing streets. Additionally, the Engineering Division conducts traffic studies and oversees development activity to assist with the upgrade of streets, traffic control devices, and bridges. Proper design, construction, maintenance and control of our transportation facilities are critical to enhancing safety, alleviating congestion and minimizing liabilities arising from traffic crashes and substandard roadways.

The City of Beavercreek's street network consists of approximately 254 centerline miles of streets, 68 traffic signal installations, 9 school zone flasher installations, 26 bridges, and 440 culverts. Maintaining and improving this roadway inventory is the City's legal responsibility and requires a substantial public investment, with the majority of this investment being targeted towards improving roadway surfaces and curb replacement.

In planning for the ongoing maintenance and improvement of the City's roadway network over the next 5-year period, it is important to keep in mind several emerging issues that may impact the City's ability to finance improvements at the pace that has been seen over the last several years. One major factor in planning for future roadway investments is that the City is now nearing the end of the 5-year levy cycle for the 2.15 mil levy that was last approved by voters in 2022. Based upon the election results of other recent property tax initiatives in surrounding communities, and the growing resistance to property taxes in general in Ohio, there is currently some uncertainty as to how the future funding for roadways will keep pace with inflation in the coming years. This coupled with the financial resources needed as local matching funds for several larger grant funded projects scheduled for 2027 necessitated the scaling back of some infrastructure investments in 2026 in an effort to better prepare for these future needs. In addition to these current cost saving measures, a more conservative approach is likely in applying for future grant funding to avoid potentially over-committing resources beyond the 5-year levy cycle until these financial uncertainties are resolved.

Even with these future funding uncertainties, the curb replacement and street resurfacing programs remain a high priority for the City, and are proposed to see a funding increase in 2026. The City's goal is to pave all roadways within the City on a 20-year cycle, which would require repairing and resurfacing around 12 to 13 centerline miles of streets annually. While the street resurfacing average over the last 10-year period has exceeded this goal, the two most recent resurfacing programs have seen paving efforts reduced from a high of 16.17 centerline miles in 2017 to 9.14 centerline miles in 2024 and 9.31 centerline miles in 2025. A major reason for this reduction in resurfacing efforts is due to the increases in asphalt costs in 2022 and 2023, where the cost of paving increased by nearly 50 percent in

this time period. This dramatic jump in asphalt costs impacted not only the resurfacing program, but also on the larger Capital Improvement Program. Fortunately, asphalt prices stabilized over the last couple of years, but as bids are opened in 2026 costs will be closely monitored to see if these stable asphalt costs continue, or if adjustments to the 2026 Capital Improvement Plan are necessary to keep within our funding limitations. The proposed funding for street resurfacing and curb repairs for 2025 was $2.475 million where a total of $3.75 million is proposed for 2026 in an effort to better meet projected cost increases and to continue to improve the condition of the City's roadway network. A copy of the 'Paving Procedure and Curb Maintenance Policy' was updated in 2025 and is included within the 5-Year Capital Plan. This policy is used to guide the City's paving and curb replacement efforts.

Since the approval of the last street levy in 2022, the Public Service Department has added five (5) new positions and has secured additional equipment that has allowed for additional snow routes, an increase in work order completion, and a much more proactive approach in maintaining the City's infrastructure. With this addition of personnel and equipment over the past couple of years, there is now a growing need to increase the areas to store equipment at the Municipal Maintenance Facility. In order to begin addressing this need plans were prepared in 2025 for an addition onto the existing cold storage building to avoid storing what can be expensive equipment unprotected during the winter months and to avoid difficulties in accessing equipment within the building. This storage building addition was not able to be funded for construction in 2026, and the estimated cost of the building addition is $1.2 million, with an additional $300,000 needed to heat the north end of the building. This building addition should continue to be considered in the future if funding will allow.

The following pages show the current general conditions of the City's roadways, and the progress of the street resurfacing efforts over the last several years. In reviewing this resurfacing information it is worth noting that during the 2019 and 2020 construction seasons the funding for resurfacing operations had to be reduced due to the tornado recovery efforts. Additional funding was dedicated to resurfacing and curb repairs in 2021 to help to make up for the shortfalls in the previous year's efforts resulting in the spikes on the following charts for the 2019 thru 2021 curb and resurfacing programs. In reviewing the overall Capital Improvement Program, it is also worth keeping in mind that the improvements listed in the plan do not represent all needed projects within the City. The goal of this plan is to include only the work that can reasonably be expected to be completed over the next 5-year period given all known funding resources.

A new program that first started in 2024 is the City's sidewalk repair program. This program is funded through either property owner payments or by assessments upon properties benefiting from these repairs, and has been well received by residents. Since the sidewalk repairs are combined with the curb replacement work, the sidewalk replacement costs are lower than typical. The repair of sidewalks is a

welcome addition to the overall Capital Improvement Program and will become more important as the City's pedestrian infrastructure continues to age. The policy governing the administration of the Sidewalk Replacement Program is also included within the 5-Year Capital Plan.

Adopted: 2018
Revised: 2025
Next Review: 2028
Effective: 11/3/2025

CITY OF BEAVERCREEK

PAVING PROCEDURE AND CURB MAINTENANCE

1.0 PURPOSE

1.01 It is the declared goal of the City of Beavercreek that curbs and public roadways shall be kept in the best possible condition as funding will allow. In meeting this goal it is seen as important that both the curbing and the pavement be addressed when a roadway is selected for maintenance. To this end, funds have been allocated for the repair of curbs and public roadways. City Council has directed that curbs and roadway shall be kept in good repair by and at the expense of the City and that curbs and roadways shall be maintained free from obstructions that may obstruct the flow of water or access to private property.

1.02 The repair of curbing along roadways that are scheduled for resurfacing shall be given priority. If funding permits, curb repairs may be performed along roadways that are not scheduled for resurfacing, but should only be performed on a per block basis in order to avoid inefficiencies and unnecessary costs.

1.03 City Council shall review their policy periodically, including documented maintenance activities, citizen comments, and funding.

2.0 PROCEDURE

2.01 Purpose: The purpose of this procedure is to outline an orderly, consistent, and fiscally responsible process for roadway maintenance of all public roadways within the City limits per ORC(723.01 and 2744.02(A) (3). This procedure will provide guidelines for inspection of curb and roadway conditions, curb and roadway repair, and roadway resurfacing. This procedure will ensure the proper collection and conveyance of storm water in streets, roadway maintenance to maintain neighborhood appearance, and to ensure adequate access from public streets.

2.02 This policy shall apply to all existing curbs and roadways within the public right-of-way.

2.03 This procedure shall not apply to the installation of new curbing or roadways where no curb or roadways currently exists, or to the replacement of existing curbing due to roadway widening.

3.0 DEFINITIONS

Curb

"Crack" shall mean a fissure within a concrete curb.

"Depression" shall mean a difference in elevation within a curb, typically at a joint, created by a sunken area, hollow, or spalling.

"Joint" shall mean a cleavage created for expansion purposes that separates two or more curb sections.

"Curb(s)" shall include both the curb and the gutter that typically borders the traveled portion of the roadway.

"Spalling" shall mean a chipped or splintered condition of a curb.

"Temporary Curb Repair" shall mean a repair performed on a curb that does not bring the curb up to City of Beavercreek specifications, but is necessary to abate curb deterioration in order to maintain driveway access or storm water flow.

"Driveway Wedges" shall mean ramps placed within the curb line at driveways.

Pavement

"PCR" shall mean Pavement Condition Rating. The PCR is used to measure the extent and severity of various types of pavement deterioration. A PCR of 100 signifies a perfect pavement with no distress.

"Composite Pavement" shall mean a pavement structure consisting of an asphalt concrete wearing surface on top of a hydraulic concrete slab.

"Design Period" shall mean the number of years used in traffic loading predictions to design the pavement structure.

"Flexible Pavement" shall mean a pavement structure consisting of asphalt concrete, with or without an aggregate base, placed on a prepared subgrade.

"Functional Classification" shall mean the grouping of highways by the character of service they provide.

"Rigid Pavement" shall mean a pavement structure consisting of hydraulic cement concrete, with or without and aggregate base, placed upon a prepared subgrade.

"Serviceability" shall mean the ability of a pavement to serve traffic as measured by the present serviceability index.

"Structural Defect" shall mean a part of the PCR indicating distresses that may be related to the structural characteristics of the pavement.

"Surface Treatment" shall mean work performed on a structurally sound pavement intended to preserve the pavement, retard future deterioration, and maintain or improve the functional characteristics without substantially increasing the structural capacity. Surface treatments include such things as pavement rejuvenators, microsurfacing, thin overlays, and slurry seals.

4.0 TECHNICAL REFERENCES

4.01 Pavement Condition Rating System (Ohio Department of Transportation, April 2006)

4.02 Pavement Design Manual (Ohio Department of Transportation, July 2016)

Important Note: While these documents are seen as useful reference tools, they must be applied to the City's pavement maintenance program with caution and within proper engineering judgement. The Ohio Department of Transportation (ODOT) publishes these documents for the maintenance of ODOT pavements only. The interstates, US Routes, and State Routes that ODOT maintains are characterized by heavier vehicular and truck traffic volumes that are not typically seen on many of the City maintained pavements, which is a major factor in pavement longevity. Additionally, these ODOT maintained roadways typically have a higher functional classification than the neighborhood streets that comprise most of the City roadway inventory. Roadways with a higher functional classification typically require a higher serviceability index (e.g. more frequent pavement treatments) than neighborhood streets would.

5.0 MAINTENANCE

5.01 Maintenance of Curbs and Roadways: The City of Beavercreek will perform necessary curb repairs within the public right-of-way along with resurfacing of roadways as available funding permits.

5.02 The City of Beavercreek will provide spot replacement of curb as part of the annual roadway resurfacing program. Curb spot replacement will be provided on streets that will be resurfaced on the program for that year.

5.03 Driveway wedges shall not be permitted. If a driveway wedge is discovered during an inspection, the driveway wedge shall be ordered to be removed as part of the curb replacement under the annual resurfacing program.

5.04 In cases where roll curbing exists at driveway approaches, drop curb should be installed and any necessary work on the driveway approach to match the grade of the new drop curb should be performed.

6.0 PROCEDURE

6.01 Review the street database containing each roadway segment for pavement age and PCR. This review is to ensure that the database is current, and that the previous year's maintenance efforts have been properly logged into the database.

6.02 Identify (at a minimum) the pavement segments that are the oldest 10 percent within the City's inventory. This currently equates to just over 25 centerline miles of roadway. This list is then compared to the streets on the 5-year Capital Plan, and any resident pavement condition remarks on record. Following this review, the preliminary street resurfacing list is generated.

6.03 The preliminary resurfacing street listing is then forwarded to the Assistant Public Services Director, Public Services Director, and City Manager for their review and comment.

6.04 Incorporate any comments received and generate the updated preliminary street listing for field evaluation.

6.05 Complete field reviews of preliminary list roadways during dry days in late autumn/early winter months. This review is accomplished by driving each roadway segment on the preliminary list, and in updating the PCR for each of these roadway segments along with identifying deteriorated curb on these roadways.

6.06 Revise the plan based upon field observations and updated PCR scores and submit for input to the Assistant Public Services Director, Public Services Director, and City Manager by the end of January.

6.07 Complete final annual resurfacing and curb replacement program list after review and comment period to include Base Program and Alternate Program streets to match available funding. In creating the final street resurfacing list, the following factors are considered:

(a) Normally, roadways with an estimated traffic volume of 2,000 vehicles per day or greater should not be permitted to go longer than 20 years without treatment. Roadways with a functional classification of arterial or collector are given preference over lower volume neighborhood streets.

(b) Roadways with estimated traffic volumes of less than 100 vehicles per day may be permitted to go longer than 20 years between treatments if required due to funding limitations.

(c) Pavement age and updated PCR scores are ranked and reviewed.

(d) Citizen comments.

(e) Staff comments.

6.08 Prepare the bid package to utilize available programs to maximize cost savings and to obtain best prices possible.

6.09 If an agreement is required, take the agreement before Council for permission to authorize the City Manager to enter into agreement.

6.10 Put the Final Program on the City website and state that revisions may be made after bid opening.

6.11 Review bid results and quantities to determine if additional streets can be added to the program.

6.12 Add information of the revised program to the City website.

6.13 After completion of the revised program, determine Round 2 paving to be completed before the end of the construction season.

6.14 Share Round 2 with the Assistant Public Services Director, Public Services Director, and City Manager. After approval, put on the website and notify the contractor of the additional roadways.

7.0 CONDITIONS THAT MERIT CURB REPLACEMENT

7.01 The City Engineer, or designee, shall consider the following conditions which, if not addressed, could obstruct the flow of storm water or driveway access, in determining whether to order a section of curb replaced:

(a) There is a difference in height at the Joint that could cause the ponding of water greater than one-half (1/2) inch in depth at any location.

(b) Excessive spalling or curb deterioration that where the flow of water may be impacted, or where driveway access many be impeded.

(c) There is a Crack greater than one-half (1/2) inch in width.

(d) There is a Depression greater than one-half (1/2) inch within the curb line.

(e) Any curb damage due to the removal of a driveway wedge.

This list of conditions is not a complete list of conditions. The City Engineer, or designee, may encounter other conditions that could develop into a hazard and therefore may address those conditions as though they were in this section.

7.02 Residents who have curbs that meet the above conditions for replacement and desire to have their curb replaced in advance of the City schedule may petition the City for improvement through assessment.

(a) Improvements will be made in a minimum of one street block increments. Both sides of the street for the one block increment will need to be improved.

(b) The process will follow the petition requirements identified in ORC 727.06

(c) A sample petition is attached to this policy

8.0 TEMPORARY CURB REPAIR

8.01 No curb shall be ordered or arranged to be repaired by way of crack fillers, asphalt patching, surface treatments or the like except as a temporary measure pending replacement. Curbs which, upon inspection, are noted to have been temporarily repaired shall be replaced.

9.0 SUMP PUMP DISCHARGE

9.01 No sump pump discharge lines, or down spout lines shall be permitted to flow directly into the gutter line unless specifically approved in writing by the City Engineer.

10.0 ADDITIONAL ITEMS

10.01 To maximize roadway lifespan, base repairs are completed prior to paving.
10.02 Roadways that contain sidewalk with curb ramps are upgraded to current ADA requirements as needed as part of resurfacing.
10.03 For uncurbed roadways, paving consists of an overlay or a mill and fill depending on surface conditions and deterioration.
10.04 Curb roadways have a fixed roadway elevation to function as designed. In order to function as designed, resurfacing consists of mill and fill to remove surface deteriorations and to restore pavement to the existing elevation. If curb sections were just overlaid, this would cause curb and gutter to not function as designed for stormwater along roadways.
10.05 For curbed roadways, curb repair will be completed as part of resurfacing prior to resurfacing the roadway.
10.06 All wedges along roads to be resurfaced are removed prior to resurfacing due to the liability to the City and to carry water as designed in the gutter of these roadways.
10.07 The roadway database is updated yearly with new evaluations, new roadways, and repaved roadways. This database is linked to a GIS file to display these graphically using GIS software.

11.0 SURFACE TREATMENTS

11.01 Surface treatments, such as pavement rejuvenators, microsurfacing, thin overlays, and slurry seals can help lengthen pavement life, but using these products reduces funding available for asphalt resurfacing efforts. Because of this, surface treatments shouldn't be considered until the City's pavement

inventory is closer to the goal of having all pavements being less than 20 years old.

12.0 DOCUMENTATION; REVIEW AND MODIFICATION OF PROCEDURE

12.01 The City Engineer, or designee, will document curb maintenance activities, and keep on file all citizen comments and complaints regarding this policy and/or sidewalk maintenance in general.

12.02 The City Council shall review their policy periodically, including documented maintenance activities, and citizen comments and complaints.

12.03 The City Manager and Public Services Director shall also review any factors/circumstances affecting this policy or its implementation and determine program goals for the future to City Council through the Annual budgeting process.

CURB PETITION

**TO THE COUNCIL OF THE
CITY OF BEAVERCREEK,
COUNTY OF GREENE,
STATE OF OHIO:**

We hereby petition Beavercreek City Council to perform curb replacement work along _____, between the intersections of _____ and _____.

By signing this petition, I represent that I am a property owner within the limits described above, and that I hereby consent to the assessment of any and all costs associated with this curb replacement work against my property as provided for in Chapter 727 of the Ohio Revised Code. I further consent to the levying of assessment costs on an annual basis for a period not to exceed five (5) years.

It is understood that the City of Beavercreek will require at least sixty (60) percent of benefitting land owners along a block to voluntarily sign this petition before proceeding with any curb replacement work. Additionally, it is understood that this curb replacement work must include at least one block and both sides of a public street before curb replacement work will be considered.

	Printed Name	Signature	Address
1			
2			
3			
4			
5			
6			
7			

Contact Person: _____

Date: _____ Phone Number _____

Approved By: _____ Date: 10/31/25

Nick Smith, City Engineer

Approved By: _____ Date: 10/30/25

Jeff Moorman, Public Services Director

CITY OF BEAVERCREEK

PUBLIC SERVICES DEPARTMENT

SIDEWALK MAINTENANCE POLICY

1.0 INTRODUCTION

1.01 Chapter 729 of the Ohio Revised Code grants the City the authority to require adjoining property owners to repair sidewalks. Upon the failure of the property owner to complete the required sidewalk repairs, Chapter 729 further allows for the City to compete the sidewalk repair and assess the cost of the repair to the adjoining property owner.

1.02 City Council action is required prior implementing any sidewalk repair program permitted under Chapter 729 of the Ohio Revised Code. City Council must approve a resolution as prescribed in Section 729.02 of the Ohio Revised Code before the sidewalk repair program may proceed. The resolution approved by City Council shall generally include sidewalk repair specifications, estimated costs, repair locations, adjoining property owner address, the time period allotted for the property owner to complete repairs, and City Council's intent to complete these repairs and assess the abutting property owner if the work is not completed by the adjoining property owner within the specified timeframe.

1.03 This sidewalk repair policy was prepared to comply with the requirements listed in Resolution 24-10.

1.04 The goal of this policy is to outline an orderly, consistent, and fiscally responsible process for sidewalk inspection and replacement so as to provide for sidewalk replacement before a pedestrian facility deteriorates to the point that it could endanger public safety.

1.05 This policy shall apply to all public sidewalks within the City of Beavercreek.

2.0 POLICY

2.01 It is the declared policy of the City of Beavercreek that Sidewalks shall be kept in good repair by and at the expense of abutting property owners and that sidewalks shall be maintained free from obstructions.

2.02 All sidewalk repairs shall be made in conformance with City of Beavercreek Standard Construction Drawing RW-105.

2.03 This policy does not in any way alter or change any obligations to maintain sidewalks placed upon the homeowner that may be contained in any City of Beavercreek ordinances, or any provisions of the Ohio Revised Code.

3.0 DEFINITIONS

"Crack" shall mean a fissure within a concrete Sidewalk square. On asphalt facilities, this fissure(s) may be referred to as alligatoring, edge cracking, or reflective cracking.

"Depression" shall mean a difference in elevation within a concrete Sidewalk square created by a sunken area, hollow, or spalling. On asphalt sidewalks this difference in elevation may be referred to as rutting, potholes, or shoving.

"Joint" shall mean a cleavage created for expansion purposes that separates two or more sidewalk squares.

"Pitch" shall mean the constructed slope of a Sidewalk or Sidepath to the street (typically two (2) percent).

"Sidewalk(s)" shall mean that portion of a street between the curb lines, or the lateral line of a roadway, and the adjacent property lines, intended for the use of pedestrians. For the purpose of this policy, Sidewalks may vary in width and are typically between four (4) feet to five (5) feet wide and may be constructed of concrete, asphalt, or brick pavers.

"Sidepath(s)" shall have the same meaning as shared-use path and multi-use path for the purpose of this policy, and shall mean a bikeway outside of the traveled way and physically separated from motorized vehicular traffic by an open space or barrier. Sidepaths may vary in width and are typically greater than five (5) feet in width and may be constructed of concrete, asphalt, or brick pavers.

"Sidewalk Square" shall mean that portion of a Sidewalk or Sidepath bordered by Joints and the Sidewalk edge.

"Spalling" shall mean a chipped or splintered condition of a Sidewalk Square.

"Temporary Repair" shall mean a repair performed on a Sidewalk, or Sidewalk Square(s) that does not bring the facility up to City of Beavercreek specifications, but is necessary to abate an immediate hazard.

4.0 MAINTENANCE

4.01 Maintain Free From Hazards: The abutting property owner is responsible for maintaining the sidewalk in the abutting right-of-way free and clear from conditions that could develop into a hazard as set forth in Section 6 of this policy, and as required in §153.30 (C).

4.02 The City of Beavercreek may order a sidewalk to be repaired or replaced if it exhibits a condition that could develop into a hazard as set forth on Section 6 of this policy. Said order to repair or replace sidewalk sections shall be in writing

and shall clearly describe the work needed to bring said sidewalk into compliance with this policy.

4.03 Any notice to repair, or replace sidewalk to a property owner shall follow the format described in section 5 of this policy.

4.04 Any repairs or replacements that are deemed necessary by the City Engineer, or designee, to curb ramps to meet current ADA regulations shall be the responsibility of the City of Beavercreek.

4.05 Any sidewalk repairs, or new sidewalk construction, made in conjunction with a larger roadway improvement project shall be the responsibility of the City of Beavercreek.

5.0 PROCEDURE

5.01 The City Engineer (or designee) is responsible for selecting streets for resurfacing, curb repairs and other required maintenance work on an annual basis. Upon the selection of the streets for annual resurfacing and curb repair work, the City Engineer (or designee) shall take the following steps prior to advertising this maintenance work for bids:

(a) An inspection shall be performed of all sidewalks along the roadways selected for annual maintenance work. These sidewalk inspections shall look for and identify any defects listed in Section 6 of this policy.

(b) The listing of defects identified as a result of these inspections shall include the following elements at a minimum: date of inspection, address where defect is located, description of defect, estimated quantity of sidewalk in need of replacement, estimated cost of necessary sidewalk replacements.

(c) When inspections are performed, the location of any identified sidewalk defect shall be clearly marked in paint.

(d) The City Engineer shall provide a summary of any identified sidewalk defect, adjoining property owner names, addresses, and estimated costs to the Finance Department.

(e) The City Engineer shall produce a flyer for mailing to impacted homeowners generally describing the sidewalk replacement process, homeowner options for repairs, and timelines required for the replacement work to be completed.

5.02 After a construction contract is awarded for sidewalk repairs, the City Engineer shall take the following steps prior to directing the contractor to complete any sidewalk replacements:

(a) Upon the expiration of the time period allotted for the property owner to complete the required sidewalk repair, an inspection will be performed to

determine the locations where sidewalk replacement work has not yet been completed and will need to be performed by the City's contractor.

(b) Upon the completion of all sidewalk replacements, the City Engineer shall produce a report of all addresses and final construction costs for locations where the City's contractor completed sidewalk replacements. This report is provided to the Finance Department.

5.03 Upon the receipt of this sidewalk inspection and cost information from the City Engineer, the Finance Department shall take the following actions:

(a) The drafting of a Resolution of Necessity for City Council consideration as required by Section 729.02 of the Ohio Revised Code.

(b) Upon resolution approval by City Council, the Finance Department shall ensure the approved Resolution of Necessity and the sidewalk program flyer are provided to all impacted property owners as required in Chapter 729 of the Ohio Revised Code.

(c) Upon the receipt of the final sidewalk replacement report from the City Engineer, the Finance Department shall prepare a summary of estimated assessments and shall transmit invoices to all impacted property owners. The Finance Department shall also be responsible for the publication of any required notices and shall be responsible for collecting any property owner objections.

(d) The Finance Department shall be responsible for coordinating the resolution of objections, the tracking of invoice payments, and shall draft any required legislation needed to finalize the assessment of sidewalk repair costs to the adjoining homeowner.

6.0 CONDITIONS THAT COULD DEVELOP INTO HAZARDS

6.01 The City Engineer, or designee, shall consider the following conditions which, if not addressed, could develop into a hazard, in determining whether to order a section of Sidewalk replaced or repaired:

(a) There is a difference in height at the Joint greater than one-half (1/2) inch in the elevation of adjacent Sidewalk Squares.

