

Pickaway East-West Connector Project

May 25, 2010 Public Meeting Handout

Purpose of the Meeting

The purpose of this public meeting is to present Alternatives under consideration for the Pickaway East-West Connector Project. Comments from the public will be summarized and used to help identify the Preferred Alternative for the project.

Alternatives

A large number of Conceptual Alternatives were presented at a public meeting in March of 2009. Based upon public input and potential impacts, these options were reduced to the Alternatives that are presented here today. The project area can be divided into three components: (1) the connection to US 23 and service roads, (2) the east-west connection, and (3) the upgrade of Lockbourne-Eastern Road. The alternatives for each segment are described below.

Connection to US 23 At the connection to US 23, there is one alternative being shown. Based upon projected traffic volumes, an interchange will be needed on US 23 by the time the project is built. Replacing the Duvall signalized intersection with an interchange will have substantial safety and congestion benefits for the US 23 corridor. At this time, the project team is showing a “diamond” interchange. During detailed design, other configurations may be considered to reduce impacts.

As part of the project, local driveways in proximity to the proposed US 23/Duvall Interchange will need to be closed. Alternative access will be provided. One possibility is construction of a service road from Duvall Road to Shepherd Road and a service drive south of Duvall Road to provide access to properties along US 23. Details for service roads and property access (or property purchase in lieu of access) will be determined during detailed design and the right-of-way acquisition process. Impacts of the interchange and access changes may require relocation of up to 14 homes and businesses.

East-West Connection The planned roadway will be two lanes in each direction with a 32-ft grass median. It also will include a bicycle/pedestrian path. Right-of-way width is expected to be approximately 180 feet. The exact amount of needed property will be determined during detailed engineering. There are three alternatives under consideration within this segment of the project. All three include a grade separation with CSX and NS tracks. The bridge over the railroad tracks will be two lanes in each direction, with a multi-use path separated from vehicle traffic by a barrier.

A1 (Widen Duvall) Alternative – Widens Duvall Road on both sides. Alternative shifts slightly south between Bulen-Pierce and Ashville Pike to avoid impacts to historic properties. Requires relocation of approximately 32 homes and 1 business. This option would have a standard signalized intersection at Duvall Road and Lockbourne-Eastern Road.

A4 (South of Duvall) Alternative – New roadway approximately 500 feet south of existing Duvall Road. Connections are provided to “old” Duvall Road. Requires relocation of approximately 2 homes. This option could have a signalized intersection at Lockbourne-Eastern Road or a roundabout intersection.

A3a (Far South) Alternative – New roadway approximately ½ mile south of Duvall Road. Connections are provided to “old” Duvall Road, with Ashville Pike realigned at the intersection. Requires relocation of approximately 1 home. This option could have a signalized intersection at Lockbourne-Eastern Rd or a roundabout intersection.

PURPOSE OF THE PROJECT

The purpose of the project is to provide better connectivity between US 23, the Norfolk Southern Intermodal Facility, and the existing and projected development surrounding Rickenbacker International Airport. The solution for this project must:

- ◆ Improve capacity and levels of service on the local roadway network.
- ◆ Provide for the safe and efficient flow of local and regional traffic on the roadway network including grade crossings.
- ◆ Enhance safety and operational efficiencies of freight and goods movement on the rail network.
- ◆ Be consistent with existing transportation plans in the study area.

Improvements to Lockbourne-Eastern Road There are two alternatives in this segment of the project:

- ◆ Widen Existing Lockbourne-Eastern – This option widens the roadway to the east. This option requires relocation of approximately 3 homes.
- ◆ Widen and Realign Lockbourne-Eastern – This option would widen to the east, with the northern half realigned to meet the proposed Rickenbacker Parkway Extension, which the CRAA reports will be constructed prior to this project. This option requires relocation of approximately 1 homes.

The total preliminary real estate cost for each alternative is roughly \$2-5 million and the preliminary construction cost is roughly \$40-44 million. Therefore, the total overall cost for each alternative is approximately \$46 million.

Steering Committee

The decision-making body for the project is the Steering Committee, made of up representatives from Pickaway County, the Mid-Ohio Regional Planning Commission (MORPC), the Ohio Department of Transportation (ODOT), and the Federal Highway Administration (FHWA).

What should I do at the Public Meeting?

Feel free to view the exhibits and discuss the project with the team members. In addition, please complete a short comment form and drop it in the comment box before you go. Your comments, combined with information on impacts and benefits, will be used to identify the Preferred Alternative for the project.

Next Steps

After the public meeting comments are reviewed, the project team will use your feedback to update the comparison of alternatives. The updated impact comparison, along with your comments, will be presented to the Steering Committee. This information will be used to identify the Preferred Alternative for the project.

During the second half of 2010, the project team will complete remaining environmental studies and submit the project for approvals from ODOT and the Federal Highway Administration. Also during the second half of 2010, the project team will prepare more detailed engineering information, including consideration of access for adjacent properties. These engineering studies will be used to refine the Preferred Alternative and determine the right-of-way limits for the project.

Another public meeting will take place in 2011 to show the project details, including property impacts. Once this information is available, the County may begin purchasing property for the project. The Steering Committee will continue to pursue funding for future phases of project development, including design and construction.

Your Opinion Is Needed

Do you prefer one Alternative over another? Is there an important feature/resource that the study team did not identify? Do you have other suggestions for this project? Please provide us with any comments that you have. We will accept comments on the concepts until June 10, 2010. Please fill out a comment form at the meeting or send to:

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PROJECT SCHEDULE

Late 2008
Project Kickoff

2008 - 2009
Technical Studies Conducted

Early 2009
Conceptual Alternative Solutions Identified

Late 2009 - 2010
Preliminary Engineering

Late 2009 - 2010
Perform Environmental Analysis

Late 2010-2011
Detailed Design

2011-2012
Right-of-Way Acquisition Process

2013-2014
Construction Phase