



Pickaway East-West Connector Project

June 2010 Public Open House Recap

Why doesn't the project consider the old railroad bed/Ashville Pike extension location?

The Ashville Extension Concepts (B1-B2) were not recommended for further development for three major reasons: public support, purpose and need for the project, and anticipated future traffic. Based upon the comments received during the public comment period following the March 19, 2009 Public Open House, the Duvall Road Concepts (A1-A4) was favored 59% to 25% over the Ashville Extension Concepts. Next, one of the purpose and need factors of the project was to "improve capacity and levels of service on the local roadway network through the study area." The Ashville Extension Concepts increased traffic on the north south portion of Ashville Pike just south of Rickenbacker Parkway to Duvall Road. Therefore, additional improvements would be necessary on either Ashville Pike or Lockbourne-Eastern Road to address the future traffic. The Duvall Road Concepts already provided an upgrade of Lockbourne-Eastern Road. Finally, if one of the Ashville Extension Concepts were constructed, eventually one of the Duvall Road Concepts would still be necessary based upon the anticipated future traffic volumes. However, if one of the Duvall Road Concepts were constructed, the future traffic can be managed and would not warrant the construction of the Ashville Extension Concepts. Therefore, choosing the Ashville Extension Concepts for further development would end up costing roughly \$75 to \$80 million versus the approximately \$46 million for any of the Duvall Road Concepts. So based upon the public support, purpose and need, anticipated future traffic and cost, the Steering Committee did not recommend the Ashville Extension Concepts for further development.

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 Ohio Department of Transportation's (ODOT) 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.

ODOT will estimate the fair market value 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 the State of Ohio for construction of the project, you may be entitled to Relocation Assistance which is designed to aid all displaced persons. ODOT's Relocation Assistance Program provides support to property owners, business owners, and renters. Assistance includes, but is not limited to, moving expenses for personal property, 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).

Next Steps

After these 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. The Project Team will send out a newsletter announcement later this summer focusing on the Preferred Alternative that was chosen. 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 needs for the project. Another public meeting will take place in 2011 to show the project details, including property impacts. Once the right-of-way needs are determined, 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.

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

Open House Recap

The Pickaway County Engineer's Office held an open house on Tuesday, May 25, 2010, to display the alternatives under consideration for the Pickaway East-West Connector Project. There were over 200 people who attended the open house, which was held from 4-7 p.m. at Ashville Elementary School in the Village of Ashville, Ohio. Members of the project team and the stakeholders were on hand to explain the project and answer questions. A project information sheet specifying the meeting purpose, project background, project stakeholders, study area, and next steps was handed out at the meeting along with a comment form. The alternatives on display at the public open house are provided on the following pages. All of the materials that were available at the public open house including the project information sheet, evaluation matrix, comment form, and the alternatives can be found on the Pickaway County Engineer's website (www.pickaway.org) for your reference. Attendees were asked to submit written comments on a comment form provided during the meeting, or in writing to the Pickaway County Engineer's Office prior to June 10, 2010.

Public Comments

The Pickaway County Engineer's Office received over 70 comments from property owners, businesses owners, agencies, and other interested parties. While that number is considerable, it represents less than a 1/3 of the people who were in attendance at the public open house. In order to make the best decision possible, Pickaway County would like to extend the comment period until July 12, 2010 to receive additional feedback before selecting a final Preferred Alternative.

To gather additional input the Project Team has included a comment form for you to fill out and mail back to the Pickaway County Engineer's Office. A pre-stamped envelope has also been provided for your convenience. Please mail back your responses by Monday, July 12, 2010.

If you have already submitted comments, the Pickaway County Engineer's Office would like to thank you for your input and no further action is required by you. However, please feel free to submit another comment form.

Common Questions from the Public Open House

Will I be able to cross the grass median and make both right and left turns into and out of my property?

The planned roadway would be two lanes in each direction with a 32 foot grass median. The only divider will be located on the bridge over the railroad tracks. Access across the grass median will be provided where necessary per Pickaway County's Access Management Policy. There are several existing driveways along Lockbourne-Eastern Road in a relatively short distance and as the project moves forward the Project Team will explore all feasible options to provide access to these properties.

Why is Duvall Road being cut-off at the railroad tracks?

One of the purposes of this project is to address the existing grade crossing along Duvall Road at the railroad tracks. The crossing is blocked numerous times daily for trains entering the Rickenbacker Intermodal Yard. The delays are typically between 5-15 minutes; however, adjacent property owners and frequent travelers have witnessed delays exceeding 25-30 minutes. In order to address this problem, the Project Team is proposing a grade separated structure (bridge) over the railroad tracks and the removal of the existing grade crossing along Duvall Road for whichever alternative is chosen. The Project Team has discussed permanently gating the existing crossing and only allowing access to emergency services. By removing the grade crossing safety for vehicular traffic as well as train operations is improved. Additionally, the removal of the grade crossing will eliminate the need for trains to sound their horns.