(b) The Pitch of the Sidewalk is greater than one (1) inch per foot or the Pitch is in the opposite direction than provided for according to the City of Beavercreek Sidewalk specifications.

(c) There is a Crack greater than one-quarter (1/4) inch in width.

(d) There is a difference in height greater than one-half (1/2) inch in the elevation of adjacent sections of a Sidewalk separated by a Crack.

(e) There is a Depression greater than one-half (1/2) inch within a Sidewalk.

(f) There is Spalling over more than fifty percent (50%) of the area of a Sidewalk that has not resulted in a Depression greater than one-half (1/2) inch.

(g) With asphalt Sidewalks or Sidepaths, excessive raveling is evident, rutting, or the existence of potholes is noted.

(h) There has been a temporary Sidewalk repair.

This list of conditions is not a complete list of conditions. The City Engineer, or designee, may encounter other conditions that could develop into a hazard and therefore may address those conditions as though they were in this section.

7.0 TEMPORARY SIDEWALK REPAIR

7.01 No Sidewalk Square shall be ordered or arranged to be repaired by way of Crack fillers, wedges, surface treatments or the like except as a temporary measure pending replacement. Sidewalk Squares which, upon inspection, are noted to have been temporarily repaired shall be replaced.

8.0 SUMP PUMP DISCHARGE

8.01 Discharge from a sump pump shall not be directed so as to cause discharge to flow over any Sidewalk or Sidepath. Sump pump discharge shall not be directed in such a manner that will cause water to accumulate upon a Sidewalk or Sidepath. Whenever a sump pump discharge is determined by the City Engineer, or designee, to have flowed over or accumulated upon a public Sidewalk or Sidepath, the City Engineer may order the owner of the property that is the source of the discharge to redirect the sump pump discharge. The procedure for this work shall be identical to the procedure for Sidewalk repairs, as stated in Section 5 of this policy.

9.00 DOCUMENTATION; REVIEW AND MODIFICATION OF POLICY

9.01 The City Engineer, or designee, will document sidewalk and sidepath maintenance activities, and keep on file all citizen comments and complaints regarding this policy and/or sidewalk maintenance in general.

9.02 The City Council shall review this policy periodically, including documented maintenance activities, and citizen comments and complaints.

9.03 The City Manager shall also review any factors/circumstances affecting this policy or its implementation and determine program goals for the future.

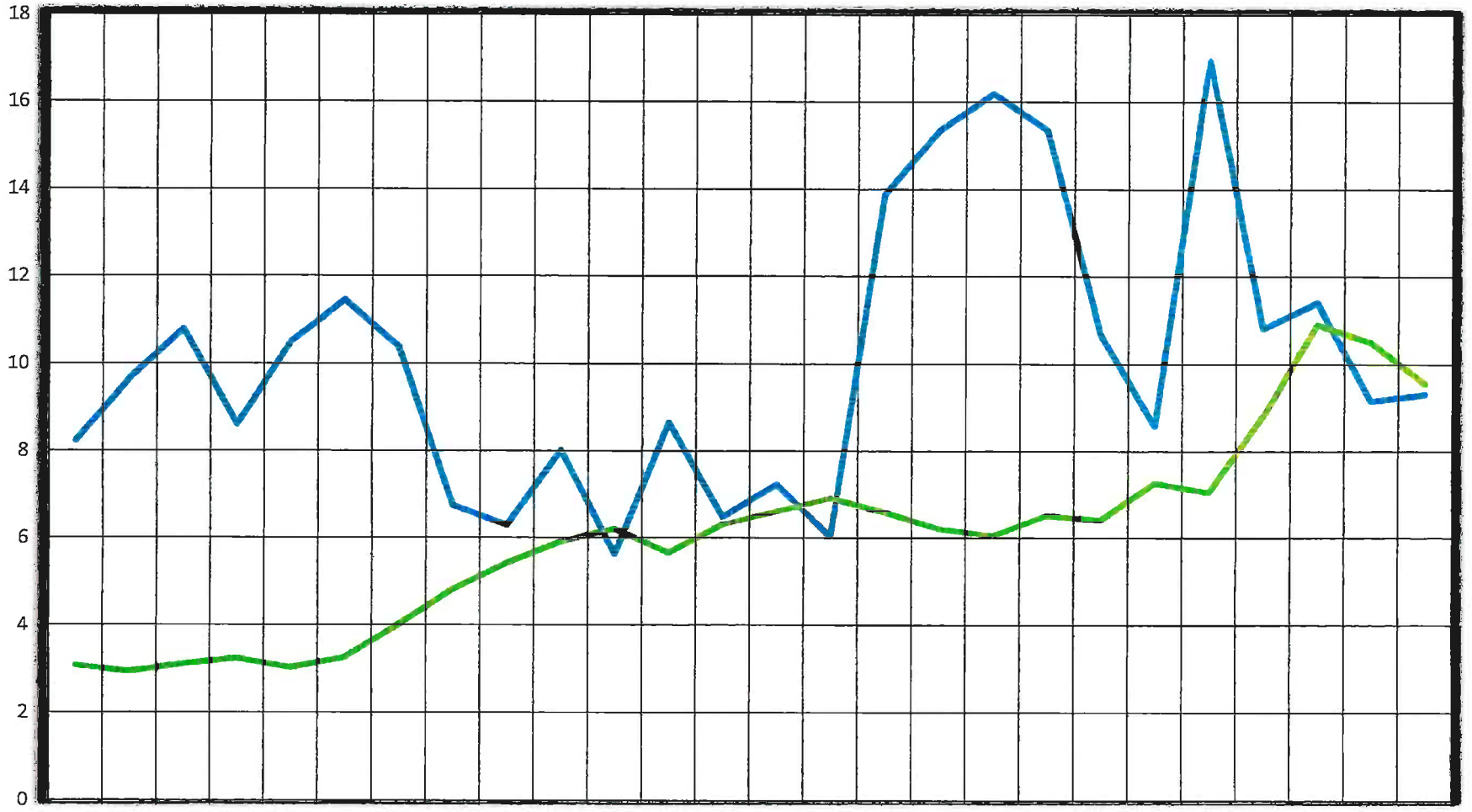
Approved: Jeffrey K Moorman, P.E.
Public Service Director/City Engineer

Date: 11/14/25

CITY OF BEAVERCREEK

ANNUAL RESURFACING PROGRAM

HISTORICAL DATA 2000-PRESENT

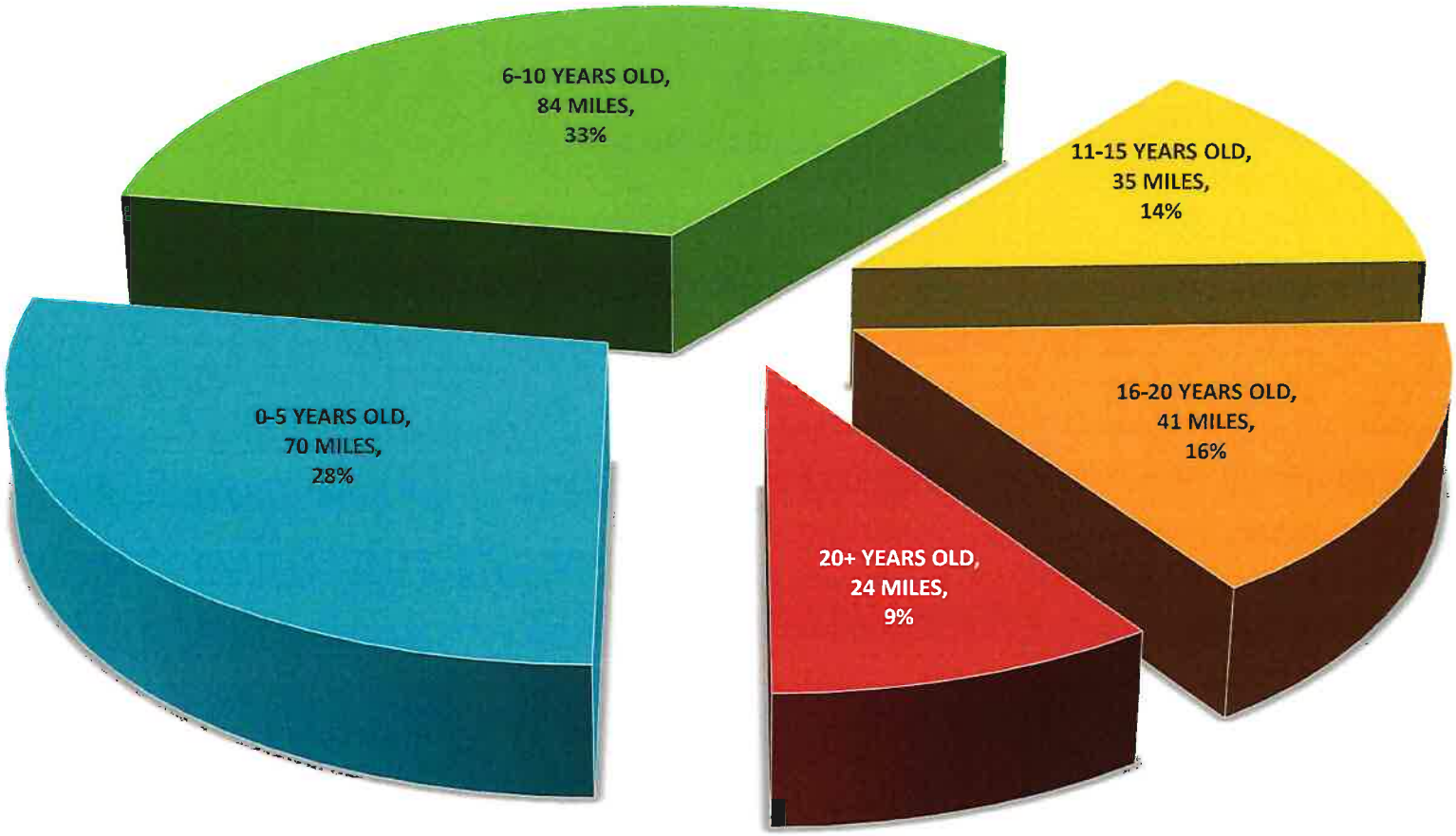


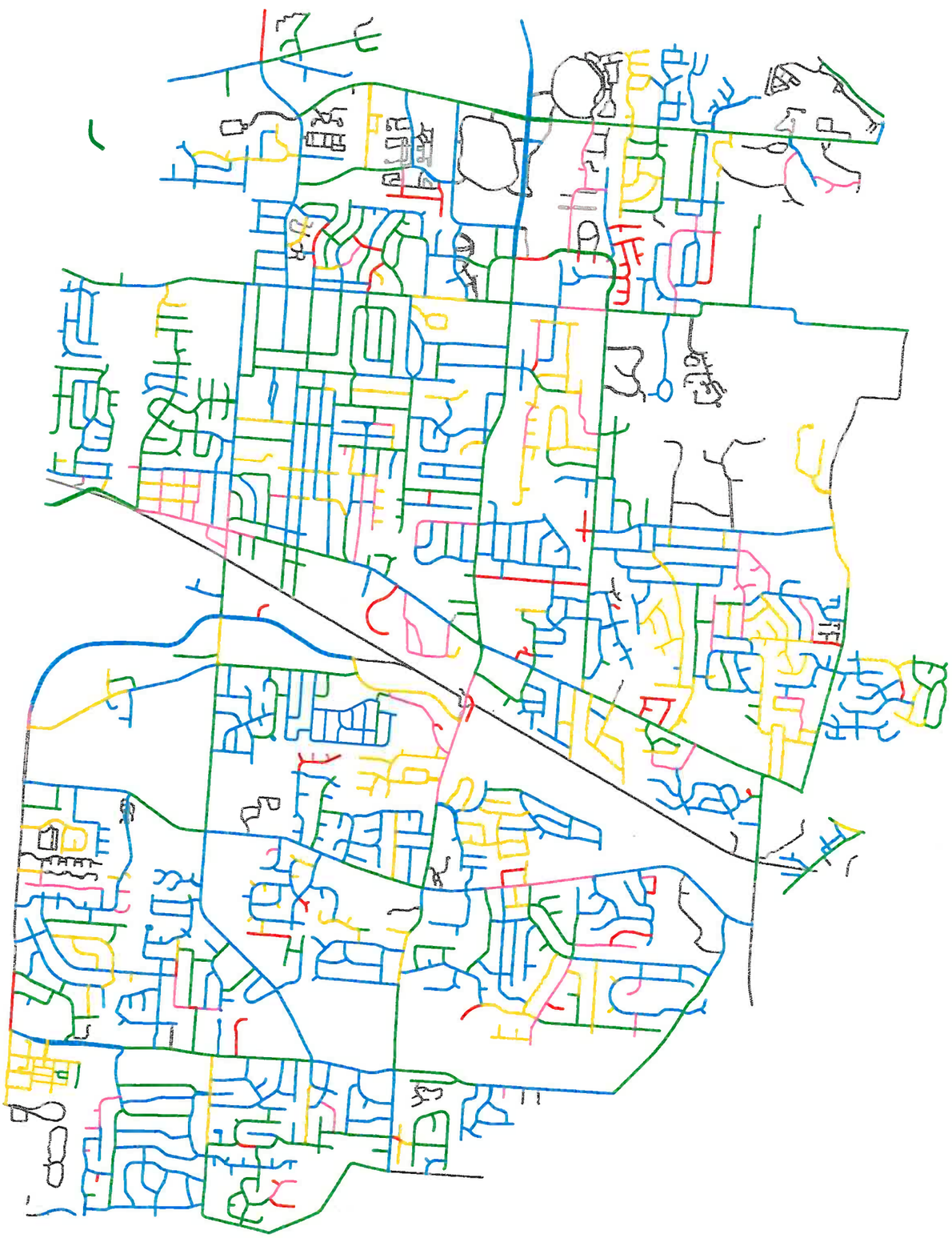
*** 2022 and 2023. 25% increase in asphalt cost per year*

**** 2023 all projects with resurfacing*

** 2015 was the 1st year with the new street levy.*

2025 PAVEMENT CONDITION SUMMARY - AGE





PAVEMENT AGE MAP

- 2004 or Older
- 2005-2009
- 2010-2014
- 2015-2019
- 2020-2025

Beavercreek

In the State of Ohio, each municipality is directed to maintain an inventory of all bridges within or partially within its boundary and the agency responsible for the maintenance and inspection of those structures. The Engineering Division maintains the City's bridge inventory records and oversees the annual inspection of all bridges that are the City of Beavercreek's maintenance responsibility. The City of Beavercreek currently maintains a total of 26 bridges, with 7 of these structures carrying pedestrians/bicyclists and 19 carrying vehicular traffic. A list that shows maintenance responsibility for all bridges within the City is supplied below:

Category No.	Inspection Responsibility	Maintenance Responsibility	No.	Classification
1.	State of Ohio	State of Ohio	20	Bridges over or under I-675.
2.	State of Ohio	State of Ohio	24	Bridges over or under State Highways.
3.	Greene Co. Engr.	Greene Co. Engr	11	Bridges over or under Through Streets.
4.	City of Beavercreek	City of Beavercreek	26	Bridges on or over Local Streets

Generally, all bridges along I-675 and State Highways are maintained by the Ohio Department of Transportation, extensions of County Routes through the City are maintained by the Greene County Engineer, with all others being maintained by the City.

All of these bridges are inspected on an annual basis. Once inspected the results are forwarded to the Ohio Department of Transportation, with the inspection results being utilized in the prioritization of funding for bridge repairs and replacements. The overall condition of each bridge is expressed as a 'General Appraisal Rating' utilizing a number system between 9 (excellent condition) and 1 (imminent failure). A listing of the current general appraisal ratings for the bridges maintained by the City is shown on the next page. Based upon the latest round of inspections, all of the City maintained bridges have a condition rating of good to excellent. The one bridge listed as being in poor condition on the bridge condition summary was replaced by the Parks Department in 2024, but the bridge condition summary hasn't been updated to reflect this replacement. There is one bridge along the Creekside Trail that will require some painting and other maintenance sometime within the next couple of years, but no other bridge repairs should be necessary in the near future.

Asset Code	Asset Name	NBI 007: Facility Carried by Structure	NBI 042A: Type of Service: ON Bridge	NBI 022: Owner	(263) Date Built	NBI 049: Structure Length	Unofficial Sufficiency Rating	(67.03) Bridge Condition: Good, Fair, Poor
City of Beavercreek Owned Bridges								
2961598	GRE-120AK-0011 (2961598)	TWELVE OAKS TR.	5 - Highway-pedestrian	04 - City or Municipal Highv	07/01/1988	22.0	100.0	1 - Good
2961687	GRE-AUTLF-0020 (2961687)	AUTUMN LEAF DRIVE	5 - Highway-pedestrian	04 - City or Municipal Highv	07/01/1998	26.0	100.0	1 - Good
2961695	GRE-AUTLF-0034 (2961695)	AUTUMN LEAF DRIVE	5 - Highway-pedestrian	04 - City or Municipal Highv	07/01/1998	22.0	100.0	1 - Good
2961814	GRE-BIGWD-0071 (2961814)	BIG WOODS TRAIL	5 - Highway-pedestrian	04 - City or Municipal Highv	07/01/2005	20.0	100.0	2 - Fair
2961776	GRE-BKWAY-0086 (2961776)	BIKEWAY	3 - Pedestrian-bicycle	04 - City or Municipal Highv	07/01/1900	17.0	39.0	2 - Fair
2961784	GRE-BKWAY-0379 (2961784)	BIKEWAY	3 - Pedestrian-bicycle	04 - City or Municipal Highv	07/01/1900	35.0	24.0	2 - Fair
2961792	GRE-BKWAY-0449 (2961792)	BIKEWAY	3 - Pedestrian-bicycle	04 - City or Municipal Highv	07/01/1900	60.0	24.0	2 - Fair
2961563	GRE-BRIDD-0.25 (2961563)	BRIDDLEWOOD ST	1 - Highway	04 - City or Municipal Highv	07/01/1972	22.0	100.0	2 - Fair
2961474	GRE-BRIDD-0035 (2961474)	BRIDDLEWOOD ST	1 - Highway	04 - City or Municipal Highv	07/01/2000	22.0	100.0	1 - Good
2961806	GRE-BUCKE-00.010 (2961806)	GREENE PEDESTRIAN	3 - Pedestrian-bicycle	04 - City or Municipal Highv	07/01/2009	80.2	19.8	2 - Fair
2961660	GRE-CROSS-0.10 (2961660)	CROSS CREEK COURT	5 - Highway-pedestrian	04 - City or Municipal Highv	07/01/2012	18.0	100.0	1 - Good
2961768	GRE-DAYTO-0020 (2961768)	GREENE CONN BKWAY	3 - Pedestrian-bicycle	04 - City or Municipal Highv	07/01/1982	144.0	11.0	2 - Fair
2961628	GRE-EPATT-0071 (2961628)	E. PATTERSON RD.	1 - Highway	04 - City or Municipal Highv	07/01/1986	13.0	99.1	1 - Good
2961601	GRE-FAIRW-0044 (2961601)	FAIRWOOD DR.	5 - Highway-pedestrian	04 - City or Municipal Highv	07/01/1990	18.0	98.0	1 - Good
2961644	GRE-FBECP-0000 (2961644)	BIKEWAY	3 - Pedestrian-bicycle	04 - City or Municipal Highv	07/01/1989	26.0	18.0	3 - Poor
2961504	GRE-GHALL-0248 (2961504)	GRANGE HALL RD.	1 - Highway	04 - City or Municipal Highv	07/01/1964	70.5	75.1	1 - Good
2961466	GRE-GHALL-0373 (2961466)	GRANGE HALL ROAD	1 - Highway	04 - City or Municipal Highv	07/01/1999	26.0	99.1	1 - Good
2961520	GRE-HANES-0072 (2961520)	HANES ROAD	1 - Highway	04 - City or Municipal Highv	07/01/1975	38.0	95.5	1 - Good
2960000	GRE-HANES-1.65 (2960000)	HANES ROAD	5 - Highway-pedestrian	04 - City or Municipal Highv	07/01/2014	28.7	98.6	1 - Good
2961556	GRE-LOCKE-00.060 (2961556)	LOCKE DRIVE	1 - Highway	04 - City or Municipal Highv	08/07/2020	22.1	99.5	1 - Good
2961483	GRE-OLDML-00001 (2961483)	OLD MILL LANE	1 - Highway	04 - City or Municipal Highv	12/30/2019	77.2	93.9	1 - Good
2961500	GRE-SHAKE-01.22 (2961500)	SHAKERTOWN ROAD	5 - Highway-pedestrian	04 - City or Municipal Highv	10/01/2019	14.1	78.7	1 - Good
2961549	GRE-SHAKE-02.640 (2961549)	SHAKERTOWN ROAD	5 - Highway-pedestrian	04 - City or Municipal Highv	07/13/2023	20.3	84.1	1 - Good
2961652	GRE-SYLVA-0.30 (2961652)	SYLVANIA DR.	1 - Highway	04 - City or Municipal Highv	07/01/1982	15.0	89.5	2 - Fair
2961679	GRE-WHSPN-0025 (2961679)	TORREY PINES	5 - Highway-pedestrian	04 - City or Municipal Highv	07/01/1996	34.0	98.0	1 - Good
2968584	GRE-00675-09.50 (2968584)	Wright State Ped	3 - Pedestrian-bicycle	04 - City or Municipal Highv	08/01/2015	467.0	20.0	1 - Good
Greene County Owned Bridges (in Beavercreek)								
2934280	GRE-C0002-0364 (2934280)	ALPHA BELLBROOK RD	1 - Highway	02 - County Highway Agenc	07/01/1984	20.0	77.0	2 - Fair
2934043	GRE-C0009-0147 (2934043)	FAIRFIELD RD	1 - Highway	02 - County Highway Agenc	07/01/1991	28.0	89.1	1 - Good
2934021	GRE-C0009-0171 (2934021)	FAIRFIELD ROAD	1 - Highway	02 - County Highway Agenc	08/28/1993	66	89.1	1 - Good
2934000	GRE-C0009-0264 (2934000)	NORTH FAIRFIELD RD	1 - Highway	02 - County Highway Agenc	07/01/1976	25.0	95.9	1 - Good
2934027	GRE-C0009-0317 (2934027)	NORTH FAIRFIELD RD	1 - Highway	02 - County Highway Agenc	07/01/2003	238.0	89.8	1 - Good
2934035	GRE-C0009-0451 (2934035)	NORTH FAIRFIELD RD	1 - Highway	02 - County Highway Agenc	07/01/1979	20.0	74.3	2 - Fair
2934167	GRE-C0040-0232 (2934167)	KEMP RD	1 - Highway	02 - County Highway Agenc	07/01/1988	16.0	93.6	2 - Fair
2930927	GRE-C0051-0263 (2930927)	NEW GERMANY TREB	1 - Highway	02 - County Highway Agenc	07/01/1996	18.0	76.5	1 - Good
2930714	GRE-C0142-0093 (2930714)	DAY.-XENIA RD	1 - Highway	02 - County Highway Agenc	07/01/1981	14.0	99.6	1 - Good
2930722	GRE-C0142-0172 (2930722)	DAY.- XENIA RD	1 - Highway	02 - County Highway Agenc	07/01/1989	11.0	99.6	2 - Fair
2930730	GRE-C0142-0355 (2930730)	DAYTON XENIA RD	1 - Highway	02 - County Highway Agenc	07/01/1998	38.0	99.6	1 - Good
2933691	GRE-T0048-00128 (2933691)	FACTORY ROAD	1 - Highway	02 - County Highway Agenc	07/01/1965	86.0	78.9	1 - Good

ODOT Owned Bridges (in Beavercreek)

