Monroe Council Agenda
Regular Meeting of Council
September 23, 2025 – 6:30 PM
233 South Main Street, Monroe, Ohio

Pledge of Allegiance

Roll Call

Approval of the Minutes

Council Minutes of September 9 and September 15, 2025

Visitors

Nan Cahall & Shawn Cowan - Butler County Elderly Services Advisory Council

Committee Reports

Public Works Committee
Finance Committee
Administrative Liaison Committee
Technology Committee
Public Involvement Committee
Public Safety Committee

Old Business

Ordinance No. 2025-26. An Ordinance rezoning real property containing approximately 61.72 acres located at North Main Street and Todhunter Road from R-R Rural Residential to G-R General Residential Zoning.

Sponsor: Tom Smith

Strategic Priority: Strategic Growth and Development, Parks and Connectivity

Background: An application has been submitted on behalf of The Drees Company requesting a zoning map amendment. The applicant desires to rezone three parcels fronting North Main Street and Todhunter Road from the current RR Rural Residential designation to GR General Residential zoning. These parcels are identified by the Bulter County Auditor as parcel ID's: C1800006000005 [28.04 acres], C1800005000035 [32.95 acres], and C1800005000012 [0.73 acres] as shown in Figure 1 below; collectively 61.72 acres.

Figure 1: Site Location Map

On June 17, 2025, the Planning Commission held a public hearing and reviewed the application. In a vote of 5-0, the Planning Commission moved to recommend approval of the zoning map amendment.

Analysis
City of Monroe Planning and Zoning Code Section 1207.23: Zoning Map Amendment expresses the review criteria for a zoning map amendment. That criteria includes:

1. Compliance with the common review criteria detailed in table 1207.07-1 of the code
2. Changing Conditions
3. Impact Mitigation
4. Community Need
5. Strategic Objectives
6. No Single Factor and Case Determination

Common Review Criteria. This request meets all applicable common review criteria. One of the common review criteria asks if the request is consistent with the comprehensive plan. The current Advance Monroe 2040 Plan designates these parcels as “Mixed Residential”, which is intended for a range of housing types from single-family detached to townhomes. The requested zoning classification, GR General Residential, was established based on the Mixed Residential description.

Changing Conditions. Conditions have not changed since the adoption of the current zoning map in spring 2024.

Impact Mitigation. As with any development, there will be impact on the natural environment. Any future development on this property will need to be designed to mitigate these concerns. For example, the development will need to account for existing streams along the western border and incorporate noise buffering elements along North Main and Todhunter.

Community Need. This development addresses a community need in housing stock diversification. While Drees does intend to develop single-unit detached homes towards the south side of the project, the northern part is proposed to be attached housing. Attached housing has been identified as an important development type for Monroe to achieve given Monroe is nearly 90% single-family detached. Providing options for residents to both retain and attract a variety of community members is critical.

Strategic Objectives. The proposal makes use of existing connections by extending Edgewood Drive to the west, providing additional connectivity to the Brittony Woods subdivision. It also addresses Council's strategic objective of Strategic Growth and Development by adding additional housing to the center of town, which in turn will hopefully bolster commercial development in the area. Finally, development along a primary corridor will come with the addition of a shared use path, which will build upon city-wide connectivity goals.

No Single Factor and Case Determination. No single factor listed above may control and not all factors may be applicable in each case. Each case shall be determined on its own facts.

A Traffic Impact Study has also been conducted and is attached.

Ordinance No. 2025-32. An Ordinance authorizing the issuance of not to exceed $3,200,000 of real estate acquisition general obligation bond anticipation notes, 2025 renewal, by the City of Monroe, Ohio, in anticipation of the issuance of bonds.

Sponsor: Jake Burton

Strategic Priority: Well Managed Services and Infrastructure

Background: City Council passed Resolution 12-2023 on February 14, 2023 to allow for reimbursement of expenditures related to a Public Works Facility. Council also passed Ordinance 2023-12 on May 9, 2023 authorizing the City Manager to execute a purchase and sale agreement of ~113 acres in an amount not to exceed $3,200,000 as part of a future development investment and a new public works facility. The city officially purchased the property on July 20, 2023 for the amount of $3,143,233.75 utilizing General Fund dollars that were reimbursed with the issuance of $3,200,000 Bond Anticipation Notes (BANs) with the passage of Ordinance 2023-25. City Council passed Ordinance 2024-22 on September 10, 2024 renewing the bond anticipation notes from 2023.

A BAN is a one-year financing that is required to be renewed annually if not converted into a long-term debt issuance. A BAN issuance requires interest to be paid annually, but does not require a principal payment until converted to a long-term issuance. The interest payment that will be made associated with the 2024 BAN issuance is $143,600 due November 19, 2025. As the Public Works Facility process continues, in addition to renewing the $3.2 million BAN for the purchase of the the acreage for this property and additional acreage still owned by the city, site work will be necessary during 2026. We are requesting a $5 million BAN to allow the 2024 BAN renewal to be paid in full and for $1.8 million in site work to occur from November 2025 - November 2026.

The tentative schedule for these BANs has a 1st Reading of the Ordinance on September 9 and a 2nd Reading on September 23. The official bond closing date is tentatively scheduled for November 18, 2025 ahead of the 2024 BAN maturity date of November 19, 2025.

This is the first of three Ordinances required to be passed related to this bond issuance.

Ordinance No. 2025-33. An Ordinance authorizing the issuance of not to exceed $1,800,000 of real estate site development general obligation bond anticipation notes, Series 2025, by the City of Monroe, Ohio, in anticipation of the issuance of bonds.

Sponsor: Jake Burton

Strategic Priority: Well Managed Services and Infrastructure

Background: City Council passed Resolution 12-2023 on February 14, 2023 to allow for reimbursement of expenditures related to a Public Works Facility. Council also passed Ordinance 2023-12 on May 9, 2023 authorizing the City Manager to execute a purchase and sale agreement of ~113 acres in an amount not to exceed $3,200,000 as part of a future development investment and a new public works facility. The city officially purchased the property on July 20, 2023 for the amount of $3,143,233.75 utilizing General Fund dollars that were reimbursed with the issuance of $3,200,000 Bond Anticipation Notes (BANs) with the passage of Ordinance 2023-25. City Council passed Ordinance 2024-22 on September 10, 2024 renewing the bond anticipation notes from 2023.

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The tentative schedule for these BANs has a 1st Reading of the Ordinance on September 9 and a 2nd Reading on September 23. The official bond closing date is tentatively scheduled for November 18, 2025 ahead of the 2024 BAN maturity date of November 19, 2025.

This is the second of three Ordinances required to be passed related to this bond issuance.

Ordinance No. 2025-34. An Ordinance authorizing the issuance of not to exceed $5,000,000 of various purpose general obligaiton bond anticipation notes, Series 2025, by the City of Monroe, Ohio, in anticipation of the issuance of bonds.

Sponsor: Jake Burton

Strategic Priority: Well Managed Services and Infrastructure

Background: City Council passed Resolution 12-2023 on February 14, 2023 to allow for reimbursement of expenditures related to a Public Works Facility. Council also passed Ordinance 2023-12 on May 9, 2023 authorizing the City Manager to execute a purchase and sale agreement of ~113 acres in an amount not to exceed $3,200,000 as part of a future development investment and a new public works facility. The city officially purchased the property on July 20, 2023 for the amount of $3,143,233.75 utilizing General Fund dollars that were reimbursed with the issuance of $3,200,000 Bond Anticipation Notes (BANs) with the passage of Ordinance 2023-25. City Council passed Ordinance 2024-22 on September 10, 2024 renewing the bond anticipation notes from 2023.

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The tentative schedule for these BANs has a 1st Reading of the Ordinance on September 9 and a 2nd Reading on September 23. The official bond closing date is tentatively scheduled for November 18, 2025 ahead of the 2024 BAN maturity date of November 19, 2025.

This is the last of three Ordinances required to be passed related to this bond issuance.

New Business

Resolution No. 55-2025. A Resolution approving a Then-and-Now Certificate in the amount of $26,969.92 to CivicPlus, LLC for hosting, security, and integration services.

Sponsor: Kacey Waggaman

Strategic Priority: Communication and Interpersonal Connections

Background: This invoice includes annual fees for: Platinum Hosting and Security per domain, Forms Encryption, AudioEye, Website Annual Fee for Hosting & Support, 48 Month Redesign, Proprietary CP Mobile app sheet, API management, and Central Integration. The services are effective 7/17/2025 - 7/16/2026. The past due invoice was recently received in the mail with a notice that prior email attempts had failed. Staff has updated the company with the correct contact information for the current staff that will be managing the contract in the future.

Resolution No. 56-2025. A Resolution authorizing the City Manager to execute required documents to apply for the Ohio Public Works Commission Grant for a waterline replacement and storm sewer upgrade project.

Sponsor: Gary Morton

Strategic Priority: Well Managed Services and Infrastructure

Background: This resolution authorizes the City Manager to sign an application for the OPC grant. This is necessary legislation through the grant application process. The application is for a waterline replacement and storm sewer upgrade project on Garver Rd. It runs from State Route 63 to Deneen Ave.

Resolution No. 57-2025. A Resolution amending Emergency Resolution No. 45-2007 to adjust the requirements for tax abatements associated with remodeling of property.

Sponsor: Seth Geisler

Strategic Priority: Strategic Growth and Development

Background: To better align with the Downtown Master Plan, updates are proposed to Monroe's CRA #2. These revisions include:
- Removal of Sections 4(a) and 4(b), with a redrafted version of 4(a) to allow CRA #2 to support residential remodeling projects involving one or more units.
- Removal of Section 4(c), which eliminates abatements for new single-family home construction.

Consideration of Motion to authorize the expenditure of $18,000 to Rick's Striping and Seal Coating Inc. for sealcoating and restriping the parking lot at Monroe Community Park.

Sponsor: Brian Perkins

Strategic Priority: Well Managed Services and Infrastructure

Background: This is for seal coating and re-striping the parking lot at Monroe Community Park. It has been several years since this was last done. This will help preserve this area and extend the time before it has to be repaved. This was in the capital budget for 2025.

Consideration of Motion authorizing the expenditure of $119,682 to Buckeye State Pipe & Supply Co. for the purchase of bulk water meters and cellular endpoints.

Sponsor: Zach McNutt

Strategic Priority: Well Managed Services and Infrastructure

Background: This is for the purchase of bulk water meters and cellular endpoints. This is budgeted for out of the funds collected through the monthly fee assessed to each water account for meter replacement. The total cost of this purchase is $119,682.00

Administrative Reports

Executive Session
To consider confidential information related to the specific business strategy, trade secrets, or financial statements of an applicant for economic development assistance, and to discuss the appointment of a public official.

Adjournment

Monroe Council Minutes
Regular Meeting of Council
September 9, 2025 – 6:30 p.m.
233 South Main Street, Monroe, Ohio

Pledge of Allegiance

Mayor Funk opened the regular meeting at 6:30 p.m., with the Pledge of Allegiance.

Roll Call

Council members present: Keith Funk, Christina McElfresh, Michael Graves, Kelly Clark, and Tom Hagedorn.

Mrs. McElfresh moved to excuse Mr. Wagner; seconded by Mr. Hagedorn. Voice vote. Motion carried.

Approval of the Minutes

Prior to approval of minutes, Mayor Funk clarified that during the last Council meeting, it was incorrectly announced that the motion on amendments to Ordinance No. 2025-27 had carried. Upon further review, the motion had actually failed. The August 26, 2025 minutes were corrected to reflect the accurate outcome.

Mrs. McElfresh moved to reconsider the motion made on August 26, 2025 for the amendments and adoption of Ordinance No. 2025-27; seconded by Mr. Graves. Roll call vote: five ayes. Motion carried.

Mrs. McElfresh moved to approve the Council Minutes of August 26, 2025; seconded by Mr. Hagedorn. Voice vote. Motion carried.

Visitors

Resident Gene Williams expressed concern regarding the Archer Energy Natural Gas Aggregation Program, noting that he has not yet received a letter at his residence and the opt-out period is approaching. Mayor Funk clarified that this was a ballot issue and stated that Council and City staff will determine if additional community resources may be necessary. Further, staff will investigate reports of residents not receiving letters.

Committee Reports

None.

Old Business.

Ordinance No. 2025-27. An Ordinance amending the Planning and Zoning Code to adopt Section 1202.06, Downtown District Regulating Plan, and other minor corrections and updates to the Planning and Zoning Code.

The Clerk of Council read Ordinance No. 2025-27 by title only.

Mrs. McElfresh moved to amend Planning Commission's recommendation for the Planning and Zoning Code by excluding the proposed change to Section 1203.04 (G) (3) (a) regarding retail fuel sales frontage along certain corridors and to amend the Ordinance to include the updating planning code provisions as Exhibit A; seconded by Dr. Clark. Voice vote: five ayes. Motion carried.

Mrs. McElfresh moved to adopt Ordinance No. 2025-27; seconded by Dr. Clark. Roll call vote: five ayes. Motion carried.

Ordinance No. 2025-30. An Ordinance amending and supplementing Personnel Policy Sections 2-1 (a) and (b), pertaining to the definition of immediate family member and family member.

The Clerk of Council read Ordinance No. 2025-30 by title only.

Mrs. McElfresh moved to adopt Ordinance No. 2025-30; seconded by Dr. Clark. Roll call vote: five ayes. Motion carried.

Ordinance No. 2025-31. An Ordinance amending and supplementing Personnel Policy Section 2-3 (l) (1), pertaining to sick leave conversion at retirement.

The Clerk of Council read Ordinance No. 2025-31 by title only.

Mrs. McElfresh moved to adopt Ordinance No. 2025-31; seconded by Mr. Graves. Roll call vote: five ayes. Motion carried.

New Business

Ordinance No. 2025-32. An Ordinance authorizing the issuance of not to exceed $3,200,000 of real estate acquisition general obligation bond anticipation notes, 2025 renewal, by the City of Monroe, Ohio, in anticipation of the issuance of bonds.

The Clerk of Council read Ordinance No. 2025-32 by title only.

Mayor Funk advised this Ordinance will appear on the next agenda for a second reading.

Ordinance No. 2025-33. An Ordinance authorizing the issuance of not to exceed $1,800,000 of real estate site development general obligation bond anticipation notes, Series 2025, by the City of Monroe, Ohio, in anticipation of the issuance of bonds.

The Clerk of Council read Ordinance No. 2025-33 by title only.

Mayor Funk advised this Ordinance will appear on the next agenda for a second reading.

Ordinance No. 2025-34. An Ordinance authorizing the issuance of not to exceed $5,000,000 of various purpose general obligation bond anticipation notes, Series 2025, by the City of Monroe, Ohio, in anticipation of the issuance of bonds.

The Clerk of Council read Ordinance No. 2025-34 by title only.

Mayor Funk advised this Ordinance will appear on the next agenda for a second reading.

Emergency Ordinance No. 2025-35. An Ordinance determining to adjust special assessments levied for the purpose of constructing certain improvements and declaring an emergency.

The Clerk of Council read Emergency Ordinance No. 2025-35 by title only.

Mrs. McElfresh moved to suspend the rule requiring the reading of Emergency Ordinance No. 2025-35 on two separate days and authorize its adoption on the first reading; seconded by Mr. Graves. Voice vote: five ayes. Motion carried.

Mrs. McElfresh moved to adopt Emergency Ordinance No. 2025-35; seconded by Mr. Hagedorn. Roll call vote: five ayes. Motion carried.

Emergency Ordinance No. 2025-36. An Ordinance determining to adjust special assessments levied for the purpose of constructing certain improvements and declaring an emergency.

The Clerk of Council read Emergency Ordinance No. 2025-36 by title only.

Mrs. McElfresh moved to suspend the rule requiring the reading of Emergency Ordinance No. 2025-36 on two separate days and authorize its adoption on the first reading; seconded by Dr. Clark. Voice vote: five ayes. Motion carried.

Mrs. McElfresh moved to adopt Emergency Ordinance No. 2025-36; seconded by Dr. Clark. Roll call vote: five ayes. Motion carried.

Resolution No. 49-2025. A Resolution accepting the amounts and rates as determined by the Budget Commission and authorizing the necessary tax levies and certifying them to the County Auditor.

The Clerk of Council read Resolution No. 49-2025 by title only.

Mrs. McElfresh moved to adopt Resolution No. 49-2025; seconded by Mr. Graves. Roll call vote: five ayes. Motion carried.

Resolution No. 50-2025. A Resolution authorizing the City Manager to enter into a Memorandum of Understanding by and between the City of Monroe and the Board of Education of the Monroe Local School District for School Resource Officer services.

The Clerk of Council read Resolution No. 50-2025 by title only.

Mrs. McElfresh moved to adopt Resolution No. 50-2025; seconded by Mr. Graves. Roll call vote: four ayes, one nay (Hagedorn). Motion carried.

Resolution No. 51-2025. A Resolution authorizing the City Manager to execute a contract extension by and between the City of Monroe and Cintas Corporation.

The Clerk of Council read Resolution No. 51-2025 by title only.

Mrs. McElfresh moved to adopt Resolution No. 51-2025; seconded by Dr. Clark. Roll call vote: five ayes. Motion carried.

Resolution No. 52-2025. A Resolution delineating an overlay in relation to the proposed Stonybrook Incentive District within the City of Monroe, Ohio; adopting a written economic development plan as to the same; setting the time and place of a Public Hearing; authorizing and ratifying the giving of notice to the Lakota Local School District and the Butler Technology & Career Center, all pursuant to Ohio Revised Code Section 5709.40(C) and its related rules and laws, and approving related matters.

The Clerk of Council read Resolution No. 52-2025 by title only.

Mrs. McElfresh moved to adopt Resolution No. 52-2025; seconded by Mr. Graves. Roll call vote: five ayes. Motion carried.

Resolution No. 53-2025. A Resolution authorizing the City Manager to enter into a professional services agreement between the City of Monroe and Verdantas for design and safety performance analysis services for the SS4A Demonstration Grant – CCTV Project.

The Clerk of Council read Resolution No. 53-2025 by title only.

Mr. Hagedorn inquired whether the project would result in additional costs related to the State Route 63 and Cincinnati Dayton Road intersection. Mr. Morton stated that he does not anticipate the equipment at that location would need to be relocated for several years.

Mrs. McElfresh moved to adopt Resolution No. 53-2025; seconded by Dr. Clark. Roll call vote: five ayes. Motion carried.

Resolution No. 54-2025. A Resolution authorizing the City Manager to enter into a professional services agreement between the City of Monroe and Woolpert, Inc. for the development of the Safe Streets for All Action Plan.

Mrs. McElfresh moved to adopt Resolution No. 54-2025; seconded by Mr. Hagedorn. Roll call vote: five ayes. Motion carried.

Consideration of Motion to authorize the expenditure of $18,965 to Silco Fire Protection Services for sprinkler head relocation and associated piping work in the Main Street strip center.

Mrs. McElfresh moved to authorize the expenditure of $18,965 to Silco Fire Protection Services for sprinkler head relocation and associated piping work in the Main Street strip center; seconded by Dr. Clark. Voice vote: five ayes. Motion carried.

Administrative Reports

Public Works Director, Gary Morton, shared that the City of Monroe was recommended to move forward in the process for a $2.1M grant through OKI for our predictive signaling system. This will include 15 traffic lights, design will begin in 2026.

Mr. Morton also reminded Council of his previous request regarding the Monroe PED Project, asking whether Council wished to proceed with acquiring property for the sidewalk section or remove it from the project. He explained that moving forward would require a significant financial investment, as the appraisal for 700 feet of sidewalk was $122,000. While noting that he would like to see the project completed, Mr. Morton recommended removing this section. Council discussed the importance of future connectivity but agreed with his recommendation, expressing hope that the project could be revisited later in partnership with Ohio Living.

Executive Session

Mrs. McElfresh moved to enter into Executive Session to consider confidential information related to the specific business strategy, trade secrets, or financial statements of an applicant for economic development assistance, and to discuss the appointment of a public employee or official; seconded by Dr. Clark. Roll call vote: five ayes. Motion carried.

Council entered into executive session at 7:05 p.m.

Mrs. McElfresh moved to reconvene into regular session; seconded by Mr. Hagedorn. Voice vote: five ayes. Motion carried.

Council reconvened into regular session at 8:17 p.m.

Adjournment

Mrs. McElfresh moved to adjourn the regular session of Council; seconded by Mr. Hagedorn. Voice vote: five ayes. Motion carried.

The regular meeting of Council adjourned at 8:18 p.m.

Respectfully submitted,

Beth Combs
Clerk of Council Pro-Tem

Monroe Council Minutes
Special Meeting of Council
September 15, 2025 – 5:00 p.m.
233 South Main Street, Monroe, Ohio

Pledge of Allegiance

Mayor Funk opened the Special Meeting at 5:00 p.m. with the Pledge of Allegiance.

Roll Call

Council members present: Keith Funk, Christina McElfresh, Ben Wagner, Michael Graves, Kelly Clark, and Tom Hagedorn.

Executive Session

Mrs. McElfresh moved to enter into Executive Session to consider the appointment of a public official; seconded by Mr. Hagedorn. Roll call vote: six ayes. Motion carried.

Council entered into executive session at 5:02 p.m.

Mrs. McElfresh moved to reconvene into Special Session; seconded by Mr. Wagner. Voice vote: six ayes. Motion carried.

Council reconvened into Special Session at 5:40 p.m.

Adjournment

Mrs. McElfresh moved to adjourn; seconded by Mr. Hagedorn. Voice vote: six ayes. Motion carried.

The Special Meeting of Council adjourned at 5:41 p.m.

Respectfully submitted,

Beth Combs
Clerk of Council Pro-Tem

ORDINANCE NO. 2025-26

AN ORDINANCE REZONING REAL PROPERTY CONTAINING APPROXIMATELY 61.72 ACRES LOCATED AT NORTH MAIN STREET AND TODHUNTER ROAD FROM R-R RURAL RESIDENTIAL TO G-R GENERAL RESIDENTIAL ZONING.

WHEREAS, an application has been submitted on behalf of The Drees Company requesting a zoning map amendment for three parcels fronting North Main Street and Todhunter Road, totaling approximately 61.72 acres, from R-R Rural Residential to G-R General Residential; and

WHEREAS, the parcels proposed for rezoning are identified by the Butler County Auditor as Parcel ID C1800006000005 (28.04 acres), Parcel ID C1800005000035 (32.95 acres), and Parcel ID C1800005000012 (0.73 acres); and

WHEREAS, the Planning Commission held a public hearing on June 17, 2025, to review the application and voted 5-0 to recommend approval of the zoning map amendment, in accordance with the review criteria set forth in City of Monroe Planning and Zoning Code Section 1207.23; and

WHEREAS, the subject parcels are designated as "Mixed Residential" in the Advance Monroe 2040 Plan, and the requested G-R General Residential zoning classification is consistent with that land use designation.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MONROE, STATE OF OHIO, THAT:

SECTION 1: The zoning classification for Parcel IDs C1800006000005, C1800005000035, and C1800005000012, totaling approximately 61.72 acres and located at North Main Street and Todhunter Road, is hereby amended from R-R Rural Residential to G-R General Residential, as shown on the zoning map attached hereto as "Exhibit A" and made a part hereof.

SECTION 2: This measure shall take effect and be in full force from and after the earliest period allowed by law.

PASSED: _____

ATTEST: APPROVED:

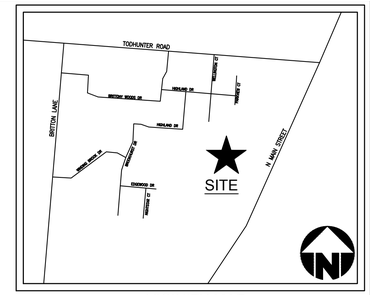
_____ _____

Clerk of Council Mayor

First Reading: _____

"Exhibit A" Ord. No. 2025-26

SEE PAGE 2 FOR PT. LOT 635



VICINITY MAP
NOT TO SCALE

Basis of Bearing:
State Plane NAD83 (2011)
0 100 150
SCALE: 1" = 100'

REZONING OWNERSHIP
JAMES W. SMITH, SUCCESSOR
TRUSTEE OF THE ALDA MAY SMITH
REVOCABLE TRUST
227 CINCINNATI AVENUE
LEBANON, OHIO 45036

RIDGE WOOD DRIVE
WELLINGTON COURT
N MAIN STREET
BROOKHURST DRIVE
EDGEWOOD DRIVE
NIGHTSTAR COURT
OVERBROOK COURT

LOT 4774 JANESCH JOHN M & ROBERTA S C1800-005-220-050
LOT 4777 ENGLE DAVID LEE JR C1800-005-220-052
LOT 4776 BORN PHILLIP C1800-005-220-051
LOT 4769 KERNODLE DEREK NEAL & KAREN C1800-005-220-044
LOT 4775 JANESCH JOHN M & ROBERTA S C1800-005-220-050
Brittony Trails Section One P.E. 3781, Pgs. A-F
LOT 4765 BALDWIN RICHARD J & PATRICIA A C1800-005-220-040
LOT 4768 HEINLY MARK A & PAULA R C1800-005-220-043
LOT 4029 HODGE ETHAN E & KATIE R C1800-005-220-009
LOT 4030 GIBSON SCOTT T & ANGELA M C1800-005-220-010
LOT 4767 JOHNSON SHAWN & TAMI C1800-005-220-042
LOT 4766 BRYAN PAUL R & SOPHIE M C1800-005-220-041
LOT 4034 GLEASON JENNIFER ANN C1800-005-220-01
LOT 4032 CONRAD JEANNETTE C1800-005-220-012
LOT 4031 MORRIS TIFFENY & MATTHEW J C1800-005-220-011
LOT 4033 DAUNCE JASON R & NIKI A C1800-005-220-013
Brittony Woods Section Two P.E. 3580, Pgs. A-E
LOT 5148 WEIDNER JASON R & ERIN J C1800-005-230-062
O.S. 5153 RESERVES AT BRITTONY WOODS HOMEOWNERS ASSOCIATION INC C1800-005-230-067
The Reserves at Brittony Woods Section One P.E. 3888, Pgs. A-E
LOT 5149 BROOKS BRANDON L & AMANDA A C1800-005-230-064
LOT 5147 HOWARD DUSTIN ETAL C1800-005-230-061
LOT 5146 NUSBAUM JOSEPH W & KATHLEEN M C1800-005-230-060
LOT 5154 VINSON JASON E & SARAH E C1800-005-230-068
LOT 5167 KAPPERS STANLEY & LORRAINE C1800-005-230-080
The Reserves at Brittony Woods Section Two O.R. 7864, Pg. 1267
LOT 5166 COLLINS DAVID C1800-005-230-079
LOT 5164 KERN MAXWELL CLARK & KATIE C1800-005-230-078
LOT 5163 JACKSON RODNEY D & SMITH JENNIFER D C1800-005-230-077
LOT 5162 BRAY WILLIAM J & JACQUELYN D C1800-005-230-076
LOT 5160 DIXON PAUL W & REBEKAH A C1800-005-230-074
LOT 5161 BOCK DANIEL E CO TR & MELISA C CO TR C1800-005-230-075
Overbrook P.U.D. Replat pf Lots 3205-3213, 3219 & 3220 P.E. 5118, Pages A-B
LOT 350 VILLAGE OF MONROE C1800-005-000-015
LOT 349 VILLAGE OF MONROE C1800-005-000-011
LOT 355 VILLAGE OF MONROE C1800-005-000-013
LOT 6116 JONES STEVEN A & ROBIN L C1800-005-000-105
LOT 634 BAKE EVERETT JR ETAL C1800-006-000-004

JAMES W. SMITH, SUCCESSOR TRUSTEE OF THE ALDA MAY SMITH REVOCABLE TRUST O.R. 9882, PAGE 152 C1800-005-000-035 PT. LOT 655

JAMES W. SMITH, SUCCESSOR TRUSTEE OF THE ALDA MAY SMITH REVOCABLE TRUST O.R. 9882, PAGE 152 C1800-005-000-012 LOT 358

RR TO GR
39.499 ACRES
1720567 S.F.

N65°58'20"E 414.31'
S16°27'10"W 270.60'
N16°03'40"E 506.26'
S55°38'45"W 478.79'
N76°57'57"W 548.10'
S76°57'28"E 900.15'
N58°41'51"E 315.19'
N58°33'02"E 455.23'
S06°12'51"W 12.63'
N84°42'18"W 150.00'
N06°12'51"E 790.00'
N06°12'51"E 75.41'
S24°50'06"W 785.83'
S33°18'31"W 178.70'
N84°39'58"W 485.71'
S07°33'02"W 231.74'
N84°39'58"W 840.71'

Zoned: NC
Zoned: RR
Zoned: PUD: Overbrook
Zoned: GC
Zoned: UR

- (A) LOT 3469 FROMAN KAREN F C1800-005-420-053
- (B) LOT 3470 NICHOLS-ROSS MILDRED MARIE C1800-005-420-054
- (C) LOT 3471 KISSINGER CARRIE L & WILLIAM J C1800-005-420-055
- (D) LOT 3472 HALF REALTY LLC C1800-005-420-056
- (E) LOT 3473 MASSIE TIMOTHY L & DIANE L C1800-005-420-057
- (F) LOT 3474 JESTICE MARK L C1800-005-420-058
- (G) LOT 5167 STOECKER LAUREN A & GENTRY ASHLEY A C1800-005-230-081
- (H) LOT 5168 MORGAN KENT & BARBARA C1800-005-230-082
- (I) LOT 5169 BAKER MICHAEL & LIYING C1800-005-230-083
- (J) LOT 5170 BURFORD SAMANTHA L & DAVID C1800-005-230-084
- (K) LOT 5144 RUMPING JAMES CARL & TERESA ARLINE C1800-005-230-058

SURVEYOR CERTIFICATION

THIS MAP WAS PREPARED FROM EXISTING DEEDS AND PLATS OF RECORD AND DOES NOT REPRESENT A BOUNDARY SURVEY.

JEFFREY O. LAMBERT
PROFESSIONAL SURVEYOR #7568
IN THE STATE OF OHIO

DATE: 3-17-25

STATE OF OHIO · JEFFREY O. LAMBERT · 7568 · REGISTERED · PROFESSIONAL SURVEYOR

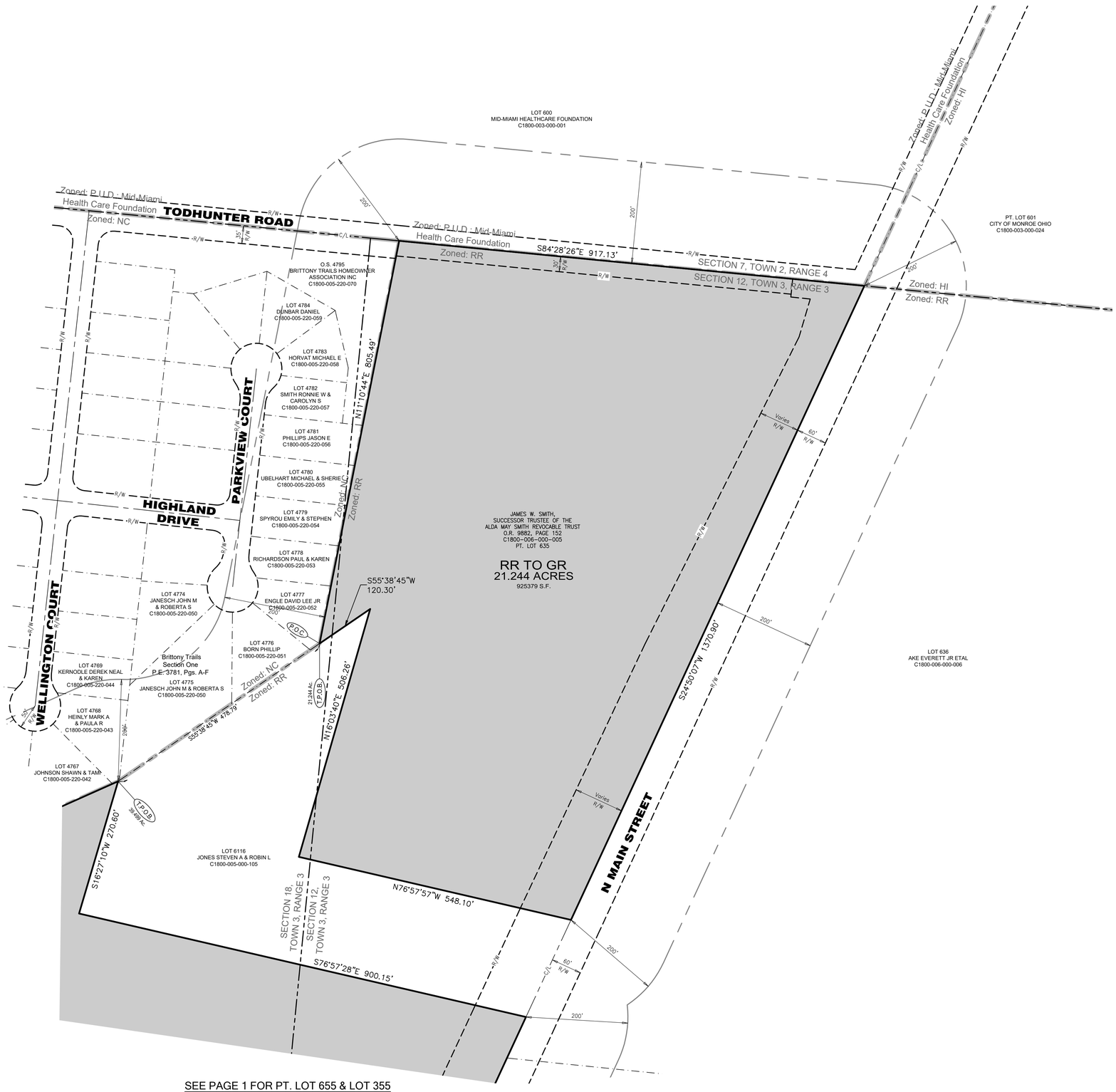
Item	Revision Description	Date	Drawn	Chk

RR TO GR
60.743 ACRES
SECTIONS 18 & 12, TOWN 3, RANGE 3 BTM
CITY OF MONROE
BUTLER COUNTY, OHIO
REZONING PLAT

bayer becker
www.bayerbecker.com
6960 Worthington Road, Suite A
Mason, OH 45040 - 513.336.6600

Drawing:	24-0265 RZ
Drawn by:	PAH
Checked By:	TME
Issue Date:	03-14-25
Sheet:	1/2

Plot time: Mar 14, 2025 - 2:27pm
Drawing name: J:\2024\24-0265\SV\DWG\24-0265 RZ.dwg - Layout Tab: Layout



SEE PAGE 1 FOR PT. LOT 655 & LOT 355

Basis of Bearing:
State Plane NAD83 (2011)

0 100 150

SCALE: 1" = 100'

Item	Revision Description	Date	Drawn	Chk

RR TO GR
60.743 ACRES

SECTIONS 18 & 12, TOWN 3, RANGE 3 BTM
CITY OF MONROE
BUTLER COUNTY, OHIO

REZONING PLAT

bayer becker
www.bayerbecker.com
6900 Tylersville Road, Suite A
Mason, OH 45040 - 513.336.6600

Drawing:	24-0265 RZ
Drawn by:	PAH
Checked By:	TME
Issue Date:	03-14-25
Sheet:	2/2

Plot time: Mar 14, 2025 - 2:28pm
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Application for a Zoning Map/Text Amendment

Monroe Development Department
233 South Main Street, Monroe, Ohio 45050
Phone: 513-539-7374
Email: planning@monroeohio.gov
www.monroeohio.gov

For Staff Use Only	
Submittal Date:	
Date Application Determined Complete:	
Date of Planning Commission Review:	
Fee Paid:	Staff Initials:
Application/Case Number:	

Zoning Amendment Review Information

1. The zoning map and text amendment review procedure and review criteria are established in Section 1207.04 of the Monroe Planning and Zoning Code.
2. A pre-application conference is required prior to submission of an application for a zoning map amendment unless the Development Director waives the requirement. Contact the Development Department to set up a time.
3. The application fee is due at the time the application is submitted to planning@monroeohio.gov.

Basic Information

Project Address: North Main Street & Todhunter Road

County: ☑ Butler ☐ Warren | Total Area of Rezoning: 61.729 Acres

County Tax Parcel ID: C1800-006-000-005, C1800-005-000-035 & C1800-005-000-012

Existing Zoning District: RR - Rural Residential

Proposed Zoning District: GR - General Residential

Applicant Information

Applicant Name: The Drees Company

Contact Person: Matt Mains

Contact Address: 211 Grandview Drive, Ft.Mitchell, KY 41017

Contact Phone Number: 859-578-4324 | Contact Fax Number:

Contact E-Mail: mmains@dreeshomes.com

Property Owner Name: James W. Smith, Suc.Tr. of the Alda May Smith Revocable

The applicant may provide a separate attachment with contact information for additional people, if necessary (e.g., additional owners, registered engineer, landscape architect, etc.). The same contact information shall be provided for each contact name.

