

Open House #4 - Feasible alignment alternatives

Between mid-January and mid-March 2005, the project team developed four feasible alignment alternatives for the Sawmill Parkway Extension, using the same six criteria that guided selection of the preferred corridor. Comments made by the public during and after the January 19, 2005 Open House, during which the preferred corridor selection process was explained, were considered in development of the feasible alignments.

All four feasible alignments began and ended at the same location - Home Road on the south and South Section Line Road on the north. All four also followed the same path until just north of Clark-Shaw Road, differed in the vicinity of Ford and Bunty Station Roads, and recombined to form a single feasible alignment just west of U.S. 42 and onto South Section Line Road. Each of the feasible alignments followed existing safety standards of a four-lane, 45 mph parkway divided by a grass median, with at-grade intersections at each existing public road and no new intersections between Hyatts and Bunty Station roads.

The four feasible alignments (Figure 2) were presented to the public for discussion and comment at an Open House - the fourth hosted by the Delaware County Engineer for this project - on March 22, 2005 at Olentangy Liberty High School.

Feasible Alignment 1 was entirely within the preferred corridor limits. Feasible Alignment 2 departed from the preferred corridor just north of Bunty Station Road in order to provide an intersection with U.S. 42 that met safety standards for new construction. Feasible Alignments 3 and 4 departed from the preferred corridor to reduce the number of homes within the 200-foot alignment width and to provide an intersection with U.S. 42 that met safety standards for new construction.

Feasible Alignment 1 (Figure 3) was entirely within the preferred corridor, using property north and south of Clark-Shaw Road owned by Delaware County and an existing 80-foot easement at Ford Road. This proposed alignment had three homes on Bean-Oller Road, one home on Ford Road, and one home on Bunty Station Road located within the alignment. Alternate access to Ford Road for four other homes would also have to be provided under this proposed alignment.

Feasible Alignment 2 (Figure 4) also stayed within the preferred corridor until north of Bunty Station Road, using county-owned property north and south of Clark-Shaw Road. Seven residences were located within this alignment, three on Bean-Oller Road, and four on Ford Road.

Feasible Alignment 3 (Figure 5) departed from the preferred corridor between Bean-Oller and Bunty Station Roads and used county-owned property north and south of Clark-Shaw Road. Three homes on Bean-Oller Road and one on Bunty Station Road were within this alignment.

The fourth and final Feasible Alignment (Figure 6) followed the preferred corridor until just north of Bean-Oller Road. Three homes on Bean-Oller Road were within this alignment.



