



## Pickaway East-West Connector Project

July 2011 Project Update and Public Meeting Invite

### Lead Agency Switching to ODOT

The Ohio Department of Transportation (ODOT) and the Pickaway County Engineer's Office agreed that ODOT will assume project management and project development responsibilities for the remainder of the Pickaway County East-West Connector Project. ODOT will manage the project throughout the remaining portion of the design process and into construction. Pickaway County will continue to be involved with discussions and decisions related to the development of the project. In addition, ODOT will designate the county and township roadways along the preferred alternative for the project, Duvall Road and Ashville Pike, as state routes. The new roadway designation process will be completed by ODOT in the next few months. Representatives from ODOT will be available to discuss any questions at the public meeting. The public should not see any changes to maintenance or access to their properties following this change.

### Public Meeting Announcement

ODOT would like to invite you to a **Public Meeting on Tuesday, July 26 from 4 pm to 8 pm at the Teays Valley High School** located at 3887 State Route 752 in Ashville. The meeting will be held in the auxiliary gymnasium, which is located just inside the main entrance across from the office. The meeting will include formal presentations at 4:30 pm and 6:30 pm with an open house format prior to and following the presentations. Please note that the presentations will be identical, so you may attend at either time. There will be multiple opportunities to ask questions of the project team both informally during the open house and formally following the presentations. There will be exhibits on display and ODOT Real Estate staff available to answer questions related to property acquisition. Comments related to the project will be accepted until August 9, 2011.

### Alternatives Discussed in 2010

In 2010, the project team held two public meetings to present alternatives and gather public comments. At both meetings (May and September, 2010) three east-west alignments that roughly paralleled Duvall Rd. (A1, A3a, and A4) were displayed. The general consensus favored the A1 (Widen Duvall) Alternative. The major difference between the two meetings was in regard to the north-south alternative between Duvall Rd. and Rickenbacker Pkwy. By the second meeting in September, after considerable public feedback, alternatives were considered along both Lockbourne-Eastern Rd. and Ashville Pike. Following that meeting, the general consensus favored Ashville Pike for the north-south alignment.

### Corridor B

Based on public comments received after the September 2010 public meeting, ODOT re-examined the previously dismissed Corridor B (sometimes referred to as the Ashville Extension). Corridor B proposed an east-west connection from Rickenbacker Parkway (at the north end of the Intermodal Terminal) travelling west which would dead-end into US 23. Results from an updated traffic analysis to further understand the Corridor B option showed that there were no significant differences in traffic on the Corridor B connector versus Corridor A (Duvall Rd.). It also showed that east-west movement along Duvall Rd. and SR 762 at US 23 is important locally, with the majority of the traffic continuing across US 23 and not turning onto US 23. In addition, Duvall Rd. and SR 762 is an important cross-county connection for all types of traffic. ODOT has determined several safety and operational reasons why Corridor B would not be the best solution for the project:

### PROJECT SCHEDULE

**Late 2008**  
Project Kickoff

**2008 - 2009**  
Technical Studies  
Conducted

**Early 2009**  
Conceptual Alternative  
Solutions Identified

**Late 2009 - 2011**  
Preliminary Engineering

**Late 2009 - 2011**  
Perform Environmental  
Analysis

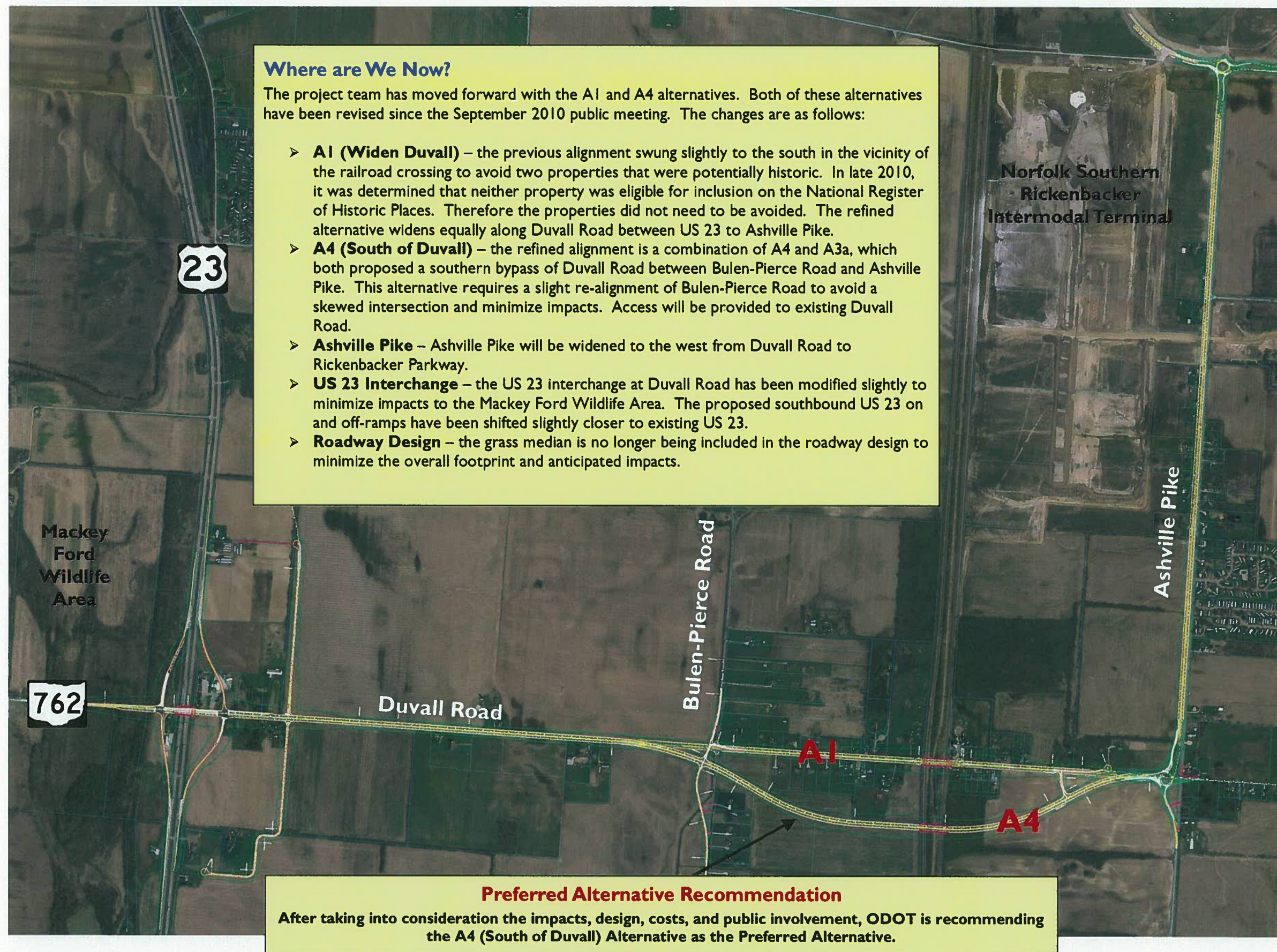
**Late 2011-2012**  
Detailed Design



## Revised A1 (Widen Duvall) and A4 (South of Duvall) Alternatives

### Corridor B - continued

- The project partners agree that US 23 is and should remain a freeway facility to preserve the north-south flow of traffic south of Columbus and I-270. A partial interchange would not be appropriate for US 23 as a major regional and statewide corridor.
- The existing Duvall Rd./SR 762 intersection has safety and congestion problems that require improvements today. These issues may call for it to be upgraded to an interchange in the future. Federal and state standards require rural interchanges to be spaced 3 miles apart so a future upgrade to an interchange would not be possible with the Corridor B interchange only 1.5 miles away. The two interchanges (Corridor B and SR 762) would be in conflict with each other.
- With the Corridor B option, Duvall Rd. would be closed at the railroad tracks so local traffic would have to travel north on other local roads and then back south on US 23 to continue west on SR 762. This would mean adding 3 miles of travel to go around the closure. This would increase traffic on US 23 and force drivers onto a multi-lane divided highway that may not mix well with some types of traffic such as farm equipment.
- Placing the railroad crossing 1.5 miles further north on the Corridor B option could cause drivers to use the local roads, including larger vehicles (trucks), in an attempt to make their trip shorter.
- As an important cross county connection from Fairfield County to Orient, closing Duvall Rd. at the railroad crossing would seriously hamper the traffic in the Duvall Rd./SR 762 corridor. This adds congestion to US 23 and disrupts the east-west flow of traffic on SR 762.





## Roundabouts

Another refinement from the September 2010 public meeting is the proposed inclusion of roundabouts at the Duvall Road and Ashville Pike intersection and Ashville Pike and Rickenbacker Parkway intersection in both of the alternatives. Despite large numbers of drivers who have not driven roundabouts previously, these intersections work well and do not confuse motorists.

## What's Next?

ODOT has chosen Alternative A4 as the Preferred Alternative. This alternative has the lowest amount of residential impacts and lower overall project costs. With the selection of the Preferred Alternative the project is moving forward into final design. ODOT has funded the final design for this project which will begin later this year and is anticipated to be completed later in 2012. Another public meeting will take place in 2012 to show the final design details, including property impacts. Property acquisition for the project will begin after the plan design has been finalized and funding is available. Specific questions related to the acquisition process can be directed to Real Estate staff at ODOT District 6 (1-800-372-7714).

## Project Construction and Phasing

At this time, full right-of-way acquisition and construction funding for this project has not been identified. ODOT and the Steering Committee (ODOT, Pickaway County Engineer's Office, MORPC, and Federal Highway Administration) will continue to pursue funding opportunities. ODOT expects this project to be built in phases as funding becomes available. Further notification and public outreach will be conducted as funding is identified and the project progresses toward construction.

### PUBLIC MEETING REMINDER

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## Project Questions

Question and comments related to this project can be forwarded to:

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