2902966	GRE-00035-0008L (2902966)	US 35	1 - Highway	01 - State Highway Agency	07/01/1985	186.0	96.0	2 - Fair
2902974	GRE-00035-0008R (2902974)	US 35	1 - Highway	01 - State Highway Agency	07/01/1985	186.0	95.0	2 - Fair
2903008	GRE-00035-0055L (2903008)	IR 675 S-US 35 E	1 - Highway	01 - State Highway Agency	07/01/1983	425.0	92.5	1 - Good
2903016	GRE-00035-0055R (2903016)	IR 675N-US 35W	6 - Overpass structure at ar	01 - State Highway Agency	07/01/1983	414.0	98.8	1 - Good
2903032	GRE-00035-0074 (2903032)	US 35 E-IR 675 N	1 - Highway	01 - State Highway Agency	07/01/1985	242.0	94.0	2 - Fair
2903067	GRE-00035-0107L (2903067)	WB US 35	1 - Highway	01 - State Highway Agency	07/01/1985	214.0	99.0	1 - Good
2903075	GRE-00035-0107R (2903075)	EB US 35	1 - Highway	01 - State Highway Agency	07/01/1985	214.0	95.5	1 - Good
2900092	GRE-00035-0207 (2900092)	US 35	1 - Highway	01 - State Highway Agency	07/01/1955	77.0	81.5	2 - Fair
2900122	GRE-00035-0227 (2900122)	US 35	1 - Highway	01 - State Highway Agency	07/01/1955	111.1	79.6	2 - Fair
2900149	GRE-00035-0265 (2900149)	SR835 N. FAIRFIELD	5 - Highway-pedestrian	01 - State Highway Agency	07/01/2002	195.2	73.2	2 - Fair
2900157	GRE-00035-0294 (2900157)	US 35	1 - Highway	01 - State Highway Agency	07/01/1955	12.0	70.0	1 - Good
2900181	GRE-00035-0383 (2900181)	US 35	1 - Highway	01 - State Highway Agency	07/01/1955	10.0	70.0	1 - Good
2900211	GRE-00035-0455 (2900211)	US 35	1 - Highway	01 - State Highway Agency	07/01/1955	132.1	85.0	1 - Good
2900289	GRE-00035-0614 (2900289)	US 35	1 - Highway	01 - State Highway Agency	07/01/1955	225.0	79.2	2 - Fair
2903210	GRE-00675-0216 (2903210)	WAGNER RD	1 - Highway	01 - State Highway Agency	07/01/1986	227.0	96.0	1 - Good
2903229	GRE-00675-0216E (2903229)	WAGNER RD	1 - Highway	01 - State Highway Agency	07/01/1983	10.0	98.0	2 - Fair
2903245	GRE-00675-0309 (2903245)	INDIAN RIPPLE RD E	1 - Highway	01 - State Highway Agency	07/01/1986	227.0	80.0	3 - Poor
2903253	GRE-00675-0310 (2903253)	INDIAN RIPPLE RD W	1 - Highway	01 - State Highway Agency	07/01/1986	227.0	95.0	3 - Poor
2903296	GRE-00675-0352L (2903296)	SB IR 675	1 - Highway	01 - State Highway Agency	07/01/1983	113.0	90.1	1 - Good
2903318	GRE-00675-0352R (2903318)	NB IR 675	1 - Highway	01 - State Highway Agency	07/01/1983	113.0	98.0	2 - Fair
2903342	GRE-00675-0445 (2903342)	SHAKERTOWN RD	1 - Highway	01 - State Highway Agency	07/01/1983	256.0	95.0	1 - Good
2903377	GRE-00675-0512L (2903377)	SB IR 675	1 - Highway	01 - State Highway Agency	07/01/1983	171.0	93.0	1 - Good
2903385	GRE-00675-0512R (2903385)	NB IR 675	1 - Highway	01 - State Highway Agency	07/01/1983	171.0	93.0	1 - Good
2903393	GRE-00675-0514W (2903393)	IR 675	1 - Highway	01 - State Highway Agency	07/01/1983	14.0	92.6	2 - Fair
2903415	GRE-00675-0520L (2903415)	SB IR 675	1 - Highway	01 - State Highway Agency	07/01/1983	191.0	86.7	1 - Good
2903423	GRE-00675-0520R (2903423)	NB IR 675	1 - Highway	01 - State Highway Agency	07/01/1983	191.0	86.7	1 - Good
2903466	GRE-00675-0533L (2903466)	SB IR 675	1 - Highway	01 - State Highway Agency	07/01/1983	195.0	94.0	1 - Good
2903474	GRE-00675-0533R (2903474)	NB IR 675	1 - Highway	01 - State Highway Agency	07/01/1983	195.0	88.8	1 - Good
2903504	GRE-00675-0575 (2903504)	RAMP US35E-IR675N	1 - Highway	01 - State Highway Agency	07/01/1985	288.0	95.1	1 - Good
2903598	GRE-00675-0616 (2903598)	DAYTON-XENIA RD C-	1 - Highway	01 - State Highway Agency	07/01/1985	412.0	96.0	1 - Good
2903636	GRE-00675-0634 (2903636)	PEDESTRIAN CROSSWA	3 - Pedestrian-bicycle	01 - State Highway Agency	07/01/1985	411.0	37.0	1 - Good
2903660	GRE-00675-0737 (2903660)	KEMP RD	1 - Highway	01 - State Highway Agency	07/01/1985	300.0	95.0	3 - Poor
2903695	GRE-00675-0822 (2903695)	RAMP S SKYLINE DR	1 - Highway	01 - State Highway Agency	07/01/1984	462.0	77.0	1 - Good
2903709	GRE-00675-0823 (2903709)	SKYLINE DR N RAMP	1 - Highway	01 - State Highway Agency	07/01/1984	462.0	92.1	1 - Good
2903768	GRE-00675-0895 (2903768)	GRANGE HALL RD	1 - Highway	01 - State Highway Agency	07/01/1984	265.0	96.0	1 - Good
2904462	GRE-00835-0035 (2904462)	SR 835	1 - Highway	01 - State Highway Agency	07/01/1985	144.0	96.5	1 - Good
2904470	GRE-00835-0091 (2904470)	SR 835	1 - Highway	01 - State Highway Agency	07/01/1985	29.0	51.0	3 - Poor
2904500	GRE-00835-0184 (2904500)	SR 835	1 - Highway	01 - State Highway Agency	07/01/1986	14.0	83.6	2 - Fair
2904519	GRE-00835-0207 (2904519)	E. PATTERSON RD.	1 - Highway	01 - State Highway Agency	07/01/1986	108.1	94.4	2 - Fair
2900130	GRE-00835-0247 (2900130)	SR 835	1 - Highway	01 - State Highway Agency	07/01/2002	238.2	93.4	2 - Fair
2903822	GRE-00844-0067 (2903822)	FAIRFIELD RD C9	1 - Highway	01 - State Highway Agency	07/01/1976	366.0	92.4	2 - Fair
2904616	GRE-00844-0092L (2904616)	SB 444A	1 - Highway	01 - State Highway Agency	07/01/1988	281.0	91.1	3 - Poor
2904632	GRE-00844-0092R (2904632)	NB 444A	1 - Highway	01 - State Highway Agency	07/01/1988	281.0	90.1	3 - Poor

The City of Beavercreek aggressively pursues funding for roadway improvement projects from several sources and has been successful in the past in obtaining State and Federal funds for eligible projects. As indicated on the table on the next page, since 1997 the City has been the recipient of over $125 Million dollars in State and Federal Funding, allowing for the construction of over $161 million in infrastructure improvements over this time period. This aggressive approach toward grant acquisition has, on the average, yielded a ratio of approximately 4:1 grant to local funds, thus stretching the local tax dollars and allowing for occasional funding of non-grant related projects.

The primary objective of the 2026-2030 Capital Improvement Plan for streets and traffic is to provide the motoring public a well maintained and safe transportation system as economically as possible within available projected resources. While the roadway improvement projects listed in this plan are feasible given current grant and City financial resources, this document should not be considered to be a comprehensive plan to meet all outstanding needs for the City's roadway network. There are many projects along the City's roadway network that are not listed in this plan that would improve traffic flow and address maintenance needs that are not listed due to funding limitations.

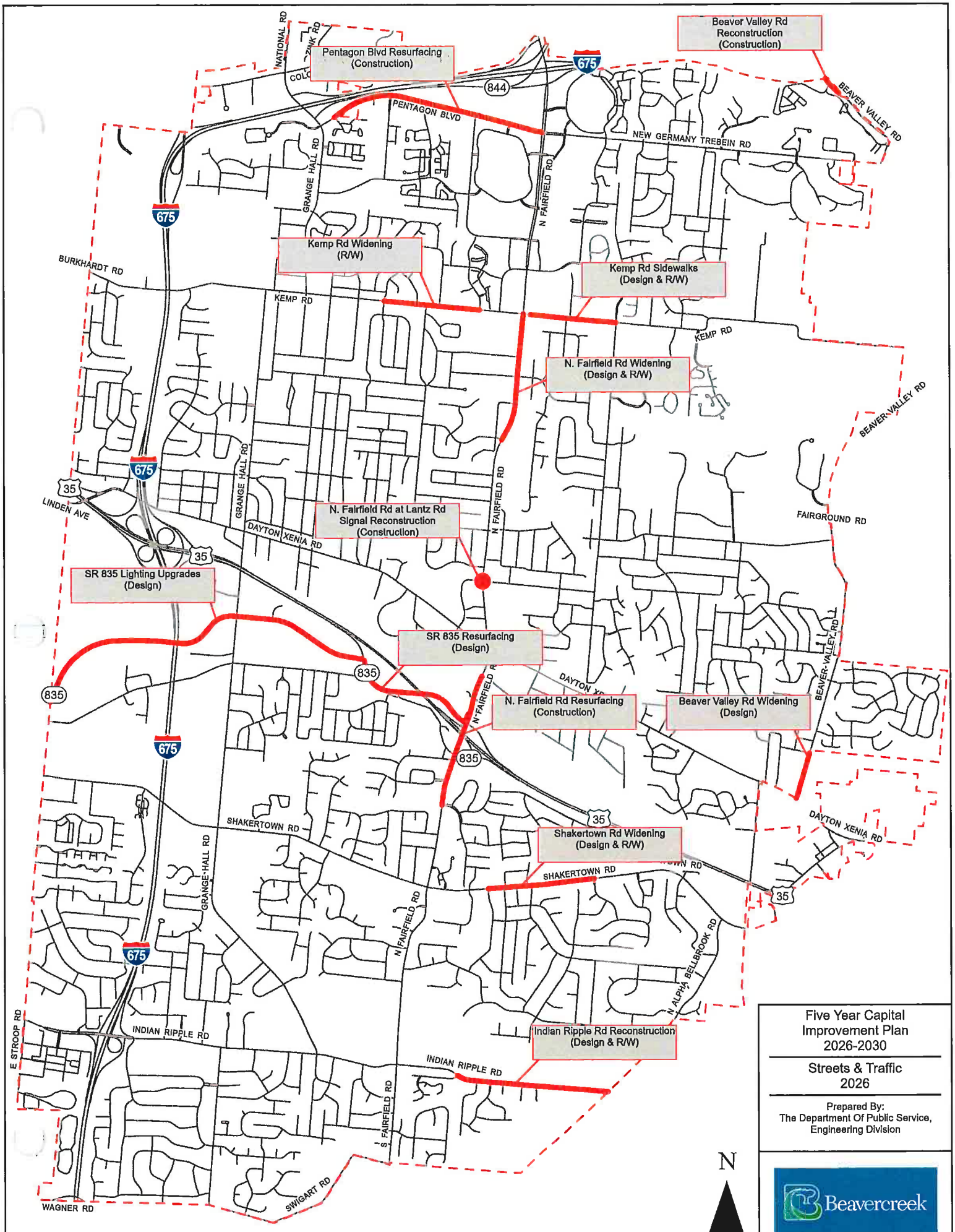
GRANT LISTING

10/29/2025

CONSTRUCTION YEAR	PROJECT DESCRIPTION	FUNDING SOURCE	CONSTRUCTION FUNDS		
			LOCAL	GRANTS	TOTAL
1997	County Line Road Widening	OPWC/FHWA	$240,000.00	$960,000.00	$1,200,000.00
1997	North Fairfield/ Dayton-Xenia Road Streetscape	FHWA	$227,805.00	$462,195.00	$690,000.00
1997	N. Fairfield Resurfacing	FHWA	$122,800.00	$491,200.00	$614,000.00
1997	H-Connector Bikeway	FHWA	$245,000.00	$1,275,600.00	$1,520,600.00
1998	Indian Ripple (North Fairfield Phase I)	OPWC	$37,000.00	$333,000.00	$370,000.00
1999	Indian Ripple (North Fairfield Phase II)	OPWC	$80,000.00	$720,000.00	$800,000.00
1999	N. Fairfield Rd. Corridor Crash Study	GHSO	$0.00	$27,375.00	$27,375.00
1999	Grange Hall Road Signal Upgrade	FHWA	$0.00	$198,000.00	$198,000.00
2000	Grange Hall Road Bridge	OPWC	$74,570.00	$162,930.00	$237,500.00
2001	New Germany-Trebein Road	OPWC	$180,000.00	$540,000.00	$720,000.00
2002	SR835 Streetscape	FHWA	$117,425.00	$218,075.00	$335,500.00
2002	North Fairfield Road Streetscape	FHWA	$89,000.00	$276,000.00	$365,000.00
2002	US 35/North Fairfield	ODOT/FHWA	$0.00	$22,700,000.00	$22,700,000.00
2003	Colonel Glenn Highway Resurfacing	FHWA	$87,800.00	$351,200.00	$439,000.00
2003	Grange Hall Road Widening	OPWC / FHWA	$0.00	$1,234,000.00	$1,234,000.00
2004	Indian Ripple Road Signal	FHWA	$8,700.00	$98,000.00	$106,700.00
2004	Kemp Road Signals	FHWA	$0.00	$187,000.00	$187,000.00
2004	SR 835 Resurfacing	ODOT	$160,500.00	$537,500.00	$698,000.00
2005	I-675/North Fairfield Road Project	FHWA	$65,000.00	$260,000.00	$325,000.00
2005	North Fairfield (Lakeview Dr. to Rex Dr)	OPWC	$202,800.00	$577,200.00	$780,000.00
2005	Dayton-Xenia Streetscape	FHWA	$104,000.00	$191,000.00	$295,000.00
2005	I-675/ Indian Ripple Signals and Lighting	FHWA	$0.00	$400,000.00	$400,000.00
2005	I-675 Noise Barrier (Summerfield)	FHWA	$0.00	$1,000,000.00	$1,000,000.00
2007	Pentagon Blvd	Dept.of Dev.	$0.00	$729,000.00	$729,000.00
2007	New Germany-Trebein Road	Dept.of Dev.	$0.00	$420,000.00	$420,000.00
2008	Kemp Rd. Relocation (Aley Church)	OPWC	$264,268.00	$535,760.00	$800,028.00
2008	Indian Ripple @ Darst	FHWA	$84,500.00	$283,500.00	$368,000.00
2008	Colonel Glenn Highway Safety Study	GHSO	$0.00	$20,000.00	$20,000.00
2008	I-675 / N. Fairfield Rd. Safety Study	FHWA	$0.00	$20,000.00	$20,000.00
2008	Nuglo - Phase I Study	OEPA	$0.00	$9,212.00	$9,212.00
2009	Dayton-Xenia Signalization	FHWA	$267,410.00	$761,090.00	$1,028,500.00
2009	GRE Dayton-Xenia Road	FHWA	$574,095.00	$4,453,885.00	$5,027,980.00
2009	GRE Dayton-Xenia Road	OPWC	$0.00	$675,000.00	$675,000.00
2009	Dayton-Xenia Rd. Curb Ramps	CDBG	$5,000.00	$35,000.00	$40,000.00
2009	N. Fairfield Rd. at Kemp Rd. Safety Study	GHSO	$0.00	$5,000.00	$5,000.00
2009	N. Fairfield Rd. Corridor Crash Study	GHSO	$0.00	$20,000.00	$20,000.00
2009	National Rd. Reconstruction Project	OPWC	$17,443.00	$91,577.00	$109,020.00
2009	Fairwood Drive Improvement	FHWA	$79,687.00	$279,180.00	$358,867.00
2009	Fairwood Drive Signal	MVRPC	$54,500.00	$115,500.00	$170,000.00
2010	Beavercreek Station	FHWA/ODNR/DONA	$0.00	$677,350.00	$677,350.00
2010	Grange Hall Rd. Bikeway	FHWA	$79,350.00	$185,650.00	$265,000.00
2010	Indian Ripple (Sylvania to Darst)	FHWA	$112,500.00	$3,450,000.00	$3,562,500.00
2010	Indian Ripple (Sylvania to Darst)	OPWC	$0.00	$275,000.00	$275,000.00
2010	N. Fairfield Rd. Resurfacing	MVRPC	$314,293.00	$814,000.00	$1,128,293.00
2011	Col. Glenn Highway Resurfacing	MVRPC	$13,857.00	$550,000.00	$563,857.00
2011	Creekside Trail Resurfacing	MVRPC	$19,869.00	$220,000.00	$239,869.00
2011	Rotary Park Connector	ODNR	$68,175.00	$204,523.00	$272,698.00
2012	Kemp Rd / Hanes Rd. Intersection	MVRPC	$163,900.00	$386,100.00	$550,000.00
2012	Col. Glenn Hwy at Grange Hall Rd. Safety Imp	FHWA/ODOT	$61,330.00	$573,970.00	$635,300.00
2012	I-675 / N. Fairfield Rd Safety Improvements	FHWA	$110,000.00	$990,000.00	$1,100,000.00
2012	N. Fairfield Rd.@ N.G.T. Left Turn Lanes	OPWC	$109,200.00	$310,800.00	$420,000.00
2012	N. Fairfield Rd. Signal System	MVRPC	$100,000.00	$1,100,000.00	$1,200,000.00
2012	Indian Ripple Rd. Safety Study	HSP	$0.00	$20,000.00	$20,000.00
2012	Col. Glenn Hwy. Signals	MVRPC	$65,000.00	$715,000.00	$780,000.00
2012	Dayton-Xenia Rd. Signals	MVRPC	$47,429.00	$538,571.00	$586,000.00
2012	US 35 / Factory Rd. Safety Improvement	HSP	$0.00	$290,050.00	$290,050.00
2012	Beaver-Vu Signal	MVRPC	$48,000.00	$132,000.00	$180,000.00
2012	Grange Hall Rd. Bridge Deck Replacement	ODOT	$168,380.00	$324,720.00	$493,100.00

2012	Senior Center Parking Lot Lighting - Part I	CDBG	$10,000.00	$20,000.00	$30,000.00
2012	Police Bldg & City Hall HVAC Upgrades	ARRA	$0.00	$164,700.00	$164,700.00
2013	New Germany-Trebein Road Reconstruction	MVRPC	$475,000.00	$1,100,000.00	$1,575,000.00
2013	Senior Center Parking Lot Lighting - Part II	CDBG	$10,000.00	$20,000.00	$30,000.00
2013	Factory Road Reconstruction	MVRPC	$199,550.00	$450,450.00	$650,000.00
2014	N.Fairfield Rd. Bridge Widening over I-675	MVRPC/HSP/OPWC	$0.00	$4,260,000.00	$4,260,000.00
2014	N. Fairfield Rd. Resurfacing (North Dr. to Beaver Vu Drive).	MVRPC	$223,600.00	$670,800.00	$894,400.00
2014	I-675 Bikeway Bridge	MVRPC	$650,000.00	$2,400,000.00	$3,050,000.00
2014	Hanes Rd. Bridge Deck Replacement	ODOT	$159,760.00	$315,840.00	$475,600.00
2014	I-675 @ Grange Hall Rd. Streetscape Project	MVRPC	$109,800.00	$299,900.00	$409,700.00
2014	Indian Ripple Rd. at I-675 Safety Improvements	ODOT	$356,626.00	$69,625.00	$426,251.00
2016	Indian Ripple Rd. Signals Project	MVRPC	$233,750.00	$701,250.00	$935,000.00
2015	N. Fairfield Rd. Widening	MVRPC/OPWC	$0.00	$1,900,000.00	$1,900,000.00
2015	Grange Hall Rd. Widening	MVRPC	$695,500.00	$1,552,500.00	$2,248,000.00
2015	Curb Ramp Replacements	CDBG	$0.00	$10,000.00	$10,000.00
2015	National Rd. @ Col. Glenn Hwy (Design)	MVRPC	$70,000.00	$160,000.00	$230,000.00
2015	Dayton-Xenia Rd. @ Grange Hall Enhancement	MVRPC	$165,000.00	$297,000.00	$462,000.00
2016	Shakertown @ GH Reconstruction	OPWC	$750,000.00	$650,000.00	$1,400,000.00
2017	Col. Glenn Resurfacing	MVRPC	$317,000.00	$589,000.00	$906,000.00
2017	Shakertown Road Improvements (Product Way to Willow Run)	OPWC/County	$600,000.00	$1,000,000.00	$1,600,000.00
2017	Dayton-Xenia Rd. Widen. (Woods to Wallaby)	MVRPC/OPWC	$667,000.00	$3,133,000.00	$3,800,000.00
2018	Indian Ripple Widening (Darst to Marydale)	MVRPC	$112,750.00	$338,250.00	$451,000.00
2018	National @ Col. Glenn Widening	MVRPC	$223,630.00	$894,520.00	$1,118,150.00
2018	Shakertown Widening (Grange Hall to Burntwood)	OPWC/Assessment	$400,000.00	$925,000.00	$1,325,000.00
2018	N. Fairfield Road Resurfacing	MVRPC	$542,448.00	$675,552.00	$1,218,000.00
2018	Indian Ripple Road Resurfacing	MVRPC	$311,781.00	$727,489.00	$1,039,270.00
2018	Dayton-Xenia Rd. Enhancements - Part II	MVRPC	$79,200.00	$316,800.00	$396,000.00
2019	Shakertown Rd. Extension to Factory Rd.	MVRPC	$738,300.00	$1,722,700.00	$2,461,000.00
2020	SR 835 Resurfacing	ODOT/OPWC	$482,781.00	$1,517,219.00	$2,000,000.00
2020	Kemp Road Widening (GH to Meadowcourt)	MVRPC/OPWC	$1,152,390.00	$1,897,610.00	$3,050,000.00
2020	Dayton-Xenia Rd. Widening (E. Lynn to Woods)	MVRPC	$956,400.00	$2,585,600.00	$3,542,000.00
2020	Col. Glenn Hwy. Enhancements	MVRPC	$231,000.00	$693,000.00	$924,000.00
2020	Lofino Plaza - Part 2	CDBG	$8,000.00	$32,000.00	$40,000.00
2020	Kemp Road Signal Improvements	MVRPC	$143,000.00	$429,000.00	$572,000.00
2021	Indian Ripple Road Pedestrian Improvements	MVRPC	$383,200.00	$349,800.00	$733,000.00
2021	County Line Road Widening	MVRPC	$645,000.00	$930,000.00	$1,575,000.00
2022	McGrath Way Utility Improvements	ARPA	$0.00	$330,000.00	$330,000.00
2022	McGrath Way Roadway Construction	County	$1,150,000.00	$50,000.00	$1,200,000.00
2022	Factory Road Widening (Nutter Park to Creekside)	MVRPC	$1,022,500.00	$577,500.00	$1,600,000.00
2022	Shakertown Widening (NFR to Carthage)	OPWC	$900,000.00	$900,000.00	$1,800,000.00
2023	Grange Hall Widening (Kemp to Summerfield)	MVRPC/OPWC	$385,000.00	$3,115,000.00	$3,500,000.00
2023	Willowcrest Drainage Improvements	ARPA	$200,000.00	$1,800,000.00	$2,000,000.00
2023	Vineland Ditch Improvements	ARPA	$150,000.00	$1,600,000.00	$1,750,000.00
2023	Golf Course Channel Restoration	ARPA	$0.00	$250,000.00	$250,000.00
2023	Grange Hall at I-675 Study	FHWA/County	$100,000.00	$500,000.00	$600,000.00
2023	Grange Hall Resurfacing (Shakertown to IRR)	MVRPC	$258,284.00	$391,716.00	$650,000.00
2023	Kemp Road Pedestrian Improvements	MVRPC	$682,150.00	$344,850.00	$1,027,000.00
2024	N. Fairfield Road Widening (Lawson to Fairwood)	MVRPC	$513,600.00	$1,198,400.00	$1,712,000.00
2024	Col. Glenn Hwy Resurfacing	MVRPC	$297,960.00	$591,840.00	$889,800.00
2024	Col. Glenn Hwy Enhancements II	MVRPC	$180,950.00	$336,050.00	$517,000.00
2024	N. Fairfield Rd. Reconstruction (Crossing to I-675)	MVRPC	$626,592.00	$939,888.00	$1,566,480.00
2025	Factory Road Bridge Widening	MVRPC	$282,150.00	$344,850.00	$627,000.00
2025	Dayton-Xenia Road (Meadow Bridge to Darlington)	MVRPC/OPWC	$710,268.00	$2,589,732.00	$3,300,000.00
2025	N. Fairfield Rd @ Beaver Vu Widening Project	OPWC	$208,000.00	$592,000.00	$800,000.00
2025	N. Fairfield Road Widening (Shakertown to Fairbrook School)	MVRPC	$1,434,850.00	$2,807,650.00	$4,242,500.00