Zoning Amendment Information

1) Describe any change in conditions, trends, or other facts that necessitates the proposed zoning amendment. Furthermore, describe how the proposed zoning district will remedy the change in conditions, trends, or other issues.

Housing in this category is both limited and highly needed in the area. Located just north of the Downtown District along N. Main Street, this zone change will allow for homes to be built that can help address this demand while remaining well-connected to the nearby commercial center. We are proposing a variety of housing options, including 65' wide lots, 52' wide lots, and attached single family homes, all designed to meet current market demands while ensuring high-quality construction and character.

Rezoning Information Continued

2) Describe how the proposed amendment furthers each of the objectives of the Comprehensive Plan.

The future land use map identifies this area as "Mixed Residential" which is meant to provide a variety of housing types and sizes with an overall density of up to 4 DU/acre. The General Residential zoning classification fits this need by allowing a range of housing types and lot sizes. The zoning code specifically states, "The GR district is appropriate for the areas shown on the Future Land Use Map as Mixed Residential."

3) Provide information necessary to document and describe how the map amendment meets the review criteria established for zoning amendments *[Table 1207.07-1 Common Review Criteria and Article 07.04 Text and Zoning Map Amendments]*.

The existing "Rural Residential" zoning does not align with the City's future land use map or the current housing needs in the area. As mentioned earlier, General Residential zoning is more suitable for this location. With residential areas to the west, mixed-use developments to the north, and commercial zones to the south, the proposed zoning offers a smooth transition and fits into the character of the surrounding areas.

Certification and Signatures

Applicant Signature - I certify that, to the best of my knowledge, the information contained in this form and within any attachments is correct and truthful. I understand that knowingly falsifying this information may be grounds for the denial or revoking of this zoning map amendment application and any subsequent zoning permit or other review applications.

Print Name: Matt Mains

Signature: Matt Mains

Date: 3/18/2025

Property Owner Signature - If the property owner is not the named applicant on this form, the property owner shall sign the form below acknowledging that the applicant is an authorized agent of the property owner as it relates to proposed project. If the proposed rezoning affects multiple properties owned by different property owners, each property owner subject to the rezoning shall be required to sign this form acknowledging consents of the rezoning request. Separate signature sheets or letters acknowledging such consent are acceptable.

Print Name: James W. Smith

Signature:

Date: 3/18/2025

Note: A letter signed by the property owner, authorizing the applicant to act on their behalf may be submitted in lieu of the property owner's signature on this form.

Submittal Requirement Checklist	
General Information	
☑	Completion of required pre-application conference 5/13/2025 at City of Monroe
☐	Zoning Map Amendment Review application form
☐	Application fee
☐	Legal description of the parcels subject to the proposed rezoning.
☐	Plans and maps established below at a scale no smaller than 1 inch = 100 feet, unless otherwise noted.
☐	Traffic Impact Study, if required by the City Engineer.
☐	Any additional information determined to be necessary by the Development Department
Vicinity Map (Scale may be smaller than 1" = 100')	
☐	Date, north arrow, scale, and a legend for all symbols
☐	Boundary line of the land subject to the proposed rezoning
☐	All surrounding properties, streets, and corporation limits within a minimum of 500' of the outer boundaries of the project site
Proposed Zoning Text or Map	
☐	The existing and proposed zoning for all properties part of the application for a zoning map amendment. The map shall also identify the existing zoning for all surrounding properties. For text amendments, a redline draft of the proposed text is required.
☐	Existing parcel lines for the properties to be rezoned and all parcel lines within 200' of the site
☐	Existing streets within 200' of site with names and centerlines
☐	Existing watercourses and bodies of water including any applicable flood hazard areas

Date: March 14, 2025

Description: North Main Street & Todhunter Road
Rezoning RR to GR

Location: City of Monroe
Butler County, Ohio

Situated in Sections 18 and 12, Town 3, Range 3, Between the Miamis, the City of Monroe, Butler County, Ohio, being part of Lot 635 of said City of Monroe and part of James W. Smith, Successor Trustee of the Alda May Smith Revocable Trust as recorded in Official Record 9882, Page 152 of the Butler County Recorder's Office, containing 21.244 acres of land and being further described as follows:

Beginning at the southeast corner of Brittony Trails, Section One as recorded in Plat Envelope 3781, Pages A to F and being on Lot 6116 of said City of Monroe and being the **True Point of Beginning**;

thence, from the True Point of Beginning, departing said Lot 6116 and with said Brittony Trails, Section One, North 11° 10' 44" East, 805.49 feet to the northeast corner of said Brittony Trails, Section One and being on the north line of said Section 12 and the centerline of Todhunter Road;

thence, departing said Brittony Trails, Section One and with said Section 12 and the centerline of said Todhunter Road, South 84° 28' 26" East, 917.13 feet to the intersection of the centerline of said Todhunter Road and the centerline of North Main Street;

thence, departing said Section 12 and the centerline of said Todhunter Road and with the centerline of said North Main Street, South 24° 50' 07" West, 1370.90 feet to the northeast corner of said Lot 6116;

thence, departing the centerline of said North Main Street and with said Lot 6116 for the following three courses:

1) North 76° 57' 57" West, 548.10 feet;
2) North 16° 03' 40" East, 506.26 feet;
3) South 55° 38' 45" West, 120.30 feet to the **True Point of Beginning,** containing 21.244 acres of land, more or less, to be rezoned.

I hereby certify that the above description is a complete, proper and legal description of the property to be rezoned.

_____

Jeffrey O. Lambert Professional Surveyor #7568

In the State of Ohio

Date: March 14, 2025

Description: North Main Street
Rezoning RR to GR

Location: City of Monroe
Butler County, Ohio

Situated in Sections 18 and 12, Town 3, Range 3, Between the Miamis, the City of Monroe, Butler County, Ohio, being part of Lot 655 of said City of Monroe and part of James W. Smith, Successor Trustee of the Alda May Smith Revocable Trust as recorded in Official Record 9882, Page 152 and all of Lot 358 of said City of Monroe and part of James W. Smith, Successor Trustee of the Alda May Smith Revocable Trust as recorded in Official Record 9882, Page 152 of the Butler County Recorder's Office, containing 39.499 acres of land and being further described as follows:

Commencing at the southeast corner of Brittony Trails, Section One as recorded in Plat Envelope 3781, Pages A-F and being on Lot 6116 of said City of Monroe; thence, with said Brittony Trails, Section One and said Lot 6116, South 55° 38' 45" West, 478.79 feet to the southwest corner of Lot 4775 of said Brittony Trails, Section One and being the **True Point of Beginning**;

thence, from the True Point of Beginning thus found, departing said Brittony Trails, Section One and continuing with said Lot 6116 for the following two courses:

1) South 16° 27' 10" West, 270.60 feet;
2) South 76° 57' 28" East, 900.15 feet to the southeast corner of said Lot 6116 and being on the centerline of North Main Street;

thence, departing said Lot 6116 and with the centerline of said North Main Street for the following two courses:

1) South 24° 50' 06" West, 785.83 feet;
2) South 33° 18' 31" West, 178.70 feet to the northeast corner of Lot 355;

thence, departing the centerline of said North Main Street and with said Lot 355 for the following two courses:

1) South 33° 18' 31" West, 178.70 feet;
2) North 84° 39' 58" West, 485.71 feet to the southwest corner of said Lot 355 and being on Lot 349;

thence, departing said Lot 355 and with said Lot 349 and Lot 350, North 84° 39' 58" West, 840.71 feet to the southeast corner of The Reserves at Brittony Woods, Section Two as recorded in Official Record 7864, Page 1267;

thence, departing said Lot 350 and with said Reserves at Brittony Woods, Section Two for the following two courses:

1) North 06° 12' 51" East, 790.00 feet;
2) North 84° 42' 18" West, 150.00 feet

thence, continuing with said Reserves at Brittony Woods, Section Two and with The Reserves at Brittony Woods, Section One as recorded in Plat Envelope 3888, Pages A-E, North 06° 12' 51" East, 75.41 feet;

thence, continuing with said Reserves at Brittony Woods, Section One, North 58° 41' 51" East, 315.19 feet to Brittony Woods, Section Two as recorded in Plat Envelope 3580, Pages A-E;

thence, with said Brittony Woods, Section Two for the following two courses:

1) South 06° 12' 51" West, 12.63 feet;
2) North 58° 33' 02" East, 455.23 feet to the southwest corner of said Brittony Woods, Section Two and being the southwest corner of said Brittony Trails, Section One;

thence, departing said Brittony Woods, Section Two and with said Brittony Trails, Section One, North 65° 58' 20" East, 414.31 feet to the **True Point of Beginning,** containing 39.499 acres of land, more or less, to be rezoned.

I hereby certify that the above description is a complete, proper and legal description of the property to be rezoned.

_____

Jeffrey O. Lambert Professional Surveyor #7568

In the State of Ohio

TRAFFIC IMPACT STUDY
FOR
JIM SMITH PROPERTY DEVELOPMENT

N. MAIN STREET AND TODHUNTER ROAD
CITY OF MONROE, BUTLER COUNTY, OHIO

JUNE 2025

PREPARED FOR:

DREES HOMES
211 GRANDVIEW DRIVE, SUITE 300
FT. MITCHELL, KENTUCKY 41017

PREPARED BY:

BAYER BECKER
6900 TYLERSVILLE ROAD, SUITE A
MASON, OHIO 45040
(513) 336-6600

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EXECUTIVE SUMMARY

The proposed Jim Smith Property development project is located on approximately 61.729 acres in the southwest corner of the intersection of North Main Street and Todhunter Road, in the City of Monroe, Butler County, Ohio.

The proposed development will consist of the following land uses and densities:

Land Use	Density
Single-Family Detached Housing	91 Dwelling Units (DU's)
Single-Family Attached Housing	60 Dwelling Units (DU's)
Total	**151 Dwelling Units (DU's)**

The roadways that will provide regional access to the site are Todhunter Road and N. Main Street. Direct access to the proposed Jim Smith Property development will be provided at two (2) locations on N. Main Street and one (1) location on Todhunter Road.

Bayer Becker corresponded with City of Monroe to establish the scope of this study. As such, the following key intersections define the study area of this report:

- N. Main Street and Todhunter Road - Existing.
- Todhunter Road and Site Access 1 - Proposed.
- N. Main Street and Site Access 2 - Proposed.
- N. Main Street and Site Access 3 - Proposed.

The site is generally surrounded by commercial, agricultural, and residential land uses.

Traffic Impacts

Based on the results of the turn lane warrant analysis and queue length calculations, the following turn lane is warranted to accommodate the 2027 and 2037 Build Traffic Projections:

- A northbound left-turn lane on N. Main Street at Site Access 3 with 125 feet of storage, plus diverging taper.

Recommended Improvements

The following additional improvements are recommended to accommodate 2027 or 2037 No-Build Traffic Projections (excluding site traffic):

- Monitor and optimize signal operations at the intersection of N. Main Street and Todhunter Road, as necessary.

The need for further roadway improvements, as associated with the proposed Jim Smith Property development project, for 2027 and 2037 Build Traffic Projections, according to the analysis contained within this report, are summarized as follows:

Todhunter Road and Site Access 1

- Construct a public street access on Todhunter Road 706 feet west of N. Main Street.
  - Provide one (1) southbound lane for entering traffic.
  - Provide one (1) northbound lane for exiting traffic.
  - Install a stop sign traffic control device on the northbound approach.

N. Main Street and Site Access 2

- Construct a public street access on N. Main Street 1,010 feet south of Todhunter Road.
  - Provide one (1) westbound lane for entering traffic.
  - Provide one (1) eastbound lane for exiting traffic.
  - Install a stop sign traffic control device on the eastbound approach.

N. Main Street and Site Access 3

- Construct a public street access on N. Main Street 628 feet south of the private residential drive at 741 N. Main Street.
  - Restripe center two way left turn lane to provide one (1) northbound left turn lane 125 feet in length, plus diverging taper.
  - Provide one (1) westbound lane for entering traffic.
  - Provide one (1) eastbound lane for exiting traffic.
  - Install a stop sign traffic control device on the eastbound approach.

Compliance with Applicable Codes

All roadway improvements shall be constructed in accordance with City of Monroe requirements, as appropriate and applicable.

INTRODUCTION

Purpose of Report and Study Objectives

The purpose and primary objectives of this study are to determine the traffic impacts of the proposed development, to determine what off-site improvements are required to mitigate the site's impact, and to satisfy the City of Monroe requirements for traffic impact studies.

This study describes the existing roadway network, identifies peak traffic conditions, forecast procedures, future traffic volume projections, and the impact of the proposed development on the adjacent road network. Conclusions related to the impacts of the increased traffic on the adjacent roadway system, associated with the proposed Jim Smith Property development, have been identified and recommendations for mitigating any possible traffic impacts are provided as necessary.

Project Location

The proposed Jim Smith Property development project is situated on approximately 61.729 acres, at the southwest corner of the intersection of Todhunter Road and N. Main Street, in City of Monroe, Butler County, Ohio. A vicinity map is provided in Figure 1.

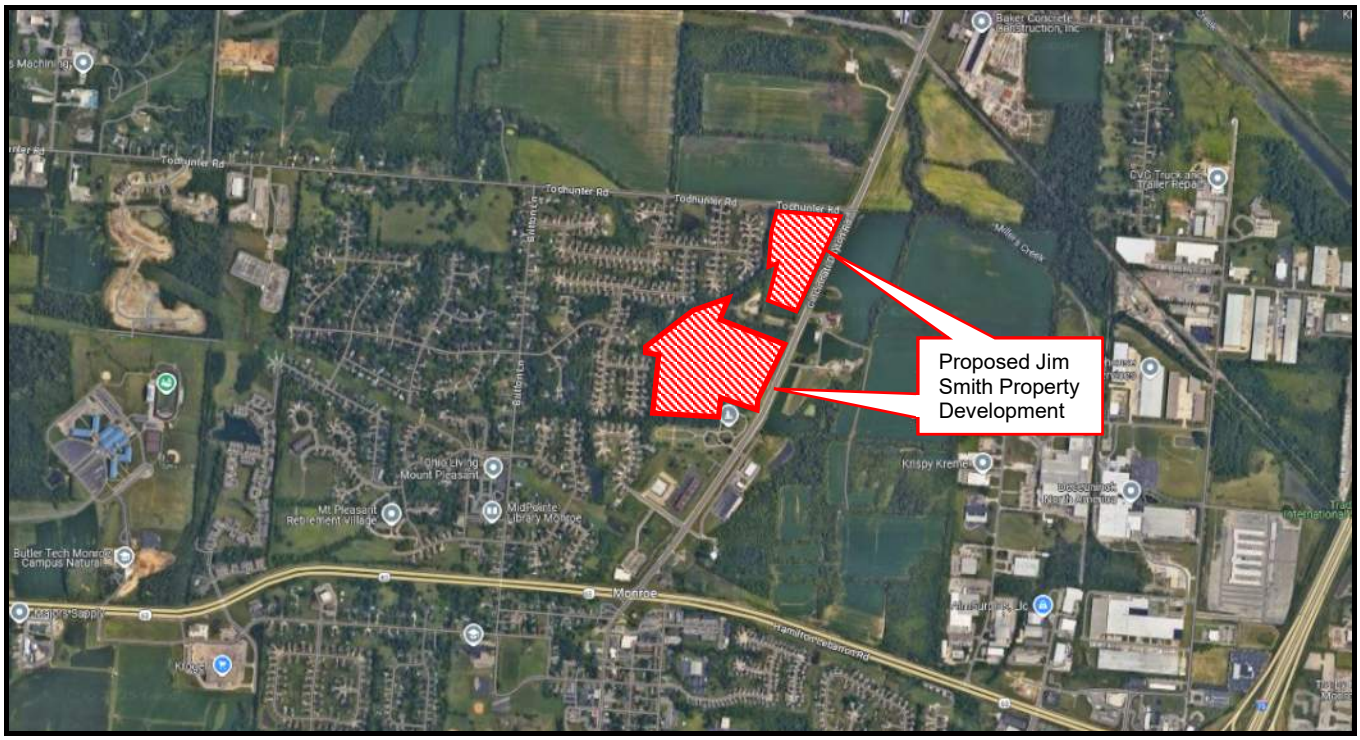

Figure 1
Vicinity Map

Bayer Becker corresponded with City of Monroe to establish the scope of the study. As such, the following key intersections define the study area of this report:

- N. Main Street and Todhunter Road - Existing.
- Todhunter Road and Site Access 1 - Proposed.
- N. Main Street and Site Access 2 Proposed.
- N. Main Street and Site Access 3 - Proposed.

Bayer Becker prepared this document under the supervision of Ms. Etta M. Reed, P.E., a licensed Professional Engineer in the State of Ohio.

Referenced Sources

The technical material and data presented in this document were prepared utilizing the following resources:

1. Site reconnaissance by Bayer Becker.
2. Communications with the City of Monroe's Engineering Consultant, Goodhue Consulting.
3. ITE *Trip Generation Manual, 11th Edition.*
4. Institute of Transportation Engineer's (ITE), *Traffic Access and Impact Studies and Site Development – A Recommended Practice.*
5. *Trip Generation Handbook, 3rd Edition, An ITE Proposed Recommended Practice.*
6. *Highway Capacity Manual (HCM), 7th Edition*.
7. *Highway Capacity Software 2025 (HCS2025),* Version 8.2, computer software package.
8. *Manual on Uniform Traffic Control Devices (MUTCD)*, dated December 2023, Updated December 2024.
9. ODOT *State Highway Access Management Manual* (*SHAMM*), dated January 2025.
10. ODOT *Location and Design Manual, Volume 1, Roadway Design*, dated January 17, 2025.
11. City of Monroe *Code of Ordinances, Part Twelve – Planning and Zoning Code, Chapter 1211 – Planning, Loading, and Circulation, Section 1211.05 – Access Management Regulations*.
12. City of Monroe, *Advance Monroe 2040 Comprehensive Plan,* dated October 2021.

PROPOSED SITE DEVELOPMENT

The proposed Jim Smith Property development project is located on approximately 61.729 acres in the southwest corner of the intersection of North Main Street and Todhunter Road, in the City of Monroe, Butler County, Ohio.

The proposed development will consist of the following land uses and densities:

Land Use	Density
Single-Family Detached Housing	91 Dwelling Units (DU's)
Single-Family Attached Housing	60 Dwelling Units (DU's)
Total	**151 Dwelling Units (DU's)**

The roadways that will provide regional access to the site are Todhunter Road and N. Main Street. Direct access to the proposed Jim Smith Property development will be provided at two (2) locations on N. Main Street and one (1) location on Todhunter Road.

Bayer Becker corresponded with City of Monroe to establish the scope of this study. As such, the following key intersections define the study area of this report:

- N. Main Street and Todhunter Road - Existing.
- Todhunter Road and Site Access 1 - Proposed.
- N. Main Street and Site Access 2 Proposed.
- N. Main Street and Site Access 3 - Proposed.

The site is generally surrounded by commercial, agricultural, and residential land uses. A concept plan of the proposed Jim Smith Property development is provided as Figure 2.

PROJECT DATA

	DETACHED SINGLE FAMILY	DETACHED SINGLE FAMILY	ATTACHED SINGLE FAMILY
LOT FRONTAGE	52'	65'	40'
SQUARE FOOTAGE (MIN)	6,000	6,000	2,000
FRONT SETBACK	30'	30'	25'
SIDE SETBACK (MIN)	5'	5'	0'*, 5'
* 0' SIDE YARD SETBACK ON SHARED LOT LINE			
SIDE SETBACK (TOTAL)	10'	10'	10' Between Buildings
REAR SETBACK	30'	30'	30'
# OF SINGLE FAMILY LOTS	35	56	60

TOTAL # OF SINGLE FAMILY LOTS = 151
OPEN SPACE REQUIRED = 9.26 Acres (15%)
OPEN SPACE PROVIDED = 18.5 Acres (30%)
TOTAL ACREAGE = 61.729± Acres
OVER-ALL DENSITY = 2.45 Units/Ac.

Basis of Bearing:
State Plane NAD83 (2011)
0 100 150
SCALE: 1" = 100'

Item	Revision Description	Date	Drwn.	Chk.
1	Revised as per Developer	12-11-24	TAC	
2	Revised as per Developer	12-13-24	TAC	
3	Revised as per Developer	12-17-24	TAC	
4	Revised as per Developer	2-5-25	TAC	
5	Revised as per Developer	2-26-25	TAC	

JIM SMITH PROPERTY

SECTIONS 12 & 18, TOWN 3, RANGE 3
CITY OF MONROE, BUTLER COUNTY, OH

CONCEPT PLAN #3

bayer becker
www.bayerbecker.com
6900 Tylersville Road, Suite A
Mason, OH 45040 - 513.336.6600

Drawing: 24-0265 CC3
Drawn by: TAC
Checked By:
Issue Date: 2-26-25

Figure 2
Site Plan

Plot time: Feb 26, 2025 - 3:23pm
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AREA CONDITIONS

Study Area

The proposed Jim Smith Property development project is located on approximately 61.729 acres in the southwest corner of the intersection of North Main Street and Todhunter Road, in the City of Monroe, Butler County, Ohio.

Adjacent Road Network

N. Main Street is a five-lane wide roadway, operating two (2) lanes of travel in each of the northbound and southbound directions and a center two way left turn lane (TWLTL). According to the *Advance Monroe 2040 Comprehensive Plan - Functional Classification Map*, N. Main Street is classified as a minor arterial. The posted speed limit of 45 miles per hour (mph) is installed on N. Main Street, along the site frontage.

Todhunter Road is a two (2) lane wide roadway, operating one lane of travel in each of the eastbound and westbound directions. According to the *Advance Monroe 2040 Comprehensive Plan - Functional Classification Map*, N. Main Street is classified as a minor collector. The posted speed limit of 40 miles per hour (mph) is installed on Todhunter Road, along the site frontage.

Study Area Land Use

The site is generally surrounded by commercial, agricultural, and residential land uses.

Site Accessibility

The roadways that will provide regional access to the site are Todhunter Road and N. Main Street. Direct access to the proposed Jim Smith Property development will be provided at two (2) locations on N. Main Street and one (1) location on Todhunter Road.

Existing Traffic Volumes

To determine the weekday AM and PM peak hour traffic volumes for the study area key intersections, Bayer Becker conducted AM and PM peak hour turning movement counts, using Miovision traffic recording equipment, at the following key intersection:

- N. Main Street and Todhunter Road.

According to the data collected, the AM peak hour occurred from 7:00 AM to 8:00 AM with a peak hour factor (PHF) of 0.90, and the PM peak hour occurred from 4:30 PM to 5:30 PM with a PHF of 0.94.

The 2025 Existing Traffic Volumes are presented graphically in Figure 3 and the actual data provided in Appendix A.

Regional Traffic Percentage Distributions

The regional traffic percentage distributions were determined based on the existing traffic patterns at the external road network stations of the study area, for weekday AM and PM peak hours, which are presented in Table 1 as follows.

Table 1
Regional Traffic and Percentage Distributions

Orientation To/From	AM Peak Hour				PM Peak Hour			
	Entering		Exiting		Entering		Exiting	
	Volume	Percentage	Volume	Percentage	Volume	Percentage	Volume	Percentage
North on N. Main Street	396	44%	450	50%	589	45%	647	49%
South on N. Main Street	359	40%	382	42%	579	44%	499	38%
West on Todhunter Road	150	16%	73	8%	146	11%	168	13%
Total	905	100%	905	100%	1,314	100%	1,314	100%

The existing traffic percentage distributions are presented in Figure 3, along with the existing traffic volumes.

No-Build Traffic Projections

The Opening Year for the proposed Jim Smith Property development is ***2027*** and the Design Year is ***2037 Build.*** Therefore, the background traffic projections to address the natural growth in traffic, minus the proposed development trips, are ***2027*** and ***2037 No-Build Traffic Projections***.

The ***2027*** and ***2037 No-Build Traffic Projections*** were obtained by growing the ***2025 Existing*** traffic volumes at an annual linear growth rate of 1 percent (1%) per year for 2 and 12 years, as established and approved by the City's engineer. Therefore, the following exponential growth factors were yielded for the 2027 and 2037 No-Build design years:

- 2025 to Full Build-Out Year 2027 – 2-year rate of change = 1.02 growth factor.
- 2025 to Horizon Year 2037 – 12-year rate of change = 1.12 growth factor.

The ***2027*** and ***2037 No-Build Traffic Projections*** are presented in Figure 4 and Figure 5, and the supportive data is contained in Appendix B.

External Station Locations

Existing Traffic and Percentages	AM In		AM Out	
To/From North on N. Main Street	396	44%	450	50%
To/From South on N. Main Street	359	40%	382	42%
To/From West on Todhunter Road	150	16%	73	8%
	905	100%	905	100%

	PM In		PM Out	
To/From North on N. Main Street	589	45%	647	49%
To/From South on N. Main Street	579	44%	499	38%
To/From West on Todhunter Road	146	11%	168	13%
	1,314	100%	1,314	100%

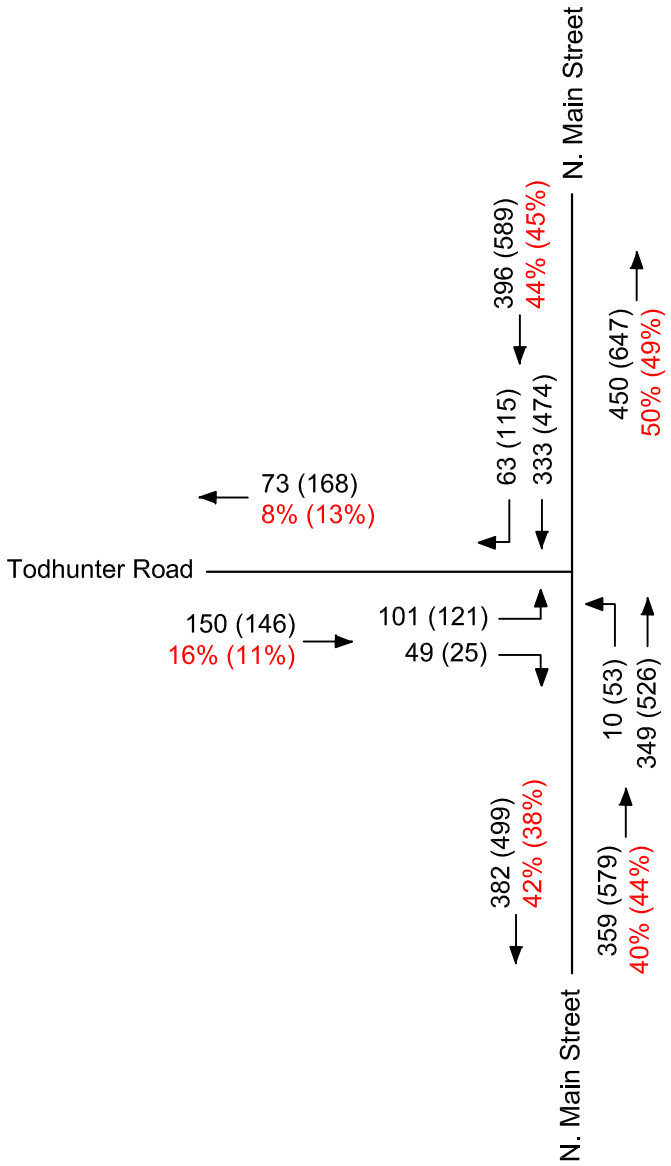

Figure 3

Jim Smith Property Development
City of Monroe, Bulter County, Ohio

2025 Existing Traffic & Percentage Distributions

xx/xx% - AM Peak Hour
(xx)/(xx%) - PM Peak Hour

N

N.T.S.

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Mason, OH 45040 - 513.336.6600

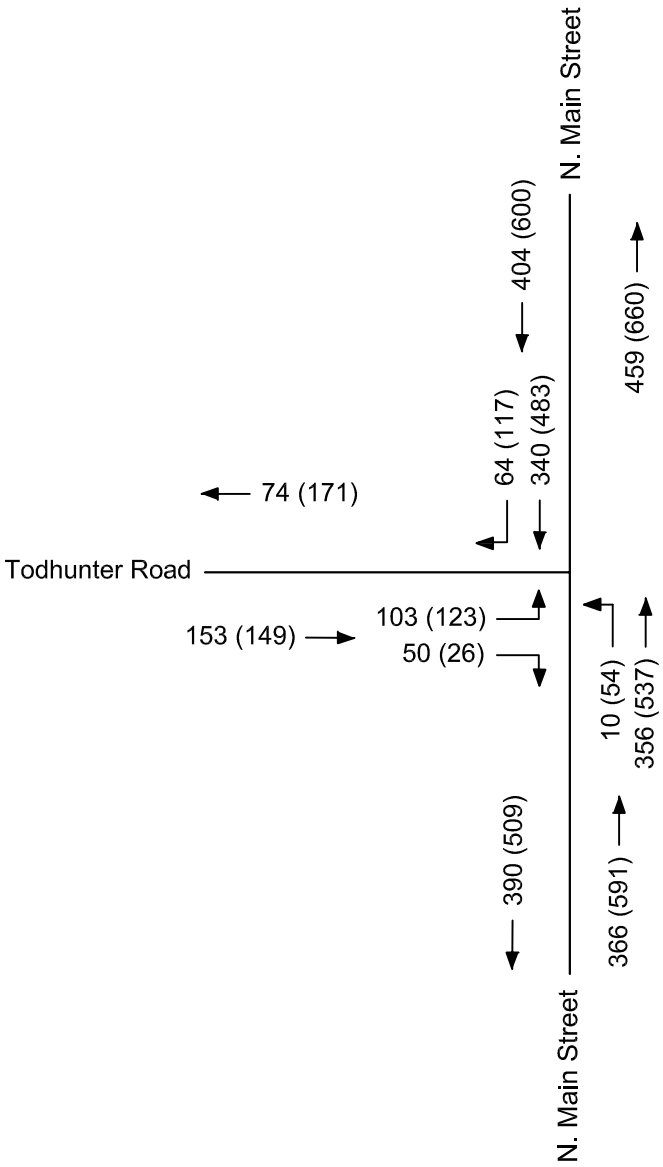

Figure 4

Jim Smith Property Development
City of Monroe, Bulter County, Ohio

2027 No-Build Traffic Projections
- Includes a 2 year Growth Factor of 1.02
  Applied to 2025 Existing Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour

N

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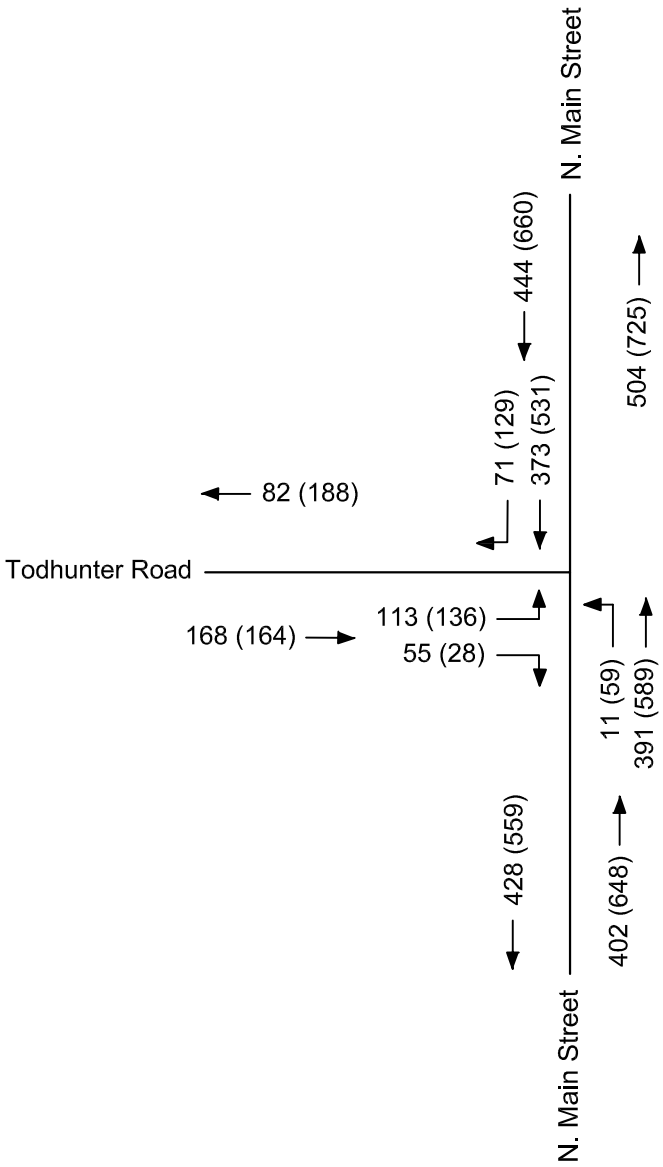

Figure 5

Jim Smith Property Development
City of Monroe, Bulter County, Ohio

2037 No-Build Traffic Projections
- Includes a 12 year Growth Factor of 1.12
  Applied to 2025 Existing Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour

N

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DEVELOPMENT TRAFFIC

Site Generated Trips

Site trips generated by the proposed Jim Smith Property development were calculated using the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 11th Edition. The ITE rate for each individual land use was used to estimate primary site traffic volumes during the weekday AM and PM peak hours of adjacent street traffic.

All trips generated by the Full Build Out of the proposed Jim Smith Property development during the weekday AM and PM peak hour (of adjacent street traffic) are shown in Table 2.

Table 2
Jim Smith Property Trip Generation

Land Use*	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Detached Housing	210	91	DU	17	51	68	57	34	91
Single Family Attached Housing	215	60	DU	6	20	26	19	13	32
Total Site Trips				23	71	94	76	47	123

* *Trip Generation Manual*, Institute of Transportation Engineers (ITE), 11th Edition. See Appendix C.

Site trips generated by the proposed Jim Smith Property development were assigned to the adjacent roadway network, by direction, based on existing traffic distributions and experience related to land use patterns in the area, as shown in Table 1.

The ***Site Generated Trips*** for the proposed development are presented in Figure 6, and land use excerpts and supportive worksheet documents are presented in Appendix C.

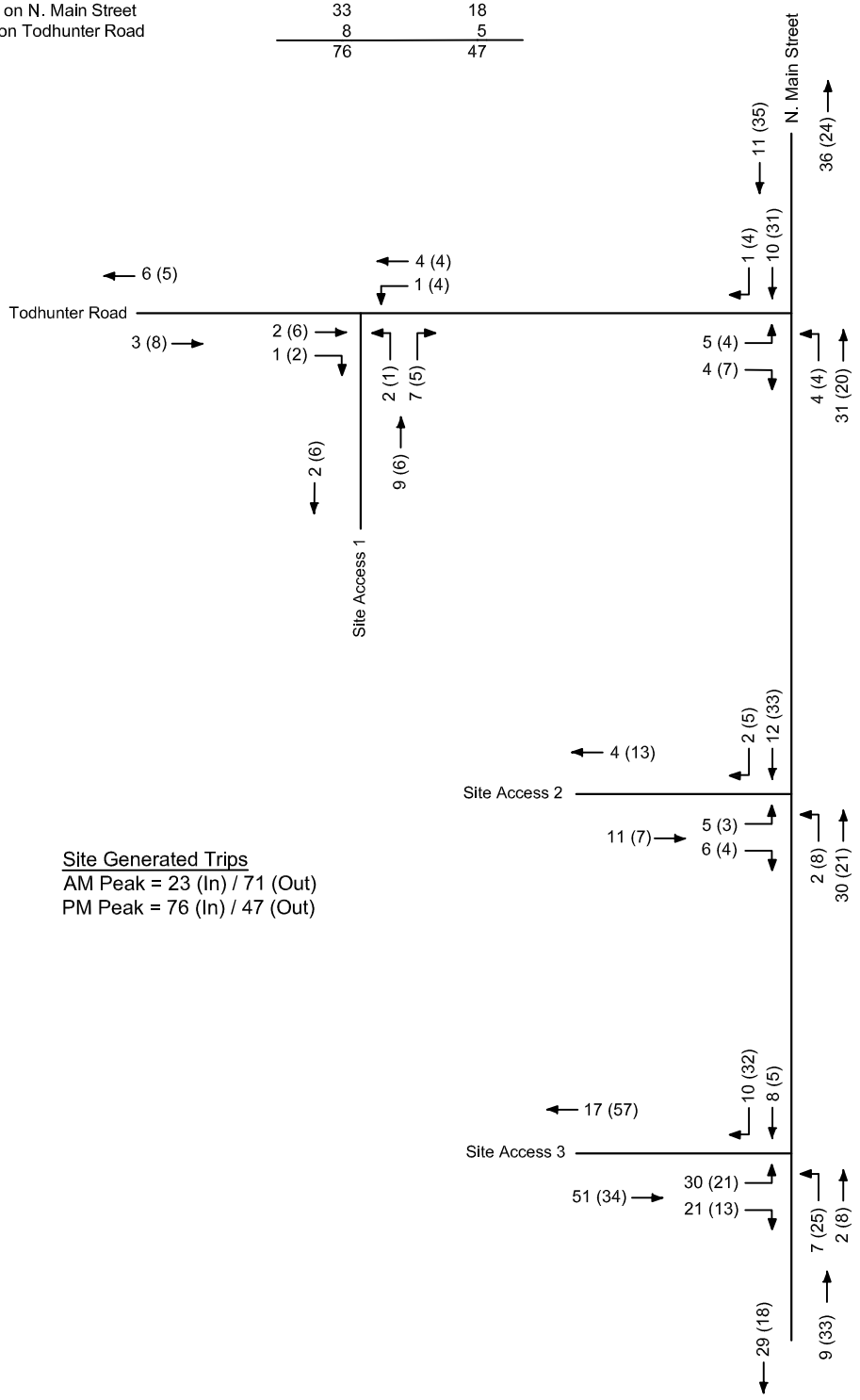
Build Traffic Projections

The 2027 and 2037 Build Traffic Projections were obtained by adding the Site Generated Trips, for the proposed Jim Smith Property development, to the 2027 and 2037 No-Build Traffic Projections.

