

September 15, 2010 Public Meeting Handout

Purpose of the Meeting

The purpose of this public meeting is to present all of the alternatives now under consideration for the North-South Alignment portion of this project and to get public feedback on these alternatives. New North-South Alignment alternatives along Ashville Pike have been developed for consideration along with the previous alignments along Lockbourne Eastern Road. All of the alternatives now being considered for the North-South Alignment are described on the next page. Comments from the public will be summarized and used to help identify the Preferred Alternative for this portion of the project.

What should I do at the Public Meeting?

Feel free to view the exhibits and discuss the project with the team members. Your comments, combined environmental impacts, design issues, and costs, will be used to identify the Preferred Alternative for the North-South Alignment portion of this project. We will also continue to accept comments on any other parts of the project. We will accept comments related to this public meeting until September 29, 2010. Please fill out a short comment form and drop it in the comment box at the meeting or send to:

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Previous Public Meeting

At the previous public meeting in May, Pickaway County presented the following alternatives for the East-West Connector project:

US 23 and Service Roads

The only alternative presented included a standard diamond interchange at the intersection of Duvall Road and US 23. This alternative incorporated service roads along the eastern side of US 23 to provide access to properties just south of Duvall Road and north to Shepherd Road. A prior alternative that considered an interchange approximately 1/3 of a mile to the south of the existing intersection of Duvall Road and US 23 was dismissed in early 2010 due to greater property impacts, no environmental benefits, and limited public support.

East-West Connection

There were three alternatives presented in the area between US 23 and Lockbourne-Eastern Road: a widen Duvall Road option (A1); a new roadway approximately 500 feet south of Duvall Road (A4); and a new roadway approximately a 1/2 mile south of Duvall Road (A3a).

Upgrade of Lockbourne-Eastern Road (also called the "North-South Alignment")

There were two alternatives presented which either upgraded existing Lockbourne-Eastern Road (including the segment on Airport property that connects to Rickenbacker Parkway) or a realigned roadway which swings to the east to line up with a future roadway under development by the Airport Authority. Both of the alternatives proposed a widening to the east of the existing road.

Following the public meeting, Pickaway County and the project's Steering Committee decided to send out a newsletter requesting additional comments to facilitate the best decision possible on the Preferred Alternative. Upon reviewing over 125 total public comments from the public meeting in May 2010, and the newsletter mailing in July, a consensus was reached on the East-West Connection with the Widen Duvall Alternative (A1) as the favorite. At the same time, no consensus was reached regarding the north-south alignment.

PURPOSE OF THE PROJECT

The purpose of the project is to provide better connectivity between US 23 and the existing and projected development surrounding Rickenbacker International Airport. The solution for this project needs both an immediate and a long-term focus. It must address the following:

- 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.

Next Steps

After the public meeting comments are reviewed, the project team will use your feedback to update the comparison of the North-South Alignment alternatives. The updated impact comparison, along with your comments, will be presented to the Steering Committee. This information will be used to select the Preferred Alternative for the North-South Alignment portion of the project. The general public will be informed of the decision on the Preferred Alternative via a newsletter. Another public meeting will take place in 2011 to show the final design 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.

Acquisition Process

When the final design of the Pickaway East-West Connector project is approved, detailed plans will be developed which determine the amount of land that will be necessary to purchase for the construction of the new project. It is the hope that through discussion and mutual agreement, a satisfactory settlement can be reached regarding the land to be acquired. To this end, certain steps are required to assure that everyone's rights and interests are protected during this process.

Fair market value will be established of the property acquired plus damages to the remaining property, if any. The fair market value is defined as the amount of money a property will bring if for sale on the open market. If you are required to move because the property you occupy is purchased by Pickaway County for construction of the project, you may be entitled to Relocation Assistance. The Relocation Assistance Program provides support to property owners, business owners, and renters. Assistance includes, but is not limited to, moving expenses for personal property and supplemental housing payments, as well as costs for transportation, storage, and insurance on personal property while in transit. Specific questions related to the acquisition process can be directed to Real Estate staff at ODOT District 6 (1-800-372-7714).

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

Alternatives Being Considered for North-South Alignment

Ashville Pike



Ashville Pike This alternative widens the existing Ashville Pike from Duvall Road to Rickenbacker Parkway. The proposed roadway would be two lanes in each direction with a 32-foot grass median and a 10-foot wide bicycle/pedestrian path on one side. The right-of-way width is expected to be approximately 180 feet. With this alternative, the major improvements along Duvall Road would not go further east than Ashville Pike. There are three options for widening this roadway:

- Widen to the West – This option widens the roadway to the west of Ashville Pike, using land currently owned by Norfolk Southern. It requires the acquisition of approximately 10 residences, 1 business, and impacts 18 acres of farmland.
- Widen Equally – This option requires the acquisition of 21 residences, 10 mobile homes, 1 church, 1 business, and impacts 18 acres of farmland.
- Widen to the East – This option requires the acquisition of 16 residences, 17 mobile homes, 1 church, and impacts 13 acres of farmland.

Lockbourne-Eastern Road Alternatives

All of the Lockbourne-Eastern Road Alternatives would require improvements to Duvall Road between Ashville Pike and Lockbourne-Eastern Road. This would add the acquisition of 13 residences and impact 3 acres of farmland (which is included in the impact totals under both the Widen Existing and Eastern Realignment Alternatives to the right).

Lockbourne Eastern Road



Widen Existing Lockbourne-Eastern Road

This alternative widens existing Lockbourne-Eastern Road from Duvall Road to Rickenbacker Parkway. The proposed roadway would be two lanes in each direction with a 32-foot grass median and a 10-foot wide bicycle/pedestrian path on one side. The right-of-way width is expected to be approximately 180 feet. There are three options for widening this roadway:

- Widen to the West – This option requires the acquisition of 33 residences and impacts 18 acres of farmland.
- Widen Equally – This option requires the acquisition of 29 residences and impacts 23 acres of farmland.
- Widen to the East – This option requires the acquisition of 16 residences and impacts 28 acres of farmland.

Eastern Realignment of Lockbourne-Eastern Road

This alternative widens the existing Lockbourne-Eastern Road for 2,000 feet north of Duvall Road before realigning to the east to meet up with the proposed Rickenbacker Parkway extension. The proposed roadway would be two lanes in each direction with a 32-foot grass median and a 10-foot wide bicycle/pedestrian path on one side. The right-of-way width is expected to be approximately 180 feet. With this alternative, Duvall Road would be improved to Lockbourne-Eastern Road. The portion to be widened along the existing Lockbourne-Eastern Road would have the same widening options as the Widen Existing Lockbourne Eastern, with the following impacts:

- Widen to the West – This option requires the acquisition of 29 residences and impact 32 acres of farmland.
- Widen Equally – This option requires the acquisition of 25 residences and impact 32 acres of farmland.
- Widen to the East – This option requires the acquisition of 14 residences and impact 32 acres of farmland.