2026	N. Fairfield Road Resurfacing	MVRPC	$302,200.00	$696,600.00	$998,800.00
2026	Pentagon Blvd. Resurfacing	MVRPC	$652,960.00	$829,440.00	$1,482,400.00
2026	Shakertown Road Sidepath	MVRPC	$148,500.00	$346,500.00	$495,000.00
2026	Grange Hall/Springhouse Pedestrian Upgrades	MVRPC	$316,720.00	$1,266,880.00	$1,583,600.00
2026	Kemp Road Widening (Meadowcourt to Bluewing)	MVRPC	$802,500.00	$1,872,500.00	$2,675,000.00
2027	Indian Ripple Rd. Widening (Barronwood to Woodview)	MVRPC	$856,000.00	$1,284,000.00	$2,140,000.00
2027	SR 835 Resurfacing	MVRPC	$103,680.00	$414,720.00	$518,400.00
2027	Shakertown Road Widening (Carthage to Southern Belle)	MVRPC	$1,477,500.00	$2,407,500.00	$3,885,000.00
2027	N. Fairfield Rd. Widening (Claydor to Kemp)	MVRPC	$313,500.00	$731,500.00	$1,045,000.00
2027	SR 835 Lighting Upgrades	MVRPC	$70,000.00	$82,500.00	$152,500.00
2027	Kemp Road Widening (N. Fairfield to Hanes)	MVRPC	$1,480,800.00	$1,005,800.00	$2,486,600.00
2027	Indian Ripple Road Widening (Woodview to East Corp. Line)	MVRPC	$886,750.00	$2,113,250.00	$3,000,000.00
2028	Beaver Valley Road Widening (D-X to Hazel)	MVRPC/Township	$747,590.00	$1,496,410.00	$2,244,000.00
2028	Dayton-Xenia Rd. @ NFR Signal Reconstruction	MVRPC	$203,500.00	$378,950.00	$582,450.00
2029	Stedman Lane Connector	MVRPC	$107,250.00	$250,250.00	$357,500.00
2029	Dayton-Xenia Rd. Resurfacing	MVRPC	$325,080.00	$603,720.00	$928,800.00
2030	Kemp Road Widening (Grange Hall to I-675)	MVRPC	$971,025.00	$2,913,075.00	$3,884,100.00
2030	Lantz Road Sidewalk Project	MVRPC	$112,200.00	$448,800.00	$561,000.00
TOTAL			**$35,953,111.00**	**$125,612,189.00**	**$161,565,300.00**
%			**22.25**	**77.75**	**100.00**
CONSTRUCTION	**PROJECT DESCRIPTION**	**FUNDING SOURCE**	**CONSTRUCTION FUNDS**		
YEAR			**LOCAL**	**GRANTS**	**TOTAL**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Beaver Valley Rd Reconstruction (Construction)
Kemp Rd Widening (R/W)
Kemp Rd Sidewalks (Design & R/W)
N. Fairfield Rd Widening (Design & R/W)
N. Fairfield Rd at Lantz Rd Signal Reconstruction (Construction)
SR 835 Lighting Upgrades (Design)
SR 835 Resurfacing (Design)
N. Fairfield Rd Resurfacing (Construction)
Beaver Valley Rd Widening (Design)
Shakertown Rd Widening (Design & R/W)
Indian Ripple Rd Reconstruction (Design & R/W)
NATIONAL RD
ZINK RD
PENTAGON BLVD
NEW GERMANY TREBEIN RD
BEAVER VALLEY RD
GRANGE HALL RD
N FAIRFIELD RD
BURKHARDT RD
KEMP RD
LINDEN AVE
DAYTON XENIA RD
FAIRGROUND RD
SHAKERTOWN RD
N ALPHA BELLBROOK RD
E STROOP RD
INDIAN RIPPLE RD
S FAIRFIELD RD
SWIGART RD
WAGNER RD
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Five Year Capital Improvement Plan 2026-2030
Streets & Traffic 2026
Prepared By:
The Department Of Public Service, Engineering Division
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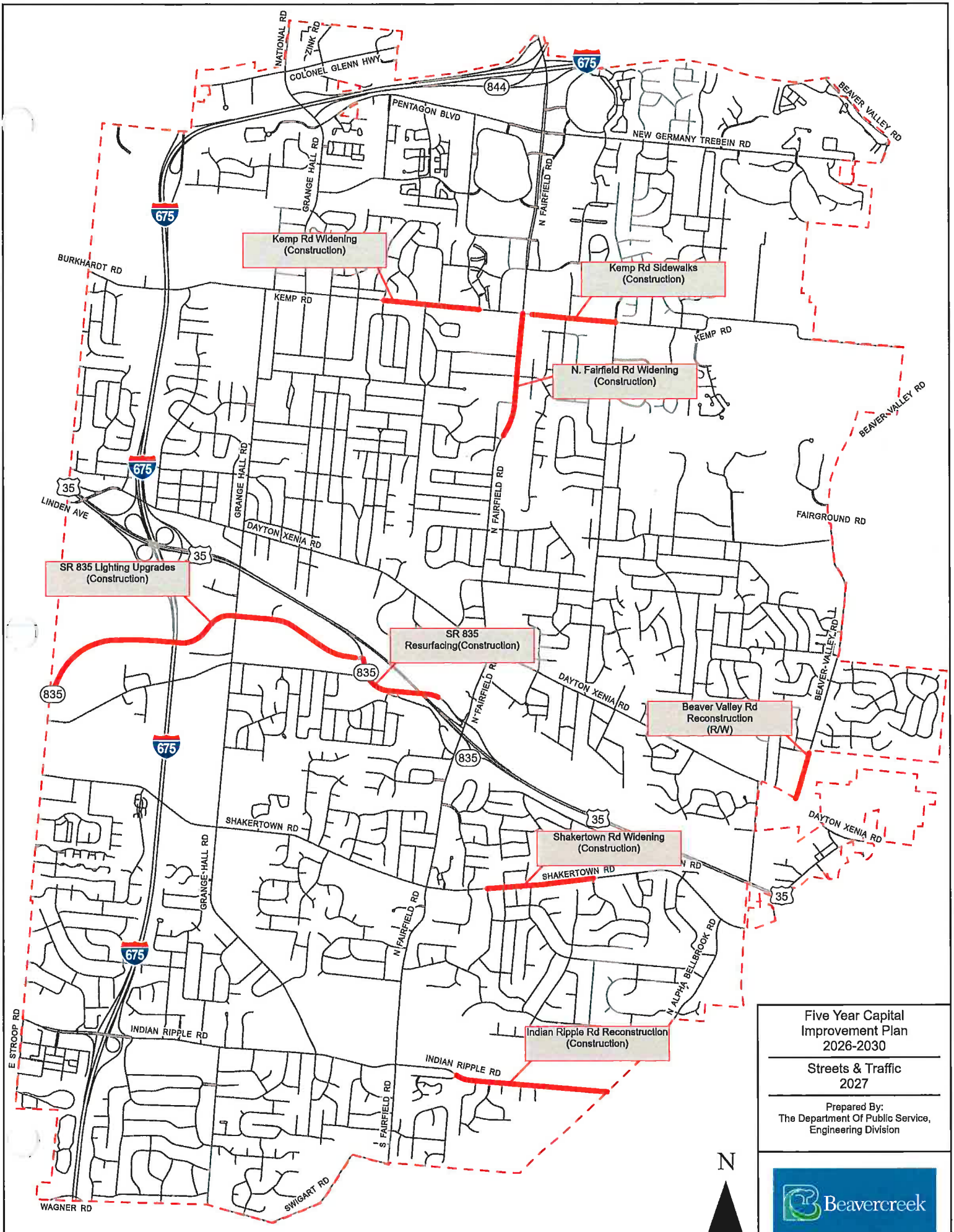
Beavercreek



Five Year Capital Improvement Plan
2026-2030

Streets & Traffic
2027

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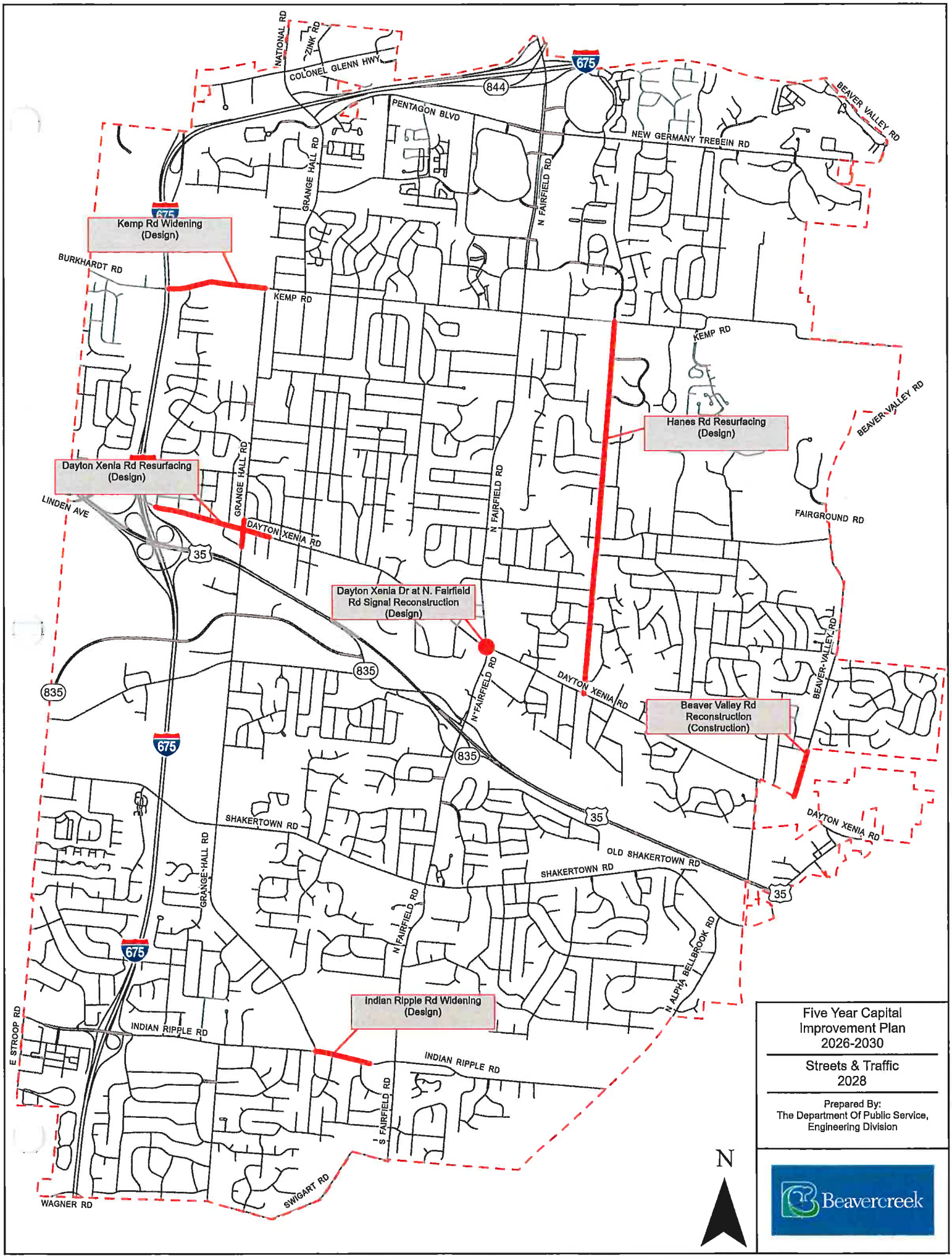
Kemp Rd Widening (Design)
Dayton Xenia Rd Resurfacing (Design)
Dayton Xenia Dr at N. Fairfield Rd Signal Reconstruction (Design)
Hanes Rd Resurfacing (Design)
Beaver Valley Rd Reconstruction (Construction)
Indian Ripple Rd Widening (Design)
NATIONAL RD
ZINK RD
COLONEL GLENN HWY
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PENTAGON BLVD
NEW GERMANY TREBEIN RD
BEAVER VALLEY RD
GRANGE HALL RD
N FAIRFIELD RD
BURKHARDT RD
KEMP RD
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DAYTON XENIA RD
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FAIRGROUND RD
SHAKERTOWN RD
OLD SHAKERTOWN RD
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E STROOP RD
INDIAN RIPPLE RD
S FAIRFIELD RD
SWIGART RD
WAGNER RD
N
Five Year Capital Improvement Plan 2026-2030
Streets & Traffic 2028
Prepared By: The Department Of Public Service, Engineering Division
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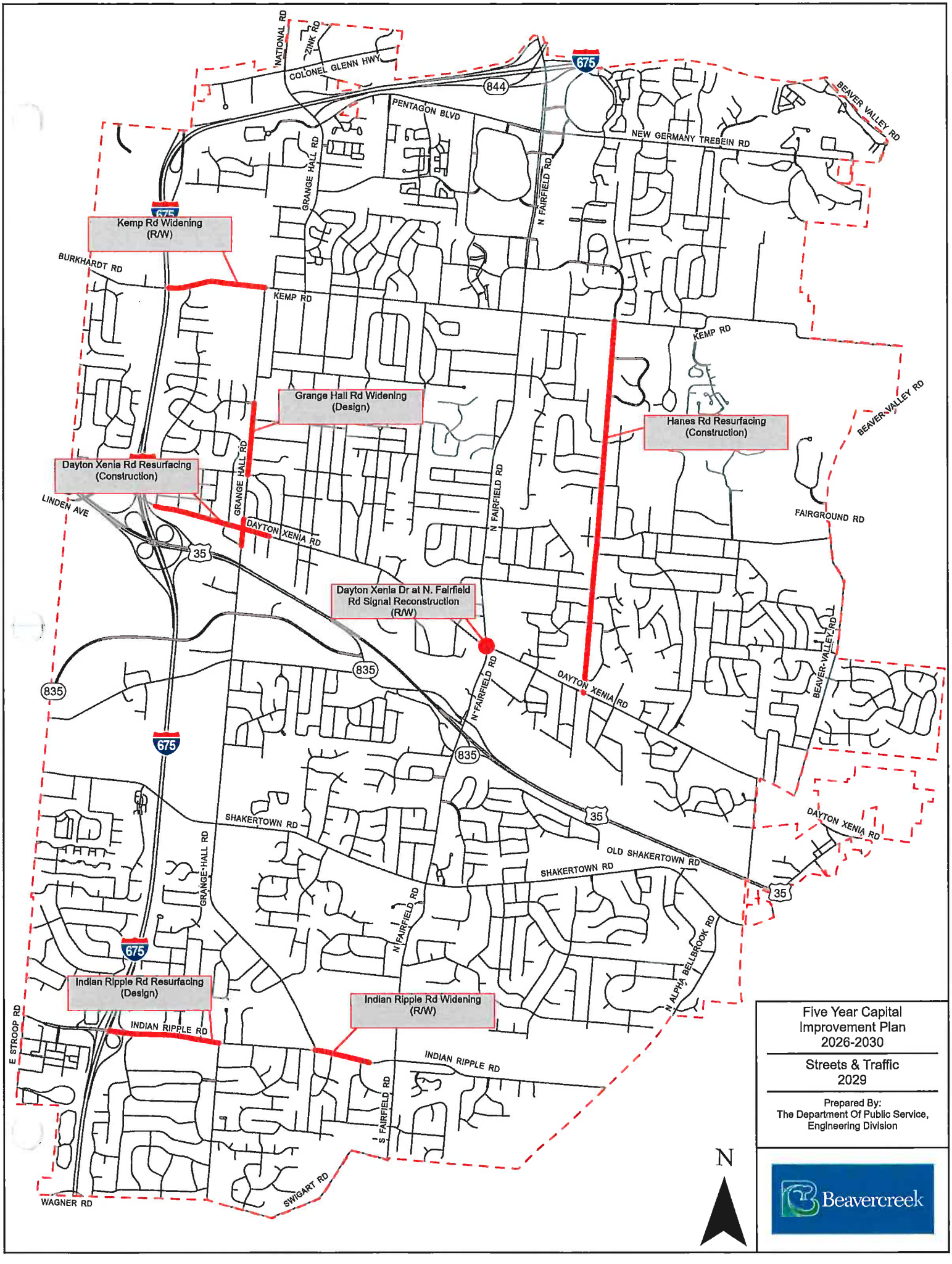
Kemp Rd Widening (R/W)
Grange Hall Rd Widening (Design)
Hanes Rd Resurfacing (Construction)
Dayton Xenia Rd Resurfacing (Construction)
Dayton Xenia Dr at N. Fairfield Rd Signal Reconstruction (R/W)
Indian Ripple Rd Resurfacing (Design)
Indian Ripple Rd Widening (R/W)
NATIONAL RD
ZINK RD
COLONEL GLENN HWY
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PENTAGON BLVD
NEW GERMANY TREBEIN RD
BEAVER VALLEY RD
GRANGE HALL RD
N FAIRFIELD RD
BURKHARDT RD
KEMP RD
LINDEN AVE
DAYTON XENIA RD
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FAIRGROUND RD
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INDIAN RIPPLE RD
S FAIRFIELD RD
SWIGART RD
WAGNER RD
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Five Year Capital Improvement Plan 2026-2030
Streets & Traffic 2029
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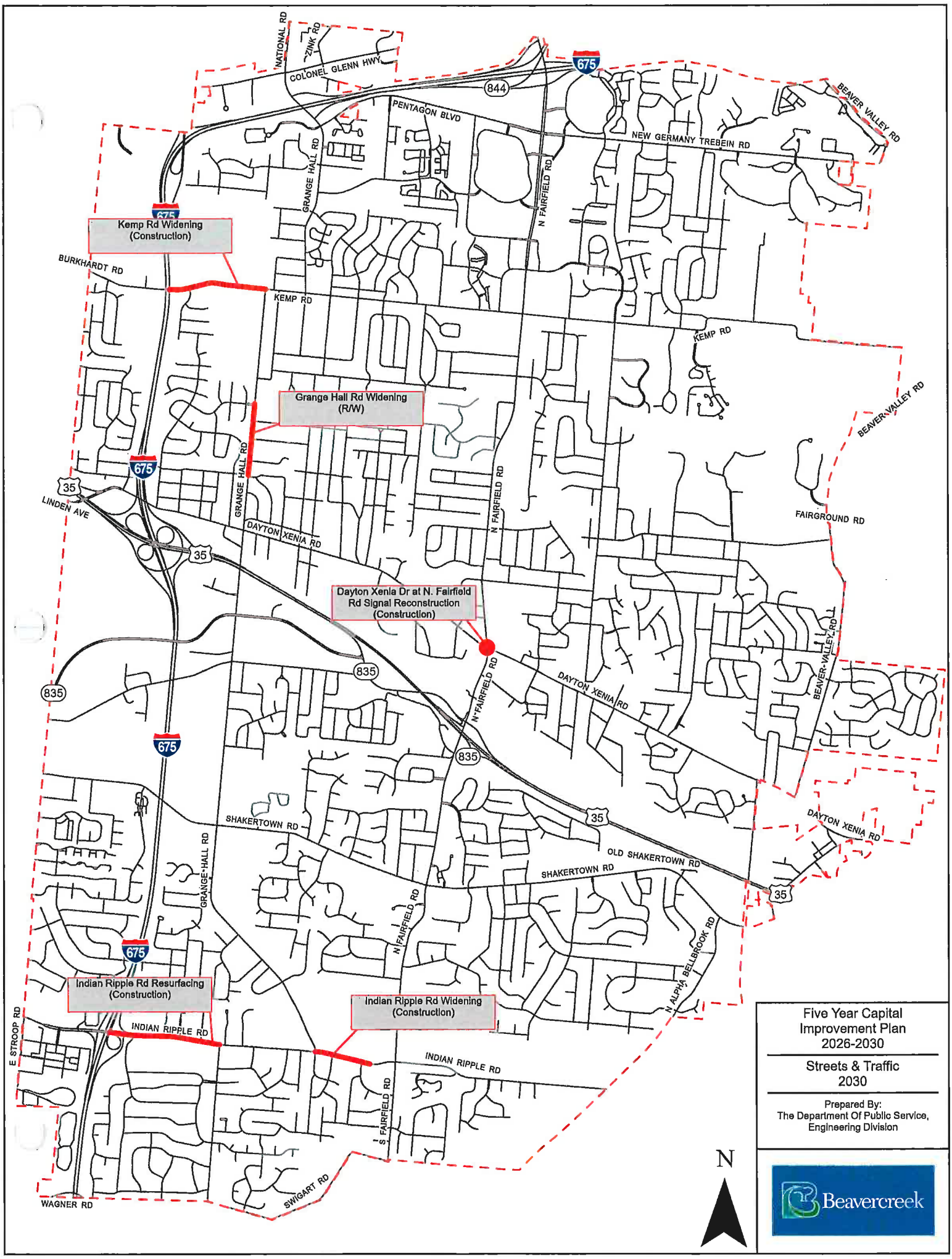
Kemp Rd Widening
(Construction)
Grange Hall Rd Widening
(R/W)
Dayton Xenia Dr at N. Fairfield
Rd Signal Reconstruction
(Construction)
Indian Ripple Rd Resurfacing
(Construction)
Indian Ripple Rd Widening
(Construction)
NATIONAL RD
ZINK RD
COLONEL GLENN HWY
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PENTAGON BLVD
NEW GERMANY TREBEIN RD
BEAVER VALLEY RD
GRANGE HALL RD
N FAIRFIELD RD
BURKHARDT RD
KEMP RD
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LINDEN AVE
DAYTON XENIA RD
FAIRGROUND RD
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SHAKERTOWN RD
OLD SHAKERTOWN RD
N ALPHA BELLBROOK RD
E STROOP RD
INDIAN RIPPLE RD
S FAIRFIELD RD
SWIGART RD
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Five Year Capital
Improvement Plan
2026-2030
Streets & Traffic
2030
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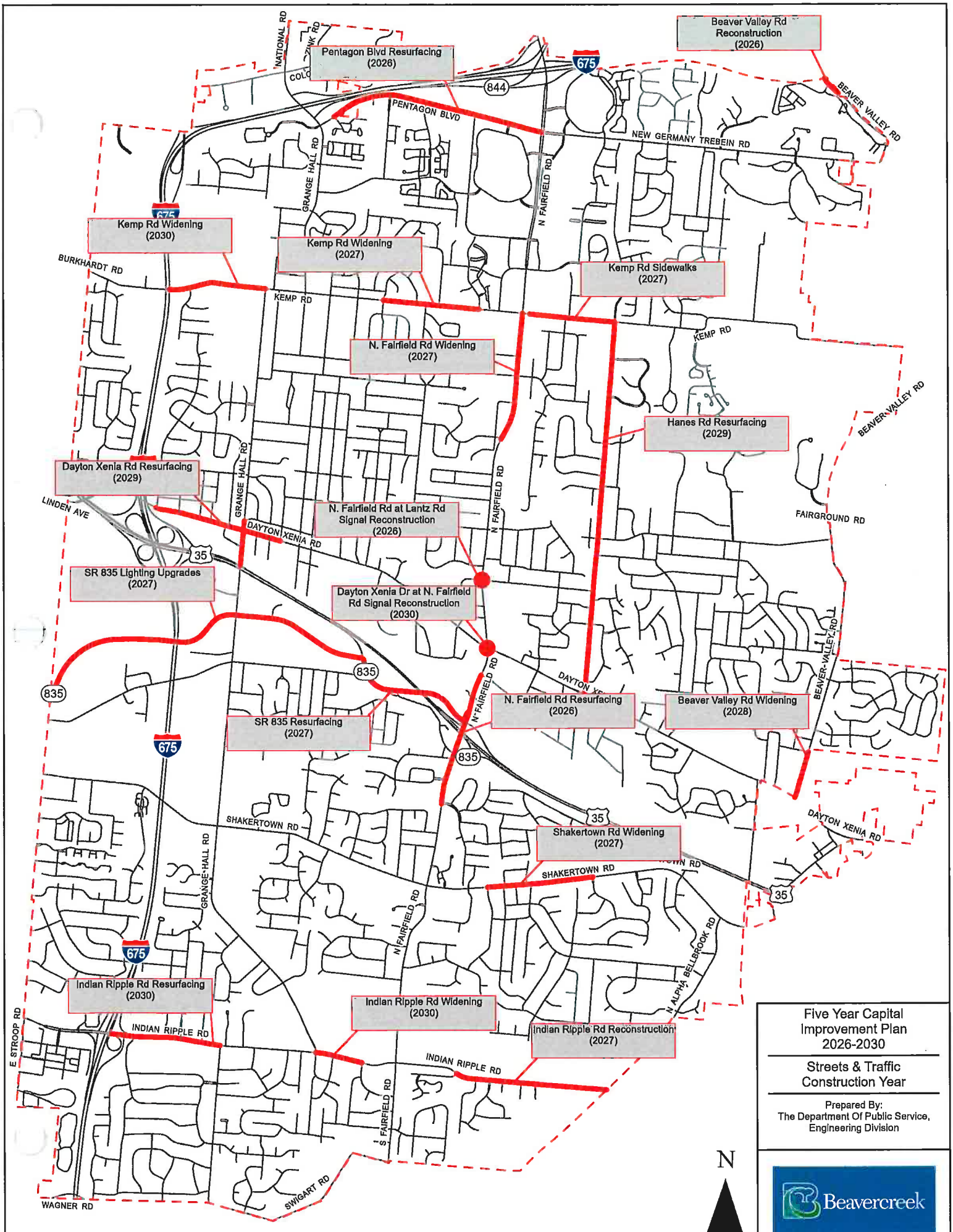
Pentagon Blvd Resurfacing (2026)
Beaver Valley Rd Reconstruction (2026)
Kemp Rd Widening (2030)
Kemp Rd Widening (2027)
Kemp Rd Sidewalks (2027)
N. Fairfield Rd Widening (2027)
Hanes Rd Resurfacing (2029)
Dayton Xenia Rd Resurfacing (2029)
N. Fairfield Rd at Lantz Rd Signal Reconstruction (2026)
SR 835 Lighting Upgrades (2027)
Dayton Xenia Dr at N. Fairfield Rd Signal Reconstruction (2030)
N. Fairfield Rd Resurfacing (2026)
Beaver Valley Rd Widening (2028)
SR 835 Resurfacing (2027)
Shakertown Rd Widening (2027)
Indian Ripple Rd Resurfacing (2030)
Indian Ripple Rd Widening (2030)
Indian Ripple Rd Reconstruction (2027)
NATIONAL RD
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COLONEL GLENN HWY
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PENTAGON BLVD
NEW GERMANY TREBEIN RD
BEAVER VALLEY RD
GRANGE HALL RD
N FAIRFIELD RD
BURKHARDT RD
KEMP RD
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DAYTON XENIA RD
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FAIRGROUND RD
835
SHAKERTOWN RD
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INDIAN RIPPLE RD
S FAIRFIELD RD
SWIGART RD
WAGNER RD
Five Year Capital Improvement Plan 2026-2030
Streets & Traffic Construction Year
Prepared By:
The Department Of Public Service,
Engineering Division
N
Beavercreek