The ***2027*** and ***2037 Build Traffic Projections*** are presented in Figure 7 and Figure 8.

External Station - Site Generated Trips	AM In	AM Out
To/From North on N. Main Street	11	36
To/From South on N. Main Street	9	29
To/From West on Todhunter Road	3	6
	23	71

	PM In	PM Out
To/From North on N. Main Street	35	24
To/From South on N. Main Street	33	18
To/From West on Todhunter Road	8	5
	76	47



Site Generated Trips
AM Peak = 23 (In) / 71 (Out)
PM Peak = 76 (In) / 47 (Out)

Figure 6

Jim Smith Property Development
City of Monroe, Butler County, Ohio

Site Generated Trips

xx - AM Peak Hour
(xx) - PM Peak Hour

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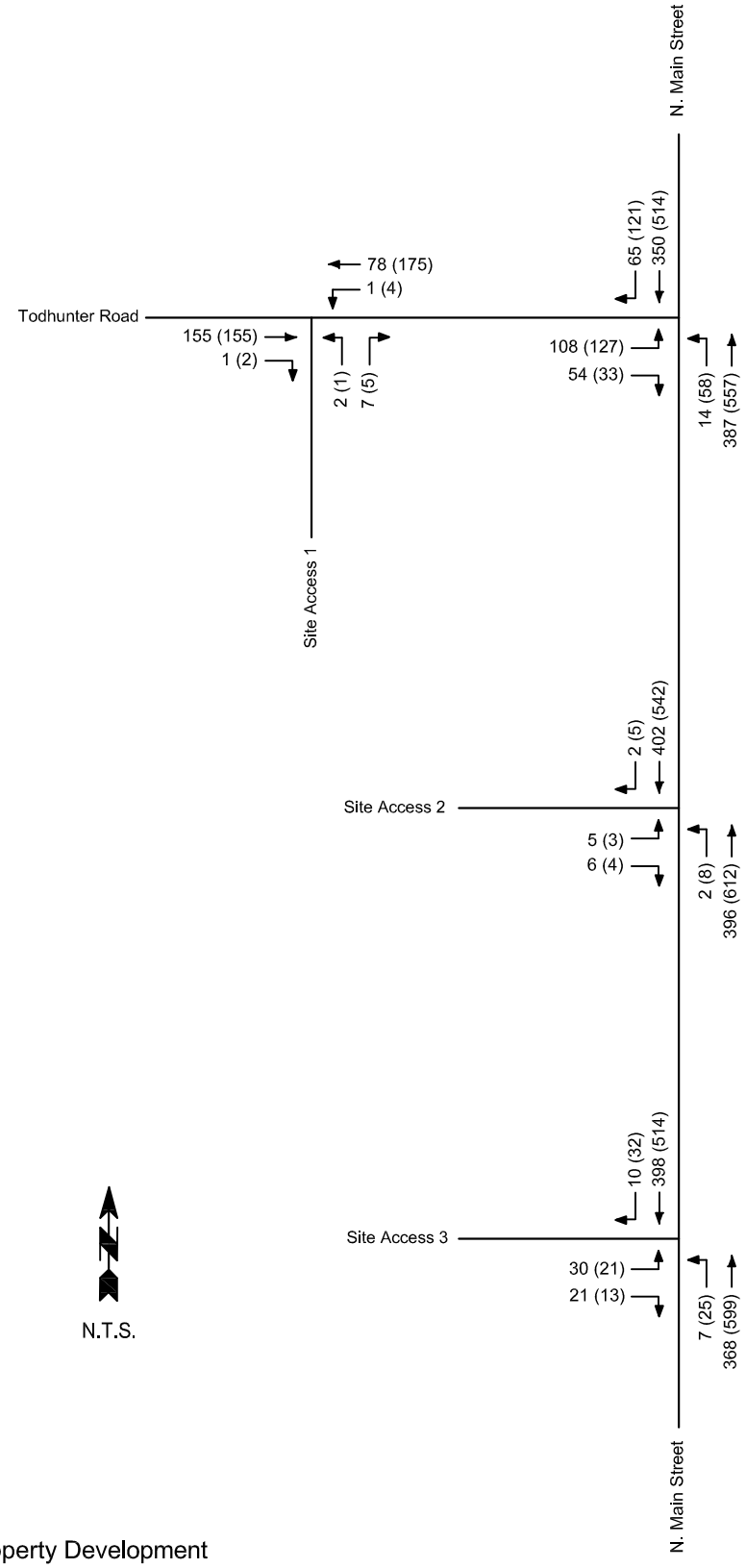

Figure 7

Jim Smith Property Development
City of Monroe, Butler County, Ohio

2027 Build Traffic Projections

xx - AM Peak Hour
(xx) - PM Peak Hour

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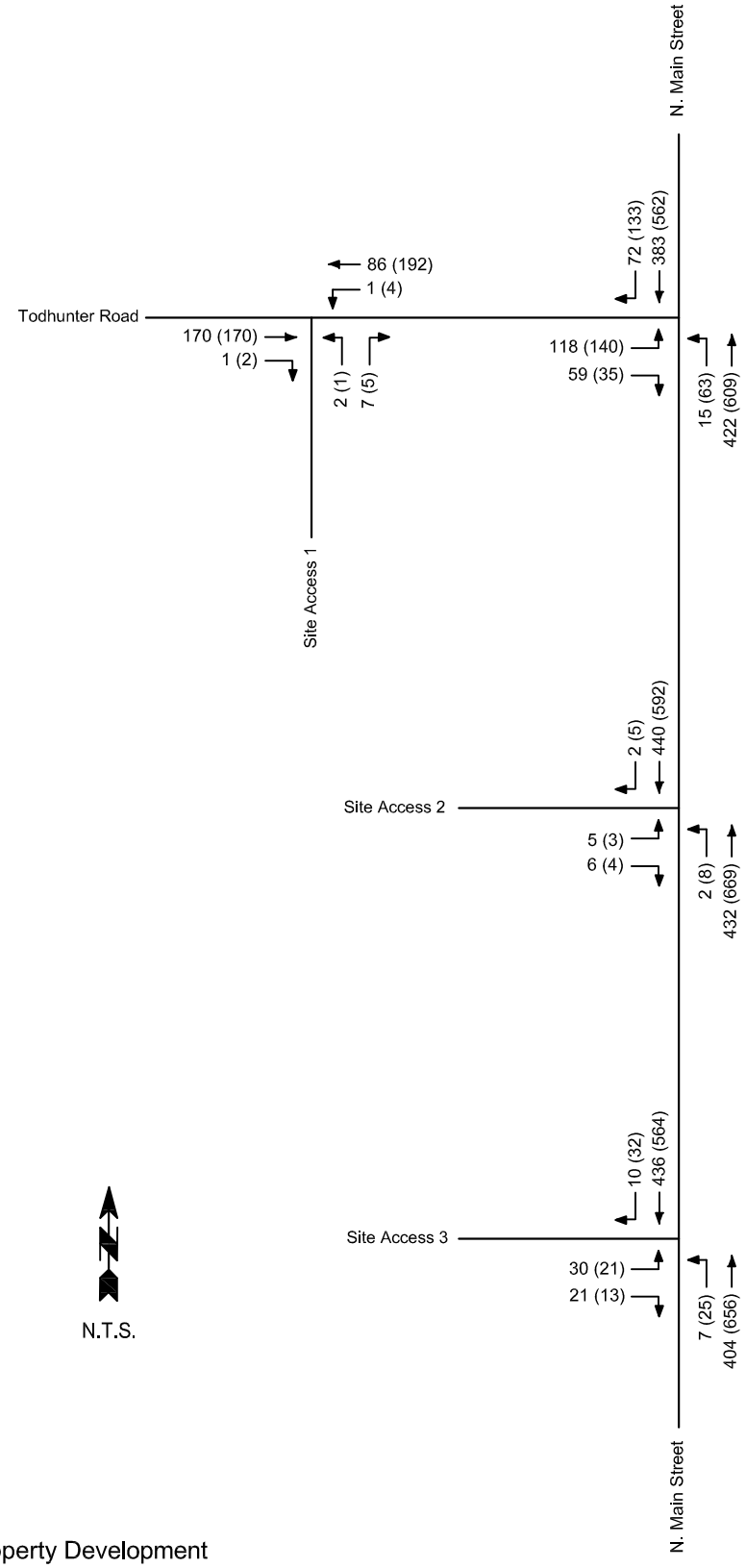

Figure 8

Jim Smith Property Development
City of Monroe, Butler County, Ohio

2037 Build Traffic Projections

xx - AM Peak Hour
(xx) - PM Peak Hour

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TRAFFIC ANALYSIS

Site Access

Direct access to the proposed Jim Smith Property development will be provided at two (2) locations on N. Main Street and one (1) location on Todhunter Road at the following locations:

- Todhunter Road and Site Access 1.
- N. Main Street and Site Access 2.
- N. Main Street and Site Access 3.

Turn Lane Warrant Analysis

The need for left and/or right turn lanes along the free-flow approaches of each of the key unsignalized intersections is to be determined using the auxiliary graphs contained in the ODOT *Location and Design Manual, Volume One*. The left and/or right turn lanes evaluated at each intersection are as follows:

Todhunter Road and Site Access 1

- Westbound Left Turn Lane.
- Eastbound Right Turn Lane.

N. Main Street and Site Access 2

- Northbound Left Turn Lane.
- Southbound Right Turn Lane.

N. Main Street and Site Access 3

- Northbound Left Turn Lane.
- Southbound Right Turn Lane.

Based on the results of the turn lane warrant analysis, the following turn lane is warranted to accommodate the 2027 and 2037 Build Traffic Projections:

N. Main Street and Site Access 3

- Northbound Left Turn Lane.

The Turn Lane Warrant results are available in Appendix D.

Level of Service Analysis

Level of service (LOS), as defined in the *Highway Capacity Manual, 7th Edition* (HCM7), is "a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience." LOS is a function of the controlled delay per vehicle, and it is the standard used to evaluate traffic flow at an intersection.

The LOS criteria used by *HCM* are provided in Table 3 as follows:

Table 3
Level of Service Criteria for Signalized and Unsignalized Intersections

Signalized Intersection		
Level of Service	**Delay Range (sec/veh)**	**Expected Delay**
A	≤10	Extremely Favorable Progression
B	>10 and < 20	Good Progression
C	>20 and < 35	Fair Progression
D	>35 and < 55	Unfavorable Progression
E	>55 and < 80	Poor Progression
F	>80 or v/c > 1	Excessive Traffic Delay
Unsignalized Intersection		
Level of Service	**Delay Range (sec/veh)**	**Expected Delay**
A	≤10	Little or No Delay
B	>10 and < 15	Short Traffic Delay
C	>15 and < 25	Average Traffic Delay
D	>25 and < 35	Long Traffic Delay
E	>35 and < 50	Very long Traffic Delay
F	>50 or v/c >1	Excessive Traffic Delay

Capacity analysis of the study area intersections was performed for the 2027 and 2037 No-Build Traffic Projections and for the 2027 and 2037 Build Traffic Projections using Highway Capacity Software (HCS2024).

The level of service results for the key intersections are presented in Table 4 as follows:

Table 4
Levels of Service Results

		2027 No-Build Traffic Projections		2027 Build Traffic Projections		2037 No-Build Traffic Projections		2037 Build Traffic Projections	
		LOS (Sec. of Delay)							
		AM	PM	AM	PM	AM	PM	AM	PM
N. Main Street and Todhunter Road - Signalized									
EB	L	D (35.2)	D (35.8)	D (35.3)	D (36.1)	D (35.5)	D (36.2)	D (35.6)	D (36.6)
	R	C (31.4)	C (27.7)	C (31.0)	C (27.6)	C (31.3)	C (27.6)	C (30.9)	C (27.5)
	Approach	**C (33.9)**	**C (34.4)**	**C (33.9)**	**C (34.3)**	**C (34.1)**	**C (34.7)**	**C (34.1)**	**C (34.8)**
NB	L	A (4.3)	A (4.6)	A (4.3)	A (4.7)	A (4.3)	A (4.7)	A (4.4)	A (4.8)
	T	A (3.3)	A (3.5)	A (3.4)	A (3.6)	A (3.4)	A (3.7)	A (3.4)	A (3.8)
	Approach	**A (3.3)**	**A (3.6)**	**A (3.4)**	**A (3.7)**	**A (3.4)**	**A (3.8)**	**A (3.5)**	**A (3.9)**
SB	T	A (6.4)	A (8.4)	A (6.7)	A (8.8)	A (6.6)	A (8.7)	A (6.9)	A (9.1)
	R	A (2.6)	A (3.7)	A (2.7)	A (3.9)	A (2.6)	A (3.9)	A (2.8)	A (4.0)
	Approach	**A (5.8)**	**A (7.5)**	**A (6.1)**	**A (7.8)**	**A (6.0)**	**A (7.8)**	**A (6.2)**	**A (8.1)**
Intersection		**A (9.5)**	**A (8.8)**	**A (9.6)**	**A (9.1)**	**A (9.6)**	**A (9.0)**	**A (9.7)**	**A (9.3)**
Todhunter Road and Site Access 1 - Unsignalized									
WB	L	N/A	N/A	A (7.6)	A (7.6)	N/A	N/A	A (7.6)	A (7.6)
	T	N/A	N/A	A (0.0)	A (0.0)	N/A	N/A	A (0.0)	A (0.0)
	Approach	**N/A**	**N/A**	**A (0.1)**	**A (0.2)**	**N/A**	**N/A**	**A (0.1)**	**A (0.2)**
NB	LR	N/A	N/A	A (9.4)	A (9.5)	N/A	N/A	A (9.5)	A (9.6)
	Approach	**N/A**	**N/A**	**A (9.4)**	**A (9.5)**	**N/A**	**N/A**	**A (9.5)**	**A (9.6)**
N. Main Street and Site Access 2 - Unsignalized									
EB	LR	N/A	N/A	B (11.9)	B (14.4)	N/A	N/A	B (12.4)	C (15.4)
	Approach	**N/A**	**N/A**	**B (11.9)**	**B (14.4)**	**N/A**	**N/A**	**B (12.4)**	**C (15.4)**
NB	LT	N/A	N/A	A (8.3)	A (8.8)	N/A	N/A	A (8.4)	A (9.0)
	T	N/A	N/A	A (0.0)	A (0.1)	N/A	N/A	A (0.0)	A (0.1)
	Approach	**N/A**	**N/A**	**A (0.1)**	**A (0.2)**	**N/A**	**N/A**	**A (0.1)**	**A (0.2)**
N. Main Street and Site Access 3 - Unsignalized									
EB	LR	N/A	N/A	B (13.4)	C (17.8)	N/A	N/A	B (14.1)	C (19.6)
	Approach	**N/A**	**N/A**	**B (13.4)**	**C (17.8)**	**N/A**	**N/A**	**B (14.1)**	**C (19.6)**
NB	L	N/A	N/A	A (8.3)	A (8.9)	N/A	N/A	A (8.4)	A (9.1)
	Approach	**N/A**	**N/A**	**A (0.2)**	**A (0.4)**	**N/A**	**N/A**	**A (0.1)**	**A (0.3)**

The Level of Service Capacity results are available in Appendix E.

According to the City's goal for the capacity operations, "An overall LOS of D shall be the minimum acceptable. An intersection may have an overall LOS C or D and have individual movements of LOS E or F."

Based on the level of service analysis completed for the 2027 and 2037 No-Build and Build Traffic Projections, AM and PM peak hours, and summarized in Table 4, the intersection LOS results yielded a satisfactory LOS of A at all study area intersections. The approach and individual LOS results were also acceptable at better than a LOS of E.

Turn Lane Queue Length Calculations

Turn lane queue lengths for existing and warranted turn lanes were calculated using the Ohio Department of Transportation's (ODOT's) *Location and Design Manual, Volume One*, Figure 401-9, "Basis for Computing Length of Turn Lanes" and Figure 401-10, "Queue Length at Intersections".

The turn lane queue length results for 2027 and 2037 No-Build and Build Traffic Projections are provided in Table 5, as follows, and the calculation results are available in Appendix F.

Table 5
Turn Lane Queue Length Results

		Existing Turn Lane Length	2027 No-Build Traffic Projections	2027 Build Traffic Projections	2037 No-Build Traffic Projections	2037 Build Traffic Projections
		Turn Lane Queue Length				
Todhunter Road and N. Main Street						
EB	L	155 Feet	225 Feet	225 Feet	225 Feet	225 Feet
NB	L	100 Feet	125 Feet	125 Feet	125 Feet	175 Feet
SB	R	120 Feet	225 Feet	225 Feet	225 Feet	225 Feet
N. Main Street and Site Access 3						
NB	L	-	-	125 Feet	-	125 Feet

Generally, the calculated turn lane queue lengths presented in Table 5 for the 2027 and 2037 Build Traffic Projections are consistent with those derived from the 2027 and 2037 No-Build Traffic Projections. However, an exception exists for the northbound left turn at the N. Main Street and Todhunter Road intersection in the 2037 horizon year. Although the no-build and build results are comparable, all required distances exceed the existing turn lane lengths installed at the N. Main Street and Todhunter Road intersection.

Back of Queue Length Calculations

In comparison, the 95th percentile back of queue lengths contained in the HCS capacity summary reports were reviewed to understand the queue lengths at the N. Main Street and Todhunter Road intersection, based on the operational analysis for the 2027 and 2037 No-Build and Build Traffic Projections.

The 95th percentile back of queue results for 2027 and 2037 No-Build and Build Traffic Projections are provided in Table 6, as follows, and the calculation results are available in Appendix E, along with the HCS capacity results.

Table 6
Back of Queue Results

		Existing Turn Lane Length	2027 No-Build Traffic Projections	2027 Build Traffic Projections	2037 No-Build Traffic Projections	2037 Build Traffic Projections
		Back of Queue*				
Todhunter Road and N. Main Street						
EB	L	155 Feet	110 Feet	120 Feet	124 Feet	134 Feet
NB	L	100 Feet	10 Feet	11 Feet	11 Feet	12 Feet
SB	R	120 Feet	21 Feet	23 Feet	24 Feet	26 Feet

*Greater Queue Length (AM Peak vs PM Peak).

The operational back of queue lengths shown in Table 6 for the 2027 and 2037 Build Traffic Projections are consistent with those derived from the 2027 and 2037 No-Build Traffic Projections, with none exceeding the existing turn lane storage lengths currently installed. Consequently, the existing turn lane lengths available at the N. Main Street and Todhunter Road intersection are adequate for the anticipated operations for both the 2027 and 2037 No-Build and Build Traffic Projections.

Access Management

Access management is the practice of controlling the number, type, size, and location of access points to the roadway system to promote the efficient and safe movement of traffic. More specifically, according to the City of Monroe *Code of Ordinances, Part Twelve – Planning and Zoning Code, Chapter 1211 – Planning, Loading, and Circulation, Section 1211.05 – Access Management Regulations*, the purpose is stated as follows:

> *"Access management provides or manages access to land while simultaneously preserving the flow of traffic on the surrounding road systems in terms of safety, capacity and speed. Every roadway in a transportation network has a specific function, which can be broadly stated as either to provide direct access to abutting land or to provide for through traffic movement. In this context, it can be stated that the effects of access management become significant in the case of freeways, arterial streets and collector streets, where there needs to be a balance between through traffic movement and the access functions performed by the roadway."*

As per *Table 1211-8: Roadway Access Classification*, North Main Street, classified as a minor arterial, is assigned an access level of 3. Todhunter Road, classified as a minor collector, holds an access level of 4.

In Table *1211-11: Access Spacing Regulations – Unsignalized Intersections and Driveways*, the spacing regulations are based upon the type of traffic generator or land use, and its classification (urban, suburban, rural) along a given roadway.

The following public street intersection locations are defined for the proposed Jim Smith Property development project:

- Site Access 1, a public street access on a minor collector suburban roadway (Todhunter Road) with low traffic generation at 12 AM and 12 PM trips (less than 100), measuring 706 feet west of N. Main Street (center to center) and 821 feet east of Wellington Court (center to center).
- Site Access 2, a public street access on a minor arterial suburban roadway (N. Main Street) with low traffic generation at 15 AM and 20 PM trips (less than 100), measuring 1,010 feet south of Todhunter Road (center to center) and 486 feet north of private drive (center to center).
- Site Access 3, a public street access on a minor arterial suburban roadway (N. Main Street) with low traffic generation at 68 AM and 91 PM trips (less than 100), measuring 628 feet south of private drive (center to center) and 966 feet north of cemetery drive (center to center).

Based on the criteria in Table 1211-11, the minimum spacing for Site Access 1 is satisfied at 150 feet in both the eastbound and westbound directions. Similarly, the minimum spacing for Site Access 2 and Site Access 3 is satisfied at 200 feet in both the northbound and southbound directions.

The City of Monroe Code of Ordinances, Access Management Regulations excerpts, are available in Appendix G.

Intersection Sight Distance Analysis

Horizontal and vertical Intersection Sight Distance (ISD) analysis was conducted at each of the proposed public street access locations for the Jim Smith Property development. GIS mapping was utilized to prepare the plan view and vertical profiles for the sight distance analysis.

The following design standards from ODOT's *Location & Design Manual Volume 1*, were used in analyzing the intersection sight distance of the two (2) proposed public street access locations on N. Main Street:

- Design Speed: 45 MPH
- Height of Eye: 3.5 Feet
- Height of Object: 3.5 Feet
- Decision Point: 18 Feet from Edge of Pavement
- Intersection Sight Distance 565 Feet for a left turn from the proposed access to the innermost northbound thru lane
  600 Feet for a left turn from the proposed access to the outside northbound thru lane

The following design standards were used in analyzing the sight distance of the proposed public street access location on Todhunter Road:

- Design Speed: 40 MPH
- Height of Eye: 3.5 Feet
- Height of Object: 3.5 Feet
- Decision Point: 18 Feet from Edge of Pavement
- Intersection Sight Distance 445 Feet for a left turn from the proposed access
  385 Feet for a right turn from the proposed access

Based on the intersection sight distance analysis results, the proposed access points meet the required horizontal and vertical distances.

The Sight Distance Analysis exhibits and calculations are available in Appendix H.

FINDINGS

Site Access

The roadways that will provide regional access to the site are Todhunter Road and N. Main Street. Direct access to the proposed Jim Smith Property development will be provided at two (2) locations on N. Main Street and one (1) location on Todhunter Road.

Traffic Impacts

Based on the results of the turn lane warrant analysis and queue length calculations, the following turn lane is warranted to accommodate the 2027 and 2037 Build Traffic Projections:

- A northbound left-turn lane on N. Main Street at Site Access 3 with 125 feet of storage length, plus diverging taper.

Based upon engineering judgment and the analysis contained in this report, the proposed Jim Smith Property development, with the improvements discussed herein, will not significantly impact operations on the adjacent roadway network.

RECOMMENDATIONS

Site Access

The roadways that will provide regional access to the site are Todhunter Road and N. Main Street. Direct access to the proposed Jim Smith Property development will be provided at two (2) locations on N. Main Street and one (1) location on Todhunter Road.

Area Conditions

The site is generally surrounded by commercial, agricultural, and residential land uses.

Recommended Improvements

The following additional improvements are recommended for 2027 or 2037 No-Build Traffic Projections (excluding site traffic):

- Monitor and optimize signal operations at the intersection of N. Main Street and Todhunter Road, as necessary.

The need for further roadway improvements, as associated with the proposed Jim Smith Property development, for 2027 and 2037 Build Traffic Projections, per the analysis contained within this report, are summarized as follows:

<u>Todhunter Road and Site Access 1</u>

- Construct a public street access on Todhunter Road 706 feet west of N. Main Street.
  - Provide one (1) southbound lane for entering traffic.
  - Provide one (1) northbound lane for exiting traffic.
  - Install a stop sign traffic control device on the northbound approach.

<u>N. Main Street and Site Access 2</u>

- Construct a public street access on N. Main Street 1,010 feet south of Todhunter Road.
  - Provide one (1) westbound lane for entering traffic.
  - Provide one (1) eastbound lane for exiting traffic.
  - Install a stop sign traffic control device on the eastbound approach.

<u>N. Main Street and Site Access 3</u>

- Construct a public street access on N. Main Street 628 feet south of the private residential drive at 741 N. Main Street.
  - Restripe center two way left turn lane to provide one (1) northbound left turn lane 125 feet in length, plus diverge taper.
  - Provide one (1) westbound lane for entering traffic.

- Provide one (1) eastbound lane for exiting traffic.
- Install a stop sign traffic control device on the eastbound approach.

Compliance with Applicable Codes

All roadway improvements shall be constructed in accordance with City of Monroe requirements, as appropriate and applicable.

APPENDIX A

2025 EXISTING AM AND PM PEAK HOUR TRAFFIC COUNT SUMMARY REPORTS

Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600 wardellwilcox@bayerbecker.com

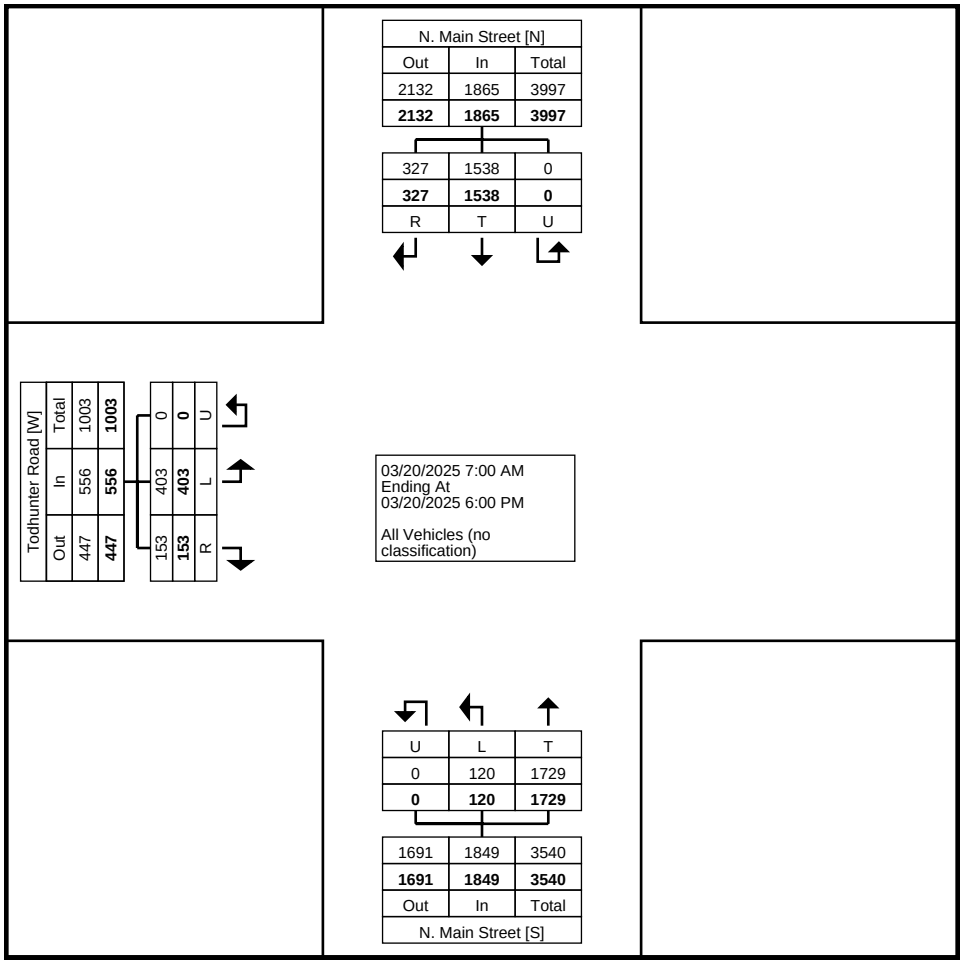
Count Name: N. Main Street & Todhunter Road
Site Code: 24-0265
Start Date: 03/20/2025

Turning Movement Data

Start Time	N. Main Street Southbound				N. Main Street Northbound				Todhunter Road Eastbound				
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
7:00 AM	15	65	0	80	67	2	0	69	7	20	0	27	176
7:15 AM	13	77	0	90	82	0	0	82	14	20	0	34	206
7:30 AM	16	67	0	83	102	1	0	103	13	29	0	42	228
7:45 AM	22	98	0	120	89	2	0	91	11	29	0	40	251
Hourly Total	66	307	0	373	340	5	0	345	45	98	0	143	861
8:00 AM	9	79	0	88	82	6	0	88	13	23	0	36	212
8:15 AM	16	89	0	105	76	1	0	77	12	20	0	32	214
8:30 AM	12	76	0	88	87	3	0	90	14	20	0	34	212
8:45 AM	11	91	0	102	96	4	0	100	10	17	0	27	229
Hourly Total	48	335	0	383	341	14	0	355	49	80	0	129	867
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	23	116	0	139	160	10	0	170	14	41	0	55	364
4:15 PM	24	107	0	131	119	5	0	124	7	23	0	30	285
4:30 PM	23	126	0	149	148	14	0	162	5	34	0	39	350
4:45 PM	23	116	0	139	121	8	0	129	8	29	0	37	305
Hourly Total	93	465	0	558	548	37	0	585	34	127	0	161	1304
5:00 PM	31	108	0	139	144	15	0	159	6	25	0	31	329
5:15 PM	38	124	0	162	113	16	0	129	6	33	0	39	330
5:30 PM	21	117	0	138	119	17	0	136	7	18	0	25	299
5:45 PM	30	82	0	112	124	16	0	140	6	22	0	28	280
Hourly Total	120	431	0	551	500	64	0	564	25	98	0	123	1238
Grand Total	327	1538	0	1865	1729	120	0	1849	153	403	0	556	4270
Approach %	17.5	82.5	0.0	-	93.5	6.5	0.0	-	27.5	72.5	0.0	-	-
Total %	7.7	36.0	0.0	43.7	40.5	2.8	0.0	43.3	3.6	9.4	0.0	13.0	-
All Vehicles (no classification)	327	1538	0	1865	1729	120	0	1849	153	403	0	556	4270
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600 wardellwilcox@bayerbecker.com

Count Name: N. Main Street & Todhunter Road
Site Code: 24-0265
Start Date: 03/20/2025
Page No: 2



Turning Movement Data Plot

Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600 wardellwilcox@bayerbecker.com

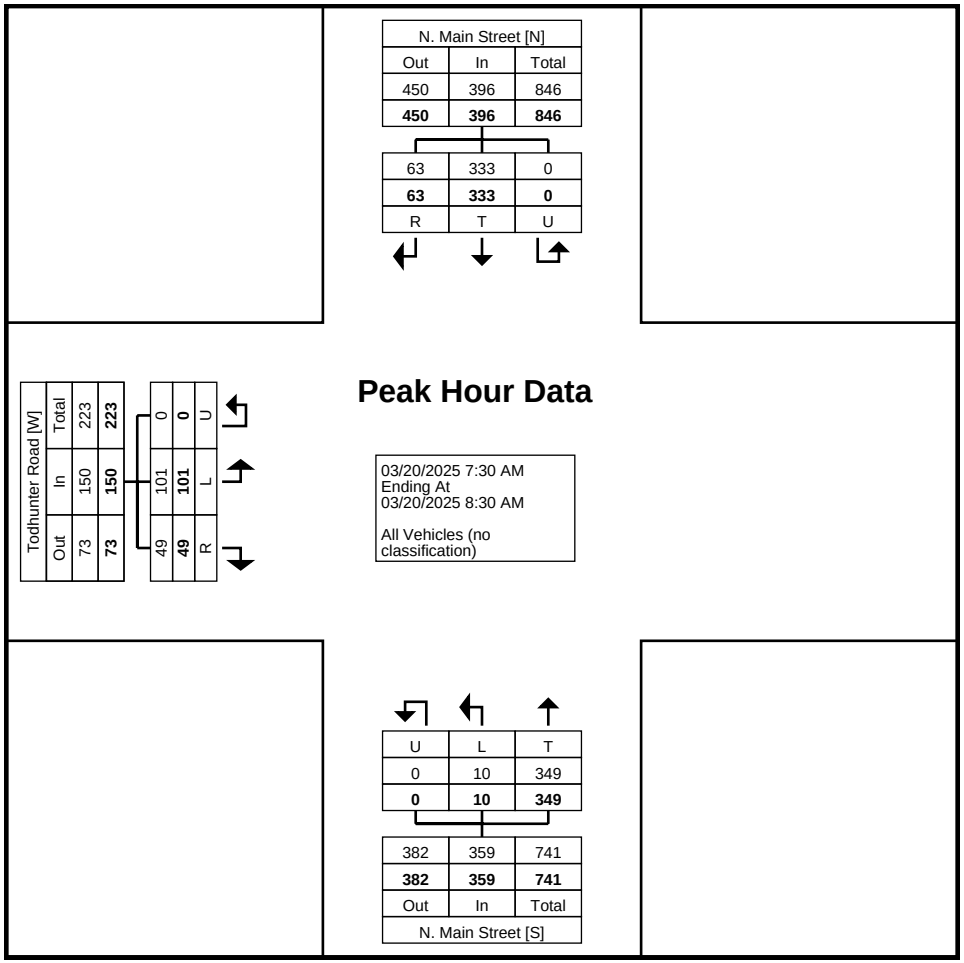
Count Name: N. Main Street & Todhunter Road
Site Code: 24-0265
Start Date: 03/20/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	N. Main Street Southbound				N. Main Street Northbound				Todhunter Road Eastbound				
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
7:30 AM	16	67	0	83	102	1	0	103	13	29	0	42	228
7:45 AM	22	98	0	120	89	2	0	91	11	29	0	40	251
8:00 AM	9	79	0	88	82	6	0	88	13	23	0	36	212
8:15 AM	16	89	0	105	76	1	0	77	12	20	0	32	214
Total	63	333	0	396	349	10	0	359	49	101	0	150	905
Approach %	15.9	84.1	0.0	-	97.2	2.8	0.0	-	32.7	67.3	0.0	-	-
Total %	7.0	36.8	0.0	43.8	38.6	1.1	0.0	39.7	5.4	11.2	0.0	16.6	-
PHF	0.716	0.849	0.000	0.825	0.855	0.417	0.000	0.871	0.942	0.871	0.000	0.893	0.901
All Vehicles (no classification)	63	333	0	396	349	10	0	359	49	101	0	150	905
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600 wardellwilcox@bayerbecker.com

Count Name: N. Main Street & Todhunter Road
Site Code: 24-0265
Start Date: 03/20/2025
Page No: 4



Turning Movement Peak Hour Data Plot (7:30 AM)

Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600 wardellwilcox@bayerbecker.com

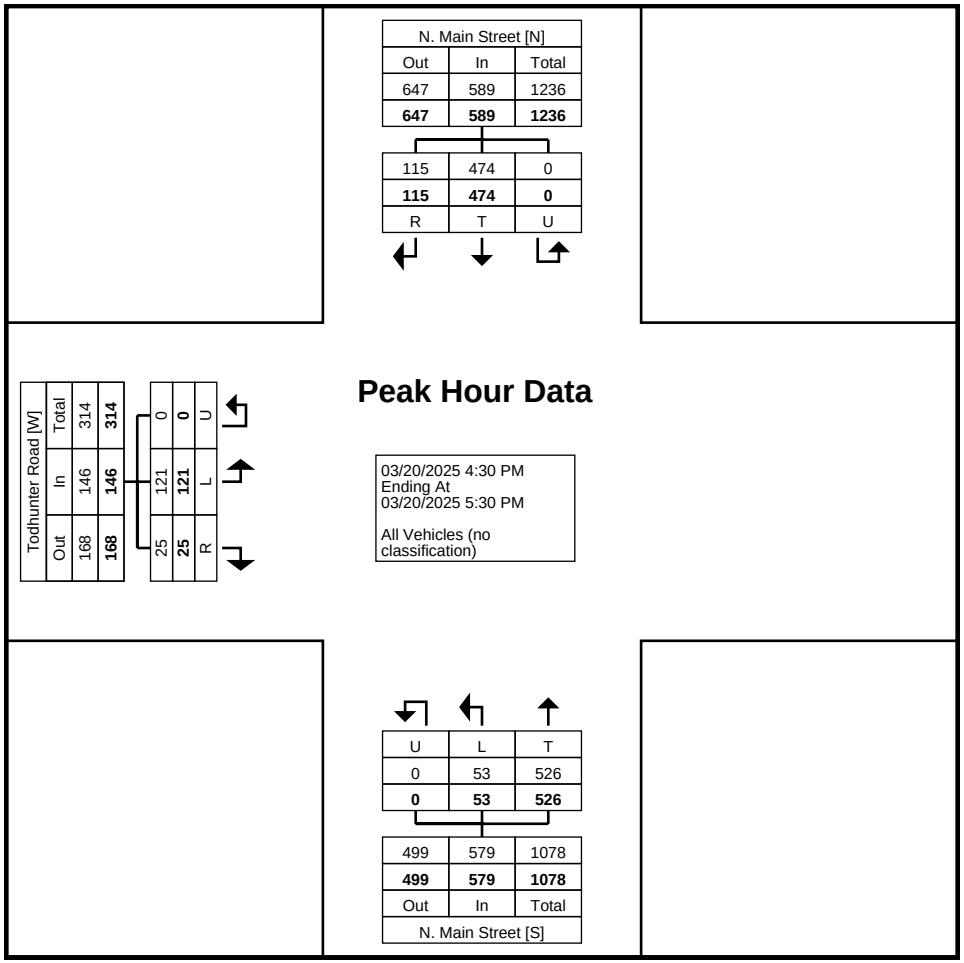
Count Name: N. Main Street & Todhunter Road
Site Code: 24-0265
Start Date: 03/20/2025

Turning Movement Peak Hour Data (4:30 PM)

Start Time	N. Main Street Southbound				N. Main Street Northbound				Todhunter Road Eastbound				
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
4:30 PM	23	126	0	149	148	14	0	162	5	34	0	39	350
4:45 PM	23	116	0	139	121	8	0	129	8	29	0	37	305
5:00 PM	31	108	0	139	144	15	0	159	6	25	0	31	329
5:15 PM	38	124	0	162	113	16	0	129	6	33	0	39	330
Total	115	474	0	589	526	53	0	579	25	121	0	146	1314
Approach %	19.5	80.5	0.0	-	90.8	9.2	0.0	-	17.1	82.9	0.0	-	-
Total %	8.8	36.1	0.0	44.8	40.0	4.0	0.0	44.1	1.9	9.2	0.0	11.1	-
PHF	0.757	0.940	0.000	0.909	0.889	0.828	0.000	0.894	0.781	0.890	0.000	0.936	0.939
All Vehicles (no classification)	115	474	0	589	526	53	0	579	25	121	0	146	1314
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600 wardellwilcox@bayerbecker.com

Count Name: N. Main Street & Todhunter Road
Site Code: 24-0265
Start Date: 03/20/2025
Page No: 6



Turning Movement Peak Hour Data Plot (4:30 PM)

APPENDIX B

HISTORICAL GROWTH COMMUNICATIONS

MEMORANDUM

To: Wardell Wilcox, P.T.P., Bayer Becker
From: Lindsey Kieres, P.E., PTOE
Cc: Paul Goodhue, P.E., PTOE, City Engineer
Date: May 14, 2025
Subject: Proposed Jim Smith (Drees) Development Volume Submittal Review Approval

Goodhue Consulting, on behalf of the City of Monroe, has reviewed the proposed Jim Smith (Drees) Development Volume Submittal, dated April 16, 2025. This submittal followed the approval of the Memorandum of Understanding dated April 3, 2025.

