STUDY'S PURPOSE

The Delaware County Engineer, in cooperation with The Ohio Department of Transportation, is investigating the need for roadway improvements for the Home Road (CR 124) intersections with Riverside Drive (SR 257) and S. Section Line Road in Delaware County, Ohio. The purpose of this project is to improve the capacity and traffic control at the intersections. Due to the current and projected operational failures (LOS F) at the intersections, there is a need to restore and maintain acceptable LOS through the design year.

GOALS AND 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 storm water run off
- Provide pedestrian crossings

SCHEDULE

- Preliminary Engineering: 2008-2012
- Right-of-Way Negotiation and Acquisition: 2010-2012
- Utility Relocation: 2010-2012
- Construction: Fall 2012-Spring 2013

TODAY'S MEETING

There will be no formal presentation at this meeting. The open house format will allow interested persons to review the purpose and need and alternative solutions at their own pace and to talk to representatives from the County Engineer's office and Tetra Tech. The Delaware County Engineer invites written comments at the meeting, through the project website at www.home257.org and through Tetra Tech at:

Tetra Tech
Attention: Bryan Newell, AICP
3366 Riverside Drive, Suite 206
Columbus, Ohio 43221
bryan.newell@tetratech.com
Phone 614.255.4800 ext. 2221 Fax 614.917.1660

The public comment period shall remain open until November 5, 2008, upon which time the Delaware County Engineer will review all comments and proceed with selecting an alternative.

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 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 of "C" or better in the design year. These designations are measured in average vehicle delay (seconds) experienced during the peak hours.

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.

Feasible Alternative Solutions						
Factors to Consider	Alternative Solutions					
	S1	S1A	S2	R1	R2	R3
	2 Signals	2 Signals	Signal 257 w/SSL RIRO	2 lane rdbt 257 w/SSL RIRO	Single point rdbt	2 lane rdbt both locations
Probable cost to construct ($Millions)	$8-9 M	$8-9 M	$8-9 M	$5-6 M	$7-8 M	$6-7 M
Overall Level of Service AM (2035)(SR257/S. Section Line)	C/C	C/C	C/E	C/E	C*	C/B
Overall Level of Service PM (2035)(SR257/S. Section Line)	C/B	C/B	C/C	B/C	C*	B/B
Number of Potential Relocations	2	2	2	2	5	2
Number of Parcels Potentially Impacted	6	6	6	7	10	7
Potential Impacts to Parkland (Section 4(f) Property)	Y	Y	Y	Y	Y	Y
Home Road Bridge Impacts	Y	Y	Y	N	N	N
Del Co Water Pump Station Impacts	N	N	N	N	N	Y
Design exceptions required	Y	Y	Y	N	N	N

*Approach volume to capacity ratios (v/c) exceed acceptable standards

Alternatives Identification and Evaluation	
Alternative	Feasibility
S1 - 2 Signals	Further analysis warranted
S1a - 2 Signals	Further analysis warranted
S2 - Signal SR 257 w/ S. Section Line (SSL) Right In Right Out (RIRO)	Further analysis warranted
R1 - 2 lane roundabout (rdbt) SR 257 w/ S. Section Line Right In Right Out	Further analysis warranted
R2 - Single point roundabout	Further analysis warranted
R3 - 2 lane roundabout both locations	Further analysis warranted
1 lane roundabout both locations	Not feasible - LOS F
1 lane roundabout SR 257 w/ S. Section Line Right In Right Out	Not feasible - LOS F
SR 257 roundabout only	Not feasible - No build analysis shows S. Section Line at LOS F as Stop controlled intersection
Signal at SR 257 only	Not feasible - No build analysis shows S. Section Line at LOS F as Stop controlled intersection
Roundabout S. Section Line only	Not feasible - No build analysis shows SR 257 at LOS F as Stop controlled intersection
Signal S. Section Line only	Not feasible - No build analysis shows SR 257 at LOS F as Stop controlled intersection
Signal—SR 257, Roundabout—S. Section Line	Not Feasible - Signal in close proximity to roundabout is not functional
Roundabout—SR 257, Signal—S. Section Line	Not Feasible - Signal in close proximity to roundabout is not functional
Roundabout—SR 257, Close S. Section Line	Not Feasible - Moves problem to Butts Rd and creates additional miles traveled, Restricts access to S. Section Line
Signal—SR 257, Close S. Section Line	Not Feasible - Moves problem to Butts Rd and creates additional miles traveled, Restricts access to S. Section Line
Signal at SR 257, close SSL w/ new connector north of Butts Rd	Not Feasible – Connector Rd has independent utility, Creates additional miles travelled.
Rdbt at SR 257, close SSL w/ new connector north of Butts Rd	Not Feasible – Connector Rd has independent utility, Creates additional miles travelled.