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	

STREET AND TRAFFIC CONSTRUCTION

PROJECT YEAR 2026

N. FAIRFIELD ROAD WIDENING		**ESTIMATED TOTAL COST**	**$370,000.00**
THE WIDENING OF N. FAIRFIELD ROAD FROM FAIRWOOD TO KEMP ROAD	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** R/W PURCHASES	408	$370,000.00
			$0.00
			$0.00
REFERENCE NO. 914			

KEMP ROAD WIDENING		**ESTIMATED TOTAL COST**	**$500,000.00**
WIDENING OF KEMP ROAD BETWEEN MEADOWCOURT AND BLUE WING	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTACTOR **PROJECT TYPE:** R/W PURCHASES	204	$250,000.00
		771	$250,000.00
			$0.00
REFERENCE NO. 932			

ANNUAL CURB AND RESURFACING PROGRAM		**ESTIMATED TOTAL COST**	**$3,740,000.00**
CURB REPLACEMENTS AND ROADWAY RESURFACING	**ENGINEERING BY:** IN-HOUSE **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	203	$1,300,000.00
		204	$1,040,000.00
		260	$1,400,000.00
REFERENCE NO. 937			

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
Indian Ripple Road Widening		**ESTIMATED TOTAL COST**	**$250,000.00**
Widening and reconstruction of Indian Ripple Road between Barronwood and Woodview including pedestrian facilities	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: PROJECT TYPE: R/W PURCHASE	204	$125,000.00
		260	$125,000.00
			$0.00
REFERENCE NO. 951			
Indian Ripple Road Widening		**ESTIMATED TOTAL COST**	**$125,000.00**
The widening of Indian Ripple Road from Woodview to the East Corp. Line Including Pedestrian Improvements	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: PROJECT TYPE: R/W PURCHASES	260	$125,000.00
			$0.00
			$0.00
REFERENCE NO. 953			
Pentagon Blvd. Resurfacing		**ESTIMATED TOTAL COST**	**$1,382,400.00**
Resurfacing of Pentagon Blvd. from N. Fairfield Road to Grange Hall Road	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	260	$552,960.00
		MVRPC	$829,440.00
			$0.00
REFERENCE NO. 955			
Kemp Road Sidewalks (NFR to Hanes Rd.)		**ESTIMATED TOTAL COST**	**$235,000.00**
Roadway widening and pedestrian facilities along Kemp Road (Final Design)	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	203	$235,000.00
			$0.00
			$0.00
REFERENCE NO. 997			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
N. Fairfield Road Resurfacing		**ESTIMATED TOTAL COST**	**$928,800.00**
Resurfacing of N. Fairfield Road between Beaver Vu Dr. and Newton Drive.	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	260	$232,200.00
		MVRPC	$696,600.00
			$0.00
REFERENCE NO. 1003			
Beaver Valley Rd. Widening		**ESTIMATED TOTAL COST**	**$250,000.00**
Beaver Valley Road widening and pedestrian facilities from Hazel to D-X	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	260	$175,000.00
		TWP	$75,000.00
			$0.00
REFERENCE NO. 1004			
Beaver Valley Road Reconstruction (North)		**ESTIMATED TOTAL COST**	**$770,000.00**
Beaver Valley Road Reconstruction north of NGT by I-675	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	204	$500,000.00
		Fairborn	$270,000.00
			$0.00
REFERENCE NO. 1005			
Shakertown Rd. Widening (Carthage to S. Belle)		**ESTIMATED TOTAL COST**	**$385,000.00**
Purchase of new R/W for widening of Shakertown Road	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: RW	260	$385,000.00
			$0.00
			$0.00
REFERENCE NO. 1006			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
N. Fairfield at Lantz Signal Reconstruction		**ESTIMATED TOTAL COST**	**$350,000.00**
Replacement of exist. Traffic signal at NFR and Lantz Road (Design & Construction)	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$350,000.00
			$0.00
REFERENCE NO. 1007			$0.00
Kemp Road Sidewalks - R/W Purchases		**ESTIMATED TOTAL COST**	**$250,000.00**
Kemp Road widening and pedestrian facilities between NFR and Hanes Rd	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: RW	260	$250,000.00
			$0.00
REFERENCE NO. 1010			$0.00
Sidewalk Replacement Program		**ESTIMATED TOTAL COST**	**$150,000.00**
Sidewalk repairs along streets and the resurfacing program	ENGINEERING BY: IN-HOUSE CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$150,000.00
			$0.00
REFERENCE NO. 1013			$0.00
SIDEPATH RESURFACING		**ESTIMATED TOTAL COST**	**$100,000.00**
CONSTRUCTION	ENGINEERING BY: IN-HOUSE CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$90,000.00
		204	$10,000.00
REFERENCE NO. 1061			$0.00

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
SR 835 RESURFACING; PID 121845		**ESTIMATED TOTAL COST**	**$50,000.00**
ROADWAY RESURFACING	ENGINEERING BY: CONSULTANT	203	$50,000.00
	CONSTRUCTION PERFORMED BY:		$0.00
	PROJECT TYPE: DESIGN		$0.00
REFERENCE NO. 1064			
COL. GLENN HWY SIGNAL SYSTEM TIMING		**ESTIMATED TOTAL COST**	**$25,000.00**
SIGNAL TIMING UPGRADES	ENGINEERING BY: CONSULTANT	203	$25,000.00
	CONSTRUCTION PERFORMED BY:		$0.00
	PROJECT TYPE: DESIGN		$0.00
REFERENCE NO. 1065			
SR 835 LIGHTING UPGRADES; PID 119981		**ESTIMATED TOTAL COST**	**$25,000.00**
LIGHTING UPGRADE TO LED FIXTURES	ENGINEERING BY: CONSULTANT	260	$25,000.00
	CONSTRUCTION PERFORMED BY:		$0.00
	PROJECT TYPE: DESIGN		$0.00
REFERENCE NO. 1066			
Grange Hall Road Pedestrian Upgrades		**ESTIMATED TOTAL COST**	**$200,000.00**
Reimbursement of Utility Relocation within Easement	ENGINEERING BY: CONSULTANT	203	$200,000.00
	CONSTRUCTION PERFORMED BY: CONTRACTOR		$0.00
	PROJECT TYPE: R/W		$0.00
REFERENCE NO. 1085			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
N. Fairfield Road Widening (Fairwood to Kemp)		**ESTIMATED TOTAL COST**	**$178,000.00**
Final Design	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	204	$178,000.00
			$0.00
			$0.00
REFERENCE NO. 1087			
Shakertown Rd. Widening		**ESTIMATED TOTAL COST**	**$145,000.00**
Final Project Design	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	260	$145,000.00
			$0.00
			$0.00
REFERENCE NO. 1088			
N Fairfield Rd. Signal System Retiming		**ESTIMATED TOTAL COST**	**$25,000.00**
Signal System retiming along N. Fairfield Road (Jonathon to Lantz)	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	203	$25,000.00
			$0.00
			$0.00
REFERENCE NO. 1092			
N. Fairfield Rd. Signal System Retiming		**ESTIMATED TOTAL COST**	**$25,000.00**
Signal System retiming along N. Fairfield Road (Fairwood to north corp.)	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	203	$25,000.00
			$0.00
			$0.00
REFERENCE NO. 1093			

PROJECT YEAR 2027

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
KEMP ROAD WIDENING PROJECT		**ESTIMATED TOTAL COST**	**$4,672,500.00**
WIDENING OF KEMP ROAD BETWEEN MEADOWCOURT AND BLUEWING	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203&204	$1,600,000.00
		408&260	$1,200,000.00
		MVRPC	$1,872,000.00
REFERENCE NO. 934			
Indian Ripple Road Widening		**ESTIMATED TOTAL COST**	**$2,140,000.00**
The widening of Indian Ripple Road from Barronwood to Woodview, including pedestrian improvements	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	204	$400,000.00
		260	$456,000.00
		MVRPC	$1,284,000.00
REFERENCE NO. 954			
N. Fairfield Road Widening		**ESTIMATED TOTAL COST**	**$1,045,000.00**
The widening of N. Fairfield Road from Fairwood to Kemp Road to add a center turn lane.	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	771	$150,000.00
		260	$163,500.00
		MVRPC	$731,500.00
REFERENCE NO. 956			
ANNUAL CURB AND RESURFACING PROGRAM		**ESTIMATED TOTAL COST**	**$2,790,000.00**
CURB REPLACEMENTS AND ROADWAY RESURFACING	ENGINEERING BY: IN-HOUSE CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$500,000.00
		204	$990,000.00
		260	$1,300,000.00
REFERENCE NO. 958			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
Indian Ripple Rd Widening (Woodview to E. Corp)		**ESTIMATED TOTAL COST**	**$2,675,000.00**
Indian Ripple Road Widening and pedestrian facilities	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$561,750.00
		MVRPC	$2,113,250.00
			$0.00
REFERENCE NO. 1014			
Beaver Valley Road Widening - R/W Purchases		**ESTIMATED TOTAL COST**	**$200,000.00**
Beaver Valley Road widening and pedestrian facilities - R/W purchases	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: R/W PURCHASES	408	$147,500.00
		TWP	$52,500.00
			$0.00
REFERENCE NO. 1016			
Kemp Road Sidewalks (NFR to Hanes Rd.)		**ESTIMATED TOTAL COST**	**$2,011,600.00**
Kemp Road widening and pedestian facilities	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$500,000.00
		204	$505,800.00
		MVRPC	$1,005,800.00
REFERENCE NO. 1017			
Shakertown Rd. Widening (Carthage to S. Belle)		**ESTIMATED TOTAL COST**	**$3,210,000.00**
Shakertown Road widening and pedestrian facilities between Carthage and Southern Belle	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	204	$400,000.00
		260	$402,500.00
		MVRPC	$2,407,500.00
REFERENCE NO. 1018			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
Sidewalk Replacement Program		**ESTIMATED TOTAL COST**	**$150,000.00**
Sidewalk repairs along streets on the annual resurfacing program	ENGINEERING BY: IN-HOUSE CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$150,000.00
			$0.00
			$0.00
REFERENCE NO. 1021			
SIDEPATH RESURFACING		**ESTIMATED TOTAL COST**	**$100,000.00**
RESURFACING AND REPAIR OF EXISTING SIDEPATHS	ENGINEERING BY: IN-HOUSE CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$90,000.00
		260	$10,000.00
			$0.00
REFERENCE NO. 1067			
SR 835 LIGHTING UPGRADES; PID 119981		**ESTIMATED TOTAL COST**	**$270,000.00**
THE REPLACEMENT OF LIGHTING FIXTURES WITH LED ALONG SR 835	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	260	$187,500.00
		MVRPC	$82,500.00
			$0.00
REFERENCE NO. 1068			
SR 835 RESURFACING; PID 121845		**ESTIMATED TOTAL COST**	**$518,400.00**
THE RESURFACING OF SR 835 FROM US 35 BRIDGE TO PATTERSON	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$103,680.00
		MVRPC	$414,720.00
			$0.00
REFERENCE NO. 1069			

PROJECT YEAR 2028

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
Beaver Valley Rd Widening; PID 119958		**ESTIMATED TOTAL COST**	**$2,119,000.00**
Beaver Valley Rd widening and pedestrian facilities between Hazel and D-X	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	204	$300,000.00
		260	$450,090.00
		MVRPC & TWP	$1,368,910.00
REFERENCE NO. 1022			
Sidewalk replacement program		**ESTIMATED TOTAL COST**	**$150,000.00**
Sidewalk repairs along streets on the annual resurfacing program	ENGINEERING BY: IN-HOUSE CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$150,000.00
			$0.00
			$0.00
REFERENCE NO. 1028			
Annual curb repair & resurfacing program		**ESTIMATED TOTAL COST**	**$3,290,000.00**
Annual street resurfacing and curb repairs	ENGINEERING BY: IN-HOUSE CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$1,000,000.00
		204	$1,000,000.00
		260	$1,290,000.00
REFERENCE NO. 1029			
DAYTON-XENIA RD. RESURFACING - DESIGN		**ESTIMATED TOTAL COST**	**$40,000.00**
RESURFACING OF DAYTON-XENIA BETWEEN I-675 BRIDGE & E. LYNN	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$40,000.00
			$0.00
			$0.00
REFERENCE NO. 1070			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
SIDEPATH RESURFACING		**ESTIMATED TOTAL COST**	**$100,000.00**
REPAIR AND RESURFACING OF EXISTING SIDEPATHS	ENGINEERING BY: IN-HOUSE CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$90,000.00
		260	$10,000.00
			$0.00
REFERENCE NO. 1072			
INDIAN RIPPLE ROAD WIDENING		**ESTIMATED TOTAL COST**	**$250,000.00**
WIDENING AND RECONSTRUCTION OF INDIAN RIPPLE RD. FROM GH TO NFR	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	408	$50,000.00
		260	$200,000.00
			$0.00
REFERENCE NO. 1074			
DAYTON-XENIA @ NFR TRAFFIC SIGNAL		**ESTIMATED TOTAL COST**	**$65,000.00**
RECONSTRUCTION OF TRAFFIC SIGNAL AT GRANGE HALL & N. FAIRFIELD WITH PAVER REPAIRS	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	260	$65,000.00
			$0.00
			$0.00
REFERENCE NO. 1075			
HANES ROAD RESURFACING		**ESTIMATED TOTAL COST**	**$40,000.00**
RESURFACING OF HANES ROAD FROM KEMP TO DAYTON-XENIA	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	204	$40,000.00
			$0.00
			$0.00
REFERENCE NO. 1076			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
Kemp Road Widening (GH to I-675)		**ESTIMATED TOTAL COST**	**$545,000.00**
Design work of improvement of Kemp Road between Grange Hall & I-675	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	260	$545,000.00
			$0.00
			$0.00
REFERENCE NO. 1098			

PROJECT YEAR 2029

DAYTON-XENIA RD. RESURFACING		**ESTIMATED TOTAL COST**	**$928,800.00**
RESURFACING OF DAYTON-XENIA RD. FROM I-675 BRIDGE TO E. LYNN	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$325,080.00
		MVRPC	$603,720.00
			$0.00
REFERENCE NO. 1073			
INDIAN RIPPLE ROAD WIDENING - R/W PURCHASES		**ESTIMATED TOTAL COST**	**$250,000.00**
WIDENING AND RECONSTRUCTION OF INDIAN RIPPLE RD. FROM GH TO NFR	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: RW	260	$250,000.00
			$0.00
			$0.00
REFERENCE NO. 1077			
HANES ROAD RESURFACING		**ESTIMATED TOTAL COST**	**$750,000.00**
RESURFACING OF HANES ROAD FROM KEMP TO DAYTON-XENIA	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	204	$750,000.00
			$0.00
			$0.00
REFERENCE NO. 1078			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
INDIAN RIPPLE RD. RESURFACING		**ESTIMATED TOTAL COST**	**$50,000.00**
RESURFACE INDIAN RIPPLE ROAD FROM DARST TO I-675	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** DESIGN	408	$50,000.00
			$0.00
			$0.00
REFERENCE NO. 1079			
GRANGE HALL ROAD WIDENING		**ESTIMATED TOTAL COST**	**$200,000.00**
WIDENING AND RECONSTRUCTION OF GRANGE HALL ROAD FROM SUMMERFIELD TO RANCH	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** DESIGN	260	$200,000.00
			$0.00
			$0.00
REFERENCE NO. 1080			
SIDEWALK REPAIR PROGRAM		**ESTIMATED TOTAL COST**	**$150,000.00**
REPLACEMENT OF SIDEWALK IN POOR CONDITION	**ENGINEERING BY:** IN-HOUSE **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	101	$150,000.00
			$0.00
			$0.00
REFERENCE NO. 1082			
ANNUAL CURB REPLACEMENT AND RESURFACING PR		**ESTIMATED TOTAL COST**	**$3,290,000.00**
CURB REPLACEMENT AND STREET RESURFACING	**ENGINEERING BY:** IN-HOUSE **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	203	$1,000,000.00
		204	$1,000,000.00
		260	$1,290,000.00
REFERENCE NO. 1083			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
SIDEPATH RESURFACING		**ESTIMATED TOTAL COST**	**$100,000.00**
REPAIR AND RESURFACING OF EXISTING SIDEPATHS	ENGINEERING BY: IN-HOUSE CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$90,000.00
		260	$10,000.00
			$0.00
REFERENCE NO. 1084			
Indian Ripple Rd Signal System Retiming		**ESTIMATED TOTAL COST**	**$50,000.00**
The retiming of the signal system along Indian Ripple Rd. from Greene Entrance to NFR.	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	204	$50,000.00
			$0.00
			$0.00
REFERENCE NO. 1103			
Kemp Road Widening (GH to I-675)		**ESTIMATED TOTAL COST**	**$400,000.00**
The purchase of new R/W needed for widening of Kemp Road from GH to I-675	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: R/W	203	$400,000.00
			$0.00
			$0.00
REFERENCE NO. 1104			
Dayton-Xenia at NFR Traffic Signal Replacement		**ESTIMATED TOTAL COST**	**$50,000.00**
Purchase of new R/W needed for signal reconstruction and paver repairs	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: R/W PURCHASE	260	$50,000.00
			$0.00
			$0.00
REFERENCE NO. 1107			

PROJECT YEAR 2030

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
DAYTON-XENIA @ N. FAIRFIELD ROAD SIGNAL		**ESTIMATED TOTAL COST**	**$582,950.00**
RECONSTRUCTION OF TRAFFIC SIGNAL AT DAYTON-XENIA & N. FAIRFIELD RD. WITH PAVER REPAIRS	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	260	$204,000.00
		MVRPC	$378,950.00
			$0.00
REFERENCE NO. 1081			
Indian Ripple Road Widening		**ESTIMATED TOTAL COST**	**$2,000,000.00**
The widening of Indian Ripple Road from GH to N. Fairfield Road (Construction)	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203/204	$1,200,000.00
		408	$400,000.00
		260	$400,000.00
REFERENCE NO. 1110			
Grange Hall Road Widening		**ESTIMATED TOTAL COST**	**$300,000.00**
R/W Purchases for widening of Grange Hall Road from Ranch to Summerfield	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: R/W PURCHASE	204	$300,000.00
			$0.00
			$0.00
REFERENCE NO. 1111			
Indian Ripple Rd. Resurfacing		**ESTIMATED TOTAL COST**	**$750,000.00**
Resurfacing of Indian Ripple Road from Darst to I-675	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	204	$750,000.00
			$0.00
			$0.00
REFERENCE NO. 1112			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
Kemp Road Widening Project		**ESTIMATED TOTAL COST**	**$3,884,100.00**
Widening of Kemp Road from Grange Hall to I-675	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	203	$971,025.00
		MVRPC	$2,913,075.00
			$0.00
REFERENCE NO. 1113			
Sidewalk replacement Program		**ESTIMATED TOTAL COST**	**$150,000.00**
Repair and Replacement of sidewalk along streets on resurfacing program	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	101	$150,000.00
			$0.00
			$0.00
REFERENCE NO. 1117			
Annual Resurfacing Program		**ESTIMATED TOTAL COST**	**$3,390,000.00**
Annual Resurfacing, Sidepath Maintenance, and curb repair program	**ENGINEERING BY:** IN-HOUSE **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	101	$90,000.00
		203/204	$2,000,000.00
		260	$1,300,000.00
REFERENCE NO. 1118			

11/14/2025

PLANNING FOR BUILDINGS AND LANDS

The City of Beavercreek maintains various facilities which require long range planning for continual maintenance and/or expansion to meet the needs of its residents and the various departments which operate in those facilities including:

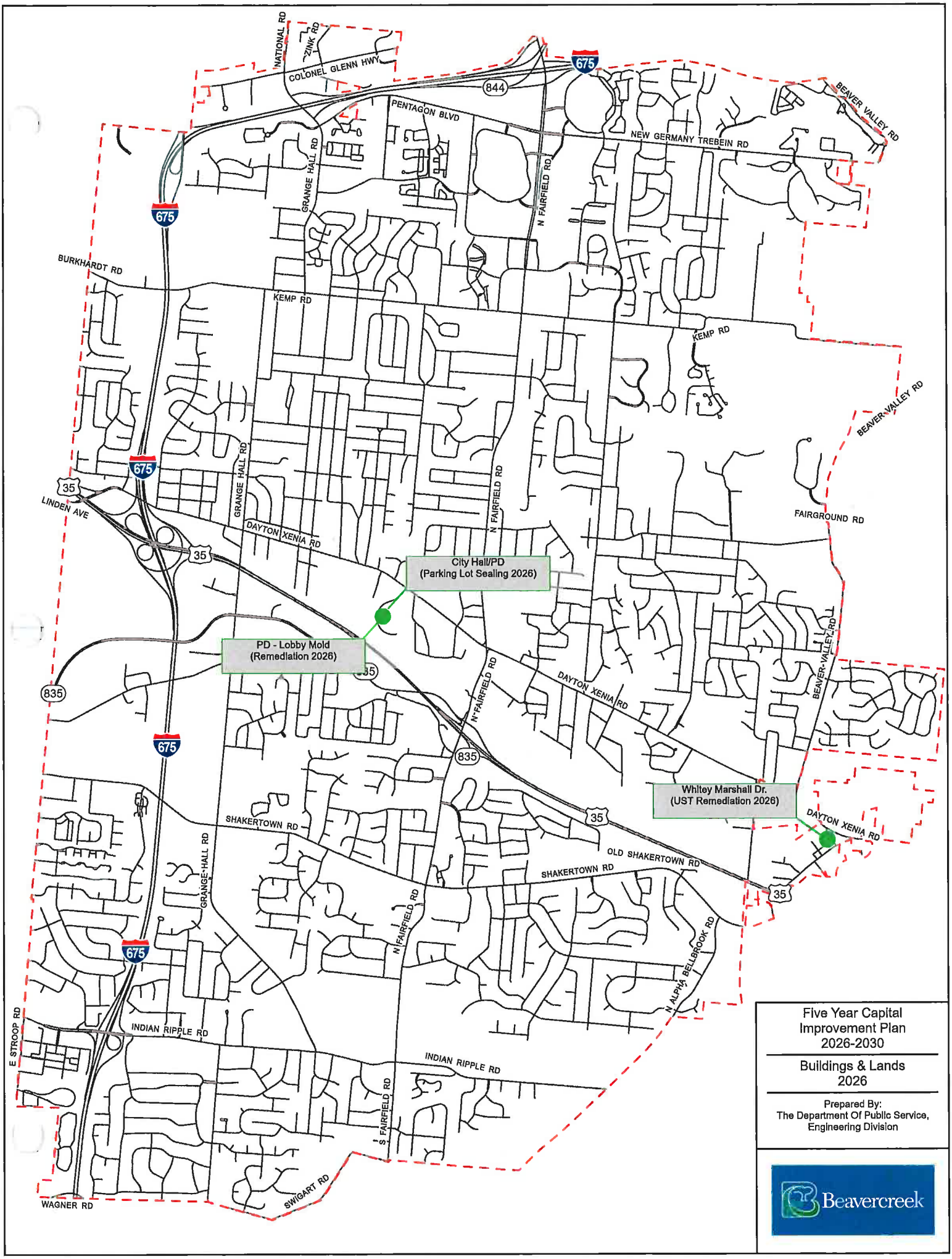
- Police Building
- City Hall
- Charles & Anna Mae Lofino Adult Enrichment and Cultural Arts Center
- C. I. Beaver Hall
- Cemetery Maintenance Building
- Municipal Maintenance Facility
- Salt Storage Barn
- Beavercreek Golf Course Club House
- Golf Course Maintenance Building

Each of the City's nine (9) facilities are covered under the General Fund or the particular fund under which the Department is funded.