Goodhue Consulting offers the following comments on the Volume Submittal:

1. Per the City of Monroe's Planning and Zoning Code (1204.18.D.2) Traffic Impact studies must be prepared by a professional engineer.
2. Provide full count data in the attachments of the traffic counts.
3. Table 1 references "Bauman Lane" this should change to "Main Street"
4. Trip Generation calculations differ slightly from ITE Web based App. Use the following values:

Table 2
Trip Generation – Jim Smith Property Development

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Detached Housing	210	91	DU's	~~18~~ 17/51	~~50~~	68	57	34	91
Single Family Attached Housing	215	60	DU's	~~8~~ 6/20	~~18~~	26	~~18~~ 19/13	~~14~~	32

5. For future developments/submittals, please simplify the directional distribution to a single value for to/from north, to/from south, and to/from west. The AM and PM distributions should be the same unless there are known reasons for the percentages to differ. The trip distributions are acceptable.
6. A nearby parcel is utilizing a 0.5% growth rate, but with this and the other study progressing along the same timeline, assuming a slightly higher 1% growth rate for this site is acceptable.
7. Bookmark all future PDF submittals for ease of navigation throughout the document.

A resubmittal of the Volume Submittal is not required. However, the comments above shall be completed and addressed within the Traffic Impact Study. Please provide a response to these comments with the Traffic Impact Study submittal.

Should you have any questions, please contact me at 513-907-0943 or at lindsey.kieres@goodhueconsulting.com.

Wardell Wilcox

From: Matthew Loeffler <LoefflerM@bceo.org>
Sent: Friday, August 9, 2024 2:27 PM
To: Wardell Wilcox
Subject: RE: Kyles Creek Development

Good afternoon, Wardell.

I recommend using a 3% annual growth rate for horizon year analysis. When the Millikin Road Interchange is constructed, the surrounding vacant land will develop quickly. I have seen studies showing 5% annual growth rates along Cin-Day Road. I think 3% is reasonable.

If you are talking about current growth rate, 1% is a good assumption. Thank you.

Matthew J. Loeffler, PE
Traffic Engineer
Direct: 513-785-4109 | Cell: 513-505-6508
Butler County Engineer's Office
www.bceo.org

-----Original Message-----
From: Wardell Wilcox <wardellwilcox@bayerbecker.com>
Sent: Thursday, August 8, 2024 10:07 AM
To: Matthew Loeffler <LoefflerM@bceo.org>
Subject: Kyles Creek Development

Good Morning Matt,

I am working on the Kyles Creek development on Kyles Station Road and Cincinnati-Dayton Road that Katie scoped with you in February 2024. According to the scope, the growth rate for the development is to be approved with BCEO.

Attached are the historical traffic counts, from ODOT TIMS, on Cincinnati-Dayton Road and Kyles Station Road in the vicinity of the proposed development. The annual growths contained in the volume trend section for the 2 locations are very lop-sided. Instead of making an arithmetic judgement, I thought the 1% growth in 2023, on Cincinnati-Dayton Road is a good factor for use in this study.

APPENDIX C

ITE TRIP GENERATION
LAND USE EXCERPTS
&
WORKSHEETS

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

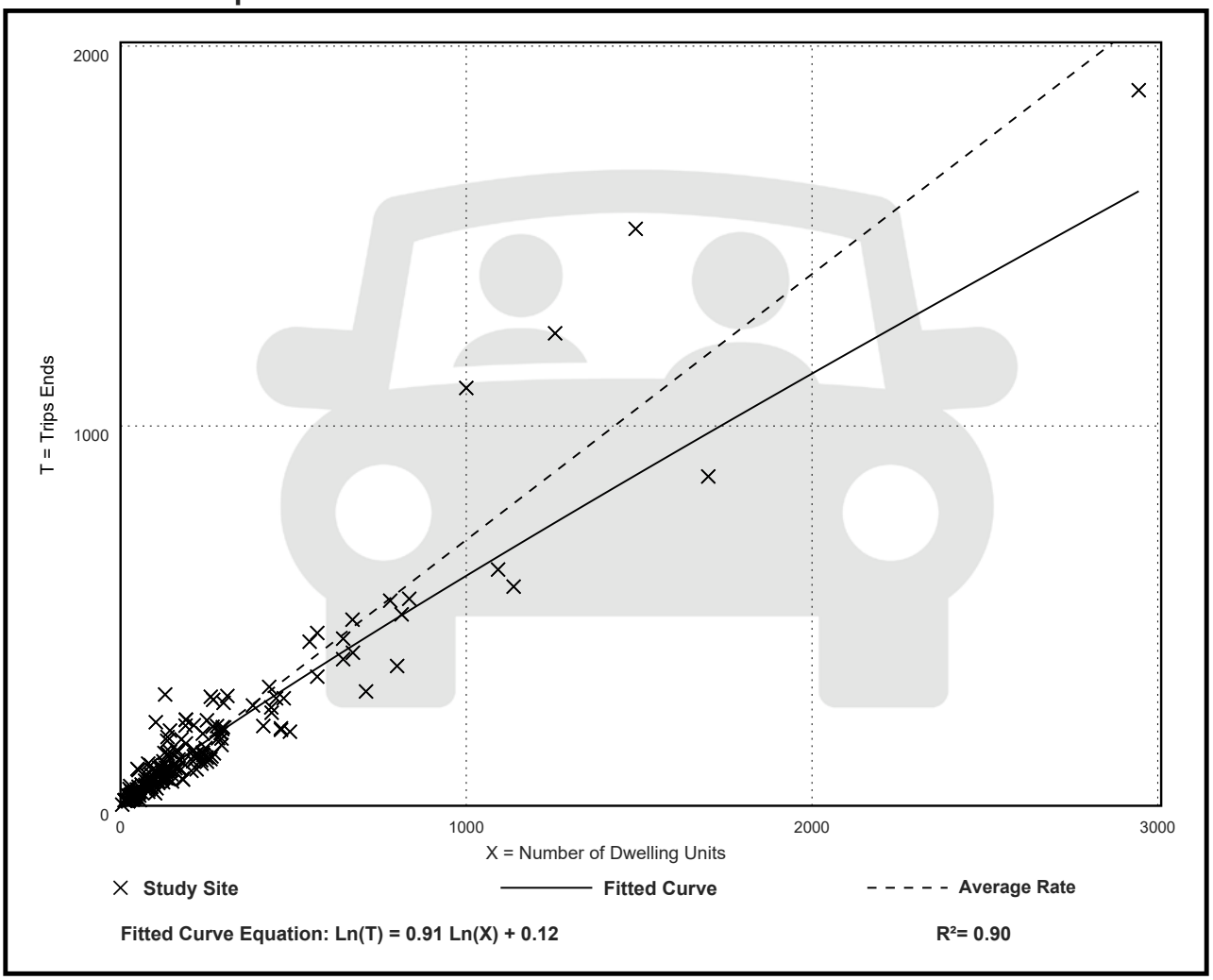
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



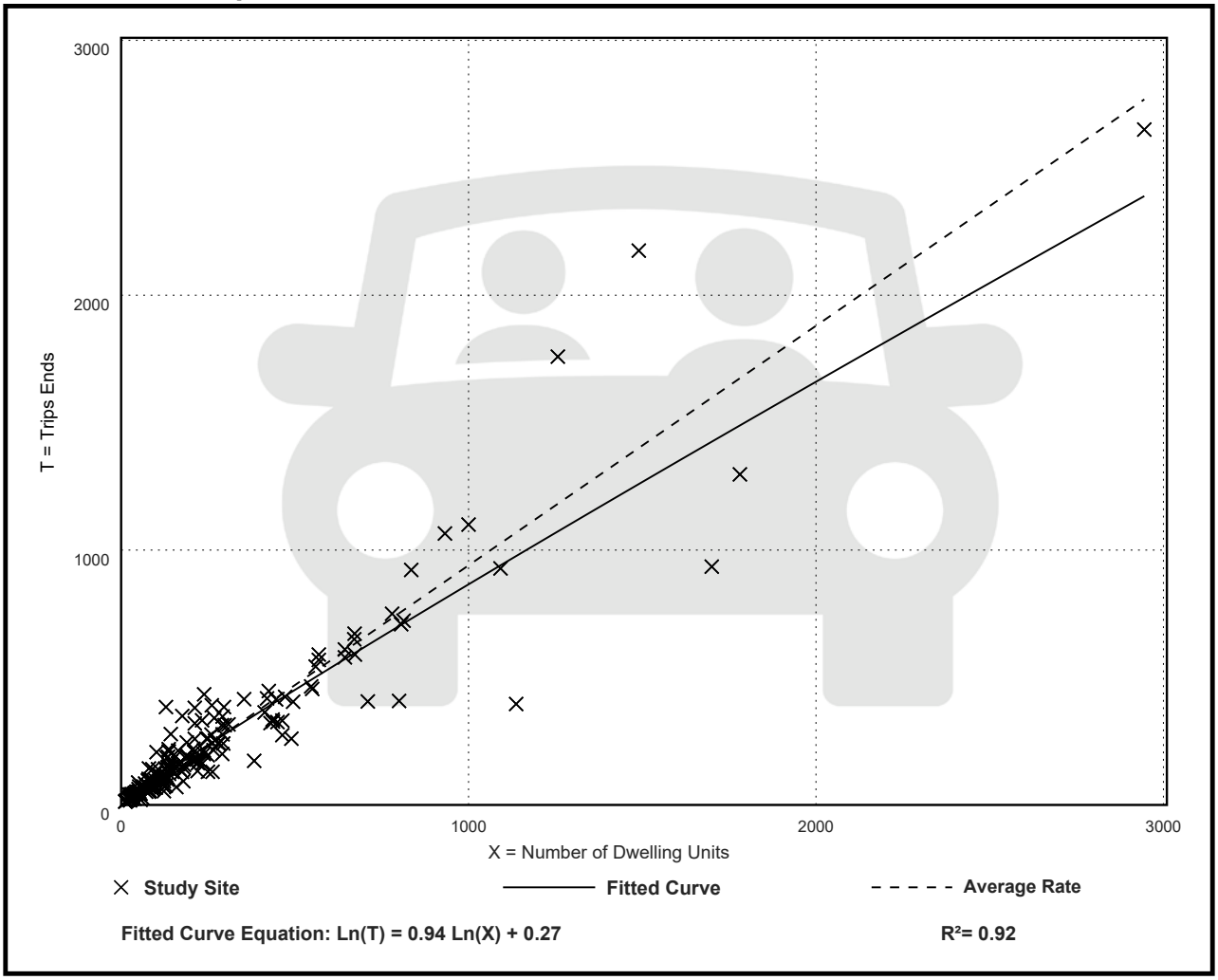
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

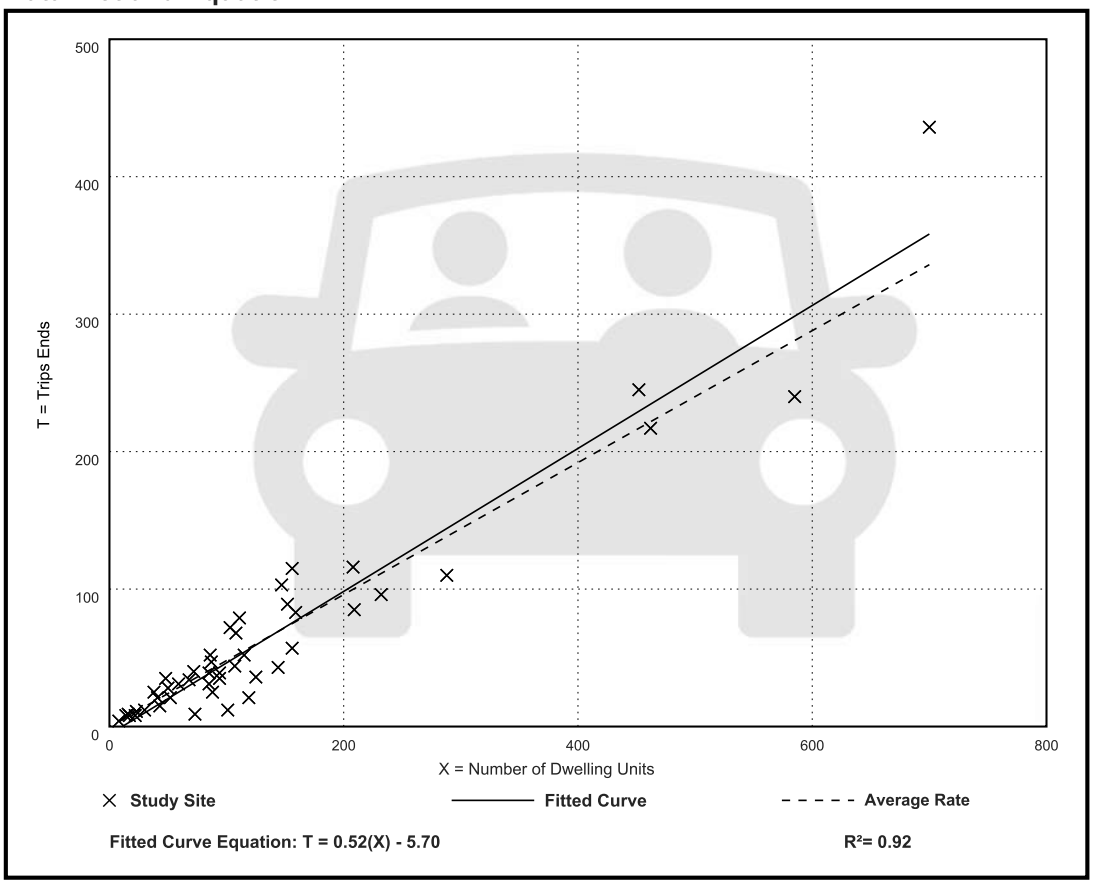
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



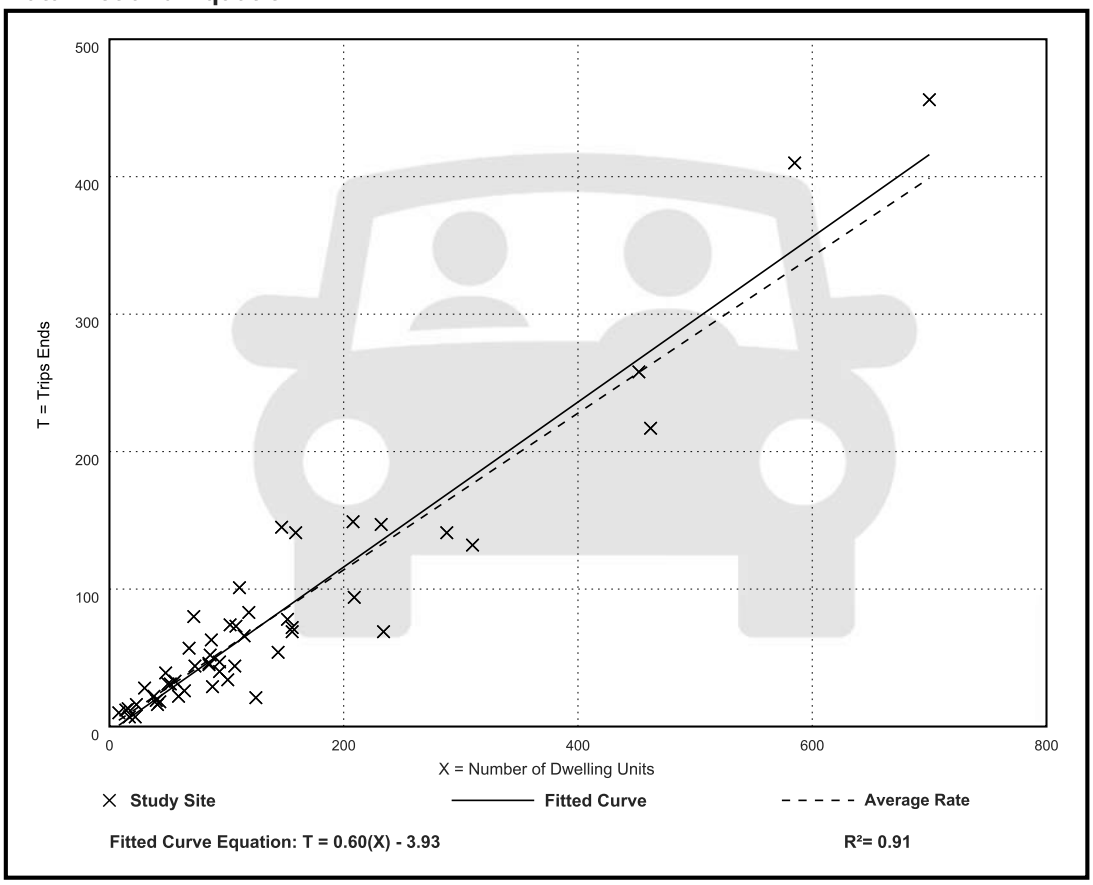
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

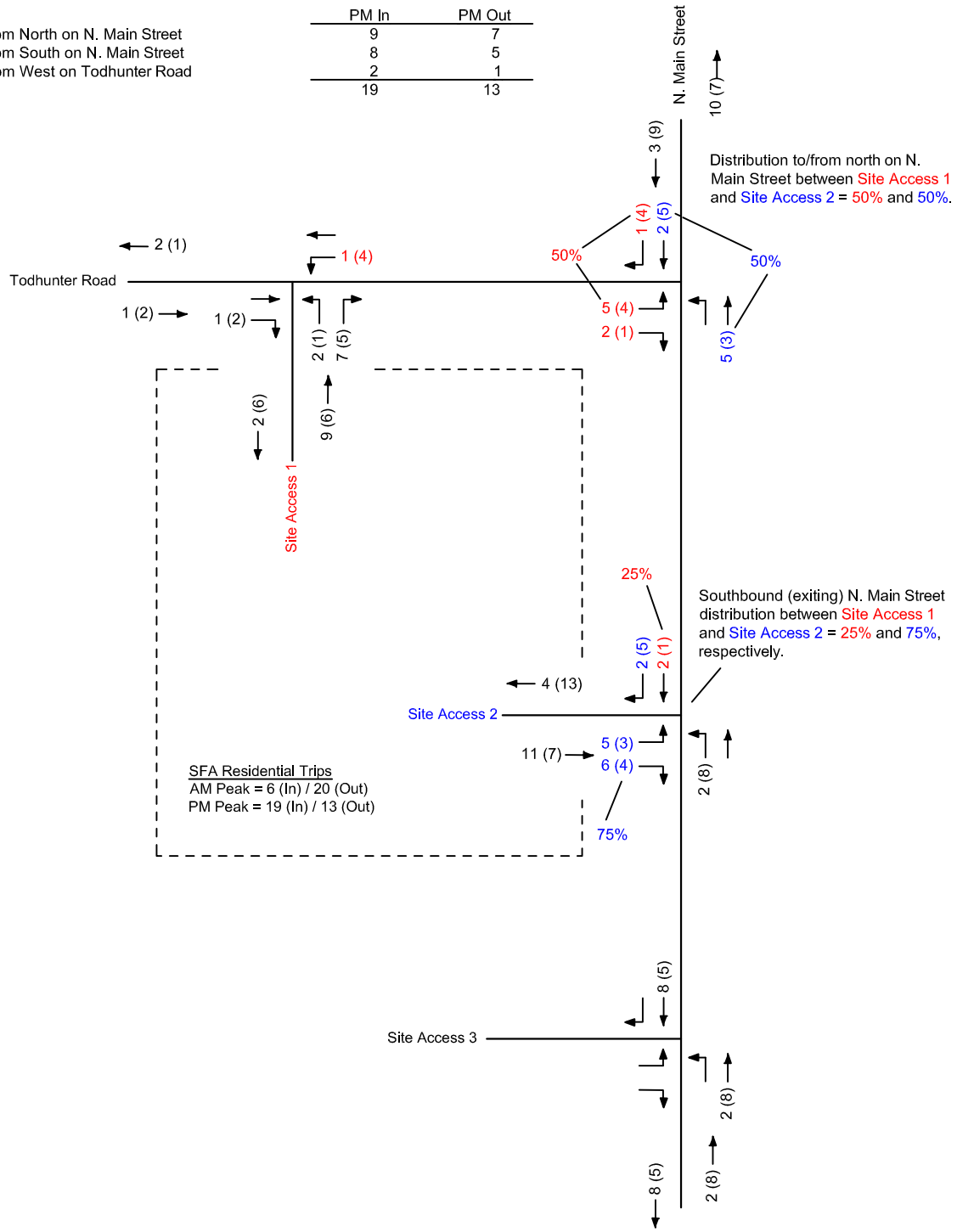
Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



External Station - SFA Residential Trips	AM In	AM Out
To/From North on N. Main Street	3	10
To/From South on N. Main Street	2	8
To/From West on Todhunter Road	1	2
	6	20

	PM In	PM Out
To/From North on N. Main Street	9	7
To/From South on N. Main Street	8	5
To/From West on Todhunter Road	2	1
	19	13



Worksheet 1

Jim Smith Property Development
City of Monroe, Butler County, Ohio

Single Family Attached (SFA) Residential Trips

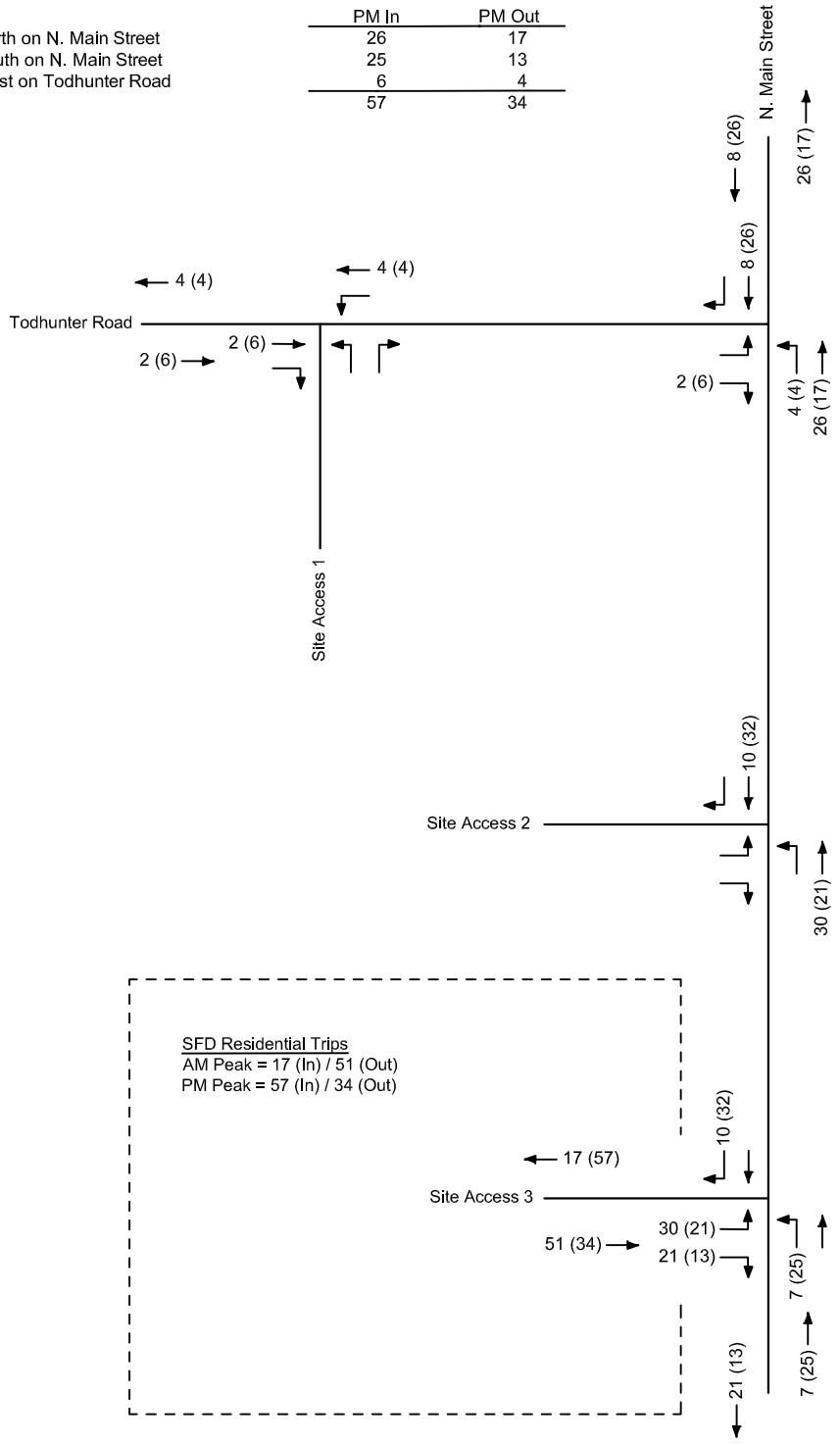
xx - AM Peak Hour
(xx) - PM Peak Hour

N.T.S.

bayer becker
www.bayerbecker.com
6900 Tylersville Road, Suite A
Mason, OH 45040 - 513.336.6600

External Station - SFD Residential Trips	AM In	AM Out
To/From North on N. Main Street	8	26
To/From South on N. Main Street	7	21
To/From West on Todhunter Road	2	4
	17	51

	PM In	PM Out
To/From North on N. Main Street	26	17
To/From South on N. Main Street	25	13
To/From West on Todhunter Road	6	4
	57	34



Worksheet 2

Jim Smith Property Development
City of Monroe, Butler County, Ohio

Single Family Detached (SFD) Residential Trips

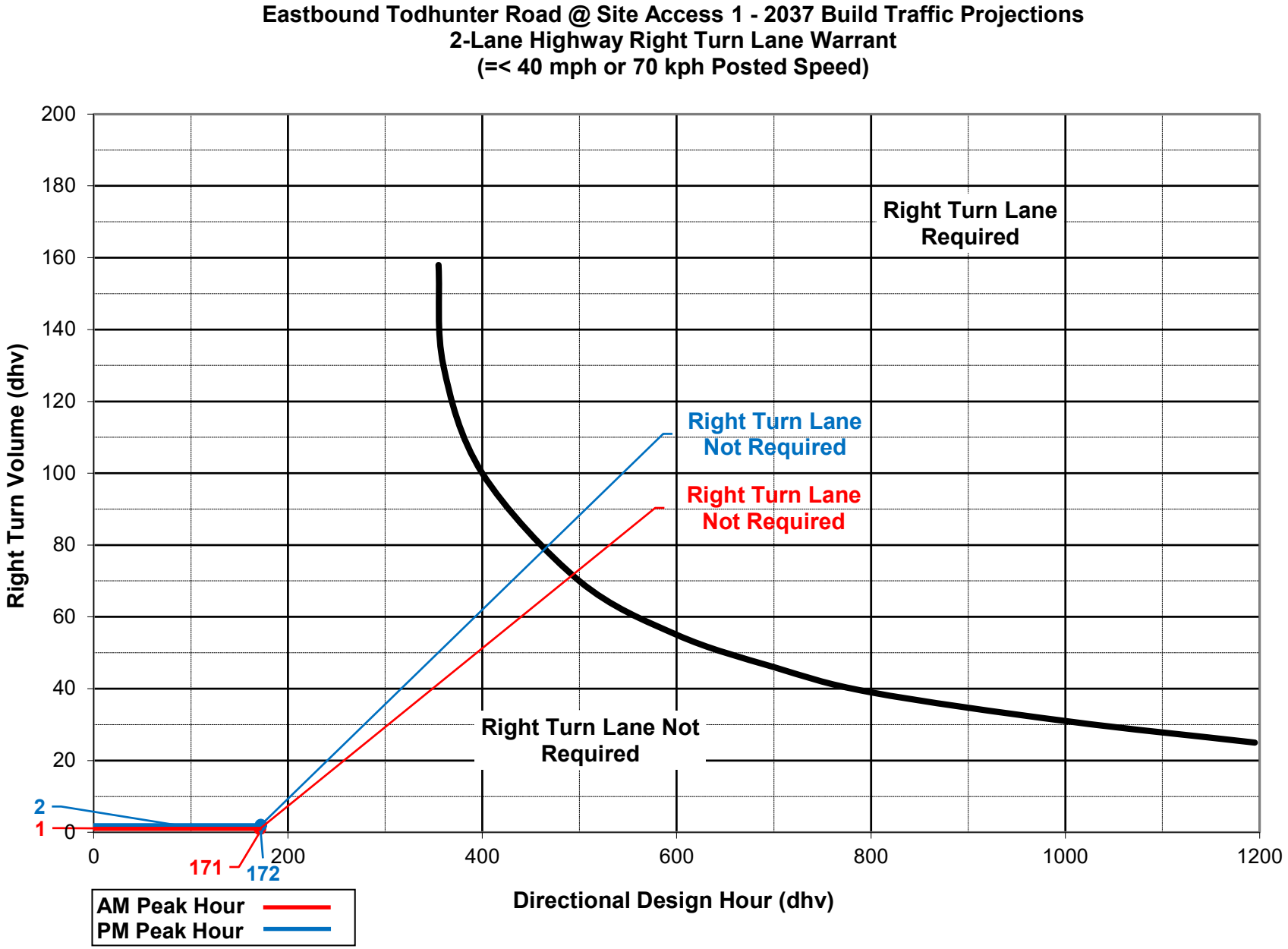
xx - AM Peak Hour
(xx) - PM Peak Hour

N.T.S.

