



WELCOME

This is an Open House Meeting. There will be no formal presentation or program. Please feel free to visit the stations around the room and ask questions of the staff at each. After you have viewed all the materials please fill out a comment form.

Some of the topics we are looking to gather input on include:

- Aesthetics/landscaping plan
- Best location for multi-use path
- Should pedestrian crossing of SR 257 be at grade (crosswalks) or below (tunnel)?
- Are there other issues that we have overlooked in our analysis?

Please visit the project website for future information and comment www.Home257.org



Frequently Asked Questions

Why these intersections?

The Home Road (CR 124) intersections with Riverside Drive (SR 257) and S. Section Line Road were identified in the County's 2001 Thoroughfare Plan as intersections that operate at unacceptable level-of-service (LOS) resulting in excessive congestion in peak hours. The close proximity of the intersections makes the solution more complicated than a traditional widening and signalization project.

What is Level-of Service (LOS)?

LOS is defined by a range of letter designations from A to F with LOS "A" representing the best or near optimal operation and LOS "F" designating severe congestion or near failure of the roadway. ODOT generally prefers that intersections operate at an overall LOS "C" or better in the design year. These designations are measured in average vehicle delay (seconds) experienced during the peak hours.

What's the purpose and need?

The purpose of this project is to improve the capacity and traffic control at the Home Road (CR 124) intersections with Riverside Drive (SR 257) and S. Section Line Road. Due to the current and projected operational failures (LOS F) at the intersections, there is a need to restore and maintain an acceptable LOS through the design year.

Where does the money come from?

The funding for this project is 80% federal Congestion Mitigation Air Quality (CMAQ) dollars and 20% local funding (Delaware County).

When will it be built?

The schedule currently calls for utility relocation and construction to begin in 2012. Right-of-way negotiations and acquisition are scheduled to begin summer of 2010.



Goals & Objectives

Goals:

- Reduce Congestion through the Design Year 2035.
- Develop an aesthetically pleasing, safe solution that minimizes environmental, utility and right-of-way impacts.

Objectives:

- Reduce emissions.
- Improve traffic flow.
- Accommodate large trucks.
- Design improvements to accommodate projected traffic growth.
- Control Stormwater run-off.
- Provide pedestrian crossings.



Identified Issues or Problems

No Build analysis.

Current and future traffic conditions were analyzed using traffic analysis software to determine the LOS for the existing conditions (traffic volumes and roadway configuration). The projected future volumes were then analyzed under the existing roadway conditions to determine the LOS of the intersections in the Design Year if improvements are not made to the intersections (No Build analysis). The results are in the chart below.

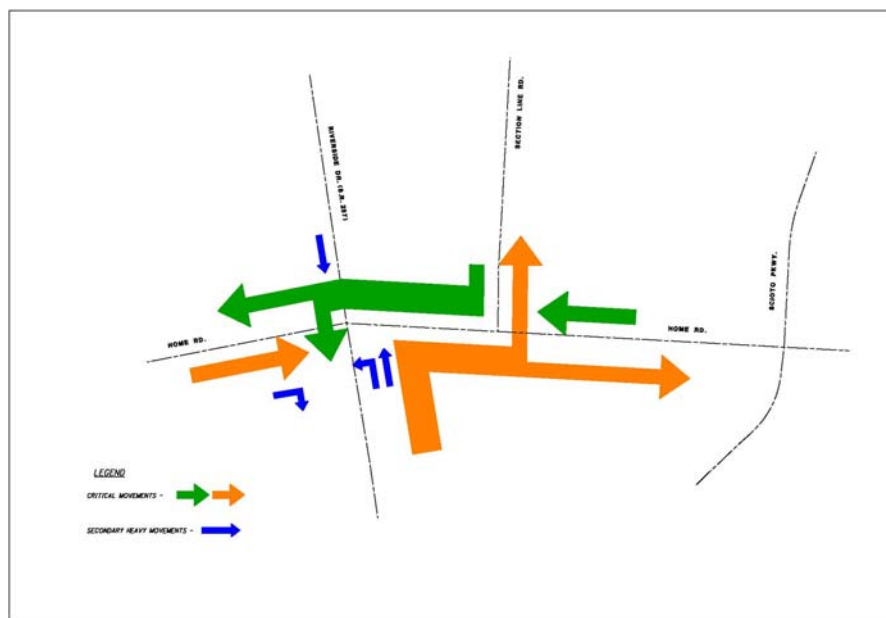
The analysis results show that the current traffic control (stop signs) and capacity of the roadways are insufficient for the existing traffic during peak periods and will continue to increase delay to motorists as traffic increases into the future.

No Build Level-of-Service Analysis Results								
	SR 257 & Home Road				S. Section Line Road & Home Road			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
2008	F	59.67	F	71.63	B	14.7	D	27.3
2015	F	285.49	F	260.47	C	23.4	F	101.1
2035	F	943.02	F	911.34	F	510.3	F	4633.0



Identified Issues or Problems

Major Movements. Part of the difficulty in providing adequate LOS to these intersections lies in the “Z” pattern of the traffic. The heavy right then left movements mixed with an equally high east-west through movement and coupled with the close proximity of the intersections makes traditional signalization and additional turn lanes challenging.