Only a couple of modest building improvement projects are planned for 2026 which include the sealing of the parking lot at City Hall/Police Department and mold remediation work in the lobby of the Police Department.

The reconstruction of the salt storage barn site was completed in 2024 and provided a more efficient use of the 9-acre property for City operations.

Listed in this plan are several building improvement and maintenance needs that are planned for 2026.



Five Year Capital Improvement Plan
2026-2030

Buildings & Lands
2026

Prepared By:
The Department Of Public Service,
Engineering Division

Beavercreek

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	

BUILDINGS AND LAND

PROJECT YEAR 2026

Whitey Marshall Drive - Cleanup of old UST Site		**ESTIMATED TOTAL COST**	**$100,000.00**
Testing of ground water and soil to meet BUSTR requirements	**ENGINEERING BY:**	204	$100,000.00
	CONSTRUCTION PERFORMED BY: CONTRACTOR		$0.00
	PROJECT TYPE:		$0.00
REFERENCE NO. 192			

City Hall/PD Parking Lot		**ESTIMATED TOTAL COST**	**$10,000.00**
Sealing and striping of City Hall/PD Parking Lot	**ENGINEERING BY:** IN-HOUSE	101	$3,500.00
	CONSTRUCTION PERFORMED BY: CONTRACTOR	202	$6,500.00
	PROJECT TYPE: CONSTRUCTION		$0.00
REFERENCE NO. 1125			

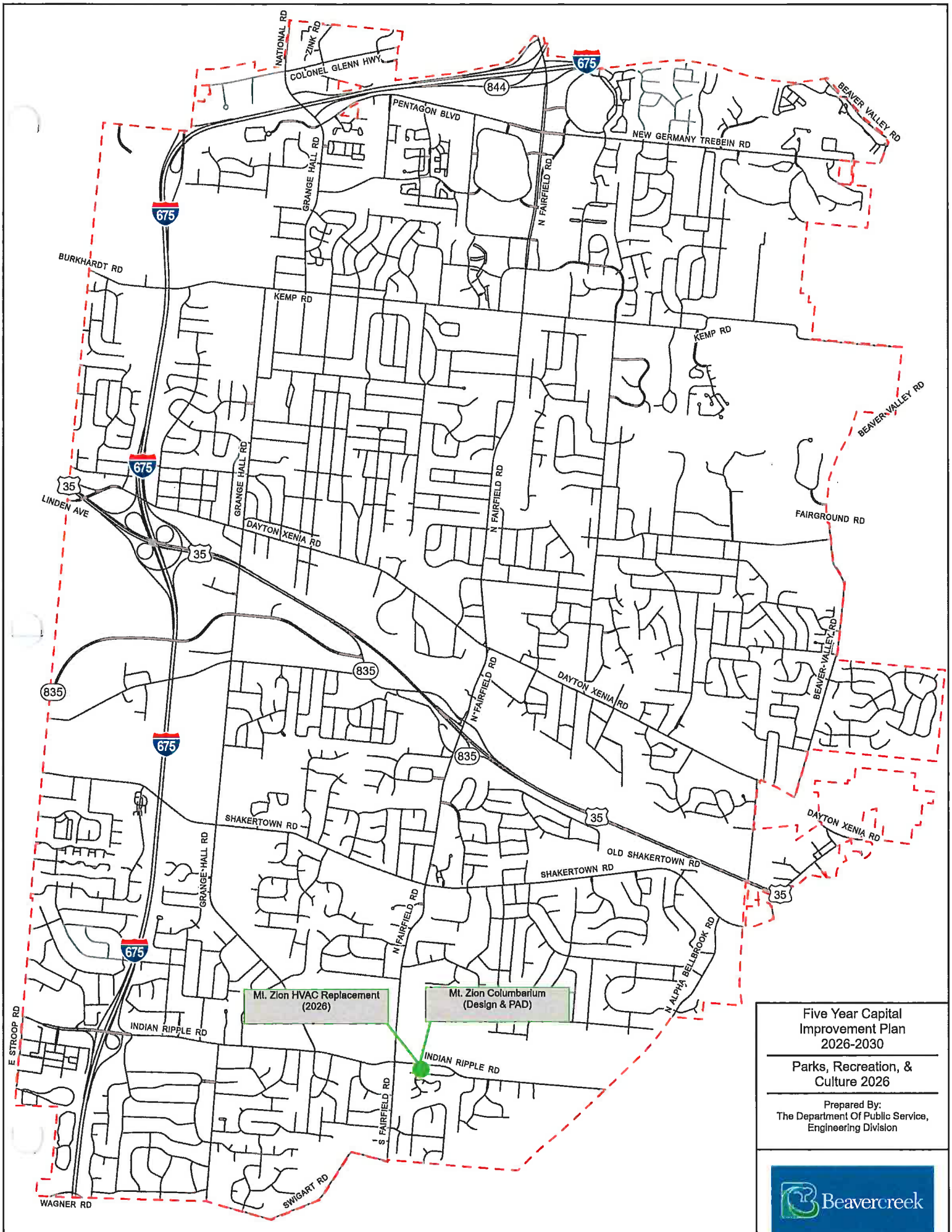
Police Department Lobby		**ESTIMATED TOTAL COST**	**$45,000.00**
Mold Remediation in lobby of building	**ENGINEERING BY:** IN-HOUSE	202	$45,000.00
	CONSTRUCTION PERFORMED BY: CONTRACTOR		$0.00
	PROJECT TYPE: CONSTRUCTION		$0.00
REFERENCE NO. 1126			

PLANNING FOR PARKS AND RECREATION

It is the mission of the City of Beavercreek Parks Department to deliver recreational experiences that enhance the quality of life for the benefit of the Beavercreek community.

The Department of Parks, Recreation and Culture maintains 24 parks and over 448 acres of land and is responsible for the operation of the Senior Adult Center.

Capital Improvements to the park system are currently funded out of the 712 Fund and the 279 Fund. In evaluating current staffing levels and needed improvements to the City parks system, a Parks Levy was proposed in 2024 in order to secure the monies needed for the implementation of vital improvements and upgrades. Unfortunately, this levy was not approved by the voters and resources are not available for park capital improvements in 2026.



Five Year Capital Improvement Plan 2026-2030

Parks, Recreation, & Culture 2026

Prepared By:
The Department Of Public Service,
Engineering Division

Beavercreek

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	

PARKS RECREATION & CULTURE

PROJECT YEAR 2026

Mt. Zion Cemetery		**ESTIMATED TOTAL COST**	**$15,000.00**
Replacement of HVAC system	**ENGINEERING BY:** IN-HOUSE **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	101	$15,000.00
			$0.00
			$0.00
REFERENCE NO. 1123			

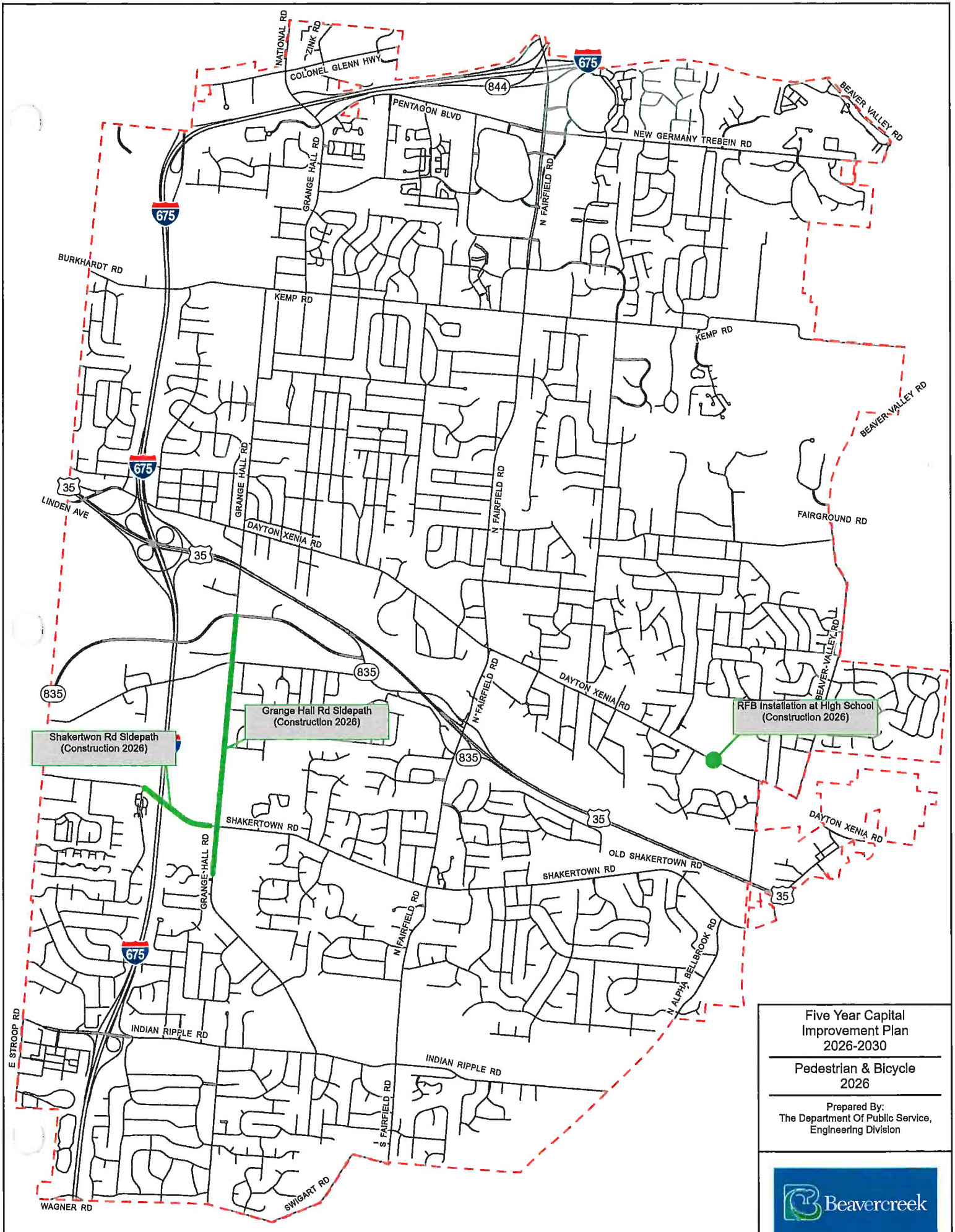
Mt. Zion Cemetery		**ESTIMATED TOTAL COST**	**$50,000.00**
Columbarium Design & Pad	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	101	$25,000.00
		816	$25,000.00
			$0.00
REFERENCE NO. 1124			

PEDESTRIAN – BICYCLE FACILITIES

The City of Beavercreek is fortunate to have as one of its standing committees, the Beavercreek Bikeway and Non-Motorized Transportation Advisory Committee. One of its main duties is to provide suggestions for the construction and maintenance of the City's pedestrian and bikeway infrastructure. This committee provided valuable input into the upgrading of the non-motorized portion of the City's Thoroughfare Plan that was last updated in 2019.

The committee's input into the capital planning process is supported by the Engineering Division. It includes the extension and maintenance of bicycle routing on interior, lesser traveled streets, connectivity of sidewalk systems, and construction of various separate bike paths to provide safe travel throughout the City for bicyclists, pedestrians and other forms of non-motorized travel.

The improvement of the City's trail and sidewalk infrastructure is often included as a component of a larger roadway improvement in order to utilize grant funding to the greatest extent possible. Funding for the pedestrian and bicycle facilities as 'standalone' projects is often dependent on the location and type of use and is subject to funding availability as determined by City Council.



Five Year Capital Improvement Plan
2026-2030

Pedestrian & Bicycle
2026

Prepared By:
The Department Of Public Service,
Engineering Division

Beavercreek

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	

BIKEWAYS AND PEDESTRIAN FACILITIES

PROJECT YEAR 2026

Shakertown Road Sidepath Extension		**ESTIMATED TOTAL COST**	**$765,000.00**
Installation of sidepath along south side of Shakertown Road from Willow Run to school	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	204	$418,500.00
		MVRPC	$346,500.00
			$0.00
REFERENCE NO. 952			
GRANGE HALL ROAD BIKEWAY IMPROVEMENTS;PID 1		**ESTIMATED TOTAL COST**	**$2,300,000.00**
CONSTRUCTION	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	101	$516,560.00
		203	$516,560.00
		MVRPC	$1,266,880.00
REFERENCE NO. 1046			
RFB Installation - Dayton-Xenia Rd by High School		**ESTIMATED TOTAL COST**	**$20,000.00**
Installation of new Rapid Flashing Beacon (RFB) at Pedestrian Crossing	**ENGINEERING BY:** IN-HOUSE **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	203	$20,000.00
			$0.00
			$0.00
REFERENCE NO. 1086			

PROJECT YEAR 2027

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
Stedman Lane Connector		**ESTIMATED TOTAL COST**	**$50,000.00**
Project design for new pedestrian path along Steman Lane	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	203	$50,000.00
			$0.00
REFERENCE NO. 1095			$0.00

PROJECT YEAR 2028

ADA TRANSITION PLAN		**ESTIMATED TOTAL COST**	**$150,000.00**
DESIGN	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: PROJECT TYPE: DESIGN	203	$150,000.00
			$0.00
REFERENCE NO. 1047			$0.00
Stedman Lane Connector		**ESTIMATED TOTAL COST**	**$67,500.00**
R/W purchase for new sidepath along Stedman Lane	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	204	$67,500.00
			$0.00
REFERENCE NO. 1099			$0.00
Lantz Road Sidewalk Project		**ESTIMATED TOTAL COST**	**$75,000.00**
Design for new sidewalk along Lantz Road	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: DESIGN	203	$75,000.00
			$0.00
REFERENCE NO. 1100			$0.00

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	

PROJECT YEAR 2029

Stedman Lane Connector		**ESTIMATED TOTAL COST**	**$357,500.00**
Construction of new sidepath along Stedman Lane	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	203	$107,250.00
		MVRPC	$250,250.00
			$0.00
REFERENCE NO. 1105			

Lantz Road Sidewalk		**ESTIMATED TOTAL COST**	**$50,000.00**
R/W Purchases for new sidewalk along Lantz Road	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** R/W PURCHASE	260	$50,000.00
			$0.00
			$0.00
REFERENCE NO. 1106			

PROJECT YEAR 2030

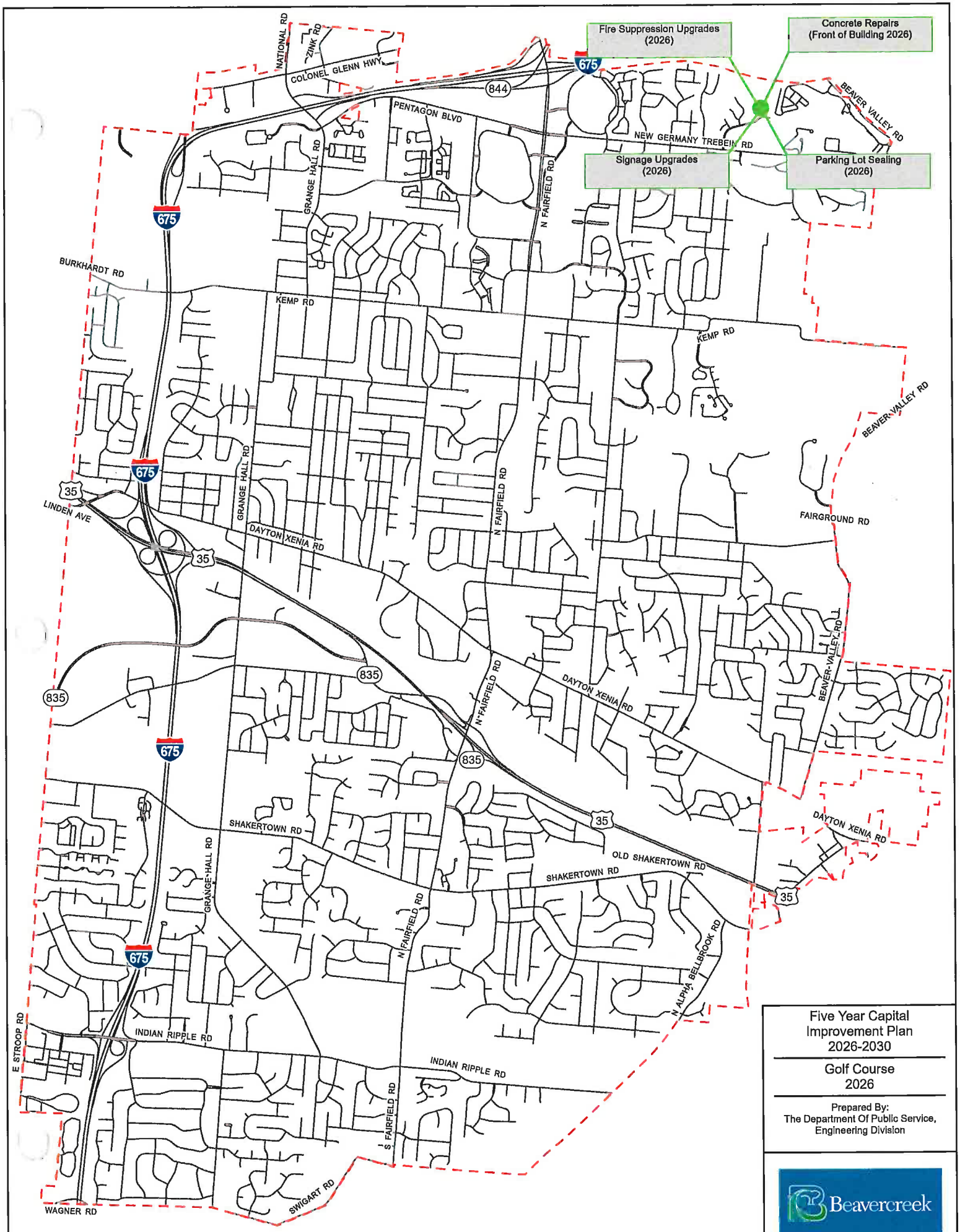
Lantz Road Sidewalk Project		**ESTIMATED TOTAL COST**	**$561,000.00**
The installation of a new sidewalk along Lantz Road	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	203	$112,200.00
		MVRPC	$448,800.00
			$0.00
REFERENCE NO. 1114			

GOLF COURSE FACILITIES

The City of Beavercreek currently operates one of the highest regarded public courses in the State of Ohio. With the age of the golf course and clubhouse now nearly 30 years old, the completion of capital improvements and other maintenance items will take a greater significance into the future. Some of the capital improvements planned for the golf course are summarized below:

- Fire Suppression System Upgrades
- Concrete Repairs (Club House Entrance)
- Signage Upgrades
- Parking Lot Sealing

This plan lists several maintenance projects that are planned to be completed in 2026 at the golf course. While these improvements are significant, additional work will be needed within the coming years as current funding levels will allow.



Five Year Capital Improvement Plan
2026-2030

Golf Course
2026

Prepared By:
The Department Of Public Service,
Engineering Division

Beavercreek

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	

GOLF COURSE

PROJECT YEAR 2026

Club House - Fire Suppression System		**ESTIMATED TOTAL COST**	**$120,000.00**
Upgrades to the fire suppression system	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	572	$120,000.00
			$0.00
			$0.00
REFERENCE NO. 1119			

Club House - Signage Upgrades		**ESTIMATED TOTAL COST**	**$15,000.00**
Signage Upgrades	**ENGINEERING BY:** IN-HOUSE **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	572	$15,000.00
			$0.00
			$0.00
REFERENCE NO. 1120			

Parking Lot Sealing		**ESTIMATED TOTAL COST**	**$12,000.00**
The sealing and striping of golf course parking lot	**ENGINEERING BY:** IN-HOUSE **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	572	$12,000.00
			$0.00
			$0.00
REFERENCE NO. 1121			

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
Club House - Concrete Repairs		**ESTIMATED TOTAL COST**	**$20,000.00**
Concrete repairs and replacement at entrance to Club House	ENGINEERING BY: IN-HOUSE	572	$20,000.00
	CONSTRUCTION PERFORMED BY: CONTRACTOR		$0.00
	PROJECT TYPE: CONSTRUCTION		$0.00
REFERENCE NO. 1122			

11/14/2025

PLANNING FOR STORM WATER FACILITIES

The City of Beavercreek currently maintains approximately 93 miles of storm sewer in various sizes and condition, 4,712 catch basins, 2,406 manholes, as well as an estimated 100 miles of roadside ditches and public drainage channels through neighborhoods. In 2024 significant progress was made in completing the City's storm sewer mapping, asset inventory, as well as progress in improving GIS coverage for storm water assets. In 2025 a Stormwater Master Plan was completed by Woolpert that included an in-depth evaluation of existing culvert and channel conditions and included an estimated $15 million in recommended improvements. A copy of the executive summary of Woolpert's report is included in the 5-Year Capital Improvement Plan that provides additional information on the study and recommendations. Currently, the City funds approximately $200,000 through the General Fund and $200,000 through the Street Fund to begin addressing some of the needs identified in the study. While these funds are used to address the worst areas first, additional funding sources should be considered given the scope of the need identified by Woolpert.