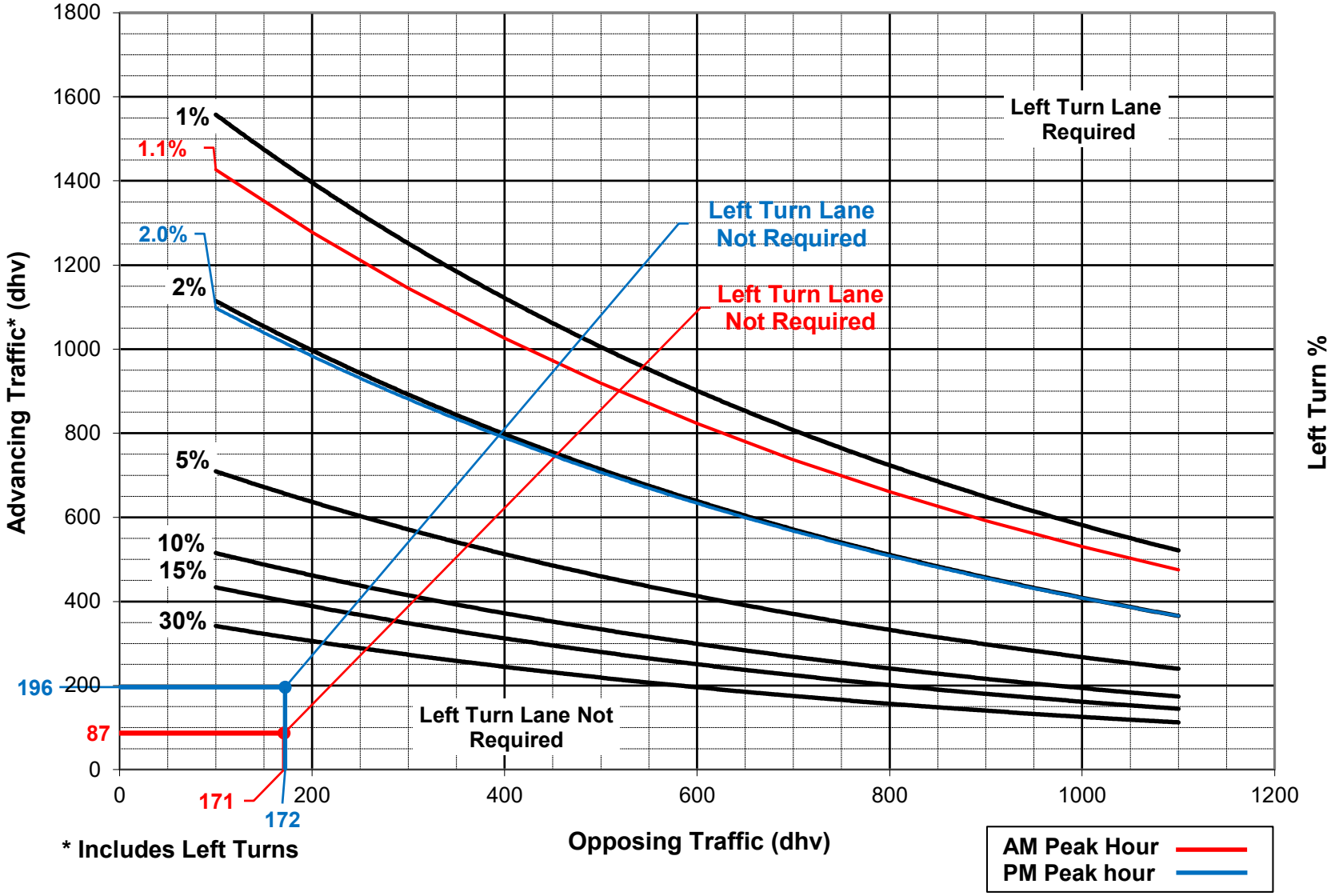
bayer becker
www.bayerbecker.com
6900 Tylersville Road, Suite A
Mason, OH 45040 - 513.336.6600

APPENDIX D

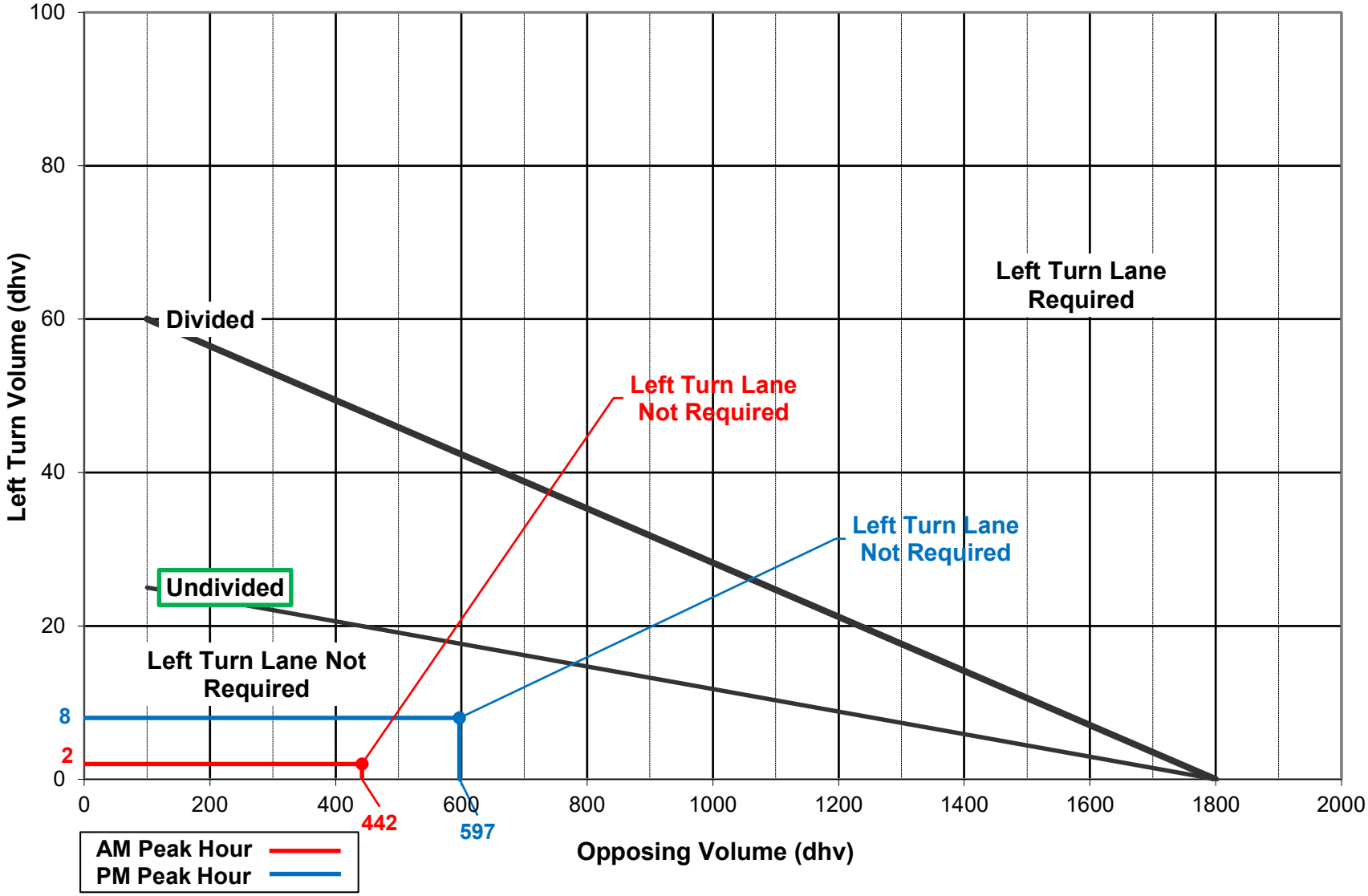
TURN LANE WARRANT

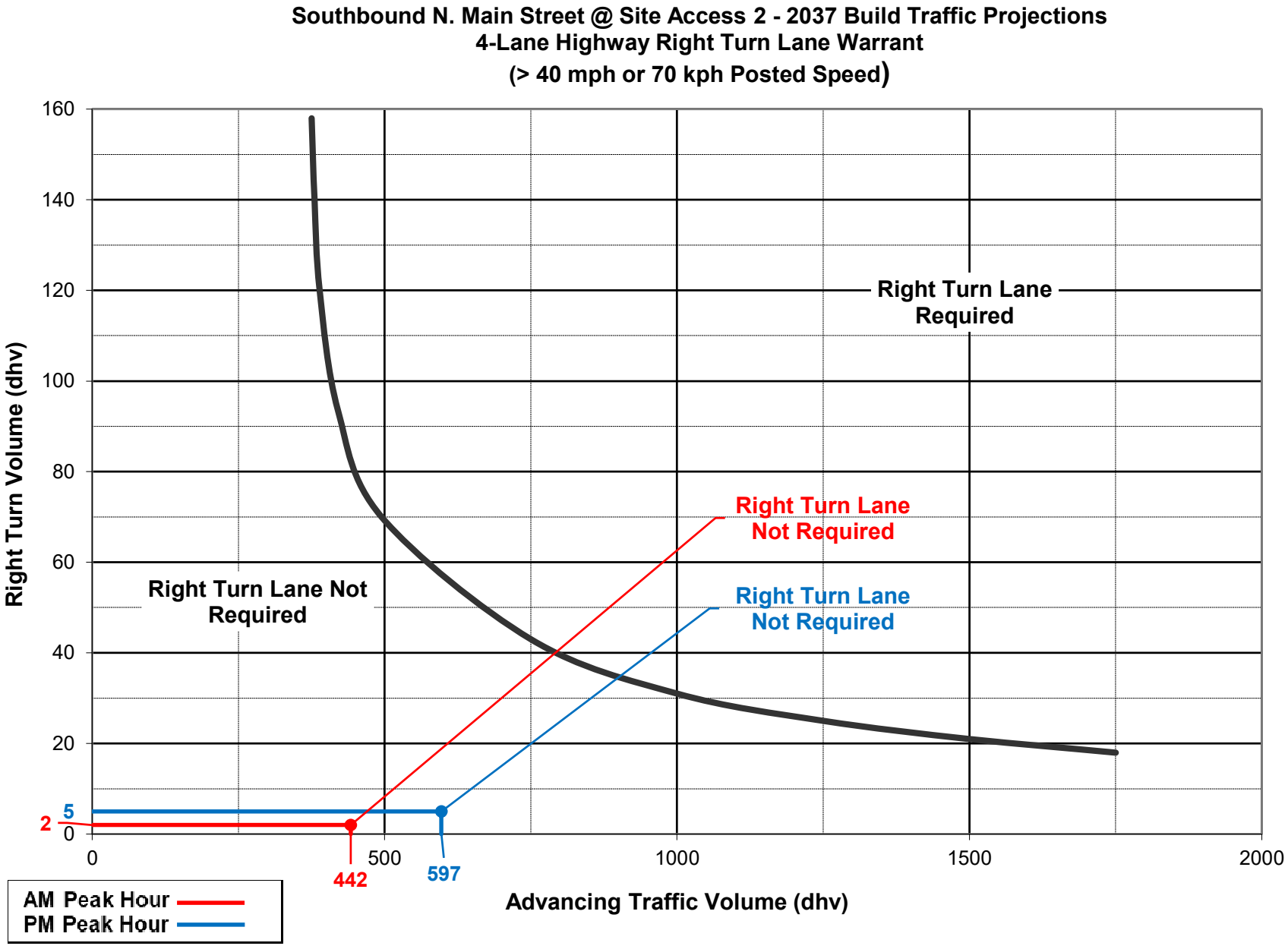

Eastbound Todhunter Road @ Site Access 1 - 2037 Build Traffic Projections
2-Lane Highway Right Turn Lane Warrant
(=< 40 mph or 70 kph Posted Speed)
Right Turn Volume (dhv)
Directional Design Hour (dhv)
Right Turn Lane Required
Right Turn Lane Not Required
Right Turn Lane Not Required
Right Turn Lane Not Required
AM Peak Hour
PM Peak Hour
171
172
2
1
0
20
40
60
80
100
120
140
160
180
200
0
200
400
600
800
1000
1200

Westbound Todhunter Road @ Site Access 1 - 2037 Build Traffic Projections
2-Lane Highway Left Turn Lane Warrant
(=< 40 mph or 70 kph Posted Speed)

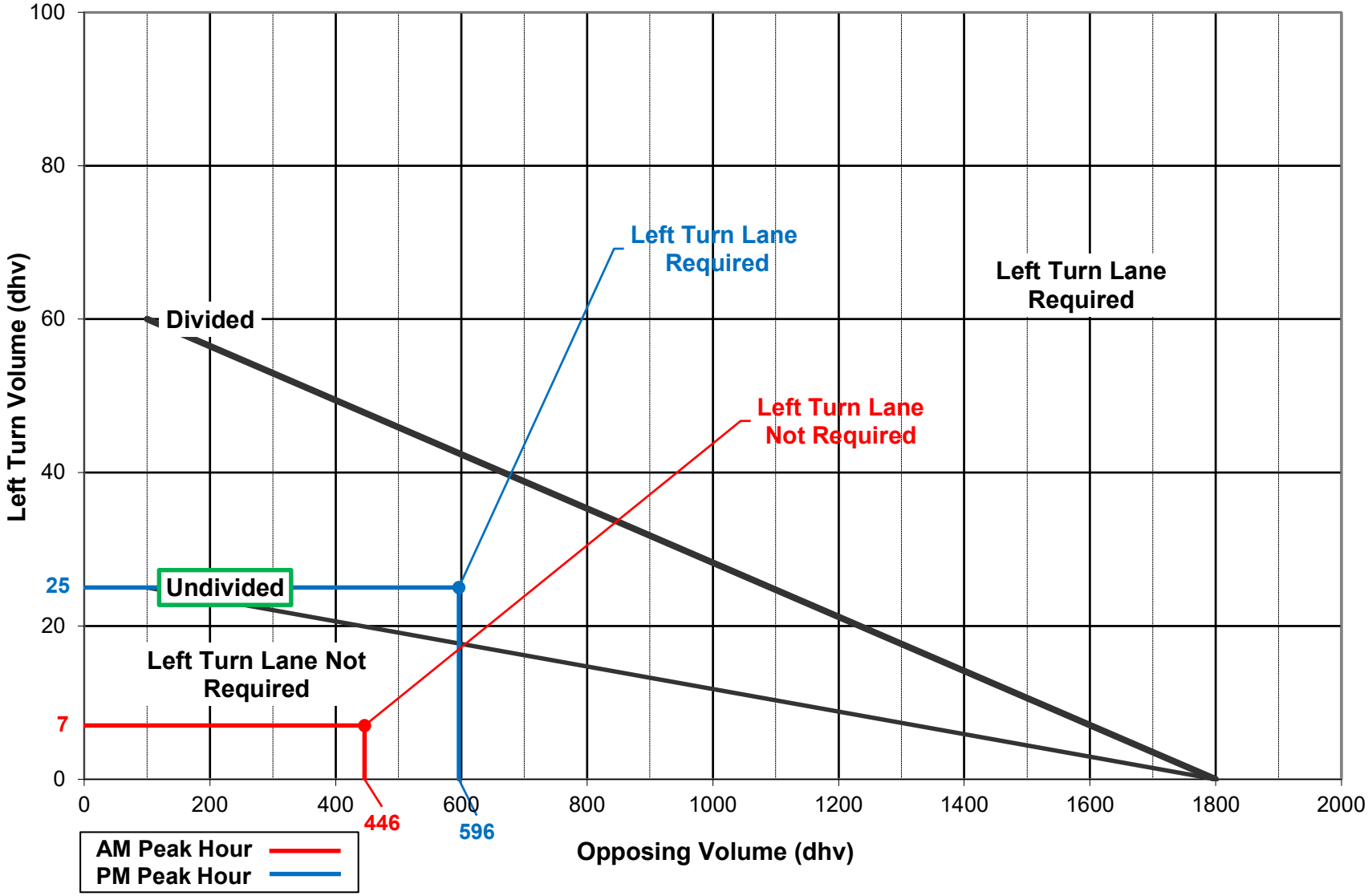


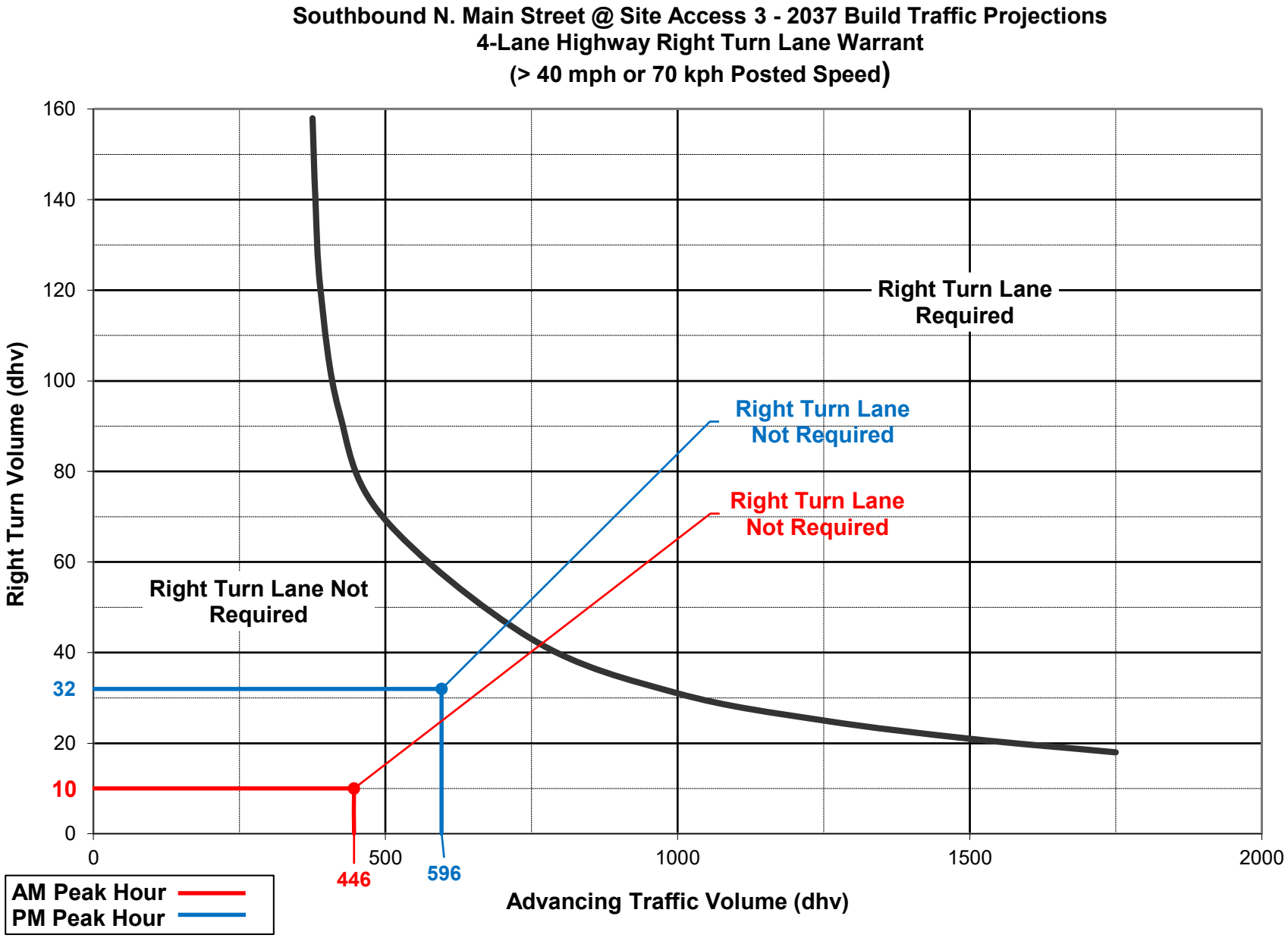
Northbound N. Main Street @ Site Access 2 - 2037 Build Traffic Projections
4-Lane Highway Left Turn Lane Warrant




Southbound N. Main Street @ Site Access 2 - 2037 Build Traffic Projections
4-Lane Highway Right Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)
Right Turn Volume (dhv)
160
140
120
100
80
60
40
20
5
2
0
0
500
1000
1500
2000
442
597
Advancing Traffic Volume (dhv)
Right Turn Lane Required
Right Turn Lane Not Required
Right Turn Lane Not Required
Right Turn Lane Not Required
AM Peak Hour
PM Peak Hour

Northbound N. Main Street @ Site Access 3 - 2037 Build Traffic Projections
4-Lane Highway Left Turn Lane Warrant




Southbound N. Main Street @ Site Access 3 - 2037 Build Traffic Projections
4-Lane Highway Right Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)
Right Turn Volume (dhv)
160
140
120
100
80
60
40
32
20
10
0
0
500
1000
1500
2000
446
596
Advancing Traffic Volume (dhv)
Right Turn Lane Required
Right Turn Lane Not Required
Right Turn Lane Not Required
Right Turn Lane Not Required
AM Peak Hour
PM Peak Hour

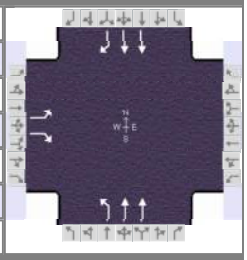
APPENDIX E

LEVEL OF SERVICE ANALYSIS

2027 NO-BUILD TRAFFIC PROJECTIONS AM AND PM PEAK HOUR

HCS Signalized Intersection Results Summary

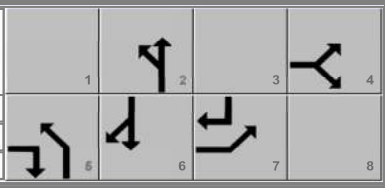
General Information				Intersection Information	
Agency	Bayer Becker			Duration, h	0.250
Analyst	WLW	Analysis Date	6/3/2025	Area Type	Other
Jurisdiction	City of Monroe, Ohio	Time Period	AM Peak	PHF	0.90
Urban Street	N. Main Street	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Todhunter Road	File Name	Main & Todhunter 2027 NB AM.xus		
Project Description	No-Build Traffic Projections				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	103		50				10	356			340	64

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.6	53.2	9.8	0.0	0.0	0.0	
Yellow	4.7	4.7	4.0	0.0	0.0	0.0	
Red	3.0	2.0	2.0	0.0	0.0	0.0	



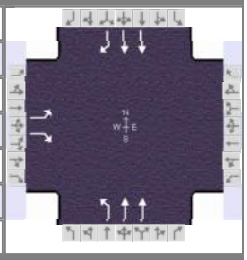
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		15.8			9.3	69.2		59.9
Change Period, ($Y+R_c$), s		6.0			7.7	6.7		6.7
Max Allow Headway (*MAH*), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		7.0			2.2			
Green Extension Time (g_e), s		0.2			0.0	0.0		0.0
Phase Call Probability		0.98			0.23			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	114		56				11	396			378	71
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1766			1766	1610
Queue Service Time (g_s), s	5.0		2.6				0.2	2.7			3.7	0.9
Cycle Queue Clearance Time (g_c), s	5.0		2.6				0.2	2.7			3.7	0.9
Green Ratio (*g/C*)	0.13		0.16				0.69	0.75			0.64	0.76
Capacity (*c*), veh/h	230		255				747	2638			2251	1231
Volume-to-Capacity Ratio (*X*)	0.497		0.218				0.015	0.150			0.168	0.058
Back of Queue (*Q*), ft/ln (95 th percentile)	95		43				2	27			51	8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8		1.7				0.1	1.0			2.0	0.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.62		0.28				0.02	0.00			0.00	0.07
Uniform Delay (d_1), s/veh	34.6		31.2				4.3	3.2			6.3	2.5
Incremental Delay (d_2), s/veh	0.6		0.2				0.0	0.1			0.2	0.1
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	35.2		31.4				4.3	3.3			6.4	2.6
Level of Service (LOS)	D		C				A	A			A	A
Approach Delay, s/veh / LOS	33.9		C	0.0			3.3		A	5.8		A
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	0.64	A	1.87	B
Bicycle LOS Score / LOS		F			0.82	A	0.86	A

HCS Signalized Intersection Results Summary

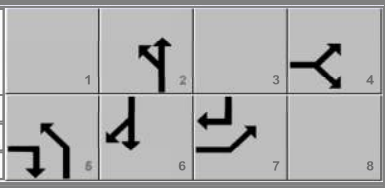
General Information				Intersection Information	
Agency	Bayer Becker			Duration, h	0.250
Analyst	WLW	Analysis Date	6/3/2025	Area Type	Other
Jurisdiction	City of Monroe, Ohio	Time Period	PM Peak	PHF	0.94
Urban Street	N. Main Street	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Todhunter Road	File Name	Main & Todhunter 2027 NB PM.xus		
Project Description	No-Build Traffic Projections				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123		26				54	537			483	117

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	49.6	9.8	0.0	0.0	0.0	
Yellow	4.7	4.7	4.0	0.0	0.0	0.0	
Red	3.0	2.0	2.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		15.8			12.9	69.2		56.3
Change Period, ($Y+R_c$), s		6.0			7.7	6.7		6.7
Max Allow Headway (*MAH*), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		7.8			2.9			
Green Extension Time (g_e), s		0.2			0.0	0.0		0.0
Phase Call Probability		0.98			0.74			
Max Out Probability		0.00			0.00			

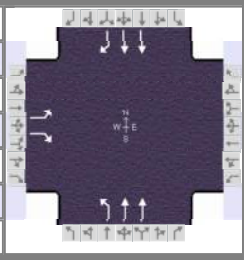
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	131		28				57	571			514	124
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1766			1766	1610
Queue Service Time (g_s), s	5.8		1.2				0.9	4.1			5.8	2.0
Cycle Queue Clearance Time (g_c), s	5.8		1.2				0.9	4.1			5.8	2.0
Green Ratio (*g/C*)	0.13		0.20				0.69	0.75			0.60	0.72
Capacity (*c*), veh/h	229		321				691	2641			2105	1163
Volume-to-Capacity Ratio (*X*)	0.571		0.086				0.083	0.216			0.244	0.107
Back of Queue (*Q*), ft/ln (95 th percentile)	110		20				10	41			86	21
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4		0.8				0.4	1.6			3.4	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.71		0.13				0.10	0.00			0.00	0.17
Uniform Delay (d_1), s/veh	34.9		27.7				4.5	3.4			8.1	3.5
Incremental Delay (d_2), s/veh	0.8		0.0				0.0	0.2			0.3	0.2
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	35.8		27.7				4.6	3.5			8.4	3.7
Level of Service (LOS)	D		C				A	A			A	A
Approach Delay, s/veh / LOS	34.4		C	0.0			3.6		A	7.5		A
Intersection Delay, s/veh / LOS	8.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	0.64	A	1.88	B
Bicycle LOS Score / LOS		F			1.01	A	1.01	A

2027 BUILD TRAFFIC PROJECTIONS
AM AND PM PEAK HOUR

HCS Signalized Intersection Results Summary

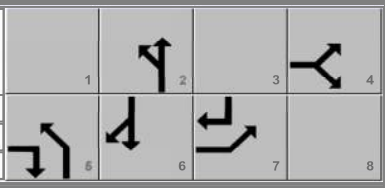
General Information				Intersection Information	
Agency	Bayer Becker			Duration, h	0.250
Analyst	WLW	Analysis Date	6/3/2025	Area Type	Other
Jurisdiction	City of Monroe, Ohio	Time Period	AM Peak	PHF	0.90
Urban Street	N. Main Street	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Todhunter Road	File Name	Main & Todhunter 2027 Build AM.xus		
Project Description	Build Traffic Projections				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	108		54				14	387			350	65

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	52.6	9.9	0.0	0.0	0.0	
Yellow	4.7	4.7	4.0	0.0	0.0	0.0	
Red	3.0	2.0	2.0	0.0	0.0	0.0	



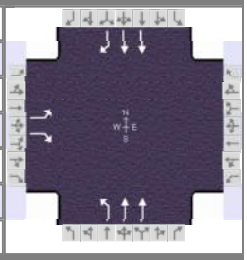
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		15.9			9.9	69.1		59.3
Change Period, ($Y+R_c$), s		6.0			7.7	6.7		6.7
Max Allow Headway (*MAH*), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		7.3			2.2			
Green Extension Time (g_e), s		0.2			0.0	0.0		0.0
Phase Call Probability		0.99			0.31			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	120		60				16	430			389	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1766			1766	1610
Queue Service Time (g_s), s	5.3		2.7				0.2	3.0			3.9	1.0
Cycle Queue Clearance Time (g_c), s	5.3		2.7				0.2	3.0			3.9	1.0
Green Ratio (*g/C*)	0.13		0.16				0.69	0.75			0.63	0.76
Capacity (*c*), veh/h	231		265				743	2637			2227	1221
Volume-to-Capacity Ratio (*X*)	0.519		0.226				0.021	0.163			0.175	0.059
Back of Queue (*Q*), ft/ln (95 th percentile)	100		46				3	30			54	9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0		1.8				0.1	1.2			2.1	0.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65		0.30				0.03	0.00			0.00	0.07
Uniform Delay (d_1), s/veh	34.6		30.8				4.3	3.2			6.5	2.6
Incremental Delay (d_2), s/veh	0.7		0.2				0.0	0.1			0.2	0.1
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	35.3		31.0				4.3	3.4			6.7	2.7
Level of Service (LOS)	D		C				A	A			A	A
Approach Delay, s/veh / LOS	33.9		C	0.0			3.4		A	6.1		A
Intersection Delay, s/veh / LOS	9.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	0.64	A	1.87	B
Bicycle LOS Score / LOS		F			0.86	A	0.87	A

HCS Signalized Intersection Results Summary

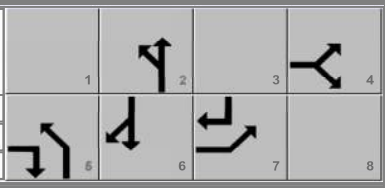
General Information				Intersection Information	
Agency	Bayer Becker			Duration, h	0.250
Analyst	WLW	Analysis Date	6/3/2025	Area Type	Other
Jurisdiction	City of Monroe, Ohio	Time Period	PM Peak	PHF	0.90
Urban Street	N. Main Street	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Todhunter Road	File Name	Main & Todhunter 2027 Build PM.xus		
Project Description	Build Traffic Projections				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127		33				58	557			514	121

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.5	49.3	9.8	0.0	0.0	0.0	
Yellow	4.7	4.7	4.0	0.0	0.0	0.0	
Red	3.0	2.0	2.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		15.8			13.2	69.2		56.0
Change Period, ($Y+R_c$), s		6.0			7.7	6.7		6.7
Max Allow Headway (*MAH*), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		8.3			3.0			
Green Extension Time (g_e), s		0.2			0.1	0.0		0.0
Phase Call Probability		0.98			0.78			
Max Out Probability		0.00			0.00			

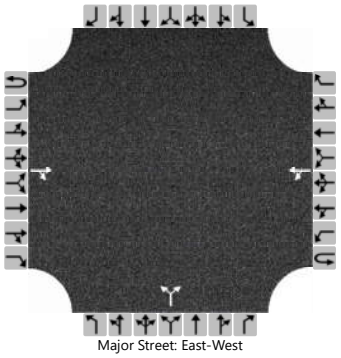
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	141		37				64	619			571	134
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1766			1766	1610
Queue Service Time (g_s), s	6.3		1.6				1.0	4.6			6.7	2.2
Cycle Queue Clearance Time (g_c), s	6.3		1.6				1.0	4.6			6.7	2.2
Green Ratio (*g/C*)	0.13		0.20				0.69	0.75			0.59	0.72
Capacity (*c*), veh/h	231		328				660	2637			2090	1158
Volume-to-Capacity Ratio (*X*)	0.611		0.112				0.098	0.235			0.273	0.116
Back of Queue (*Q*), ft/ln (95 th percentile)	120		26				11	45			100	23
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8		1.0				0.5	1.8			3.9	0.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.77		0.17				0.11	0.00			0.00	0.19
Uniform Delay (d_1), s/veh	35.1		27.6				4.7	3.4			8.5	3.7
Incremental Delay (d_2), s/veh	1.0		0.1				0.0	0.2			0.3	0.2
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	36.1		27.6				4.7	3.6			8.8	3.9
Level of Service (LOS)	D		C				A	A			A	A
Approach Delay, s/veh / LOS	34.3		C	0.0			3.7		A	7.8		A
Intersection Delay, s/veh / LOS	9.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	0.64	A	1.88	B
Bicycle LOS Score / LOS		F			1.05	A	1.07	A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WLW	Intersection	Todhunter Road and Site Access 1
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe, Ohio
Date Performed	6/3/2025	East/West Street	Todhunter Road
Analysis Year	2027	North/South Street	Site Access 1
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Build Traffic Projections		

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			155	1		1	78			2		7				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

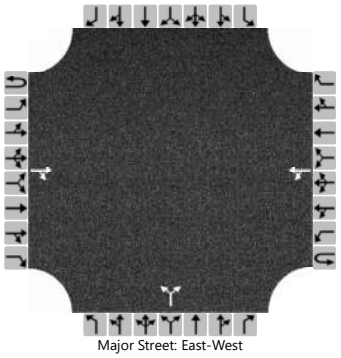
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					10					
Capacity, c (veh/h)						1397					832					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.6	0.0				9.4					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.1				9.4							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WLW	Intersection	Todhunter Road and Site Access 1
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe, Ohio
Date Performed	6/3/2025	East/West Street	Todhunter Road
Analysis Year	2027	North/South Street	Site Access 1
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Build Traffic Projections		

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			155	2		4	175			1		5				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

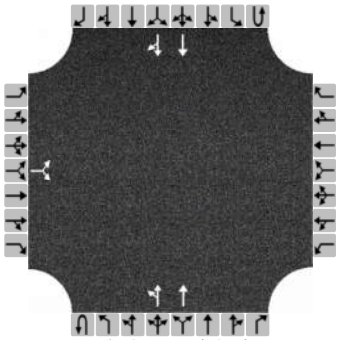
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4					7					
Capacity, c (veh/h)						1396					814					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.6	0.0				9.5					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.2				9.5							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WLW	Intersection	N. Main Street and Site Access 2
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe, Ohio
Date Performed	6/3/2025	East/West Street	N. Main Street
Analysis Year	2027	North/South Street	Site Access 2
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Build Traffic Projections		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LR							LT	T				T	TR
Volume (veh/h)		5		6						2	396				402	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							2						
Capacity, c (veh/h)			532							1101						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
95% Queue Length, Q_{95} (ft)			2.6							0.0						
Control Delay (s/veh)			11.9							8.3	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		11.9								0.1						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

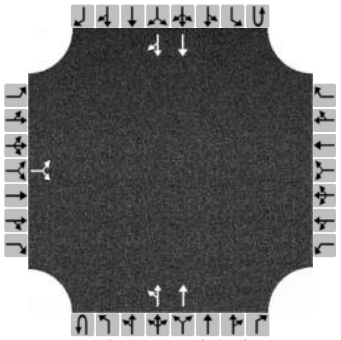
General Information

Analyst	WLW
Agency/Co.	Bayer Becker
Date Performed	6/3/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Build Traffic Projections

Site Information

Intersection	N. Main Street and Site Access 2
Jurisdiction	City of Monroe, Ohio
East/West Street	N. Main Street
North/South Street	Site Access 2
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LR							LT	T				T	TR
Volume (veh/h)		3		4						8	612				542	5
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8							9						
Capacity, c (veh/h)			392							960						
v/c Ratio			0.02							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
95% Queue Length, Q_{95} (ft)			2.6							0.0						
Control Delay (s/veh)			14.4							8.8	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		14.4								0.2						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

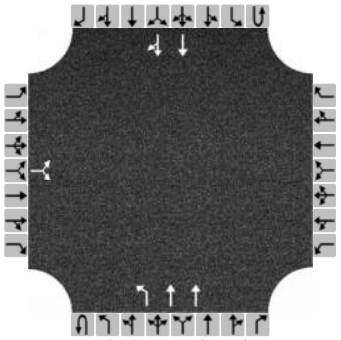
General Information

Analyst	WLW
Agency/Co.	Bayer Becker
Date Performed	6/3/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Build Traffic Projections

Site Information

Intersection	N. Main Street and Site Access 3
Jurisdiction	City of Monroe, Ohio
East/West Street	N. Main Street
North/South Street	Site Access 3
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		30		21					0	7	368				398	10
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			57							8						
Capacity, c (veh/h)			487							1097						
v/c Ratio			0.12							0.01						
95% Queue Length, Q_{95} (veh)			0.4							0.0						
95% Queue Length, Q_{95} (ft)			10.2							0.0						
Control Delay (s/veh)			13.4							8.3						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	13.4								0.2							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

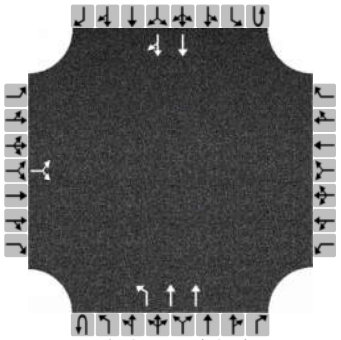
General Information

Analyst	WLW
Agency/Co.	Bayer Becker
Date Performed	6/3/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Build Traffic Projections

Site Information

Intersection	N. Main Street and Site Access 3
Jurisdiction	City of Monroe, Ohio
East/West Street	N. Main Street
North/South Street	Site Access 3
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		21		13					0	25	599				514	32
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

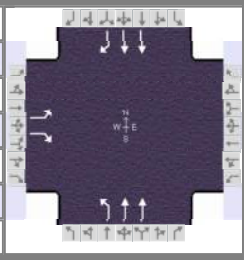
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38							28						
Capacity, c (veh/h)			319							961						
v/c Ratio			0.12							0.03						
95% Queue Length, Q_{95} (veh)			0.4							0.1						
95% Queue Length, Q_{95} (ft)			10.2							2.6						
Control Delay (s/veh)			17.8							8.9						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		17.8								0.4						
Approach LOS		C								A						

2037 NO-BUILD TRAFFIC PROJECTIONS AM AND PM PEAK HOUR

HCS Signalized Intersection Results Summary

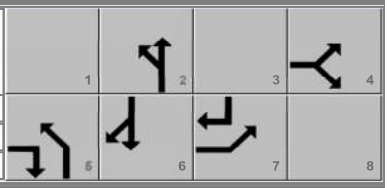
General Information				Intersection Information	
Agency	Bayer Becker			Duration, h	0.250
Analyst	WLW	Analysis Date	6/3/2025	Area Type	Other
Jurisdiction	City of Monroe, Ohio	Time Period	AM Peak	PHF	0.90
Urban Street	N. Main Street	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Todhunter Road	File Name	Main & Todhunter 2037 NB AM.xus		
Project Description	No-Build Traffic Projections				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113		55				11	391			373	71

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.8	53.0	9.9	0.0	0.0	0.0	
Yellow	4.7	4.7	4.0	0.0	0.0	0.0	
Red	3.0	2.0	2.0	0.0	0.0	0.0	