Alternatives Displayed at May 25, 2010 Public Open House

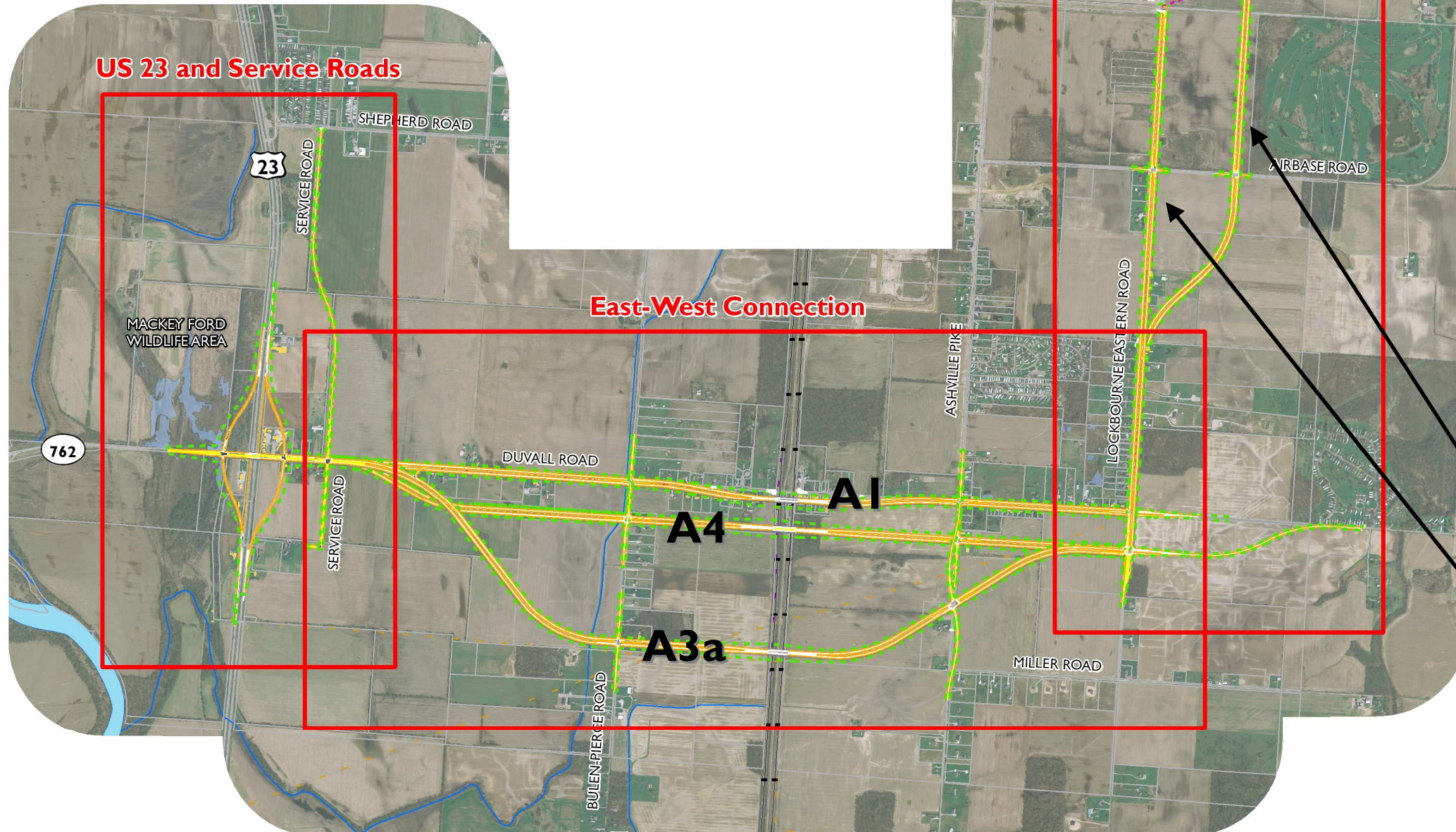
US 23 and Service Roads

The only alternative for the connection to US 23 is a diamond interchange. This interchange would provide full access in both directions along US 23 and would have considerable safety and congestion benefits for the US 23 corridor. As part of the project, driveways that currently have access to US 23 within approximately 1,500 feet of the existing US 23 and Duvall Road intersection will need to be closed. Alternative access will be provided where warranted. 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 purchase of up to 14 homes and businesses.

East-West Connection

Three alternatives were shown at the public meeting, from the US 23 interchange to Lockbourne-Eastern Road. The planned roadway is expected to be two lanes in each direction with a 32 foot grass median. It includes a bicycle/pedestrian path. Right-of-way width is expected to be approximately 180 feet. All three alternatives 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 the purchase 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 Duvall Road. Requires the purchase 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 1/2 mile south of Duvall Road. Connections are provided to Duvall Road, with Ashville Pike realigned at the intersection. Requires the purchase of approximately 1 home. This option could have a signalized intersection at Lockbourne-Eastern Rd or a roundabout intersection.



Upgrade of Lockbourne-Eastern Road

Two alternatives were shown at the public meeting for this component:

- 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 purchase of approximately 1 home.
- Widen Existing Lockbourne-Eastern – This option widens the roadway to the east. This option requires the purchase of approximately 3 homes.