Smaller storm water projects have typically been performed with in-house forces within existing street rights-of-way or easements. As a supplement to this work, funding has been allocated for the hiring of contractors to perform a portion of important pipe and culvert repair work. As the City's infrastructure continues to age, storm sewers and culverts that are either large diameter pipes, or are buried very deep, are beginning to be in need of replacement. These larger and deeper conduits sometimes exceed the limits of the equipment available to the Public Service Department. Contracting these pipe replacements will allow for improved maintenance of the drainage system and will allow for quicker responses to resident complaints.

1 Executive Summary

The City of Beavercreek has been experiencing flooding and erosion issues throughout the storm infrastructure network over the years and has not undergone a citywide study since 1983 when the last master plan was developed and identified $30 million in improvements. Woolpert was chosen to develop a new drainage master plan report to assist the City with stormwater needs. The purpose of this project was to study culverts and streams throughout the City that have been previously identified as trouble areas, are considered public streams, or are 24-inch and larger diameter culverts. Culverts smaller than 24-inch diameter are routinely addressed by City maintenance crews as part of ongoing activities with their available equipment and resources.

Woolpert met with the City to gain an understanding of known drainage issues throughout the City, which included reviewing work orders, first-hand accounts by City staff, and historical projects. These areas were used as a baseline to validate certain hydraulic modeling efforts and later overlaid with model results. All trouble areas were digitally logged in GIS and summarized by grid area in this report. Certain conveyance areas were omitted as part of the study area due to state or federal jurisdiction, including ODOT and USACE corridors, as well as the storm sewer system and privately attributed drainage concerns.

A field data collection manual was developed to inventory and inspect all culverts and streams identified to be included as part of this analysis. The field data collection manual outlined what attributes to collect and how ratings would be assigned during the condition assessment portion. All of the attributes and pictures were collected using ESRI Field Maps and stored on Woolpert's ArcGIS Online server. The study area was broken down into 20 grid areas to help identify where each culvert and stream segment is located, asset IDs were then assigned to each asset based on the grid numbering system.

There were 120 culverts inventoried and inspected as part of this study. Structurally the culverts were generally observed to be in good or fair condition, where only 13/120 (11%) received a rating of poor. Operationally the culverts did have maintenance concerns throughout, where 31/120 (26%) of the culverts received a maintenance rating of poor. There were 33/120 (28%) of culverts observed as primarily corrugated metal pipe, a distinction at the direction of the City to identify for replacement.

There were 15.12 miles of streams inventoried and inspected as part of this study. At the conclusion of the field work activities, the streams were broken up into 200 LF or less stream segments, depending on the entire inspected length, for a total of 438 stream segments. Structurally there were 44/438 (10%) stream segments to receive a rating of poor. Operationally there were 63/438 (14%) stream segments to receive a maintenance rating of poor. There were also 54/438 (12%) of stream segments that had an existing threat located within approximately 25 feet. Of the 15.12 miles of stream segments, ownership and maintenance responsibility is split with 10.72 miles considered public and 4.40 miles considered private.

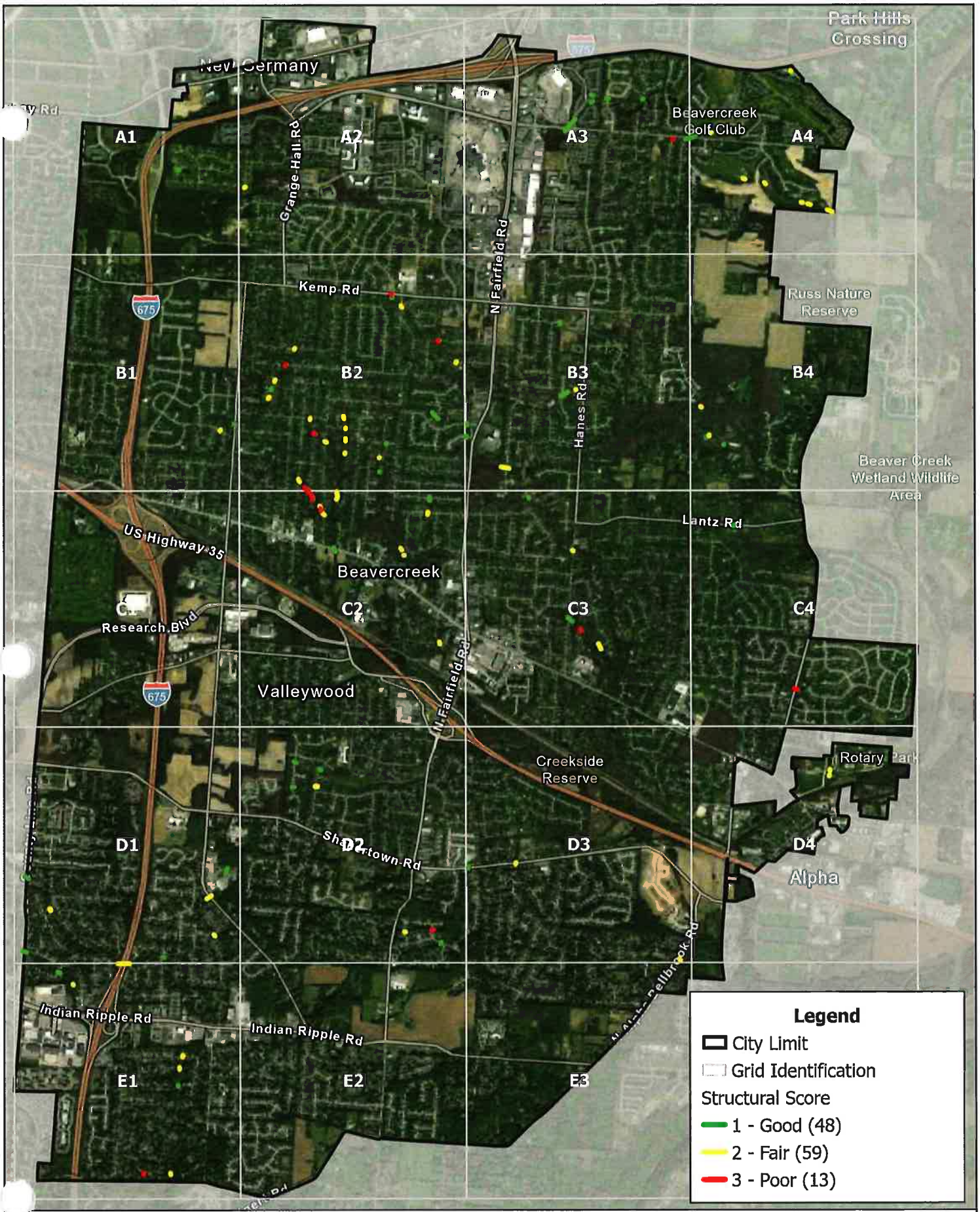
Hydrologic and hydraulic analysis included a 2D HEC-RAS model comprised of NOAA rainfall data, USGS LiDAR, NRCS soil data, USGS land use classification, and collected field data. 24-hour rainfall depths for the 2-, 10-, 25-, and 100-year recurrence intervals were used with the rainfall distribution to simulate meteorological conditions during the rain storm events after delineating drainage areas and flow paths throughout the study area. No future land use considerations were included as part of the study. The model simulation results for the desired 25-year storm event level of service guided the alternatives analysis to indicate which culverts were not meeting conveyance standards. Proposed culvert sizes in these areas were then included in a proposed model run to verify the proper increase in size. Culverts that

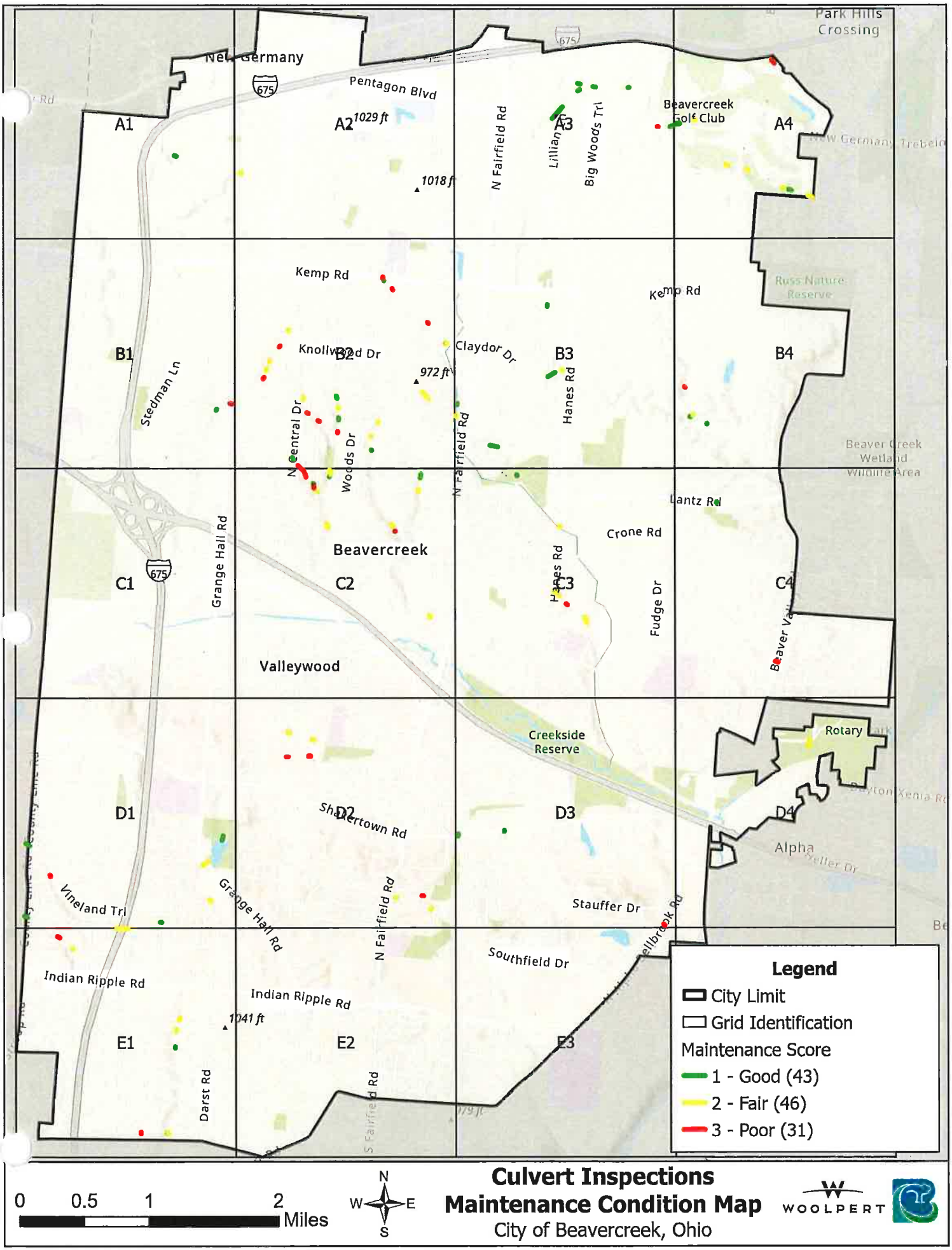
were found to be corrugated metal were also proposed to be replaced with RCP at the City's request, therefore lowering the Manning's value in the model and improving hydraulics conveyance.

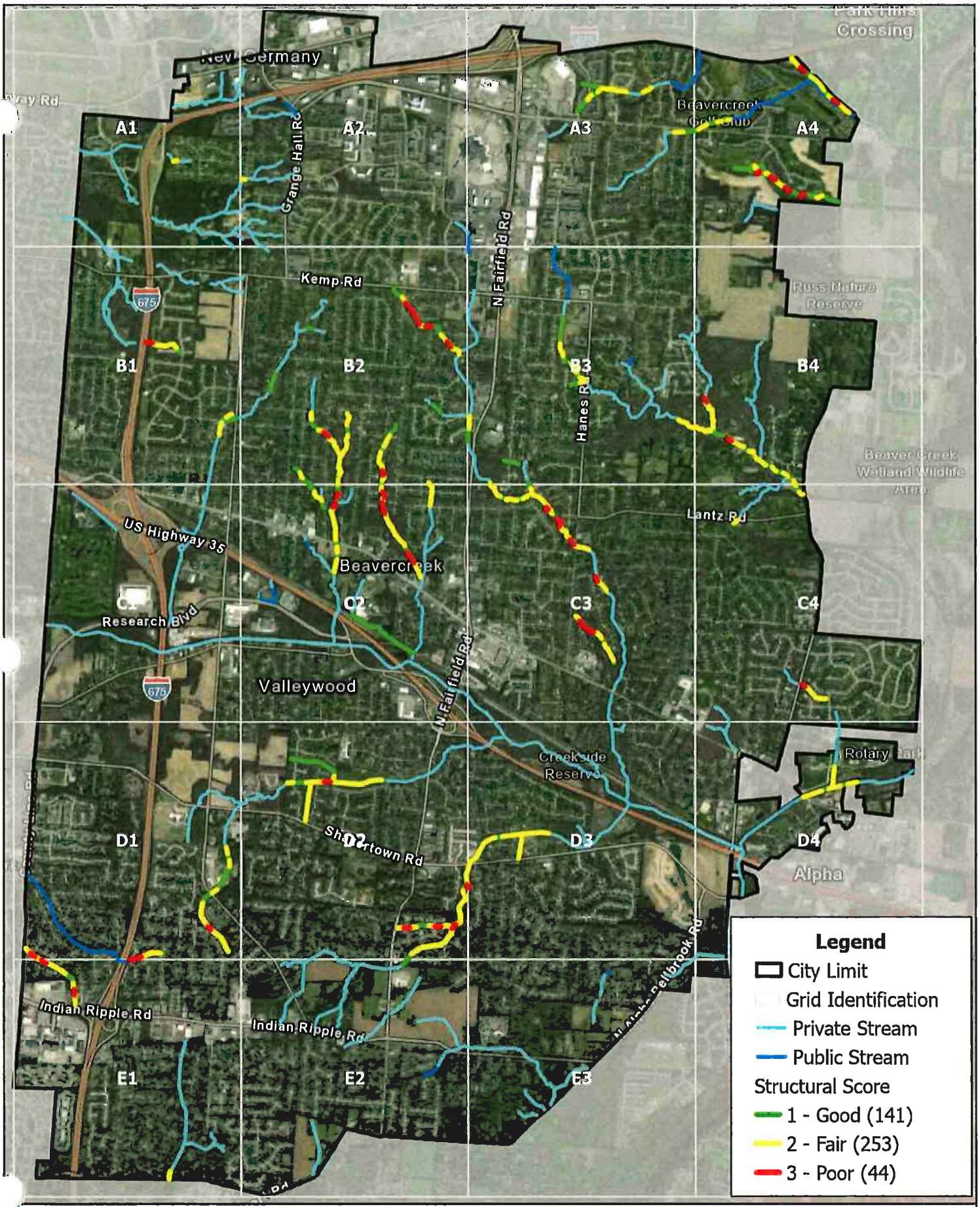
Utilizing ODOT, City of Beavercreek, and other project resources, a cost table was developed to identify approximate costs to replace structural or hydraulic deficient culverts, maintenance of culverts, stabilize stream banks, and maintain stream banks. There were 61 culverts identified for replacement at a cost of $10,417,558 and 31 culverts identified for maintenance at a cost of $136,296. There were 44 stream segments identified for bank stabilization at a cost of $3,880,945 and 63 stream segments identified for maintenance at a cost of $524,661, both values include public and private owned areas. Additional survey and engineering will be required to fully determine the limits and types of improvements to be made.

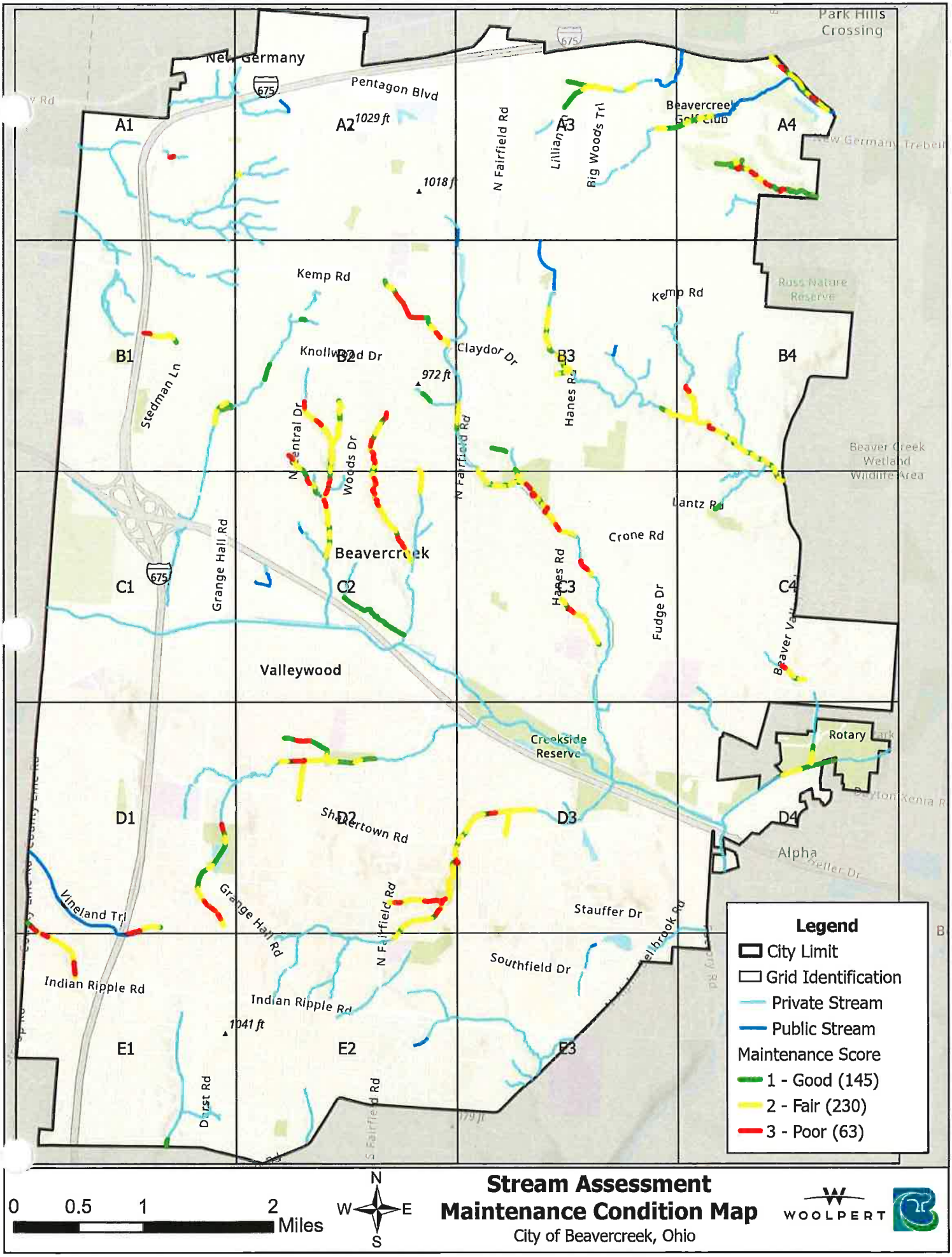
Prioritization ratings were developed and attributed to every culvert and stream segment to help the City determine which areas should receive the most attention. Ratings were assigned on a scale of 1 (low) to 3 (high) and then averaged together. Factors included in the culvert prioritization were structural condition, maintenance condition, trouble area identification, material, hydraulic capacity, and existing pipe size. Factors included in the stream segment prioritization were structural condition, maintenance condition, trouble area identification, ownership, and existing threats. A key consideration in the stream segment project implementation will be the public vs. private ownership attribute, as the City typically prioritizes areas in public land and needs permission from private landowners. Although the City maintains a database of network assets, gaps in available records limit the ability to definitively assign responsibility for ownership and maintenance obligations. The City may need to pursue easement acquisitions to establish legal authority, secure necessary permits, and ensure appropriate use of public funds prior to starting work on privately owned and/or maintained stream segments.

Appendices for storm event inundation maps, culvert model scenario results, field data collection manual, culvert inspection grid sheets, individualized culvert cutsheets, stream inspection grid sheets, grid summary tables, and cost estimates are included at the end of the report.


Park Hills Crossing
New Germany
Beavercreek Golf Club
A1
A2
A3
A4
Grange Hall Rd
N Fairfield Rd
Kemp Rd
Russ Nature Reserve
B1
B2
B3
B4
Hanes Rd
Beaver Creek Wetland Wildlife Area
Lantz Rd
US Highway 35
Beavercreek
C2
C3
C4
Research Blvd
Valleywood
Creekside Reserve
Rotary Park
D1
D2
D3
D4
Alpha
Indian Ripple Rd
E1
E2
E3
Legend
City Limit
Grid Identification
Structural Score
1 - Good (48)
2 - Fair (59)
3 - Poor (13)
0 0.5 1 2 Miles
N
W E
S
Culvert Inspections
Structural Condition Map
City of Beavercreek, Ohio
WOOLPERT


Park Hills Crossing
New Germany
Pentagon Blvd
675
A1
A2
A3
A4
1029 ft
1018 ft
N Fairfield Rd
Lillian Ln
Big Woods Trl
Beavercreek Golf Club
Kemp Rd
Knollwood Dr
Claydor Dr
Hanes Rd
Russ Nature Reserve
Beaver Creek Wetland Wildlife Area
B1
B2
B3
B4
972 ft
Stedman Ln
N Central Dr
Woods Dr
Lantz Rd
Crone Rd
Fudge Dr
Grange Hall Rd
Beavercreek
Valleywood
C1
C2
C3
C4
Creekside Reserve
Rotary
Alpha
Shakertown Rd
Vineland Trl
Stauffer Dr
Southfield Dr
Indian Ripple Rd
1041 ft
Darst Rd
S Fairfield Rd
D1
D2
D3
D4
E1
E2
E3
Legend
City Limit
Grid Identification
Maintenance Score
1 - Good (43)
2 - Fair (46)
3 - Poor (31)
0
0.5
1
2
Miles
N
W
E
S
Culvert Inspections
Maintenance Condition Map
City of Beavercreek, Ohio
WOOLPERT


A1
A2
A3
A4
B1
B2
B3
B4
C1
C2
C3
C4
D1
D2
D3
D4
E1
E2
E3
Kemp Rd
Lantz Rd
Research Blvd
Indian Ripple Rd
Indian Ripple Rd
Grange Hall Rd
N Fairfield Rd
Hanes Rd
US Highway 35
Beavercreek
Valleywood
Creekside Reserve
Rotary
Alpha
Russ Nature Reserve
Park Hills Crossing
Beavercreek Golf Club
Legend
City Limit
Grid Identification
Private Stream
Public Stream
Structural Score
1 - Good (141)
2 - Fair (253)
3 - Poor (44)
0 0.5 1 2 Miles
N
W E
S
Stream Assessment
Structural Condition Map
City of Beavercreek, Ohio
WOOLPERT