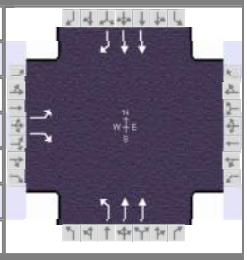
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		15.9			9.5	69.1		59.7
Change Period, ($Y+R_c$), s		6.0			7.7	6.7		6.7
Max Allow Headway (*MAH*), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		7.5			2.2			
Green Extension Time (g_e), s		0.2			0.0	0.0		0.0
Phase Call Probability		0.99			0.25			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	126		61				12	434			414	79
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1766			1766	1610
Queue Service Time (g_s), s	5.5		2.8				0.2	3.0			4.1	1.0
Cycle Queue Clearance Time (g_c), s	5.5		2.8				0.2	3.0			4.1	1.0
Green Ratio (*g/C*)	0.13		0.16				0.69	0.75			0.63	0.76
Capacity (*c*), veh/h	232		258				722	2636			2243	1228
Volume-to-Capacity Ratio (*X*)	0.542		0.237				0.017	0.165			0.185	0.064
Back of Queue (*Q*), ft/ln (95 th percentile)	106		47				2	30			57	9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2		1.9				0.1	1.2			2.2	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.68		0.30				0.02	0.00			0.00	0.08
Uniform Delay (d_1), s/veh	34.7		31.1				4.3	3.3			6.4	2.5
Incremental Delay (d_2), s/veh	0.7		0.2				0.0	0.1			0.2	0.1
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	35.5		31.3				4.3	3.4			6.6	2.6
Level of Service (LOS)	D		C				A	A			A	A
Approach Delay, s/veh / LOS	34.1	C		0.0			3.4	A		6.0	A	
Intersection Delay, s/veh / LOS	9.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	0.64	A	1.87	B
Bicycle LOS Score / LOS		F			0.86	A	0.89	A

HCS Signalized Intersection Results Summary

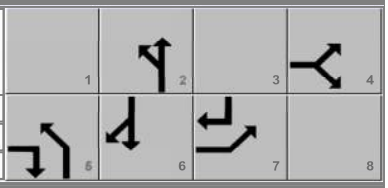
General Information				Intersection Information	
Agency	Bayer Becker			Duration, h	0.250
Analyst	WLW	Analysis Date	6/3/2025	Area Type	Other
Jurisdiction	City of Monroe, Ohio	Time Period	PM Peak	PHF	0.94
Urban Street	N. Main Street	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Todhunter Road	File Name	Main & Todhunter 2037 NB PM.xus		
Project Description	No-Build Traffic Projections				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	136		28				59	589			531	129

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.4	49.4	9.8	0.0	0.0	0.0	
Yellow	4.7	4.7	4.0	0.0	0.0	0.0	
Red	3.0	2.0	2.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		15.8			13.1	69.2		56.1
Change Period, ($Y+R_c$), s		6.0			7.7	6.7		6.7
Max Allow Headway (*MAH*), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		8.4			2.9			
Green Extension Time (g_e), s		0.2			0.1	0.0		0.0
Phase Call Probability		0.98			0.77			
Max Out Probability		0.00			0.00			

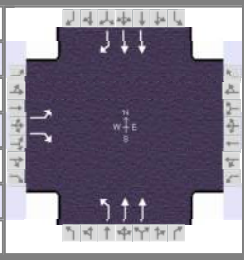
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	145		30				63	627			565	137
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1766			1766	1610
Queue Service Time (g_s), s	6.4		1.3				0.9	4.6			6.6	2.2
Cycle Queue Clearance Time (g_c), s	6.4		1.3				0.9	4.6			6.6	2.2
Green Ratio (*g/C*)	0.13		0.20				0.69	0.75			0.59	0.72
Capacity (*c*), veh/h	231		327				663	2638			2093	1159
Volume-to-Capacity Ratio (*X*)	0.627		0.091				0.095	0.238			0.270	0.118
Back of Queue (*Q*), ft/ln (95 th percentile)	124		21				11	46			98	24
Back of Queue (*Q*), veh/ln (95 th percentile)	4.9		0.8				0.4	1.8			3.8	0.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.80		0.14				0.11	0.00			0.00	0.20
Uniform Delay (d_1), s/veh	35.2		27.5				4.7	3.4			8.4	3.6
Incremental Delay (d_2), s/veh	1.0		0.0				0.0	0.2			0.3	0.2
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	36.2		27.6				4.7	3.7			8.7	3.9
Level of Service (LOS)	D		C				A	A			A	A
Approach Delay, s/veh / LOS	34.7		C	0.0			3.8		A	7.8		A
Intersection Delay, s/veh / LOS	9.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	0.64	A	1.88	B
Bicycle LOS Score / LOS		F			1.06	A	1.07	A

2037 BUILD TRAFFIC PROJECTIONS AM AND PM PEAK HOUR

HCS Signalized Intersection Results Summary

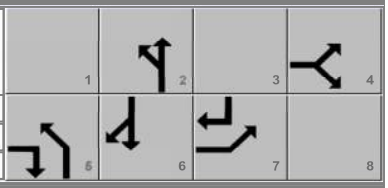
General Information				Intersection Information	
Agency	Bayer Becker			Duration, h	0.250
Analyst	WLW	Analysis Date	6/3/2025	Area Type	Other
Jurisdiction	City of Monroe, Ohio	Time Period	AM Peak	PHF	0.90
Urban Street	N. Main Street	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Todhunter Road	File Name	Main & Todhunter 2037 Build AM.xus		
Project Description	Build Traffic Projections				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	118		59				15	422			383	72

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.3	52.4	9.9	0.0	0.0	0.0	
Yellow	4.7	4.7	4.0	0.0	0.0	0.0	
Red	3.0	2.0	2.0	0.0	0.0	0.0	



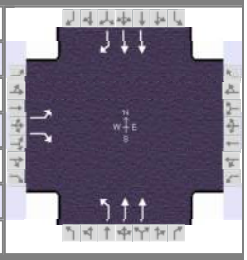
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		15.9			10.0	69.1		59.1
Change Period, ($Y+R_c$), s		6.0			7.7	6.7		6.7
Max Allow Headway (*MAH*), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		7.8			2.2			
Green Extension Time (g_e), s		0.3			0.0	0.0		0.0
Phase Call Probability		0.99			0.33			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	131		66				17	469			426	80
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1766			1766	1610
Queue Service Time (g_s), s	5.8		3.0				0.2	3.3			4.3	1.1
Cycle Queue Clearance Time (g_c), s	5.8		3.0				0.2	3.3			4.3	1.1
Green Ratio (*g/C*)	0.13		0.17				0.69	0.75			0.63	0.76
Capacity (*c*), veh/h	232		269				719	2635			2220	1218
Volume-to-Capacity Ratio (*X*)	0.565		0.244				0.023	0.178			0.192	0.066
Back of Queue (*Q*), ft/ln (95 th percentile)	110		50				3	33			61	10
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4		2.0				0.1	1.3			2.4	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.71		0.32				0.03	0.00			0.00	0.08
Uniform Delay (d_1), s/veh	34.8		30.8				4.3	3.3			6.7	2.6
Incremental Delay (d_2), s/veh	0.8		0.2				0.0	0.1			0.2	0.1
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	35.6		30.9				4.4	3.4			6.9	2.8
Level of Service (LOS)	D		C				A	A			A	A
Approach Delay, s/veh / LOS	34.1		C	0.0			3.5		A	6.2		A
Intersection Delay, s/veh / LOS	9.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	0.64	A	1.87	B
Bicycle LOS Score / LOS		F			0.89	A	0.90	A

HCS Signalized Intersection Results Summary

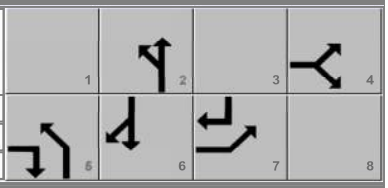
General Information				Intersection Information	
Agency	Bayer Becker			Duration, h	0.250
Analyst	WLW	Analysis Date	6/3/2025	Area Type	Other
Jurisdiction	City of Monroe, Ohio	Time Period	PM Peak	PHF	0.90
Urban Street	N. Main Street	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Todhunter Road	File Name	Main & Todhunter 2037 Build PM.xus		
Project Description	Build Traffic Projections				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	140		35				63	609			562	133

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.7	49.0	9.9	0.0	0.0	0.0	
Yellow	4.7	4.7	4.0	0.0	0.0	0.0	
Red	3.0	2.0	2.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		15.9			13.4	69.1		55.7
Change Period, ($Y+R_c$), s		6.0			7.7	6.7		6.7
Max Allow Headway (*MAH*), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		9.0			3.1			
Green Extension Time (g_e), s		0.2			0.1	0.0		0.0
Phase Call Probability		0.99			0.81			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	156		39				70	677			624	148
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1766			1766	1610
Queue Service Time (g_s), s	7.0		1.7				1.1	5.1			7.5	2.4
Cycle Queue Clearance Time (g_c), s	7.0		1.7				1.1	5.1			7.5	2.4
Green Ratio (*g/C*)	0.13		0.21				0.69	0.75			0.59	0.72
Capacity (*c*), veh/h	232		333				633	2635			2080	1154
Volume-to-Capacity Ratio (*X*)	0.670		0.117				0.111	0.257			0.300	0.128
Back of Queue (*Q*), ft/ln (95 th percentile)	134		27				12	50			112	26
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4		1.1				0.5	2.0			4.4	1.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.86		0.18				0.12	0.00			0.00	0.22
Uniform Delay (d_1), s/veh	35.3		27.4				4.8	3.5			8.7	3.7
Incremental Delay (d_2), s/veh	1.3		0.1				0.0	0.2			0.4	0.2
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	36.6		27.5				4.8	3.8			9.1	4.0
Level of Service (LOS)	D		C				A	A			A	A
Approach Delay, s/veh / LOS	34.8		C	0.0			3.9		A	8.1		A
Intersection Delay, s/veh / LOS	9.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	0.64	A	1.88	B
Bicycle LOS Score / LOS		F			1.10	A	1.12	A

HCS Two-Way Stop-Control Report

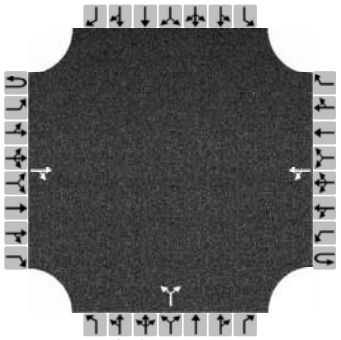
General Information

Analyst	WLW
Agency/Co.	Bayer Becker
Date Performed	6/3/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Build Traffic Projections

Site Information

Intersection	Todhunter Road and Site Access 1
Jurisdiction	City of Monroe, Ohio
East/West Street	Todhunter Road
North/South Street	Site Access 1
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			170	1		1	86			2		7				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					10					
Capacity, c (veh/h)						1378					811					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.6	0.0				9.5					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.1				9.5							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

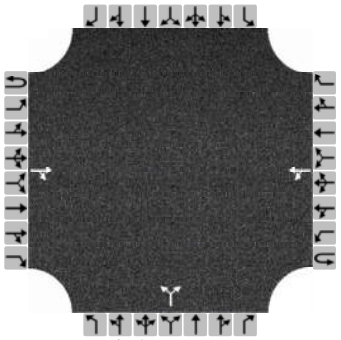
General Information

Analyst	WLW
Agency/Co.	Bayer Becker
Date Performed	6/3/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Build Traffic Projections

Site Information

Intersection	Todhunter Road and Site Access 1
Jurisdiction	City of Monroe, Ohio
East/West Street	Todhunter Road
North/South Street	Site Access 1
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			170	2		4	192			1		5				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

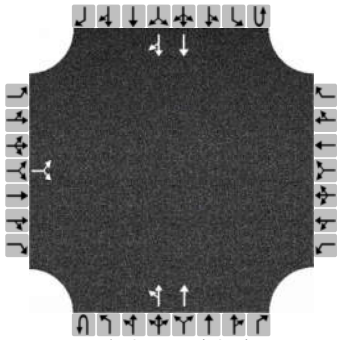
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4					7					
Capacity, c (veh/h)						1377					792					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.6	0.0				9.6					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.2				9.6							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WLW	Intersection	N. Main Street and Site Access 2
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe, Ohio
Date Performed	6/3/2025	East/West Street	N. Main Street
Analysis Year	2037	North/South Street	Site Access 2
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Build Traffic Projections		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LR							LT	T				T	TR
Volume (veh/h)		5		6						2	432				440	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

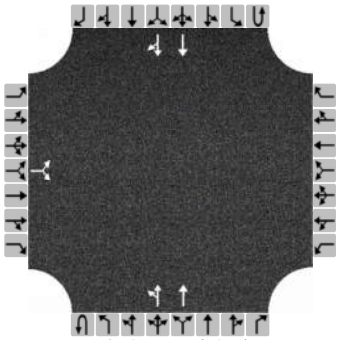
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							2						
Capacity, c (veh/h)			496							1061						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
95% Queue Length, Q_{95} (ft)			2.6							0.0						
Control Delay (s/veh)			12.4							8.4	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		12.4								0.1						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WLW	Intersection	N. Main Street and Site Access 2
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe, Ohio
Date Performed	6/3/2025	East/West Street	N. Main Street
Analysis Year	2037	North/South Street	Site Access 2
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Build Traffic Projections		

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LR							LT	T				T	TR
Volume (veh/h)		3		4						8	669				592	5
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

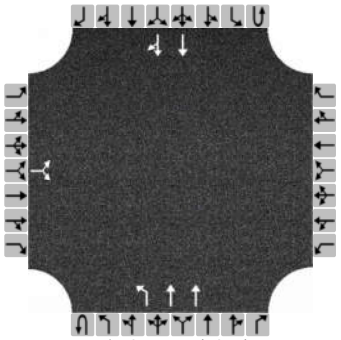
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8							9						
Capacity, c (veh/h)			354							915						
v/c Ratio			0.02							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
95% Queue Length, Q_{95} (ft)			2.6							0.0						
Control Delay (s/veh)			15.4							9.0	0.1					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		15.4								0.2						
Approach LOS		C								A						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WLW	Intersection	N. Main Street and Site Access 3
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe, Ohio
Date Performed	6/3/2025	East/West Street	N. Main Street
Analysis Year	2037	North/South Street	Site Access 3
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Build Traffic Projections		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		30		21					0	7	404				436	10
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

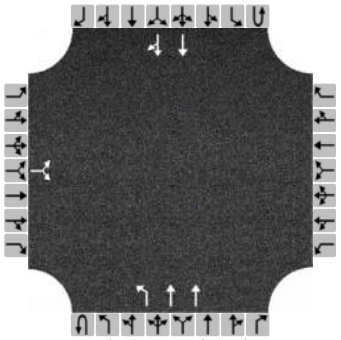
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			57							8						
Capacity, c (veh/h)			451							1057						
v/c Ratio			0.13							0.01						
95% Queue Length, Q_{95} (veh)			0.4							0.0						
95% Queue Length, Q_{95} (ft)			10.2							0.0						
Control Delay (s/veh)			14.1							8.4						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		14.1								0.1						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WLW	Intersection	N. Main Street and Site Access 3
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe, Ohio
Date Performed	6/3/2025	East/West Street	N. Main Street
Analysis Year	2037	North/South Street	Site Access 3
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Build Traffic Projections		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		21		13					0	25	656				564	32
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38							28						
Capacity, c (veh/h)			284							916						
v/c Ratio			0.13							0.03						
95% Queue Length, Q_{95} (veh)			0.5							0.1						
95% Queue Length, Q_{95} (ft)			12.8							2.6						
Control Delay (s/veh)			19.6							9.1						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		19.6								0.3						
Approach LOS		C								A						

APPENDIX F

TURN LANE QUEUE LENGTH CALCULATIONS

2027 NO-BUILD TRAFFIC PROJECTIONS AM AND PM PEAK HOUR

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2027 No-Build Traffic Projections

Eastbound Left Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 40 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 103 Vehicles/Hour
  - PM Peak Hour = 123 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{123 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 2.92 or 3 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 3 = 150 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{123 \text{ Vehicles/Hour}}{149 \text{ Vehicles/Hour}}$ = 82.6 or 83 (rounded) Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 40 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 40 MPH = **75** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 40 MPH = 75 feet + 150 feet = **225** feet.

Condition C is greater. Therefore;

- Eastbound left turn lane should be **225** feet (plus diverging taper).

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2027 No-Build Traffic Projections

Northbound Left Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 45 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 10 Vehicles/Hour
  - PM Peak Hour = 54 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{54 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 1.29 or 1 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 1 = 50 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{54 \text{ Vehicles/Hour}}{591 \text{ Vehicles/Hour}}$ = 9.14 or 9 (rounded) Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 45 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 45 MPH = **125** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 45 MPH = 75 feet + 50 feet = **125** feet.

Condition B and C are equal. Therefore;

- Northbound left turn lane should be **125** feet (plus diverging taper).

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2027 No-Build Traffic Projections

Southbound Right Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 45 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 64 Vehicles/Hour
  - PM Peak Hour = 117 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{117 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 2.79 or 3 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 3 = 150 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{117 \text{ Vehicles/Hour}}{600 \text{ Vehicles/Hour}}$ = 19.5 or 20 (rounded) Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 45 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 45 MPH = **125** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 45 MPH = 75 feet + 150 feet = **225** feet.

Condition C is greater. Therefore;

- Southbound right turn lane should be **225** feet (plus diverging taper).

2027 BUILD TRAFFIC PROJECTIONS AM AND PM PEAK HOUR

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2027 Build Traffic Projections

Eastbound Left Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 40 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 108 Vehicles/Hour
  - PM Peak Hour = 127 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{127 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 3.02 or 3 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 3 = 150 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{127 \text{ Vehicles/Hour}}{160 \text{ Vehicles/Hour}}$ = 79.4 or 79 (rounded) Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 40 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 40 MPH = **75** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 40 MPH = 75 feet + 150 feet = **225** feet.

Condition C is greater. Therefore;

- Eastbound left turn lane should be **225** feet (plus diverging taper).

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2027 Build Traffic Projections

Northbound Left Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 45 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 14 Vehicles/Hour
  - PM Peak Hour = 58 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{58 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 1.38 or 1 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 1 = 50 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{58 \text{ Vehicles/Hour}}{615 \text{ Vehicles/Hour}}$ = 9.4 Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 45 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 45 MPH = **125** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 45 MPH = 75 feet + 50 feet = **125** feet.

Condition B and C are equal. Therefore;

- Northbound left turn lane should be **125** feet (plus diverging taper).

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2027 Build Traffic Projections

Southbound Right Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 45 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 65 Vehicles/Hour
  - PM Peak Hour = 121 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{121 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 2.88 or 3 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 3 = 150 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{121 \text{ Vehicles/Hour}}{635 \text{ Vehicles/Hour}}$ = 19.1 or 19 (rounded) Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 45 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 45 MPH = **125** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 45 MPH = 75 feet + 150 feet = **225** feet.

Condition C is greater. Therefore;

- Southbound right turn lane should be **225** feet (plus diverging taper).

Unsignalized Through Road

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Site Access 3 - 2027 Build Traffic Projections

Northbound Left Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 45 mph
- Unsignalized
- Volume of Turns
  - AM Peak Hour = 7 Vehicles/Hour
  - PM Peak Hour = 25 Vehicles/Hour

1. Determine the cycles per hour.

   For an unsignalized intersection, 60 Cycles/Hour is assumed.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   $$VPC = \frac{25 \text{ Vehicles/Hour}}{60 \text{ Cycles/Hour}} = 0.42 \text{ or } 1 \text{ (rounded) Vehicles/Cycle}$$

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 1 = 50 feet

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   $$TDV = \frac{25 \text{ Vehicles/Hour}}{624 \text{ Vehicles/Hour}} = 4 \text{ Percent}^*$$

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for an unsignalized through road, with a 45 mph design speed and a low turn demand volume, Condition B applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 45 MPH = **125** feet.

Therefore;

- Northbound left turn lane should be **125** feet (plus diverging taper).

2037 NO-BUILD TRAFFIC PROJECTIONS AM AND PM PEAK HOUR

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2037 No-Build Traffic Projections

Eastbound Left Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 40 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 113 Vehicles/Hour
  - PM Peak Hour = 136 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{136 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 3.24 or 3 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 3 = 150 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{136 \text{ Vehicles/Hour}}{164 \text{ Vehicles/Hour}}$ = 82.9 or 83 (rounded) Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 40 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 40 MPH = **75** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 40 MPH = 75 feet + 150 feet = **225** feet.

Condition C is greater. Therefore;

- Eastbound left turn lane should be **225** feet (plus diverging taper).

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2037 No-Build Traffic Projections

Northbound Left Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 45 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 11 Vehicles/Hour
  - PM Peak Hour = 59 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{59 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 1.4 or 1 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 1 = 50 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{59 \text{ Vehicles/Hour}}{648 \text{ Vehicles/Hour}}$ = 9.1 or 9 (Rounded) Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 45 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 45 MPH = **125** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 45 MPH = 75 feet + 50 feet = **125** feet.

Condition B and C are equal. Therefore;

- Northbound left turn lane should be **125** feet (plus diverging taper).

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2037 No-Build Traffic Projections

Southbound Right Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 45 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 71 Vehicles/Hour
  - PM Peak Hour = 129 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{129 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 3.07 or 3 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 3 = 150 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{129 \text{ Vehicles/Hour}}{660 \text{ Vehicles/Hour}}$ = 19.5 or 20 (rounded) Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 45 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 45 MPH = **125** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 45 MPH = 75 feet + 150 feet = **225** feet.

Condition C is greater. Therefore;

- Southbound right turn lane should be **225** feet (plus diverging taper).

2037 BUILD TRAFFIC PROJECTIONS AM AND PM PEAK HOUR

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2037 Build Traffic Projections

Eastbound Left Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 40 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 118 Vehicles/Hour
  - PM Peak Hour = 140 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{140 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 3.33 or 3 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 3 = 150 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{140 \text{ Vehicles/Hour}}{175 \text{ Vehicles/Hour}}$ = 80 Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 40 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 40 MPH = **75** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 40 MPH = 75 feet + 150 feet = **225** feet.

Condition C is greater. Therefore;

- Eastbound left turn lane should be **225** feet (plus diverging taper).

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2037 Build Traffic Projections

Northbound Left Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 45 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 15 Vehicles/Hour
  - PM Peak Hour = 63 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{63 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 1.5 or 2 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 2 = 100 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{63 \text{ Vehicles/Hour}}{672 \text{ Vehicles/Hour}}$ = 9.4 or 9 (Rounded) Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 45 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 45 MPH = **125** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 45 MPH = 75 feet + 100 feet = **175** feet.

Condition C is greater. Therefore;

- Northbound left turn lane should be **175** feet (plus diverging taper).

Signalized Intersection

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Todhunter Road - 2037 Build Traffic Projections

Southbound Right Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 45 mph
- Signalized
- Volume of Turns
  - AM Peak Hour = 72 Vehicles/Hour
  - PM Peak Hour = 133 Vehicles/Hour

1. Determine the cycles per hour.

   For a signalized intersection operating a 85 second cycle length, the Cycles/Hours = 42.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   VPC = $\frac{133 \text{ Vehicles/Hour}}{42 \text{ Cycles/Hour}}$ = 3.16 or 3 (rounded) Vehicles/Cycle.

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 3 = 150 feet.

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   TDV = $\frac{133 \text{ Vehicles/Hour}}{695 \text{ Vehicles/Hour}}$ = 19.1 or 19 (rounded) Percent*

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for a signalized intersection, with a 45 mph design speed and a low or high turn demand volume, the greater between Condition B or Condition C applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 45 MPH = **125** feet.

Condition C – Moderate Speed Deceleration and Storage:

The queue length for a Design Speed of 45 MPH = 75 feet + 150 feet = **225** feet.

Condition C is greater. Therefore;

- Southbound right turn lane should be **225** feet (plus diverging taper).

Unsignalized Through Road

Queue Length Calculations

Using the ODOT *Location and Design Manual*, *Volume One* Figure 401-9 "Basis for Computing Length of Turn Lanes" and Figure 401-10 "Queue Length at Intersections."

N. Main Street & Site Access 3 - 2037 Build Traffic Projections

Northbound Left Turn Lane - Queue Length Required:

Data Required:

- Speed Limit = 45 mph
- Unsignalized
- Volume of Turns
  - AM Peak Hour = 7 Vehicles/Hour
  - PM Peak Hour = 25 Vehicles/Hour

1. Determine the cycles per hour.

   For an unsignalized intersection, 60 Cycles/Hour is assumed.

2. Determine Average Vehicles Per Cycle Requiring Storage.

   $$VPC = \frac{25 \text{ Vehicles/Hour}}{60 \text{ Cycles/Hour}} = 0.42 \text{ or } 1 \text{ (rounded) Vehicles/Cycle}$$

3. Queue Length at Intersections (ODOT L & D Figure 401-10).

   Average Vehicles/Cycle (VPC) of 1 = 50 feet

4. Turn Demand Volume (TDV) (ODOT L & D Figure 401-9).

   $$TDV = \frac{25 \text{ Vehicles/Hour}}{681 \text{ Vehicles/Hour}} = 3.6 \text{ or } 4 \text{ (rounded) Percent*}$$

   *Low Demand is considered 10% or less of the approach traffic volume.

5. According to the ODOT's L & D manual, Figure 401-9, for an unsignalized through road, with a 45 mph design speed and a low turn demand volume, Condition B applies.

Condition B – High Speed Deceleration Only:

The queue length for a Design Speed of 45 MPH = **125** feet.

Therefore;

- Northbound left turn lane should be **125** feet (plus diverging taper).

APPENDIX G

CITY OF MONROE
CODE OF ORDINANCE EXCERPTS

TABLE 1211-8: ROADWAY ACCESS CLASSIFICATION		
FUNCTIONAL ROADWAY CLASSIFICATION	ACCESS LEVEL	COMMENTS
Freeways	1	None
Major Arterials	2 and 3	Depends on the turning restrictions imposed upon access points. The turning restrictions are decided based upon roadway geometry, roadway classification and access level, and required degree of access control.
Minor Arterials	3	Depends on the turning restrictions imposed upon access points. The turning restrictions are decided based upon roadway geometry, roadway classification and access level, and required degree of access control.
Collectors	4 and 5	Minor collector streets have an access level of 4; second class collector streets have an access level of 5.
Local streets	6	None
Alleys and private streets	7	None

TABLE 1211-11: ACCESS SPACING REGULATIONS—UNSIGNALIZED INTERSECTIONS AND DRIVEWAYS										
ROADWAY TYPE	POSTED SPEED LIMIT (MPH)	MINIMUM SPACING FOR UNSIGNALIZED DRIVEWAYS AND ROADWAYS (FEET)								
		DISTANCES BASED ON ROADWAY LOCATIONS, TRAFFIC VOLUME GENERATORS(1) AND SPEED LIMITS								
		URBAN ROADWAY			SUBURBAN ROADWAY			RURAL ROADWAY		
		LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
Major arterials	50							250	400	500
	45							225	350	450
	40				250	350	400			
	35	200	300	350	175	300	350			
	30	150	250	300						
Minor Arterials	50							200	300	400
	45							200	275	350
	40				150	200	350			
	35	175	250	300	150	200	300			
	30	125	200	250						
	25	100	150	200						
Minor collectors	45							150	250	300
	40							150	200	250
	35	150	150	200	150	200	250			
	30	150	150	200	150	200	250			
	25	150	150	150						

APPENDIX H

INTERSECTION SIGHT DISTANCE ANALYSIS

Intersection Sight Distance on Multi-lane Roadway

In accordance with *Figure 201-5 Intersection Sight Distance* of the ODOT Location and Design Manual Volume 1:

For multilane highways:

For left turns onto two-way highways with more than two lane, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane, from the left, in excess of one, to be crossed by the turning vehicle.

$$ISD = 1.47 \times V_{major} \times t_g$$

North Main Street consists of 2 thru lanes northbound and southbound with a center two-way left turn lane. Therefore the required intersection sight distance length needs to be adjusted to account for the additional lanes.

Left turn from the minor street to the innermost northbound thru lane –

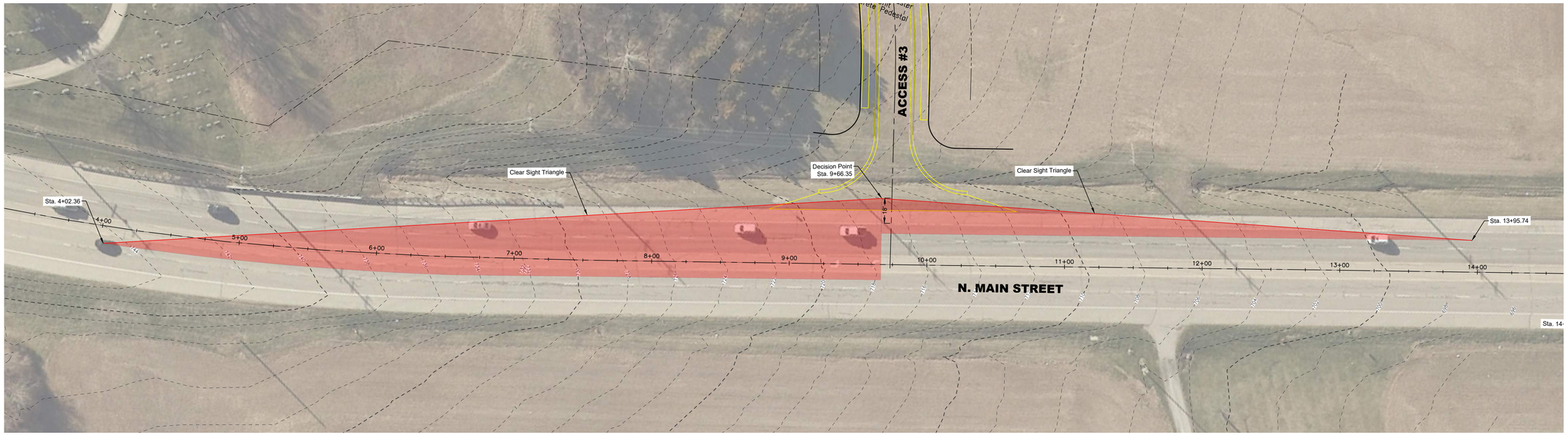
Turning vehicle will need to cross 2 additional lanes – t_g = 7.5 sec + (2 x 0.5) = 8.5 sec.

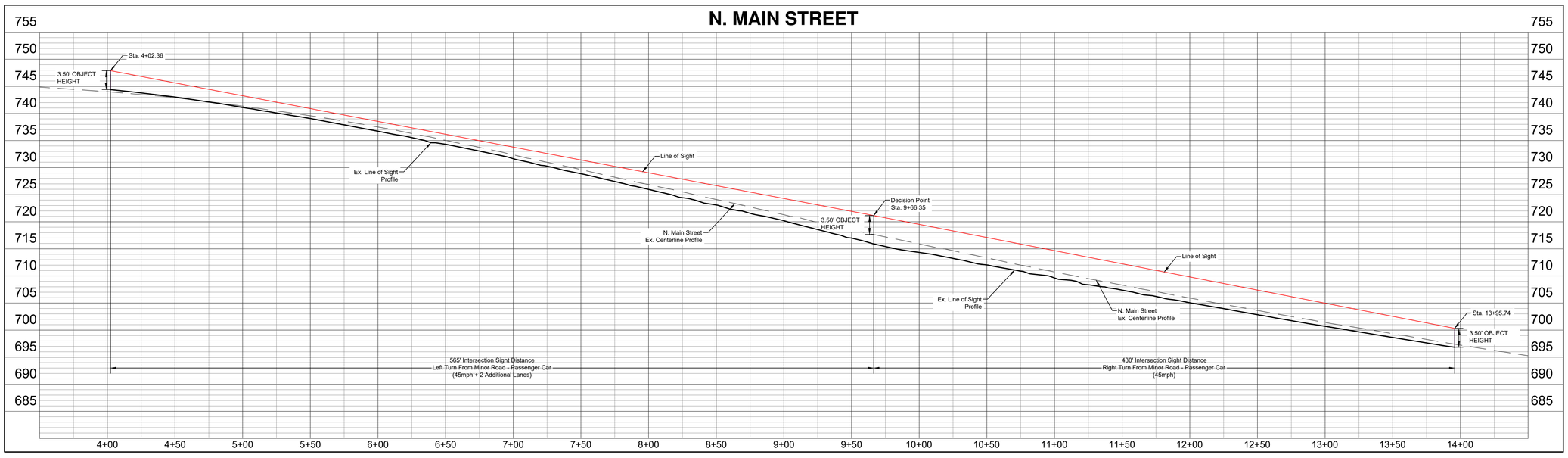
ISD = 1.47 x 45 mph x 8.5 sec = 562.75 ft (rounded up to 565 ft.)

Left turn from the minor street to the outside northbound thru lane –

Turning vehicle will need to cross 3 additional lanes – t_g = 7.5 sec + (3 x 0.5) = 9 sec.

ISD = 1.47 x 45 mph x 9 sec = 595.35 ft (rounded up to 600 ft.)





Basis of Bearing:
State Plane NAD83 (2011)

0 40 60

SCALE: 1" = 40'

Item	Revision Description	Date	Drwn.	Chk.