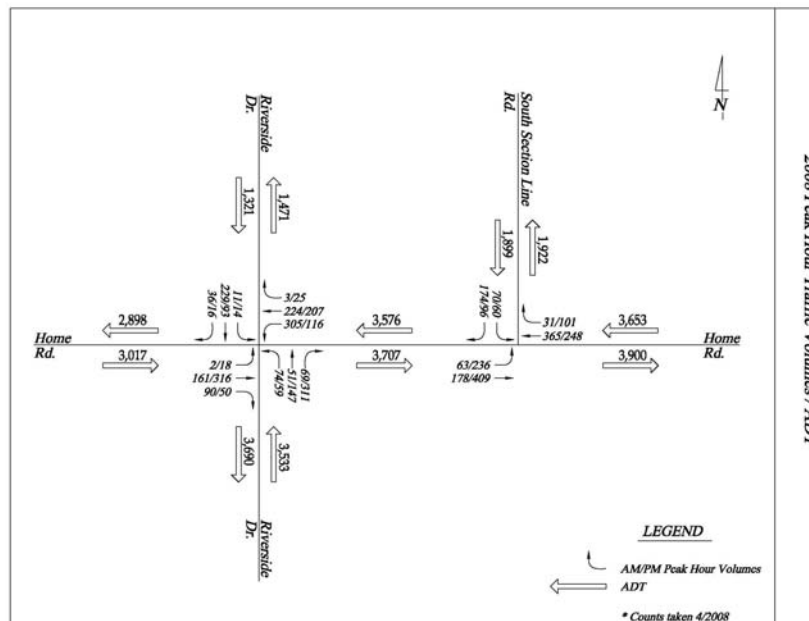
Long Queues and Blockages. Numerous long queues were observed in the peak hours demonstrating LOS F. During the AM peak hour these queues westbound on Home Road would block the S. Section Line intersection and in some instances extend far enough east to block the Scioto Parkway entrance. In the PM peak hour northbound traffic could be seen queuing approximately 1400' on SR 257 south of the intersection. This creates a dangerous situation with the blind curve in SR 257.



Traffic Volumes - Existing

How were existing volumes determined?

The Tetra Tech team collected traffic volumes during the Spring of 2008. This included manual turning movement counts during the peak periods as well as 24-hour machine counts over several days. These volumes were adjusted to an average daily volume based on ODOT seasonal adjustment factors.





Traffic Volumes - Projected

How are projected volumes developed?

ODOT develops projected traffic based on information taken from the Mid Ohio Regional Planning Commission's (MORPC) travel demand model. This computer program projects traffic for roadways based on existing and potential land uses, population, roadway capacity and travel patterns in the area. The results show there is considerable growth expected in the Home Road area over the next 27 years. The demand model also has the ability to take into account future projects such as the Sawmill Parkway extension and the effect it will have on travel patterns. These volumes then become the basis for design of the roadway alternatives.

What does "Design Year" mean?

In order to ensure that a potential roadway project will function long enough to make the investment worth, while the design team must design the road for future traffic needs. The Design Year (2035) traffic volumes are used for this task. The idea being that if the projections are correct the roadway project will provide adequate LOS through that year and the need to constantly be reconstructing the intersection to keep up with demand will be avoided.

What does "DHV" mean?

DHV stands for Design Hour Volume. This represents the peak hour(s) AM and PM that the volume is highest at the intersection. These hours represent an average day and are used for analyzing and designing the needed components of the intersection.

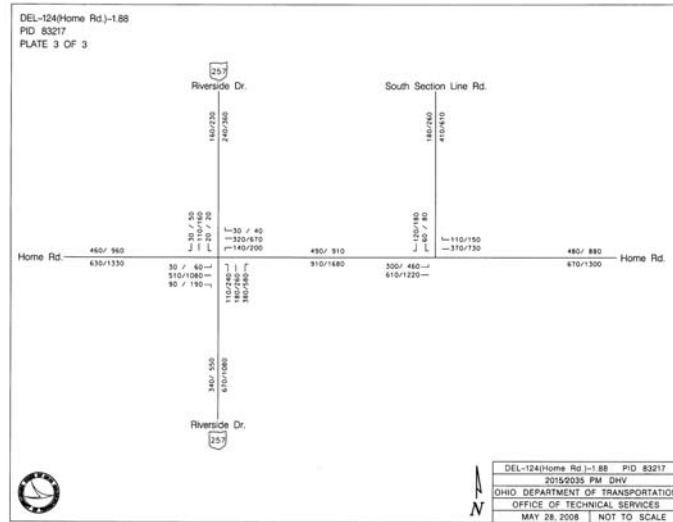
What does "ADT" mean?

ADT stands for Average Daily Traffic volume. This represents the average volume of traffic experienced on the roadway in 24 hours. It can be shown as a directional volume or as a total volume (both directions).

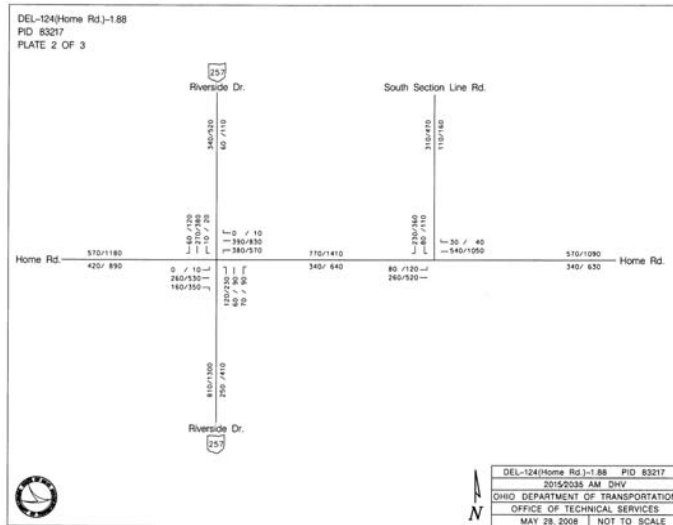


Traffic Volumes – Projected

PM



AM



ADT