Park Hills Crossing
New Germany
Pentagon Blvd
675
A1
A2
A3
A4
1029 ft
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Lillian Ln
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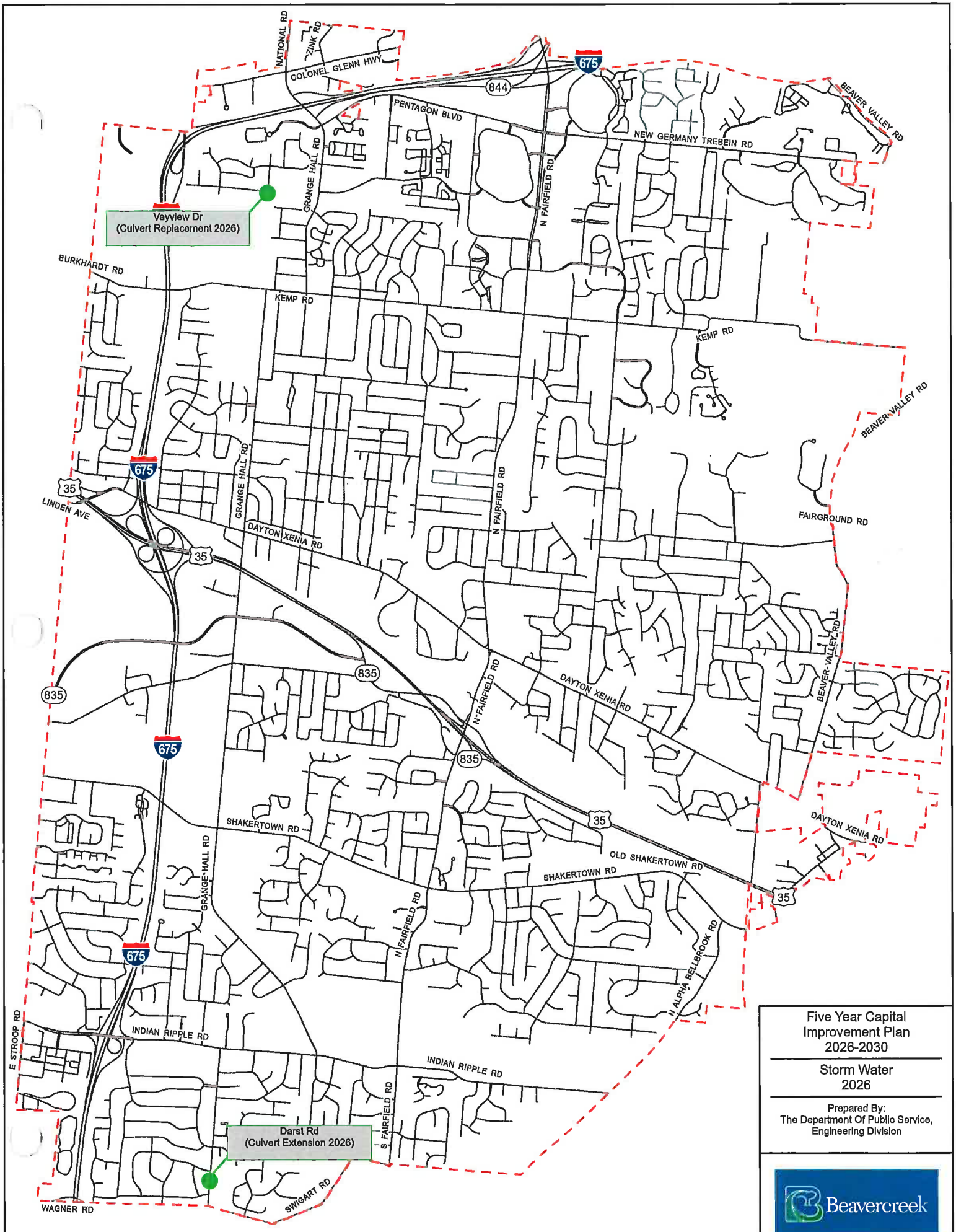
Knollwood Dr
Claydor Dr
972 ft
Stedman Ln
N Central Dr
Woods Dr
Hanes Rd
Beaver Creek Wetland Wildlife Area
Lantz Rd
Crone Rd
Grange Hall Rd
Beavercreek
C1
C2
C3
C4
Fudge Dr
Valleywood
Creekside Reserve
Rotary
D1
D2
D3
D4
Shakertown Rd
Alpha
Vineland Trl
Stauffer Dr
Southfield Dr
Indian Ripple Rd
1041 ft
E1
E2
E3
Dorst Rd
S Fairfield Rd
Legend
City Limit
Grid Identification
Private Stream
Public Stream
Maintenance Score
1 - Good (145)
2 - Fair (230)
3 - Poor (63)
0 0.5 1 2 Miles
N
W E
S
Stream Assessment
Maintenance Condition Map
City of Beavercreek, Ohio
WOOLPERT



Five Year Capital Improvement Plan
2026-2030

Storm Water
2026

Prepared By:
The Department Of Public Service,
Engineering Division

Beavercreek

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	

STORM WATER & BRIDGE

PROJECT YEAR 2026

Darst Road Culvert Extension		**ESTIMATED TOTAL COST**	**$250,000.00**
Culvert Extension and Guardrail Installation - Construction	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	204	$250,000.00
			$0.00
			$0.00
REFERENCE NO. 1089			

Drainage Improvements per Master Plan		**ESTIMATED TOTAL COST**	**$200,000.00**
Culvert and Channel Improvements	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	101	$200,000.00
			$0.00
			$0.00
REFERENCE NO. 1090			

Factory Road Bridge Replacement		**ESTIMATED TOTAL COST**	**$60,000.00**
Assistance for shop drawing reviews, inspections, and testing	**ENGINEERING BY:** CONSULTANT **CONSTRUCTION PERFORMED BY:** CONTRACTOR **PROJECT TYPE:** CONSTRUCTION	203	$60,000.00
			$0.00
			$0.00
REFERENCE NO. 1091			

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
Vayview Drive Culvert Replacement		**ESTIMATED TOTAL COST**	**$150,000.00**
Replacement of undersized culvert under Vayview Drive	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	204	$150,000.00
			$0.00
			$0.00
REFERENCE NO. 1094			

PROJECT YEAR 2027

Drainage Improvement per Master Plan		**ESTIMATED TOTAL COST**	**$200,000.00**
Culvert and Channel Improvements	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$200,000.00
			$0.00
			$0.00
REFERENCE NO. 1096			

PROJECT YEAR 2028

Tredwell Culvert Replacement		**ESTIMATED TOTAL COST**	**$250,000.00**
Replacement of undersized culvert along Tredwell Place	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$250,000.00
			$0.00
			$0.00
REFERENCE NO. 1026			

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
TARA TRIAL 30" PIPE LINING		**ESTIMATED TOTAL COST**	**$100,000.00**
LINE EXISTING 30" STORM SEWER	ENGINEERING BY: IN-HOUSE CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	204	$100,000.00
			$0.00
			$0.00
REFERENCE NO. 1063			
Drainage Improvements per Master Plan		**ESTIMATED TOTAL COST**	**$200,000.00**
Culvert abd Channel Improvements outside of R/W	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$200,000.00
			$0.00
			$0.00
REFERENCE NO. 1101			
Drainage Improvements per Master Plan		**ESTIMATED TOTAL COST**	**$200,000.00**
Culvert and Channel Improvements inside of R/W	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$200,000.00
			$0.00
			$0.00
REFERENCE NO. 1102			

PROJECT YEAR 2029

Driange improvements per Master Plan		**ESTIMATED TOTAL COST**	**$200,000.00**
Culvert and Channel Improvements outside of R/W	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$200,000.00
			$0.00
			$0.00
REFERENCE NO. 1108			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	
Drainage Improvements per Master Plan		**ESTIMATED TOTAL COST**	**$200,000.00**
Culvert and Channel Improvements within R/W	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$200,000.00
			$0.00
			$0.00
REFERENCE NO. 1109			

PROJECT YEAR 2030

Drainage improvements per Master Plan		**ESTIMATED TOTAL COST**	**$200,000.00**
Culvert and Channel Improvements outside of R/W	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	101	$200,000.00
			$0.00
			$0.00
REFERENCE NO. 1115			
Drainage Improvements per Master Plan		**ESTIMATED TOTAL COST**	**$200,000.00**
Culvert and Channel Improvements within R/W	ENGINEERING BY: CONSULTANT CONSTRUCTION PERFORMED BY: CONTRACTOR PROJECT TYPE: CONSTRUCTION	203	$200,000.00
			$0.00
			$0.00
REFERENCE NO. 1116			

11/14/2025

5 YEAR CAPITAL PROGRAM

Beavercreek

PROJECT DESCRIPTION	PROJECT DETAILS	PROJECT COST BREAKDOWN	

STORMWATER & BRIDGE

PROJECT YEAR 2027

Drainage Improvements per Master Plan		**ESTIMATED TOTAL COST**	**$200,000.00**
Culvert and Channel Improvements within R/W	**ENGINEERING BY:** CONSULTANT	203	$200,000.00
	CONSTRUCTION PERFORMED BY: CONTRACTOR		$0.00
	PROJECT TYPE: CONSTRUCTION		$0.00
REFERENCE NO. 1097			

2026-2030 Capital Improvement Program
Major Capital Improvement Projects 10/29/25

Project Description	Year	101 Fund Local Share	203 Fund Local Share	204 Fund Local Share	408 Fund Local Share	771 Fund Local Share	205 Fund Local Share	260 Fund Local Share	Other Share	Total Cost
Kemp Road Widening (Meadowcourt to Bluewing) - R/W PID #115008	2026			250,000		250,000				500,000
N. Fairfield Rd Resurfacing (Newton to Beaver Vu) - Construction; PID #119968	2026							232,200	696,600	928,800
Shakertown Road Sidepath - Construction PID #117128	2026			418,500					346,500	765,000
Beaver Valley Road Widening (Hazel to D-X) - Design; PID #119958	2026							175,000	75,000	250,000
SR 835 Resurfacing - Design; PID #121845	2026		50,000							50,000
Grange Hall Road Pedestrian Upgrades (Utility Reimbursement); PID #121218	2026		200,000							200,000
Grange Hall Road Pedestrian Upgrades (Construction); PID #121218	2026	516,560	516,560						1,266,880	2,300,000
Beaver Valley Road Reconstruction (North) - Construction	2026			500,000					270,000	770,000
RFB Installation @ D-X Crosswalk by High School	2026		20,000							20,000
N. Fairfield Road Widening (Fairwood to Kemp) - Final Design PID #117126	2026			178,000						178,000
N. Fairfield Road Widening (Fairwood to Kemp) - R/W PID #117126	2026				370,000					370,000
Shakertown Road Widening (Carthage to Southern Belle) - Final Design; PID No. 119964	2026							145,000		145,000
Shakertown Road Widening (Carthage to Southern Belle) - R/W; PID No. 119964	2026							385,000		385,000
NFR at Lantz Signal Reconstruction	2026		350,000							350,000
Darst Road Culvert Extension	2026			250,000						250,000
SR 835 Lighting Upgrades - Design; PID #119981	2026							25,000		25,000
Kemp Road Sidewalks (NFR to Hanes) - Final Design; PID No. 119961	2026		235,000							235,000
Kemp Road Sidewalks (NFR to Hanes) - R/W; PID No. 119961	2026							250,000		250,000
Pentagon Blvd. Resurfacing - Construction; PID #119969	2026							552,960	829,440	1,382,400
Indian Ripple Road Widening (Barronwood to Woodview) - R/W PID #117125	2026			125,000				125,000		250,000
Drainage Improvement per Master Plan	2026	200,000								200,000
Indian Ripple Road Widening (Woodview to East Corp.) - R/W; PID #119959	2026							125,000		125,000
Factory Road Bridge Inspection; PID No. 113665	2026		60,000							60,000
Col. Glenn Hwy Signal Retiming	2026		25,000							25,000
N Fairfield Rd Signal Retiming (Jonathan to Lantz)	2026		25,000							25,000
N Fairfield Rd Signal Retiming (Fairwood to N Corp)	2026		25,000							25,000
Vayview Culvert Replacement	2026			150,000						150,000
Sidewalk Replacement Program	2026	150,000								150,000
Annual Resurfacing, Sidepath Maintenance & Curb Replacement Program	2026	90000	1,300,000	1,050,000				1,400,000		3,840,000
2026 Totals		**956,560**	**2,806,560**	**2,921,500**	**370,000**	**250,000**	**-**	**3,415,160**	**3,484,420**	**14,204,200**

Project Description	Year	101 Fund Local Share	203 Fund Local Share	204 Fund Local Share	408 Fund Local Share	771 Fund Local Share	205 Fund Local Share	260 Fund Local Share	Other Share	Total Cost
Indian Ripple Road Widening (Barronwood to Woodview) Construction PID #117125	2027			400,000				456,000	1,284,000	2,140,000
Indian Ripple Road Widening (Woodview to East Corp.) - Construction; PID #119959	2027		561,750						2,113,250	2,675,000
SR 835 Lighting Upgrades - Design & Construction; PID #119981	2027							187,500	82,500	270,000
SR 835 Resurfacing - Construction; PID #121845	2027		103,680						414,720	518,400
Beaver Valley Road Widening (Hazel to D-X) - R/W; PID #119958	2027				147,500				52,500	200,000
Kemp Road Sidewalks (NFR to Hanes) - Construction; PID No. 119961	2027		500,000	505,800					1,005,800	2,011,600
Shakertown Road Widening (Carthage to Southern Belle) - Construction; PID No. 119964	2027			400,000				402,500	2,407,500	3,210,000
Kemp Road Widening (Meadowcourt to Bluewing) - Construction PID #115008	2027		1,000,000	600,000	200,000			1,000,000	1,872,500	4,672,500
Stedman Lane Connector PID #123911 - Design	2027		50,000							50,000
Drainage Improvement per Master Plan	2027	200,000								200,000
N. Fairfield Road Widening (Fairwood to Kemp) - Construction PID #117126	2027					150,000		163,500	731,500	1,045,000
Misc. Storm Sewer/Culvert Replacements	2027		200,000							200,000
Sidewalk Replacement Program	2027	150,000								150,000
Annual Resurfacing, Sidepath Maintenance & Curb Replacement Program	2027	90,000	500,000	1,000,000				1,300,000		2,890,000
2027 Totals		**440,000**	**2,915,430**	**2,905,800**	**347,500**	**150,000**	**-**	**3,509,500**	**9,964,270**	**20,232,500**

Project Description	Year	101 Fund Local Share	203 Fund Local Share	204 Fund Local Share	408 Fund Local Share	771 Fund Local Share	205 Fund Local Share	260 Fund Local Share	Other Share	Total Cost
Beaver Valley Road Widening (Hazel to D-X) - Construction; PID #119958	2028			300,000				450,090	1,368,910	2,119,000
Kemp Road Widening (Grange Hall to I-675) PID #123909 - Design	2028							545,000		545,000
Indian Ripple Rd Widening (Grange Hall to NFR) - Design	2028				50,000			200,000		250,000
Stedman Lane Connector PID #123911 - R/W	2028			67,500						67,500
Lantz Road Sidewalk Project PID#123910 - Design	2028		75,000							75,000
Dayton-Xenia Road Resurfacing Project PID #123912 - Design	2028		40,000							40,000
Dayton-Xenia @ N Fairfield Signal Reconstruction PID#123894 - Design	2028							65,000		65,000
Drainage Improvement per Master Plan	2028	200,000								200,000
Hanes Road Resurfacing (Kemp to D-X) - Design	2028			40,000						40,000
Tredwell Place Culvert Replacement	2028		250,000							250,000
Misc. Storm Sewer/Culvert Replacements	2028		200,000							200,000
ADA Transition Plan (Streets Only)	2028		150,000							150,000
Sidewalk Replacement Program	2028	150,000								150,000
Annual Resurfacing, Sidepath Maintenance & Curb Replacement Program	2028	90000	1,000,000	1,000,000				1,300,000		3,390,000
2028 Totals		**440,000**	**1,715,000**	**1,407,500**	**50,000**	**-**	**-**	**2,560,090**	**1,368,910**	**7,541,500**

Project Description	Year	101 Fund Local Share	203 Fund Local Share	204 Fund Local Share	408 Fund Local Share	771 Fund Local Share	205 Fund Local Share	260 Fund Local Share	Other Share	Total Cost
Indian Ripple Road Signal Retiming (NFR to Greene)	2029			50,000						50,000
Indian Ripple Road Widening (GH to N. Fairfield) - R/W	2029							250,000		250,000
Kemp Road Widening (Grange Hall to I-675) PID #123909 - R/W	2029		400,000							400,000
Hanes Road Resurfacing (Kemp to D-X) - Construction	2029			750,000						750,000
Stedman Lane Connector PID #123911 - Const.	2029		107,250						250,250	357,500
Lantz Road Sidewalk Project PID#123910 - R/W	2029							50,000		50,000
Indian Ripple Rd. Resurfacing (Darst to I-675) - Design	2029				50,000					50,000
Grange Hall Road Widening (Ranch to Summerfield) - Design	2029							200,000		200,000
Dayton-Xenia @ N Fairfield Signal Reconstruction PID#123894 - R/W	2029							50,000		50,000
Dayton-Xenia Road Resurfacing Project PID #123912 - Const.	2029		325,080						603,720	928,800
Drainage Improvement per Master Plan	2029	200,000								200,000
Misc. Storm Sewer/Culvert Replacements	2029		200,000							200,000
Sidewalk Replacement Program	2029	150,000								150,000

2026-2030 Capital Improvement Program
Major Capital Improvement Projects 10/29/25

Project Description	Year	101 Fund Local Share	203 Fund Local Share	204 Fund Local Share	408 Fund Local Share	771 Fund Local Share	205 Fund Local Share	260 Fund Local Share	Other Share	Total Cost
Annual Resurfacing, Sidepath Maintenance & Curb Replacement Program	2029	90000	1,000,000	1,000,000				1,300,000		3,390,000
2029 Totals		440,000	2,032,330	1,800,000	50,000	-	-	1,850,000	853,970	7,026,300
Indian Ripple Road Widening (GH to N. Fairfield) - Const.	2030		600,000	600,000	400,000			400,000		2,000,000
Grange Hall Road Widening (Ranch to Summerfield) - R/W	2030			300,000						300,000
Indian Ripple Rd. Resurfacing (Darst to I-675) - Const.	2030			750,000						750,000
Kemp Road Widening (Grange Hall to I-675) PID #123909 - Const.	2030		971,025						2,913,075	3,884,100
Lantz Road Sidewalk Project PID#123910 - Const.	2030		112,200						448,800	561,000
Dayton-Xenia @ N Fairfield Signal Reconstruction PID#123894 - Construction	2030							204,000	378,950	582,950
Drainage Improvement per Master Plan	2030	200,000								200,000
Misc. Storm Sewer/Culvert Replacements	2030		200,000							200,000
Sidewalk Replacement Program	2030	150,000								150,000
Annual Resurfacing, Sidepath Maintenance & Curb Replacement Program	2030	90000	1,000,000	1,000,000				1,300,000		3,390,000
2030 Totals		440,000	2,883,225	2,650,000	400,000	-	-	1,904,000	3,740,825	12,018,050

Beavercreek
FIVE YEAR CAPITAL IMPROVEMENT PLAN
10/29/25
FUNDING NEEDS / YEAR

	Project Title/Phase (Funded Projects)	2026			2027			2028			2029			2030		
		Federal/State	Local	Local Fund No.	Federal/State	Local	Local Fund No.	Federal/State	Local	Local Fund No.	Federal/State	Local	Local Fund No.	Federal/State	Local	Local Fund No.
1	**Factory Road Bridge; PID 113665**															
	Design		$60,000	203												
	R/W															
	Construction															
2	**Lantz Road Sidewalk Project PID #123910**															
	Design								$75,000	203						
	R/W											$50,000	260			
	Construction													$448,800	$112,200	203
3	**Dayton-Xenia Road Resurfacing**															
	Engineering								$40,000	203						
	Construction										$603,720	$325,080	203			
4	**Indian Ripple Rd. Widening (Woodview to East Corp.); PID 119959**															
	Design															
	R/W		$125,000	260												
	Construction				$2,113,250	$561,750	203									
5	**Shakertown Road Widening (Carthage to Southern Belle); PID 119964**															
	Design		$145,000	260												
	R/W		$385,000	260												
	Construction				$2,407,500	$802,500	204/260									
6	**Indian Ripple Road Widening (Grange Hall to N. Fairfield)**															
	Engineering								$250,000	408/260						
	R/W											$250,000	260			
	Construction														$2,000,000	203/204/408/260
7	**Kemp Road Widening (GH to I-675) PID #123909**															
	Design								$545,000	260						
	R/W											$400,000	203			
	Construction													$2,913,075	$971,025	203
8	**Beaver Valley Road Reconstruction (North)**															
	Engineering															
	R/W															
	Construction	$270,000	$500,000	204												
9	**Kemp Road Sidewalks (N. Fairfield to Hanes Rd); PID 119961**															
	Design		$235,000	203												
	R/W		$250,000	260												
	Construction				$1,005,800	$1,005,800	203/204									
10	**N. Fairfield Road Resurfacing (Beaver Vu to Newton) PID 119968**															
	Engineering															
	Construction	$696,600	$232,200	260												
11	**Beaver Valley Road Widening (Hazel to D-X) PID 119958**															
	Design	$75,000	$175,000	260												
	R/W				$52,500	$147,500	408									
	Construction							$1,368,910	$750,090	204/260						
12	**Grange Hall Road Sidepath; PID 121218**															
	Engineering															
	R/W		$200,000	203												
	Construction	$1,266,880	$1,033,120	101/203												
13	**Dayton-Xenia at N. Fairfield Road Traffic Signal Reconstruction PID 123894**															
	Engineering								$65,000	260						
	R/W											$50,000	260			
	Construction													$378,950	$204,000	260
14	**SR 835 Lighting Upgrades; PID 119981**															
	Engineering		$25,000	260												
	Construction				$82,500	$187,500	260									
15	**SR 835 Resurfacing - PID 121845**															
	Engineering		$50,000	203												
	Construction				$414,720	$103,680	203									
16	**Indian Ripple Rd. Widening (Barronwood to Woodview); PID 117125**															
	Engineering															
	R/W		$250,000	204/260												
	Construction				$1,284,000	$856,000	204/260									
17	**Pentagon Blvd. Resurfacing; PID 119969**															
	Engineering															
	R/W															
	Construction	$829,440	$552,960	260												
18	**N. Fairfield Road Widening (Fairwood to Kemp); PID #117126**															
	Engineering		$178,000	204												
	R/W		$370,000	408												
	Construction				$731,500	$313,500	771/260									
19	**Kemp Road Widening (Meadowcourt to Bluewing) PID #115008**															
	Engineering															
	R/W		$500,000	204/771												
	Construction				$1,872,500	$2,800,000	203/204/408/260									
20	**Shakertown Road Sidepath (Willow Run to School); PID #117128**															
	Design															
	R/W															
	Construction	$346,500	$418,500	204												
21	**Hanes Road Resurfacing (Kemp to D-X)**															
	Engineering								$40,000	204						
	Construction											$750,000	204			
22	**Indian Ripple Road Resurfacing (Darst to I-675)**															
	Engineering											$50,000	408			
	Construction														$750,000	204
23	**Stedman Lane Connector PID #123911**															
	Engineering					$50,000	203									
	R/W								$67,500	204						
	Construction										$250,250	$107,250	203			
24	**Grange Hall Road Widening (Ranch to Summerfield)**															
	Engineering											$200,000	260			
	R/W														$300,000	204
	Construction															
	Local Projects															
	N. Fairfield at Lantz Signal Reconstruction		$350,000	203												
	Darst Road Culvert Extension		$250,000	204												
	Tredwell Culvert Replacement								$250,000	203						
	RFB Installation by High School		$20,000	203												
	Vayview Drive Culvert Replacement		$150,000	204												
	NFR Signal Timings (Fairwood to I-675)		$25,000	203												
	Drainage Improvement Per Masterplan		$200,000	101		$200,000	101		$200,000	101		$200,000	101		$200,000	101
	NFR Signal Timings (Jonathon to Lantz)		$25,000	203												
	Col. Glenn Highway - Signal Timings		$25,000	203												
	Sidewalk Repairs		$150,000	101		$150,000	101		$150,000	101		$150,000	101		$150,000	101
	Storm Sewer & Culvert Replacement					$200,000	203		$200,000	203		$200,000	203		$200,000	203
	ADA Transition Plan								$150,000	203						
	Indian Ripple Road Signal Timings											$50,000	204			
	Annual Resurfacing, Sidepath & Curb Replacement Program		$3,840,000	101/204/203/ 260		$2,890,000	101/204/203/ 260		$3,390,000	101/204/203/ 260		$3,390,000	101/204/203/ 260		$3,390,000	101/204/203/ 260
	Totals by Year	$3,484,420	$10,719,780		$9,964,270	$10,268,230		$1,368,910	$6,172,590		$853,970	$6,172,330		$3,740,825	$8,277,225	