PRELIMINARY

JIM SMITH PROPERTY

SECTIONS 12 & 18, TOWN 3, RANGE 3
CITY OF MONROE, BUTLER COUNTY, OH

ACCESS 3 - TRADITIONAL
INTERSECTION SIGHT DISTANCE ANALYSIS

bayer becker
www.bayerBecker.com
6900 West Snoverville Road, Suite A
Mason, OH 45040 - 513.336.6600

Drawing: 24-0265 ISD ANALYSIS
Drawn by: SEM
Checked By: EMR
Issue Date: XX-XX-XX
Sheet: 1/5

Plot time: Apr 29, 2025 - 7:57am
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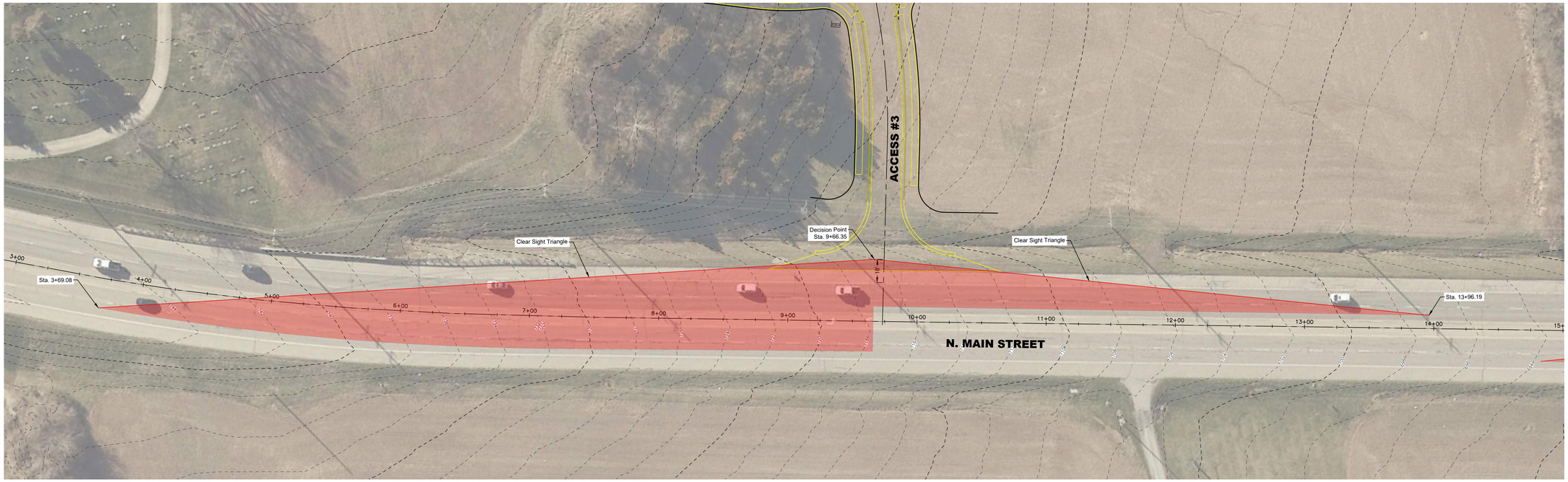

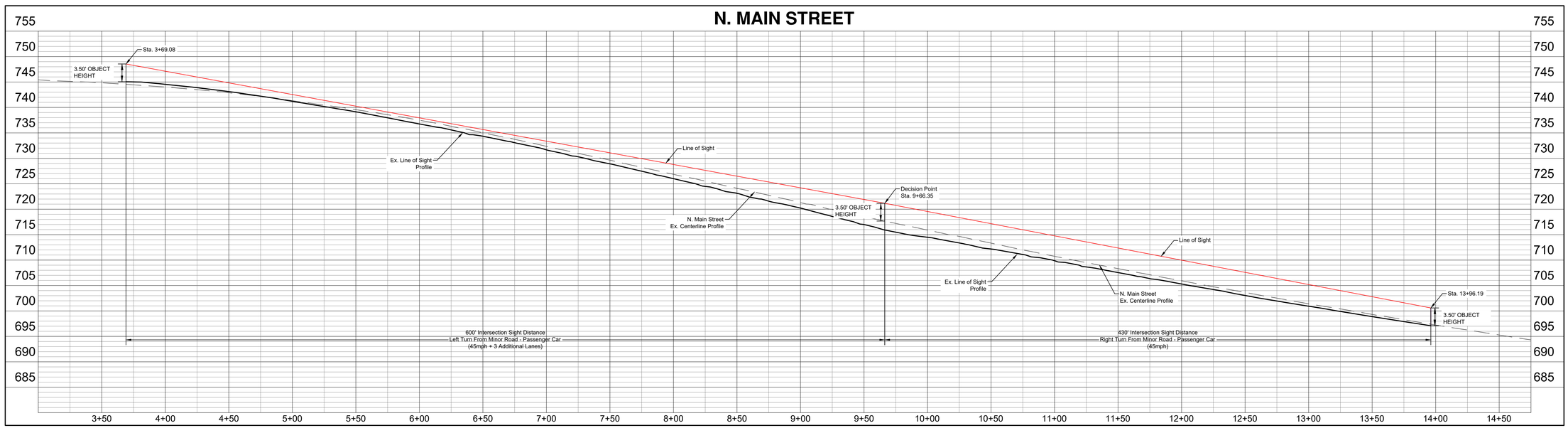

Basis of Bearing:
State Plane NAD83 (2011)

0 40 60

SCALE: 1" = 40'

Item	Revision Description	Date	Drwn.	Chk.
	PRELIMINARY			

JIM SMITH PROPERTY

SECTIONS 12 & 18, TOWN 3, RANGE 3
CITY OF MONROE, BUTLER COUNTY, OH

ACCESS 3
INTERSECTION SIGHT DISTANCE ANALYSIS

bayer becker
www.bayerbecker.com
6901 Hamilton Road, Suite A
Mason, OH 45040 - 513.336.6600

Drawing: 24-0265 ISD ANALYSIS
Drawn by: SEM
Checked By: EMR
Issue Date: XX-XX-XX

Sheet: 2/5

Plot time: Apr 29, 2025 - 7:57am
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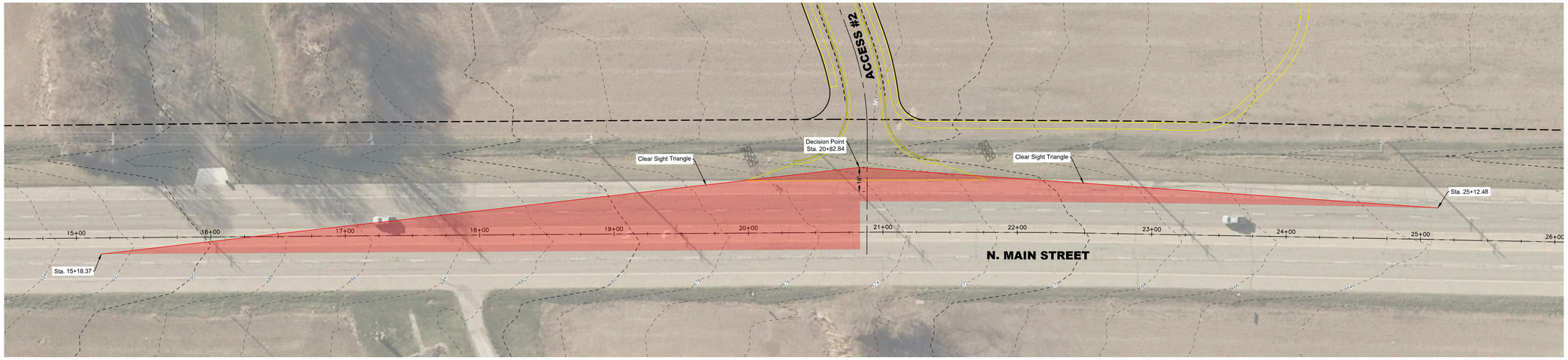

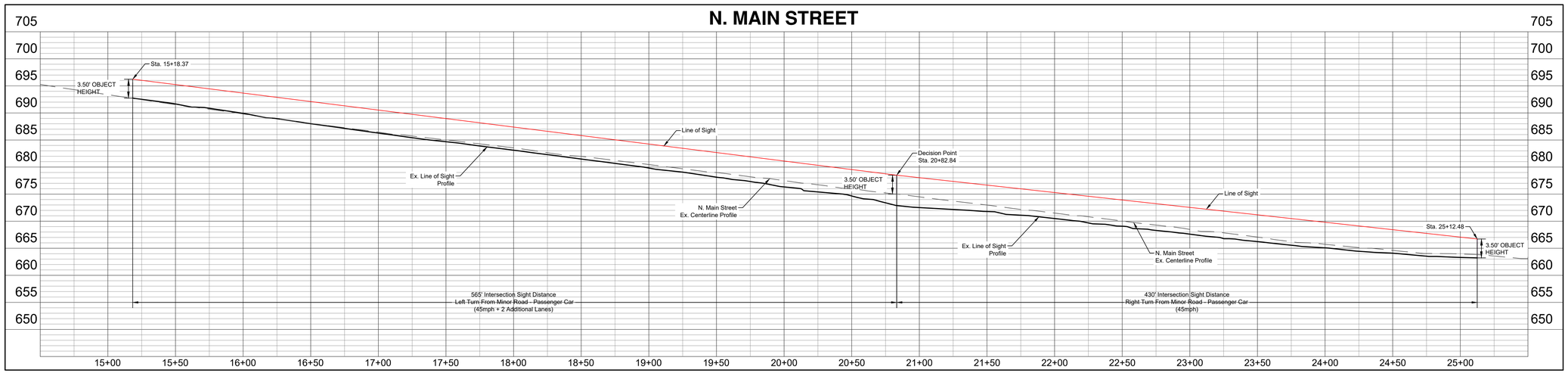

Basis of Bearing:
State Plane NAD83 (2011)

0 40 60

SCALE: 1" = 40'

Item	Revision Description	Date	Drwn.	Chk.
	PRELIMINARY			

JIM SMITH PROPERTY

SECTIONS 12 & 18, TOWN 3, RANGE 3
CITY OF MONROE, BUTLER COUNTY, OH

ACCESS 2 - TRADITIONAL
INTERSECTION SIGHT DISTANCE ANALYSIS

bayer becker
www.bayerbecker.com
6900 Tylersville Road, Suite A
Mason, OH 45040 - 513.336.6600

Drawing: 24-0265 ISD ANALYSIS
Drawn by: SEM
Checked By: EMR
Issue Date: XX-XX-XX
Sheet: 3/5

Plot time: Apr 29, 2025 - 7:57am
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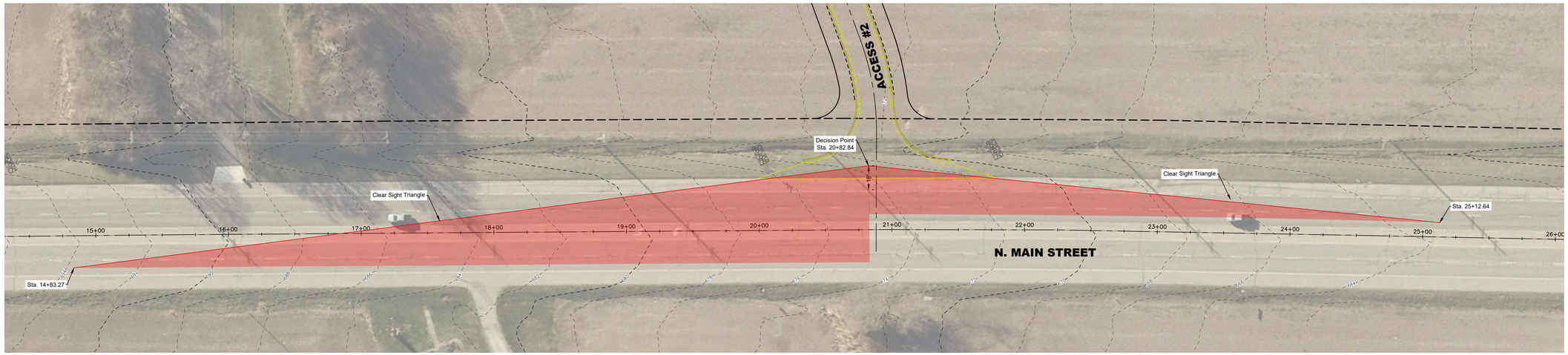

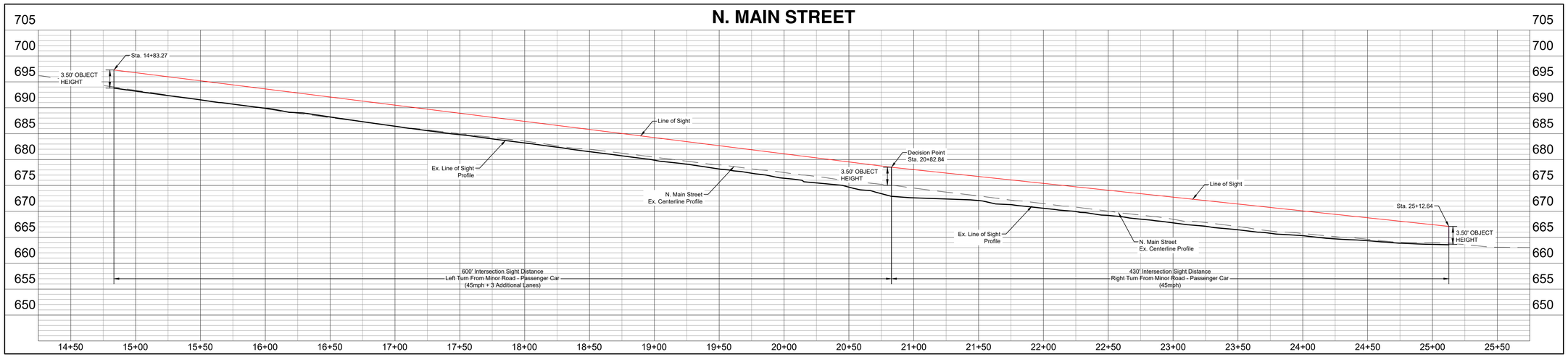

Basis of Bearing:
State Plane NAD83 (2011)

0 40 60

SCALE: 1" = 40'

Item	Revision Description	Date	Drwn.	Chk.
	PRELIMINARY			

JIM SMITH PROPERTY

SECTIONS 12 & 18, TOWN 3, RANGE 3
CITY OF MONROE, BUTLER COUNTY, OH

ACCESS 2
INTERSECTION SIGHT DISTANCE ANALYSIS

bayer becker
www.bayerbecker.com
6900 Tylersville Road, Suite A
Mason, OH 45040 - 513.336.6600

Drawing: 24-0265 ISD ANALYSIS
Drawn by: SEM
Checked By: EMR
Issue Date: XX-XX-XX
Sheet: 4/5

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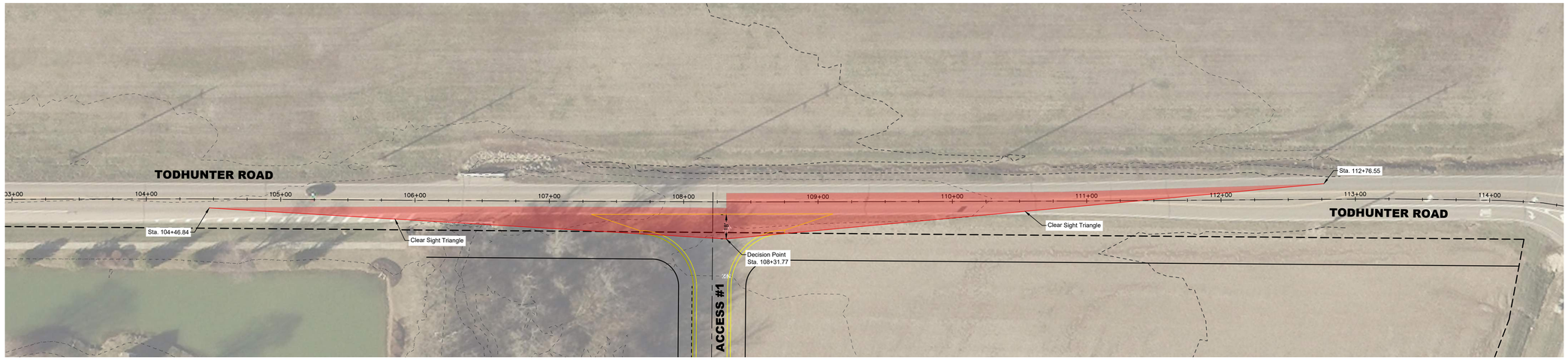

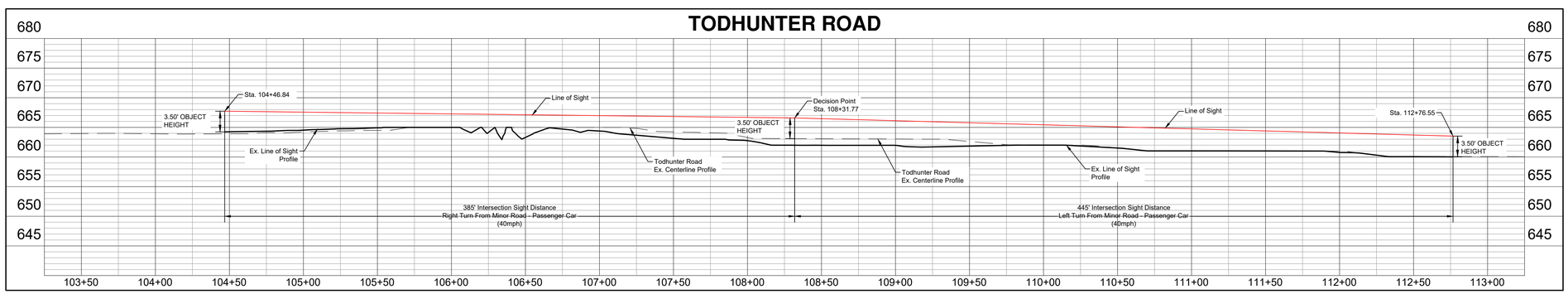

Basis of Bearing:
State Plane NAD83 (2011)

0 40 60

SCALE: 1" = 40'

Item	Revision Description	Date	Drwn	Chk
	PRELIMINARY			

JIM SMITH PROPERTY

SECTIONS 12 & 18, TOWN 3, RANGE 3
CITY OF MONROE, BUTLER COUNTY, OH

ACCESS 1
INTERSECTION SIGHT DISTANCE ANALYSIS

bayer becker
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6960 Tylersville Road, Suite A
Mason, OH 45040 - 513.336.6600

Drawing: 24-0265 ISD ANALYSIS
Drawn by: SEM
Checked By: EMR
Issue Date: XX-XX-XX

Sheet: 5/5

Plot time: Apr 29, 2025 - 7:58am
Drawing name: J:\2024\24-0265\TRIDWG\24-0265 ISD ANALYSIS.dwg - Layout Tab: 5 Access 1 ISD

CITY OF MONROE
OHIO

MonroeOhio MonroeOH

July 15, 2025

Monroe City Council
233 South Main Street
Monroe, Ohio 45050

RE: Case No. 2025-7-4— Public Hearing—Consideration of a Zoning Map Amendment for Property at North Main Street and Todhunter Road

Dear City Council,

This letter is to inform Council that on July 15, 2025, Planning Commission voted 5 - 0 to recommend to City Council approval of Case No. 2025-7-4—Consideration of a Zoning Map Amendment for Property at North Main Street and Todhunter Road from RR Rural Residential to GR General Residential.

Sincerely,

Robert Duckworth

Planning Commission Chair

OWNERS

James W. Smith, Suc.Tr. of the
Alda May Smith Revocable
227 Cincinnati Avenue
Lebanon, OH 45036

DEVELOPER

The Drees Company
211 Grandview Drive
Ft. Mitchell, KY 41017
(859) 578-4324

PROJECT DATA

	DETACHED SINGLE FAMILY	DETACHED SINGLE FAMILY	ATTACHED SINGLE FAMILY
LOT FRONTAGE	52'	65'	40'
SQUARE FOOTAGE (MIN)	6,000	6,000	2,000
FRONT SETBACK	30'	30'	25'
SIDE SETBACK (MIN)	5'	5'	0'*, 5'
* 0' SIDE YARD SETBACK ON SHARED LOT LINE			
SIDE SETBACK (TOTAL)	10'	10'	10' Between Buildings
REAR SETBACK	30'	30'	30'
# OF SINGLE FAMILY LOTS	35	56	60

TOTAL # OF SINGLE FAMILY LOTS = 151
OPEN SPACE REQUIRED = 9.26 Acres (15%)
OPEN SPACE PROVIDED = 18.4 Acres (29.8%)
TOTAL ACREAGE = 61.729± Acres
OVER-ALL DENSITY = 2.45 Units/Ac.

Basis of Bearing:
State Plane NAD83 (2011)
0 100 150
SCALE: 1" = 100'

Item	Revision Description	Date	Drwn.	Chk.
1	Revised as per Developer	12-11-24	TAC	
2	Revised as per Developer	12-13-24	TAC	
3	Revised as per Developer	12-17-24	TAC	
4	Revised as per Developer	2-5-25	TAC	
5	Revised as per Developer	2-26-25	TAC	
6	Revised as per City Comments	5-16-25	TAC	

JIM SMITH PROPERTY

SECTIONS 12 & 18, TOWN 3, RANGE 3
CITY OF MONROE, BUTLER COUNTY, OH

CONCEPT PLAN #4

bayer becker
www.bayerbecker.com
6925 Hillcrest Park Drive, Suite A
Mason, OH 45040 - 513.336.6600

Drawing: 24-0265 CC4
Drawn by: TAC
Checked By:
Issue Date: 6-16-25
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Plot time: Jun 16, 2025 - 4:34pm
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ORDINANCE NO. 2025-32

AN ORDINANCE AUTHORIZING THE ISSUANCE OF NOT TO EXCEED $3,200,000 OF REAL ESTATE ACQUISITION GENERAL OBLIGATION BOND ANTICIPATION NOTES, 2025 RENEWAL, BY THE CITY OF MONROE, OHIO, IN ANTICIPATION OF THE ISSUANCE OF BONDS.

WHEREAS, the fiscal officer of the City has estimated the life or period of usefulness of the improvements as at least five (5) years, and certified the maximum maturity of the bonds to be issued to finance the same as thirty (30) years, and of notes issued in anticipation thereof as eighteen (18) years; and

WHEREAS, the City has previously issued bond anticipation notes which are outstanding in the amount of $3,200,000, which are about to mature and which should be renewed in a like or reduced amount.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MONROE, STATE OF OHIO, THAT:

SECTION 1: That it is hereby declared necessary to issue bonds of the City of Monroe, Counties of Butler and Warren, Ohio, in the principal amount of not to exceed $3,200,000 bearing interest estimated at six and one half per centum (6.50%) per annum and maturing over a period of not more than thirty (30) years, for the purpose of refinancing notes originally issued for the purpose of acquiring real property to construct a public works building.

SECTION 2: That it is hereby determined that notes (hereinafter called the "Notes") in the principal amount of not to exceed $3,200,000 shall be issued in anticipation of the issuance of said bonds.

SECTION 3: That the Notes shall be dated their date of issuance, shall bear interest at the rate not to exceed six and one half percent (6.50%) per annum, payable at maturity, shall mature not later than one year from the date of issuance, and shall be of the denomination or denominations as may be requested by the purchaser or purchasers thereof all as determined by the Finance Director or the City Manager without further action by this Council, except that the denominations shall be $100,000 or any integral multiple of $5,000 in excess of $100,000. The terms of such Notes, which shall be in compliance with Chapter 133 of the Ohio Revised Code, shall be set forth in the certificate of award ("Certificate of Award"), which is hereby authorized and which shall be executed by the City Manager or the Finance Director without further action by this council.

SECTION 4: That the City Manager and Finance Director, or either of them, is hereby authorized to combine these notes with one other issue of notes authorized under separate legislation for the purpose of acquiring and providing for the projects into single consolidated issue of notes for the purposes of their sale as a single issue. If so combined: the consolidated issue of notes shall be known as "Various Purpose Limited Tax General Obligation Bond Anticipation Notes, Series 2025"; such consolidation issue shall be dated, mature, bear interest, be executed, and be denominated in a manner consistent with the provisions of this Ordinance relating to the notes authorized herein. The proceeds from the sale of such consolidated issue shall be apportioned, deposited and credited in accordance with the amount of notes authorized by this Ordinance and the amount of notes authorized by the Ordinance providing for the issuance of: not to exceed

$1,800,000 Real Estate Site Development Limited Tax General Obligation Bond Anticipation Notes, Series 2025.

SECTION 5: That the Notes shall be executed by the City Manager and the Finance Director and may but shall not be required to bear the seal of the corporation. The Notes shall be designated "Real Estate Acquisition General Obligation Limited Tax Bond Anticipation Notes, Series 2023, 2025 Renewal," and shall be payable at the office of the Finance Director or such bank or trust company as is designated by the Finance Director or City Manager and the purchaser, and shall express upon their face the purpose for which they are issued and that they are issued in pursuance of this Ordinance.

SECTION 6: That the Notes shall be sold at public or private sale by the Finance Director at not less than ninety-seven percent of the par value of such Notes together with interest thereon, if any. The proceeds from such sale, except accrued interest thereon, shall be paid into the proper funds and used for the purpose aforesaid and for no other purpose. Accrued interest, if any, received on sale of said Notes shall be transferred to the bond retirement fund to be applied to the payment of principal of and interest on said Notes in the manner provided by law.

Notwithstanding the above, the Council and the Finance Director are hereby directed to withhold delivery of the notes, and to refuse to accept payment therefor, unless and until the Original Purchaser delivers to the City a certificate acknowledging that the Original Purchaser will sell the notes to no more than 35 persons, each of whom the Original Purchaser reasonably believes (i) has such knowledge and experience in financial and business matters that it is capable of evaluating the merits and risks of the prospective investment and (ii) is not purchasing for more than one account or with a view to distributing the notes.

The City Manager or the Finance Director is hereby directed to report to this Council as soon after the sale and award of such notes as is reasonably feasible, the interest rate for such notes.

SECTION 7: That the Notes shall be the full general obligations of the City, and the full faith, credit and revenue of the City are hereby pledged for the prompt payment of the same.

SECTION 8: That during the period while the Notes run there shall be levied upon all of the taxable property in the City, within applicable limitations, in addition to all other taxes, a direct tax annually, not less than that which would have been levied if bonds had been issued without the prior issue of the Notes; said tax shall be and is hereby ordered computed, certified, levied and extended upon the tax duplicate and collected by the same officers in the same manner and at the same time that taxes for general purposes for each of said years are certified, extended and collected. Said tax shall be placed before and in preference to all other items and for the full amount thereof.

The funds derived from said tax levy hereby required shall be placed in a separate and distinct fund and, together with interest collected on the same, shall be irrevocably pledged for the payment of the principal and interest of the Notes, or the bonds in anticipation of which they are issued, when and as the same fall due; provided, however, to the extent other City revenues are available for such purpose said tax shall not be levied therefor.

SECTION 9: That this Council, for and on behalf of the City, hereby covenants that it will restrict the use of the Notes hereby authorized in such manner and to such extent, if any, and take such other action as may be necessary, after taking into account reasonable expectations at the time the debt

is incurred, so that they will not constitute obligations the interest on which is subject to federal income taxation or "arbitrage bonds" under Sections 103(b)(2) and 148 of the Internal Revenue Code of 1986, as amended (the "Code") and the regulations prescribed thereunder. The Finance Director or any other officer having responsibility with respect to the issuance of said Notes is authorized and directed to give an appropriate certificate on behalf of the City, on the date of delivery of said Notes for inclusion in the transcript of proceedings, setting forth the facts, estimates and circumstances and reasonable expectations pertaining to the use of the proceeds thereof and the provisions of said Sections 103(b)(2) and 148 and regulations thereunder.

These Notes are hereby designated "tax-exempt obligations" for the purposes set forth in Section 265(b)(3) of the Code. The City does not anticipate issuing more than $10,000,000 of "qualified tax-exempt obligations" during the current calendar year.

SECTION 10: That this Council hereby authorizes and directs the Finance Director or the City Manager to take any and all actions which may be necessary to issue the notes in book-entry-only form or in such form as will render the notes eligible for the services of the Depository Trust Company, New York, New York without further action by this Council, including execution of all documents necessary therefore.

SECTION 11: All appropriate officers of the City are further authorized to make, execute, acknowledge and deliver such agreements, financing statements, closing certificates and other instruments or documents as are, in the opinion of bond counsel, necessary to carry out the purposes of this ordinance, including a note purchase agreement between the City and the purchaser of the Notes, if so requested by the purchaser.

SECTION 12: That this Council hereby authorizes the City to participate in the Ohio Market Access Program – Note Wrap - offered by the Treasurer of the State of Ohio (the "Program"), provided that (a) participation in the Program is in the best interests of the City and (b) the City Manager or the Finance Director affirmatively elects to participate in the Program in the Certificate of Award.

SECTION 13: That the Standby Note Purchase Agreement (the "Standby Purchase Agreement") required as part of the Program is hereby authorized in the form presented to this Council with such changes not materially adverse to the City as may be approved by the authorized signatories of the City executing the Standby Purchase Agreement, as provided in this ordinance. The City acknowledges the agreement of the Treasurer of State in the Standby Purchase Agreement that, in the event the City is unable to repay the principal amount and accrued and unpaid interest of the Notes at maturity, whether through its own funds or through the issuance of other obligations of the City, the Treasurer of State agrees (a) to purchase the Notes from the holders or beneficial owners thereof upon their presentation to the Treasurer of State for such purchase at a price of par plus accrued interest to maturity or (b) to purchase renewal notes of the City in a principal amount not greater than the principal amount of the Notes plus interest due at maturity, with such renewal notes bearing interest at a rate of the lower of the maximum interest rate provided by law or the 1 year MMD (Municipal Market Data) Index for "AAA"-rated obligations plus 400 basis points (or such other rate methodology in effect as part of the Program), maturing not more than one year after the date of their issuance, and being prepayable at any time with 30 days' notice, provided that in connection with the Treasurer of State's purchase of such renewal notes the City shall deliver to the Treasurer of State an unqualified opinion of nationally recognized bond counsel that (i) such renewal notes are the legal, valid, and binding general obligations of the City, and the principal of and interest on such renewal notes, unless paid from other sources, are to be paid from

the proceeds of the levy of ad valorem taxes levied within the ten-mill limitation imposed by law on all property subject to ad valorem taxes levied by the City and (ii) interest on the renewal notes is excludible from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986, as amended to the same extent that interest on the notes is so excluded.

In addition, the City acknowledges that the Treasurer of State will establish an "After Maturity Interest Rate," as generally provided for as part of the Program and as specifically provided for within the Standby Purchase Agreement.

The City Manager and the Finance Director, as the officers signing the Notes, are authorized to take all actions that may in their judgment reasonably be necessary to provide for such Standby Purchase Agreement, including but not limited to the inclusion of a notation on the form of the Notes providing notice to the holders or beneficial owners of the existence of such Standby Purchase Agreement and providing instructions to such holders or beneficial owners regarding the presentation of the Notes for purchase by the Treasurer of State at stated maturity.

This Council hereby authorizes further representations, warranties, and/or covenants to be made regarding the City's participation in the Program by virtue of the Certificate of Award and/or other Program documents, subject to review and approval by legal counsel to the City.

SECTION 14: That the firm of Dinsmore & Shohl LLP, is hereby engaged as the City's "bond counsel" pursuant to the engagement letter on file with the City.

SECTION 15: The City Manager or the Finance Director is hereby authorized to apply, if he deems it appropriate, for a rating on the Notes from either Standard & Poor's Corporation or Moody's Investors Service, and to pay the fee or premium for said rating to the extent authorized by law and approved by bond counsel.

SECTION 16: That the Finance Director is hereby directed to forward a certified copy of this Ordinance to the County Auditor.

SECTION 17: That it is found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with all legal requirements

SECTION 18: That this measure shall take effect and be in full force from and after the earliest period allowed by law.

PASSED: _____

ATTEST: APPROVED:

_____ _____

Clerk of Council Mayor

First Reading: _____

Schedule Of Events

City of Monroe, Ohio
(not-to-exceed) $5,000,000 Real Estate Acquisition Bond Anticipation Notes, Series 2025
($3.2M Land & $1.8M excavating)

Pricing: 11/4/2025
Dated: 11/18/2025
Maturity: 11/17/2026

Version: August 27, 2025

August						
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November						
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23	24	25	26	27	28	29
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Holidays: Sept 1, Oct 13, Nov 11 & 27

Responsible Parties:	**Issuer:**	City of Monroe	CM
	Bond Counsel:	Dinsmore & Shohl	DS
	Municipal Advisor:	Bradley Payne Advisors	BPA
	Underwriter:	KeyBanc Capital Markets	UW

Date	**Description**	**Responsibility**
August 29	Legal Documents sent to the City	DS
September 9	City Council Meeting - 1st Reading	CM
September 20	Request OMAC Report	UW
September 23	City Council Meeting - 2nd Reading	CM
week of October 12	Due Diligence Call	All
October 23	Legislation Effective	CM
October 28	Send Documents to Investors	UW
November 3	Pre-Pricing Call (afternoon)	All
November 4	Price Notes - Sign Note Purchase Agreement	UW & CM
November 4 - 18	Closing Documents Prepared & Distributed	DS
November 18	Close Bonds (Wire Proceeds)	ALL
November 19	2024 BAN Matures	

Distribution List

City of Monroe, Ohio
(not-to-exceed) $5,000,000 Real Estate Acquisition Bond Anticipation Notes, Series 2025

Pricing:	11/4/2025
Dated:	11/17/2026
Maturity:	11/17/2026

Issuer

City of Monroe, Ohio
233 S. Main Street
Monroe, Ohio 45050

Kacey Waggaman	(513) 680-2292
Assistant City Manager	waggamank@monroeohio.org
Jake Burton	(513) 537-7374 x1008
Finance Director	burtonj@monroeohio.org

Municipal Advisors

Bradley Payne Advisors
11260 Chester Road, Suite 375
Cincinnati, OH 45246

Andrew Brossart	(513) 772-5596
Partner	AB@bpaynegroup.com
Heather Arling	(513) 772-5597
Director	HA@BPayneAdvisors.com
Zach Logan	(513) 772-5595
Director	ZL@BPayneAdvisors.com

Bond Counsel

Dinsmore & Shohl
255 E. Fifth St., Suite 1900
Cincinnati, OH 45202

Brenda Wehmer	(513) 639-9217
Partner	Brenda.wehmer@dinsmore.com
Nancy Porras	(513) 639 9242
	Nancy.porras@dinsmore.com

Underwriter

Key Banc Capital Markets, Inc.
88 East Broad Street, 7th Floor
Columbus, Ohio 43215

David Tiggett	(614) 460-3463
Managing Director	david.tiggett@key.com
Benjamin Gamble	(614) 460-3407
VP	ben.gamble@key.com
Jessica Stoner	(216) 689-0643
Analyst	jessica.r.stoner@key.com
Catherine Thompkins	(216) 256-5795
Senior Counsel	Catherine_c_tompkins@keybank.c

Paying Agent

Huntington National Bank
525 Vine Street, 14th Floor
Cincinnati, Ohio 45020

June Schafer	(614) 331-9801
Vice President	June.Schafer@huntington.com

ORDINANCE NO. 2025-33

AN ORDINANCE AUTHORIZING THE ISSUANCE OF NOT TO EXCEED $1,800,000 OF REAL ESTATE SITE DEVELOPMENT GENERAL OBLIGATION BOND ANTICIPATION NOTES, SERIES 2025, BY THE CITY OF MONROE, OHIO, IN ANTICIPATION OF THE ISSUANCE OF BONDS.

WHEREAS, the fiscal officer of the City has estimated the life or period of usefulness of the improvements as at least five (5) years, and certified the maximum maturity of the bonds to be issued to finance the same as thirty (30) years, and of notes issued in anticipation thereof as twenty (20) years.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MONROE, STATE OF OHIO, THAT:

SECTION 1: That it is hereby declared necessary to issue bonds of the City of Monroe, Counties of Butler and Warren, Ohio, in the principal amount of not to exceed $1,800,000 bearing interest estimated at six and one half per centum (6.50%) per annum and maturing over a period of not more than thirty (30) years, for the purpose of site development for construction of a public works building.

SECTION 2: That it is hereby determined that notes (hereinafter called the "Notes") in the principal amount of not to exceed $1,800,000 shall be issued in anticipation of the issuance of said bonds.

SECTION 3: That the Notes shall be dated their date of issuance, shall bear interest at the rate not to exceed six and one half percent (6.50%) per annum, payable at maturity, shall mature not later than one year from the date of issuance, and shall be of the denomination or denominations as may be requested by the purchaser or purchasers thereof all as determined by the Finance Director or the City Manager without further action by this Council, except that the denominations shall be $100,000 or any integral multiple of $5,000 in excess of $100,000. The terms of such Notes, which shall be in compliance with Chapter 133 of the Ohio Revised Code, shall be set forth in the certificate of award ("Certificate of Award"), which is hereby authorized and which shall be executed by the City Manager or the Finance Director without further action by this council.

SECTION 4: That the City Manager and Finance Director, or either of them, is hereby authorized to combine these notes with one other issue of notes authorized under separate legislation for the purpose of acquiring and providing for the projects into single consolidated issue of notes for the purposes of their sale as a single issue. If so combined: the consolidated issue of notes shall be known as "Various Purpose Limited Tax General Obligation Bond Anticipation Notes, Series 2025"; such consolidation issue shall be dated, mature, bear interest, be executed, and be denominated in a manner consistent with the provisions of this Ordinance relating to the notes authorized herein. The proceeds from the sale of such consolidated issue shall be apportioned, deposited and credited in accordance with the amount of notes authorized by this Ordinance and the amount of notes authorized by the Ordinance providing for the issuance of: not to exceed $3,200,000 Real Estate Acquisition Limited Tax General Obligation Bond Anticipation Notes, Series 2023, 2025 Renewal.

SECTION 5: That the Notes shall be executed by the City Manager and the Finance Director and may but shall not be required to bear the seal of the corporation. The Notes shall be designated "Real Estate Site Development General Obligation Limited Tax Bond Anticipation Notes, Series 2025," and shall be payable at the office of the Finance Director or such bank or trust company as is designated by the Finance Director or City Manager and the purchaser, and shall express upon their face the purpose for which they are issued and that they are issued in pursuance of this Ordinance.

SECTION 6: That the Notes shall be sold at public or private sale by the Finance Director at not less than ninety-seven percent of the par value of such Notes together with interest thereon, if any. The proceeds from such sale, except accrued interest thereon, shall be paid into the proper funds and used for the purpose aforesaid and for no other purpose. Accrued interest, if any, received on sale of said Notes shall be transferred to the bond retirement fund to be applied to the payment of principal of and interest on said Notes in the manner provided by law.

Notwithstanding the above, the Council and the Finance Director are hereby directed to withhold delivery of the notes, and to refuse to accept payment therefor, unless and until the Original Purchaser delivers to the City a certificate acknowledging that the Original Purchaser will sell the notes to no more than 35 persons, each of whom the Original Purchaser reasonably believes (i) has such knowledge and experience in financial and business matters that it is capable of evaluating the merits and risks of the prospective investment and (ii) is not purchasing for more than one account or with a view to distributing the notes.

The City Manager or the Finance Director is hereby directed to report to this Council as soon after the sale and award of such notes as is reasonably feasible, the interest rate for such notes.

SECTION 7: That the Notes shall be the full general obligations of the City, and the full faith, credit and revenue of the City are hereby pledged for the prompt payment of the same.

SECTION 8: That during the period while the Notes run there shall be levied upon all of the taxable property in the City, within applicable limitations, in addition to all other taxes, a direct tax annually, not less than that which would have been levied if bonds had been issued without the prior issue of the Notes; said tax shall be and is hereby ordered computed, certified, levied and extended upon the tax duplicate and collected by the same officers in the same manner and at the same time that taxes for general purposes for each of said years are certified, extended and collected. Said tax shall be placed before and in preference to all other items and for the full amount thereof.

The funds derived from said tax levy hereby required shall be placed in a separate and distinct fund and, together with interest collected on the same, shall be irrevocably pledged for the payment of the principal and interest of the Notes, or the bonds in anticipation of which they are issued, when and as the same fall due; provided, however, to the extent other City revenues are available for such purpose said tax shall not be levied therefor.

SECTION 9: That this Council, for and on behalf of the City, hereby covenants that it will restrict the use of the Notes hereby authorized in such manner and to such extent, if any, and take such other action as may be necessary, after taking into account reasonable expectations at the time the debt is incurred, so that they will not constitute obligations the interest on which is subject to federal income taxation or "arbitrage bonds" under Sections 103(b)(2) and 148 of the Internal Revenue

Code of 1986, as amended (the "Code") and the regulations prescribed thereunder. The Finance Director or any other officer having responsibility with respect to the issuance of said Notes is authorized and directed to give an appropriate certificate on behalf of the City, on the date of delivery of said Notes for inclusion in the transcript of proceedings, setting forth the facts, estimates and circumstances and reasonable expectations pertaining to the use of the proceeds thereof and the provisions of said Sections 103(b)(2) and 148 and regulations thereunder.

These Notes are hereby designated "tax-exempt obligations" for the purposes set forth in Section 265(b)(3) of the Code. The City does not anticipate issuing more than $10,000,000 of "qualified tax-exempt obligations" during the current calendar year.

SECTION 10: That this Council hereby authorizes and directs the Finance Director or the City Manager to take any and all actions which may be necessary to issue the notes in book-entry-only form or in such form as will render the notes eligible for the services of the Depository Trust Company, New York, New York without further action by this Council, including execution of all documents necessary therefore.

SECTION 11: All appropriate officers of the City are further authorized to make, execute, acknowledge and deliver such agreements, financing statements, closing certificates and other instruments or documents as are, in the opinion of bond counsel, necessary to carry out the purposes of this ordinance, including a note purchase agreement between the City and the purchaser of the Notes, if so requested by the purchaser.

SECTION 12: That this Council hereby authorizes the City to participate in the Ohio Market Access Program – Note Wrap - offered by the Treasurer of the State of Ohio (the "Program"), provided that (a) participation in the Program is in the best interests of the City and (b) the City Manager or the Finance Director affirmatively elects to participate in the Program in the Certificate of Award.

SECTION 13: That the Standby Note Purchase Agreement (the "Standby Purchase Agreement") required as part of the Program is hereby authorized in the form presented to this Council with such changes not materially adverse to the City as may be approved by the authorized signatories of the City executing the Standby Purchase Agreement, as provided in this ordinance. The City acknowledges the agreement of the Treasurer of State in the Standby Purchase Agreement that, in the event the City is unable to repay the principal amount and accrued and unpaid interest of the Notes at maturity, whether through its own funds or through the issuance of other obligations of the City, the Treasurer of State agrees (a) to purchase the Notes from the holders or beneficial owners thereof upon their presentation to the Treasurer of State for such purchase at a price of par plus accrued interest to maturity or (b) to purchase renewal notes of the City in a principal amount not greater than the principal amount of the Notes plus interest due at maturity, with such renewal notes bearing interest at a rate of the lower of the maximum interest rate provided by law or the 1 year MMD (Municipal Market Data) Index for "AAA"-rated obligations plus 400 basis points (or such other rate methodology in effect as part of the Program), maturing not more than one year after the date of their issuance, and being prepayable at any time with 30 days' notice, provided that in connection with the Treasurer of State's purchase of such renewal notes the City shall deliver to the Treasurer of State an unqualified opinion of nationally recognized bond counsel that (i) such renewal notes are the legal, valid, and binding general obligations of the City, and the principal of and interest on such renewal notes, unless paid from other sources, are to be paid from the proceeds of the levy of ad valorem taxes levied within the ten-mill limitation imposed by law on all property subject to ad valorem taxes levied by the City and (ii) interest on the renewal notes

is excludible from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986, as amended to the same extent that interest on the notes is so excluded.

In addition, the City acknowledges that the Treasurer of State will establish an "After Maturity Interest Rate," as generally provided for as part of the Program and as specifically provided for within the Standby Purchase Agreement.

The City Manager and the Finance Director, as the officers signing the Notes, are authorized to take all actions that may in their judgment reasonably be necessary to provide for such Standby Purchase Agreement, including but not limited to the inclusion of a notation on the form of the Notes providing notice to the holders or beneficial owners of the existence of such Standby Purchase Agreement and providing instructions to such holders or beneficial owners regarding the presentation of the Notes for purchase by the Treasurer of State at stated maturity.

This Council hereby authorizes further representations, warranties, and/or covenants to be made regarding the City's participation in the Program by virtue of the Certificate of Award and/or other Program documents, subject to review and approval by legal counsel to the City.

SECTION 14: That the firm of Dinsmore & Shohl LLP, is hereby engaged as the City's "bond counsel" pursuant to the engagement letter on file with the City.

SECTION 15: The City Manager or the Finance Director is hereby authorized to apply, if he deems it appropriate, for a rating on the Notes from either Standard & Poor's Corporation or Moody's Investors Service, and to pay the fee or premium for said rating to the extent authorized by law and approved by bond counsel.

SECTION 16: That the Finance Director is hereby directed to forward a certified copy of this Ordinance to the County Auditor.

SECTION 17: That it is found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with all legal requirements.

SECTION 18: That this measure shall take effect and be in full force from and after the earliest period allowed by law.

PASSED: _____

ATTEST: APPROVED:

_____ _____

Clerk of Council Mayor

First Reading: _____

Schedule Of Events

City of Monroe, Ohio
(not-to-exceed) $5,000,000 Real Estate Acquisition Bond Anticipation Notes, Series 2025
($3.2M Land & $1.8M excavating)

Pricing: 11/4/2025
Dated: 11/18/2025
Maturity: 11/17/2026

Version: August 27, 2025

August						
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Holidays: Sept 1, Oct 13, Nov 11 & 27

Responsible Parties:	**Issuer:**	City of Monroe	CM
	Bond Counsel:	Dinsmore & Shohl	DS
	Municipal Advisor:	Bradley Payne Advisors	BPA
	Underwriter:	KeyBanc Capital Markets	UW

Date	**Description**	**Responsibility**
August 29	Legal Documents sent to the City	DS
September 9	City Council Meeting - 1st Reading	CM
September 20	Request OMAC Report	UW
September 23	City Council Meeting - 2nd Reading	CM
week of October 12	Due Diligence Call	All
October 23	Legislation Effective	CM
October 28	Send Documents to Investors	UW
November 3	Pre-Pricing Call (afternoon)	All
November 4	Price Notes - Sign Note Purchase Agreement	UW & CM
November 4 - 18	Closing Documents Prepared & Distributed	DS
November 18	Close Bonds (Wire Proceeds)	ALL
November 19	2024 BAN Matures	

Distribution List

City of Monroe, Ohio
(not-to-exceed) $5,000,000 Real Estate Acquisition Bond Anticipation Notes, Series 2025

Pricing:	11/4/2025
Dated:	11/17/2026
Maturity:	11/17/2026

Issuer

City of Monroe, Ohio
233 S. Main Street
Monroe, Ohio 45050

Kacey Waggaman	(513) 680-2292
Assistant City Manager	waggamank@monroeohio.org
Jake Burton	(513) 537-7374 x1008
Finance Director	burtonj@monroeohio.org

Municipal Advisors

Bradley Payne Advisors
11260 Chester Road, Suite 375
Cincinnati, OH 45246

Andrew Brossart	(513) 772-5596
Partner	AB@bpaynegroup.com
Heather Arling	(513) 772-5597
Director	HA@BPayneAdvisors.com
Zach Logan	(513) 772-5595
Director	ZL@BPayneAdvisors.com

Bond Counsel

Dinsmore & Shohl
255 E. Fifth St., Suite 1900
Cincinnati, OH 45202

Brenda Wehmer	(513) 639-9217
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ORDINANCE NO. 2025-34

AN ORDINANCE AUTHORIZING THE ISSUANCE OF NOT TO EXCEED $5,000,000 OF VARIOUS PURPOSE GENERAL OBLIGATION BOND ANTICIPATION NOTES, SERIES 2025, BY THE CITY OF MONROE, OHIO, IN ANTICIPATION OF THE ISSUANCE OF BONDS.

WHEREAS, the fiscal officer of the City has estimated the life or period of usefulness of the improvements as at least five (5) years, and certified the maximum maturity of the bonds to be issued to finance the same as thirty (30) years, and of notes issued in anticipation thereof as twenty (20) years; and

WHEREAS, this Council has previously adopted two separate ordinances which authorized note issues in an aggregate principal amount of not to exceed $5,000,000 for the purposes of (i) refinancing outstanding notes originally issued for the purpose of acquiring real property to construct a public works building ($3,200,000); and (ii) site development for construction of a public works building ($1,800,000); and

WHEREAS, this Council now desires to combine the separate note issues into a single note to achieve certain cost savings.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MONROE, STATE OF OHIO, THAT:

SECTION 1: That it is hereby declared necessary to issue bonds of the City of Monroe, Counties of Butler and Warren, Ohio, in the principal amount of not to exceed $5,000,000 bearing interest estimated at six and one half per centum (6.50%) per annum and maturing over a period of not more than thirty (30) years, for the purpose of (i) refinancing outstanding notes originally issued for the purpose of acquiring real property to construct a public works building ($3,200,000); and (ii) site development for construction of a public works building ($1,800,000).

SECTION 2: That it is hereby determined that notes (hereinafter called the "Notes") in the principal amount of not to exceed $5,000,000 shall be issued in anticipation of the issuance of said bonds.

SECTION 3: That the Notes shall be dated their date of issuance, shall bear interest at the rate not to exceed six and one half percent (6.50%) per annum, payable at maturity, shall mature not later than one year from the date of issuance, and shall be of the denomination or denominations as may be requested by the purchaser or purchasers thereof all as determined by the Finance Director or the City Manager without further action by this Council, except that the denominations shall be $100,000 or any integral multiple of $5,000 in excess of $100,000. The terms of such Notes, which shall be in compliance with Chapter 133 of the Ohio Revised Code, shall be set forth in the certificate of award ("Certificate of Award"), which is hereby authorized and which shall be executed by the City Manager or the Finance Director without further action by this council.

SECTION 4: That the Notes shall be executed by the City Manager and the Finance Director and may but shall not be required to bear the seal of the corporation. The Notes shall be designated "Various Purpose General Obligation Limited Tax Bond Anticipation Notes, Series 2025," and shall be payable at the office of the Finance Director or such bank or trust company as is designated by the Finance Director or City Manager and the purchaser, and shall express upon their face the purpose for which they are issued and that they are issued in pursuance of this Ordinance.

SECTION 5: That the Notes shall be sold at public or private sale by the Finance Director at not less than ninety-seven percent of the par value of such Notes together with interest thereon, if any. The proceeds from such sale, except accrued interest thereon, shall be paid into the proper funds and used for the purpose aforesaid and for no other purpose. Accrued interest, if any, received on sale of said Notes shall be transferred to the bond retirement fund to be applied to the payment of principal of and interest on said Notes in the manner provided by law.

Notwithstanding the above, the Council and the Finance Director are hereby directed to withhold delivery of the notes, and to refuse to accept payment therefor, unless and until the Original Purchaser delivers to the City a certificate acknowledging that the Original Purchaser will sell the notes to no more than 35 persons, each of whom the Original Purchaser reasonably believes (i) has such knowledge and experience in financial and business matters that it is capable of evaluating the merits and risks of the prospective investment and (ii) is not purchasing for more than one account or with a view to distributing the notes.

The City Manager or the Finance Director is hereby directed to report to this Council as soon after the sale and award of such notes as is reasonably feasible, the interest rate for such notes.

SECTION 6: That the Notes shall be the full general obligations of the City, and the full faith, credit and revenue of the City are hereby pledged for the prompt payment of the same.

SECTION 7: That during the period while the Notes run there shall be levied upon all of the taxable property in the City, within applicable limitations, in addition to all other taxes, a direct tax annually, not less than that which would have been levied if bonds had been issued without the prior issue of the Notes; said tax shall be and is hereby ordered computed, certified, levied and extended upon the tax duplicate and collected by the same officers in the same manner and at the same time that taxes for general purposes for each of said years are certified, extended and collected. Said tax shall be placed before and in preference to all other items and for the full amount thereof.

The funds derived from said tax levy hereby required shall be placed in a separate and distinct fund and, together with interest collected on the same, shall be irrevocably pledged for the payment of the principal and interest of the Notes, or the bonds in anticipation of which they are issued, when and as the same fall due; provided, however, to the extent other City revenues are available for such purpose said tax shall not be levied therefor.

SECTION 8: That this Council, for and on behalf of the City, hereby covenants that it will restrict the use of the Notes hereby authorized in such manner and to such extent, if any, and take such other action as may be necessary, after taking into account reasonable expectations at the time the debt is incurred, so that they will not constitute obligations the interest on which is subject to federal income taxation or "arbitrage bonds" under Sections 103(b)(2) and 148 of the Internal Revenue Code of 1986, as amended (the "Code") and the regulations prescribed thereunder. The Finance Director or any other officer having responsibility with respect to the issuance of said Notes is authorized and directed to give an appropriate certificate on behalf of the City, on the date of delivery of said Notes for inclusion in the transcript of proceedings, setting forth the facts, estimates and circumstances and reasonable expectations pertaining to the use of the proceeds thereof and the provisions of said Sections 103(b)(2) and 148 and regulations thereunder.

These Notes are hereby designated "tax-exempt obligations" for the purposes set forth in Section 265(b)(3) of the Code. The City does not anticipate issuing more than $10,000,000 of "qualified tax-exempt obligations" during the current calendar year.

SECTION 9: That this Council hereby authorizes and directs the Finance Director or the City Manager to take any and all actions which may be necessary to issue the notes in book-entry-only form or in such form as will render the notes eligible for the services of the Depository Trust Company, New York, New York without further action by this Council, including execution of all documents necessary therefore.

SECTION 10: All appropriate officers of the City are further authorized to make, execute, acknowledge and deliver such agreements, financing statements, closing certificates and other instruments or documents as are, in the opinion of bond counsel, necessary to carry out the purposes of this ordinance, including a note purchase agreement between the City and the purchaser of the Notes, if so requested by the purchaser.

SECTION 11: That this Council hereby authorizes the City to participate in the Ohio Market Access Program – Note Wrap - offered by the Treasurer of the State of Ohio (the "Program"), provided that (a) participation in the Program is in the best interests of the City and (b) the City Manager or the Finance Director affirmatively elects to participate in the Program in the Certificate of Award.

SECTION 12: That the Standby Note Purchase Agreement (the "Standby Purchase Agreement") required as part of the Program is hereby authorized in the form presented to this Council with such changes not materially adverse to the City as may be approved by the authorized signatories of the City executing the Standby Purchase Agreement, as provided in this ordinance. The City acknowledges the agreement of the Treasurer of State in the Standby Purchase Agreement that, in the event the City is unable to repay the principal amount and accrued and unpaid interest of the Notes at maturity, whether through its own funds or through the issuance of other obligations of the City, the Treasurer of State agrees (a) to purchase the Notes from the holders or beneficial owners thereof upon their presentation to the Treasurer of State for such purchase at a price of par plus accrued interest to maturity or (b) to purchase renewal notes of the City in a principal amount not greater than the principal amount of the Notes plus interest due at maturity, with such renewal notes bearing interest at a rate of the lower of the maximum interest rate provided by law or the 1 year MMD (Municipal Market Data) Index for "AAA"-rated obligations plus 400 basis points (or such other rate methodology in effect as part of the Program), maturing not more than one year after the date of their issuance, and being prepayable at any time with 30 days' notice, provided that in connection with the Treasurer of State's purchase of such renewal notes the City shall deliver to the Treasurer of State an unqualified opinion of nationally recognized bond counsel that (i) such renewal notes are the legal, valid, and binding general obligations of the City, and the principal of and interest on such renewal notes, unless paid from other sources, are to be paid from the proceeds of the levy of ad valorem taxes levied within the ten-mill limitation imposed by law on all property subject to ad valorem taxes levied by the City and (ii) interest on the renewal notes is excludible from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986, as amended to the same extent that interest on the notes is so excluded.

In addition, the City acknowledges that the Treasurer of State will establish an "After Maturity Interest Rate," as generally provided for as part of the Program and as specifically provided for within the Standby Purchase Agreement.

The City Manager and the Finance Director, as the officers signing the Notes, are authorized to take all actions that may in their judgment reasonably be necessary to provide for such Standby Purchase Agreement, including but not limited to the inclusion of a notation on the form of the Notes providing notice to the holders or beneficial owners of the existence of such Standby Purchase Agreement and providing instructions to such holders or beneficial owners regarding the presentation of the Notes for purchase by the Treasurer of State at stated maturity.

This Council hereby authorizes further representations, warranties, and/or covenants to be made regarding the City's participation in the Program by virtue of the Certificate of Award and/or other Program documents, subject to review and approval by legal counsel to the City.

SECTION 13: That the firm of Dinsmore & Shohl LLP, is hereby engaged as the City's "bond counsel" pursuant to the engagement letter on file with the City.

SECTION 14: The City Manager or the Finance Director is hereby authorized to apply, if he deems it appropriate, for a rating on the Notes from either Standard & Poor's Corporation or Moody's Investors Service, and to pay the fee or premium for said rating to the extent authorized by law and approved by bond counsel.

SECTION 15: That the Finance Director is hereby directed to forward a certified copy of this Ordinance to the County Auditor.

SECTION 16: That it is found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with all legal requirements.

SECTION 17: That this measure shall take effect and be in full force from and after the earliest period allowed by law.

PASSED: _____

ATTEST: APPROVED:

_____ _____

Clerk of Council Mayor

First Reading: _____

Schedule Of Events

City of Monroe, Ohio
(not-to-exceed) $5,000,000 Real Estate Acquisition Bond Anticipation Notes, Series 2025
($3.2M Land & $1.8M excavating)

Pricing: 11/4/2025
Dated: 11/18/2025
Maturity: 11/17/2026

Version: August 27, 2025

August						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

September						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

October						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Holidays: Sept 1, Oct 13, Nov 11 & 27

Responsible Parties:			
	Issuer:	City of Monroe	CM
	Bond Counsel:	Dinsmore & Shohl	DS
	Municipal Advisor:	Bradley Payne Advisors	BPA
	Underwriter:	KeyBanc Capital Markets	UW

Date	**Description**	**Responsibility**
August 29	Legal Documents sent to the City	DS
September 9	City Council Meeting - 1st Reading	CM
September 20	Request OMAC Report	UW
September 23	City Council Meeting - 2nd Reading	CM
week of October 12	Due Diligence Call	All
October 23	Legislation Effective	CM
October 28	Send Documents to Investors	UW
November 3	Pre-Pricing Call (afternoon)	All
November 4	Price Notes - Sign Note Purchase Agreement	UW & CM
November 4 - 18	Closing Documents Prepared & Distributed	DS
November 18	Close Bonds (Wire Proceeds)	ALL
November 19	2024 BAN Matures	

Distribution List

City of Monroe, Ohio
(not-to-exceed) $5,000,000 Real Estate Acquisition Bond Anticipation Notes, Series 2025

Pricing:	11/4/2025
Dated:	11/17/2026
Maturity:	11/17/2026

Issuer

City of Monroe, Ohio
233 S. Main Street
Monroe, Ohio 45050

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Jake Burton	(513) 537-7374 x1008
Finance Director	burtonj@monroeohio.org

Municipal Advisors

Bradley Payne Advisors
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Heather Arling	(513) 772-5597
Director	HA@BPayneAdvisors.com
Zach Logan	(513) 772-5595
Director	ZL@BPayneAdvisors.com

Bond Counsel

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	Nancy.porras@dinsmore.com

Underwriter

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Benjamin Gamble	(614) 460-3407
VP	ben.gamble@key.com
Jessica Stoner	(216) 689-0643
Analyst	jessica.r.stoner@key.com
Catherine Thompkins	(216) 256-5795
Senior Counsel	Catherine_c_tompkins@keybank.c

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Cincinnati, Ohio 45020

June Schafer	(614) 331-9801
Vice President	June.Schafer@huntington.com

RESOLUTION NO. 55-2025

A RESOLUTION APPROVING A THEN-AND-NOW CERTIFICATE IN THE AMOUNT OF $26,969.92 TO CIVICPLUS, LLC FOR HOSTING, SECURITY, AND INTEGRATION SERVICES.

WHEREAS, the invoice was received prior to a purchase order being opened.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONROE, STATE OF OHIO, THAT:

SECTION 1: A Then-and-Now Certification in the amount of $26,969.92 to CivicPlus, LLC for hosting, security, and integration services.

SECTION 2: This measure shall take effect and be in full force from and after its passage pursuant to Section 7.08 (C) of the Charter.

PASSED: _____

ATTEST: APPROVED:

_____ _____

Clerk of Council Mayor

RESOLUTION NO. 56-2025

A RESOLUTION AUTHORIZING THE CITY MANAGER TO APPLY FOR PROGRAM YEAR 2026 (PY 40) OHIO PUBLIC WORKS COMMISSION STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM FUNDING, AND TO EXECUTE CONTRACTS AS REQUIRED, FOR THE NORTH GARVER ROAD WATER MAIN REPLACEMENT AND STORMWATER IMPROVEMENT PROJECT.

WHEREAS, the Ohio Public Works Commission ("OPWC") administers the State Capital Improvement Program (Issue II) and the Local Transportation Improvement Program, which provide financial assistance to political subdivisions for capital improvements to public infrastructure; and

WHEREAS, the City of Monroe is planning to make capital improvements by completing the North Garver Road Water Main Replacement and Stormwater Improvement Project, which will replace more than 3,700 linear feet of existing 8" water main with new 12" water main along Garver Road, beginning just south of the right of way with State Route 63 and ending just south of the intersection with Deneen Avenue, and will include stormwater improvements by reconstructing and regrading the ditch along the west side of Garver Road to improve stormwater flow and address erosion issues; and

WHEREAS, the above-described infrastructure improvement project is recognized as a priority need for the community and qualifies for funding under the OPWC programs, with an estimated construction cost of $1,856,800.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONROE, STATE OF OHIO, THAT:

SECTION 1: The City Manager is hereby authorized to prepare and submit an application to the OPWC for State Capital Improvement Program and/or Local Transportation Improvement Program funding for the North Garver Road Water Main Replacement and Stormwater Improvement Project for Program Year 2026 (PY 40).

SECTION 2: The City Manager is further authorized to enter into any contracts and execute any documents as may be necessary and appropriate to obtain State funding for said Project.

SECTION 3: It is hereby found that all formal actions of this Council concerning and relating to the passage of this Resolution were conducted in an open meeting of this Council, and that all deliberations of this Council that resulted in this formal action were in meetings open to the public in compliance with all legal requirements, including ORC 121.22.

SECTION 4: This measure shall take effect and be in full force from and after its passage pursuant to Section 7.08 (C) of the Charter.

PASSED: _____

ATTEST: APPROVED:

_____ _____

Clerk of Council Mayor

RESOLUTION NO. 57-2025

A RESOLUTION AMENDING EMERGENCY RESOLUTION NO. 45-2007 TO ADJUST THE REQUIREMENTS FOR TAX ABATEMENTS ASSOCIATED WITH REMODELING OF PROPERTY.

WHEREAS, the Council of the City of Monroe, Ohio (hereinafter "Council") adopted Emergency Resolution No. 45-2007 on August 14, 2007, establishing the City of Monroe Community Reinvestment Area #2; and

WHEREAS, in order to conform economic development with the Downtown Master Plan, the Council desires to amend the requirements for tax abatements for remodeling of property; and

WHEREAS, the Council desires to pursue all reasonable and legitimate incentive measures to assist and encourage development in the City, which has not enjoyed reinvestment from remodeling or new construction; and

WHEREAS, the renovation of existing structures and the construction of new structures in the Community Reinvestment Area constitutes a public purpose for which real property exemptions may be granted.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONROE, STATE OF OHIO, THAT:

SECTION 1: Section 4 of Emergency Resolution 45-2007 is hereby amended and restated in its entirety with the following:

> For a residential property within the City of Monroe Community Reinvestment Area #2, a tax exemption on the increase in the assessed valuation resulting from improvements described in ORC Section 3537.67 shall be granted upon proper application by the property owner and certification thereof by the designated Housing Officer. Residential remodeling applications must be accompanied by expense receipts no more than one (1) year old that meet the cost requirement specified in Section 4 of this Ordinance. Residential applications on new construction projects must be filed with the Housing Officer no later than six (6) months after receiving an occupancy permit. The applicable residential exemptions are as follows:
>
> > (a) Residential Remodeling: Residential remodeling of dwellings that results in at least $50,000 (fifty thousand dollars) of allowable expenses shall be eligible for an exemption of 100% (one hundred percent) of the added value of the structure for ten (10) years.

SECTION 2: To conform the requirements of City of Monroe Community Reinvestment Area #2 with statutory changes to Ohio Revised Code Section 3735.671, the last sentence of Section 5 of Emergency Resolution 45-2007 is hereby deleted.

SECTION 3: All provisions of Emergency Resolution 45-2007 not specifically amended herein shall remain in full force and effect.

SECTION 4: That it is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations if this Council and of any of its committees that resulted in such formal action were taken in meetings open to the public, in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

SECTION 5: The City Manager is hereby directed and authorized to request certification from the Ohio Department of Development's Director of Development of the findings contained in this Resolution.

SECTION 6: This measure shall take effect and be in full force from and after its passage pursuant to Section 7.08 (C) of the Charter.

PASSED: _____

ATTEST: APPROVED:

_____ _____

Clerk of Council Mayor

EMERGENCY RESOLUTION NO. 45-2007

A RESOLUTION IMPLEMENTING SECTIONS 3735.65 THROUGH 3735.70 OF THE OHIO REVISED CODE, ESTABLISHING AND DESCRIBING THE BOUNDARIES OF A COMMUNITY REINVESTMENT AREA IN THE CITY OF MONROE, OHIO, AND CREATING A COMMUNITY REINVESTMENT HOUSING COUNCIL AND TAX INCENTIVES REVIEW COUNCIL AND DECLARING AN EMERGENCY.

WHEREAS, the Council of the City of Monroe, Ohio (hereinafter "Council") desires to pursue all reasonable and legitimate incentive measures to assist and encourage development in the City, which has not enjoyed reinvestment from remodeling or new construction; and

WHEREAS, a survey of housing, as required by Ohio Revised Code (ORC) Section 3735.66, has been prepared for the area to be included in the proposed Community Reinvestment Area; and

WHEREAS, the maintenance of existing structures or the construction of new structures would serve to encourage economic stability, maintain real property values, and generate new employment opportunities; and

WHEREAS, the remodeling of existing structures and the construction of new structures in the Community Reinvestment Area constitutes a public purpose for which real property exemptions may be granted.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONROE, STATE OF OHIO, THAT:

SECTION 1: The area designated as the City of Monroe Community Reinvestment Area #2 constitutes an area in which housing facilities or structures of historical significance are located, and in which new construction or repair of existing facilities has been discouraged.

SECTION 2: Pursuant to ORC Section 3735.66, the City of Monroe Community Reinvestment Area #2 is hereby established. Future modification of these boundaries will require an amendment to this Resolution before those areas are eligible for any Community Reinvestment Area Program exemptions.

The City of Monroe Community Reinvestment Area #2 is approximately depicted as the highlighted area on the map attached to this Resolution, marked Exhibit A, and by this reference incorporated herein.

SECTION 3: All qualified residential, commercial or industrial properties consistent with applicable zoning regulations and identified in Exhibit A as being within the City of Monroe Community Reinvestment Area #2 are eligible for this incentive.

This Program is a public-private partnership intended to promote and expand conforming uses in the designated area. To the extent possible and necessary, the City of Monroe, Ohio intends to improve public facilities and infrastructure in the area.

SECTION 4: For a residential property within the City of Monroe Community Reinvestment Area #2, a tax exemption on the increase in the assessed valuation resulting from improvements described in ORC Section 3537.67 shall be granted upon proper application by the property owner and certification thereof by the designated Housing Officer. Residential remodeling applications must be accompanied by expense receipts no more than one (1) year old that meet the cost requirement specified in Section 4 of this Ordinance. Residential applications on new construction projects must be filed with the Housing Officer no later than six (6) months after receiving an occupancy permit. The applicable residential exemptions are as follows:

(a) Residential Remodeling: Residential remodeling of dwellings that results in at least $50,000 (fifty thousand dollars) of allowable expenses shall be eligible for an exemption of 100% (one hundred percent) of the added value of the structure for ten (10) years.

~~For a residential property within the City of Monroe Community Reinvestment Area #2, a tax exemption on the increase in the assessed valuation resulting from improvements described in ORC Section 3537.67 shall be granted upon proper application by the property owner and certification thereof by the designated Housing Officer. Residential remodeling applications must be accompanied by expense receipts no more than one (1) year old that meet the cost requirement specified in Section 4 of this Ordinance. Residential applications on new construction projects must be filed with the Housing Officer no later than six~~
~~(6) months after receiving an occupancy permit.~~

~~The applicable residential exemptions are as follows:~~

~~(a) Residential Remodeling (1-2 units): Residential remodeling of dwellings with no more than two (2) housing units that results in at least $5,000 (five thousand dollars) of allowable expenses shall be eligible for an exemption of 100% (one hundred percent) of the added value of the structure for ten (10) years.~~

~~(b) Residential Remodeling (3 or more units): Residential dwellings with three (3) or more housing units are not eligible for an exemption under the terms of the City of Monroe Community Reinvestment Area #2 Program.~~

~~(c) Residential New Construction: Residential new construction of single family homes for which the cost of construction, excluding the cost of the land or improvements to the land, exceeds $150,000 (one hundred fifty thousand dollars) shall be eligible for an exemption of 100% (one hundred percent) of the added value of the structure for 15 (fifteen) years.~~

SECTION 5: For a commercial or industrial property within the City of Monroe Community Reinvestment Area #2, the percentage of the tax exemption on the increase in the assessed valuation resulting from improvements to commercial and industrial real property and the term of those exemptions shall be negotiated on a case-by-case basis in advance of construction or remodeling occurring according to the rules outlined in ORC Section 3765.67. The results of the negotiation as approved by this Council will be set in writing in a Community Reinvestment Area Agreement as outlined in ORC Section 3735.671.

The applicable commercial and industrial exemption guidelines are as follows:

Commercial or Industrial Remodeling: A commercial or industrial remodeling project that results in at least $10,000 (ten thousand dollars) of allowable expenses shall be eligible for an exemption of up to and including 100% (one hundred percent) on the added value of the structure for a maximum of twelve (12) years. The specific terms of each project's exemption shall be negotiated on a case-by-case basis and committed to writing in advance of construction occurring.

(a) Commercial or Industrial New Construction: A commercial or industrial new construction project shall be eligible for an exemption of up to and including 100% (one hundred percent) of the added value of the structure for a maximum of fifteen years (15). The specific terms of each project's exemption shall be negotiated on a case-by-case basis and committed to writing in advance of construction occurring.

All commercial and industrial projects that are granted an exemption under the City of Monroe Community Reinvestment Area #2 Program are required to comply with the state application fee requirements of ORC Section 3735.672(C) and the local annual monitoring fee of 1% (one percent) of the amount of taxes exempted under the Agreement – a minimum of $500 (five hundred dollars) up to a maximum of $2500 (two thousand five hundred dollars) annually.

SECTION 6: Mixed-use structures where residential and commercial or industrial uses co-exist shall be considered as solely commercial or industrial uses for the purposes of determining project eligibility and negotiating any exemption, if appropriate, under the City of Monroe Community Reinvestment Area #2 Program.

SECTION 7: For all projects, if remodeling qualifies for an exemption, during the period of the exemption, the exempted percentage of the dollar amount of the increase in market value of the structure shall be exempt from real property taxation. If new construction qualifies for an exemption, during the period of the exemption, the exempted percentage of the structure shall not be considered to be an improvement on the land on which it is located for the purpose of real property taxation.

SECTION 8: To administer and implement the provisions of this Ordinance, the Monroe City Council shall designate a "Housing Officer" as described in ORC Sections 3735.65 to 3735.70.

SECTION 9: A "Community Reinvestment Area Housing Council" is hereby created, consisting of two (2) members appointed by the Mayor of the City of Monroe, Ohio, two (2) members appointed by the City Council of Monroe, Ohio, and one

(1) member appointed by the Planning Commission of the City. The majority of the members shall then appoint two (2) additional members who shall be residents of the City of Monroe. Terms of the members of the Housing Council shall be for three (3) years. An unexpired term resulting from a vacancy in the Housing Council shall be filled in the same manner as the initial appointment was made. The Community Reinvestment Area Housing Council shall make an annual inspection of properties within the district for which an exemption has been granted under ORC Section 3735.67. The Housing Council shall also hear appeals under ORC Section 3735.70.

SECTION 10: A "Tax Incentive Review Council" is hereby created under the provisions of ORC Section 5709.85 for the purposes of annual reviewing all agreements granting exemptions from property taxation under the City of Monroe Community Reinvestment Area #1 and recommending, in writing, the continuance, modification, or termination of exemptions based upon the entity's performance and compliance with all requirements. The membership of the Tax Incentive Review Council shall be in accordance with ORC Section 5709.85.

SECTION 11: The City Manager of the City of Monroe is hereby directed and authorized to petition the Ohio Department of Development's Director of Development to confirm the findings contained within this Resolution.

SECTION 12: This measure is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety and welfare and further for the reason that Council desires to establish the boundaries of a Community Reinvestment Area at the earliest possible date to encourage economic stability, maintain real property values, and generate new employment opportunities. Therefore, this measure shall take effect and be in full force from and after its passage.

PASSED:_____

ATTEST: APPROVED:

_____ _____

Clerk of Council Mayor

PROPOSED CRA AREAS

MONROE, OH

Proposed CRA Areas

Id

- Area 1
- Area 2
- Area 3
- Corporation Limits

1 inch equals 0.51 miles

PROPOSAL

RICK'S STRIPING & SEAL COATING, INC.
2604 SOUTH MAIN STREET
MIDDLETOWN, OHIO 45044
PHONE: 513-320-4666
FED# 30-0383587

No. 1665
Date 30 Aug 25
Sheet No.

Submitted To:

Name Brian
Street
City
State
Phone

Work To Be Performed At:

Monroe Community Park
Street
City State
Date of Plans
Architect

We hereby propose to furnish the materials and perform the labor necessary for the completion of

Clean and prep Lot, Seal coat w/ Sealmaster Sealer, Restripe as existing

approx 105,000 SQ ft $18,000

All material is guaranteed to be as specified, and the above work to be performed in accordance with drawings and specifications submitted for above work and completed in substantial workmanlike manner for the sum of Dollars [$]

Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance upon above work. Worker's Compensation and Public Liability Insurance on above work to be taken out by

Respectfully submitted Rick Swaide

Per

Note –This proposal may be withdrawn by us if not accepted within days.

ACCEPTANCE OF PROPOSAL

The above prices, specifications and conditions are satisfactory and are hereby accepted. you are authorized to do the work as specified. Payment will be made as outlined above.

Signature

Date Signature

Buckeye State Pipe & Supply Co., Inc.

QUOTATION

14680 Pleasant Valley Road
Chillicothe, OH 45601

Voice: 740-772-5400
Fax: 740-772-5402

Quote Number: 48407
Quote Date: Aug 25, 2025
Page: 1

Quoted To:	Ship To:
CITY OF MONROE 233 S. MAIN STREET MONROE, OH 45050 USA	MONROE PUBLIC WATER 1000 HOLMAN AVENUE ATTN: ZACH MCNUTT MONROE, OH 45050 USA

Customer ID	Good Thru	Payment Terms	Sales Rep
MO14M	9/24/25	Net 30 Days	Mark A. Graves

Quantity	Item	Description	Unit Price	Amount
300.00	MET-ESEF	5/8'' x 3/4'' " BADGER E-SERIES G2 BRONZE ULTRASONIC METER - ENCODER PROTOCOL (9 DIGIT; 0.010 GALLON READING) LCD DISPLAY 10' TWIST TIGHT LEAD	230.75	69,225.00
300.00	MET-ORUI	ORION CELLULAR "HLD" 4G ENDPOINT- 8'' TWIST TIGHT CONNECTOR- THRU THE LID MOUNT KIT - FOR ****VERIZON NETWORK***	168.19	50,457.00

Subtotal	119,682.00
Sales Tax	
TOTAL	119,682.00

THIS QUOTATION IS OUR INTERPRETATION OF THE PLANS AND SPECIFICATIONS AND IS NOT GUARANTEED. WE ARE NOT RESPON FOR DELAYS BY REASON OF STRIKES, ACCIDENTS, OR CAUSES BEYOND OUR CONTROL. THE QUOTED PRICES ARE BASED UPON C RECEIPT OF THE TOTAL JOB QUANTITY; ARE FOR IMMEDIATE SHIPMENT ONLY; AND ARE SUBJECT TO CREDIT APPROVAL. FUTURE SHIPMENTS ARE SUBJECT TO PRICE IN EFFECT AT TIME OF SHIPMENT. ALL SALES ARE F.O.B. SHIPPING.