Figure 2 - Feasible alignments

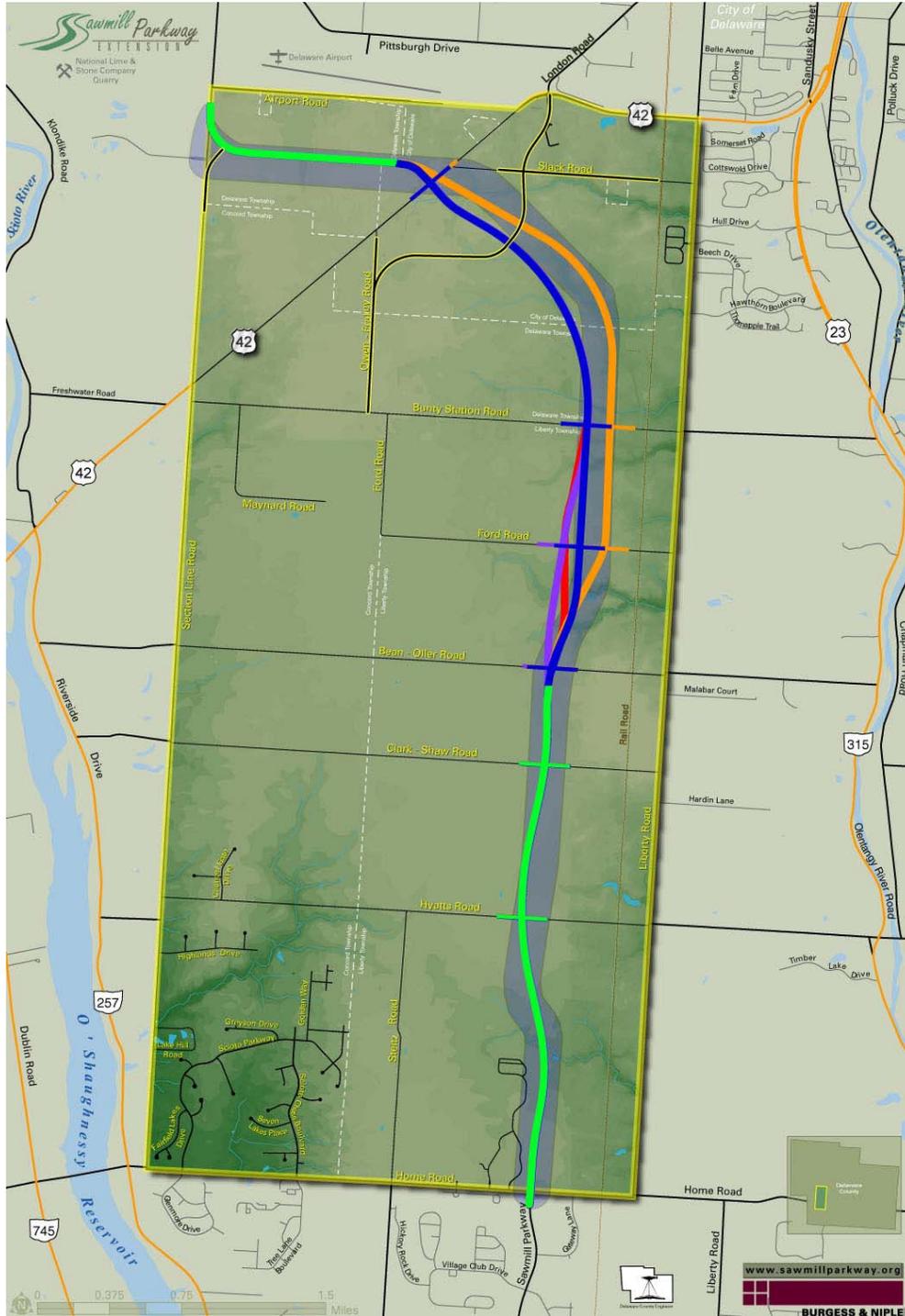


Figure 3 - Alignment 1

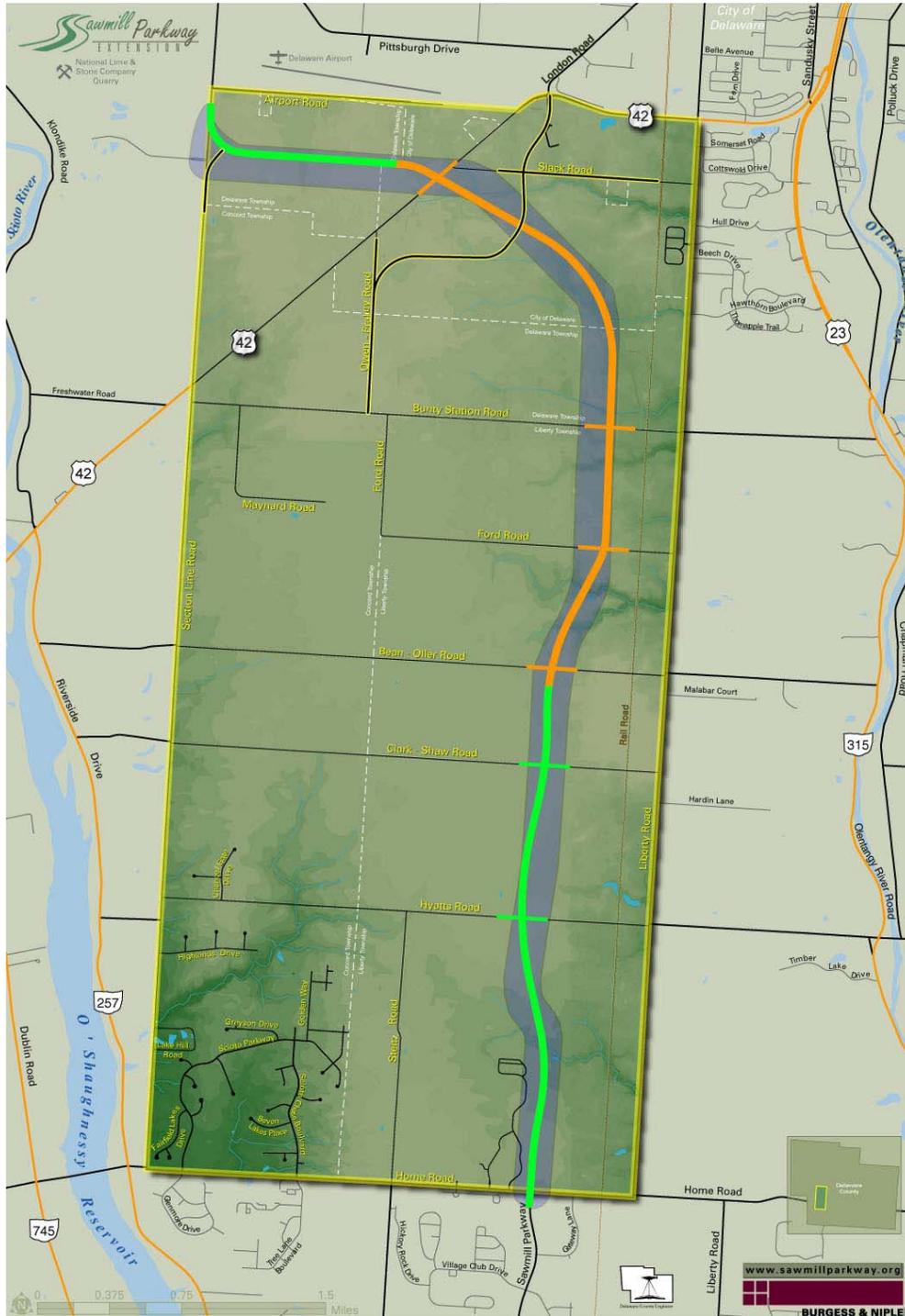


Figure 4 - Alignment 2

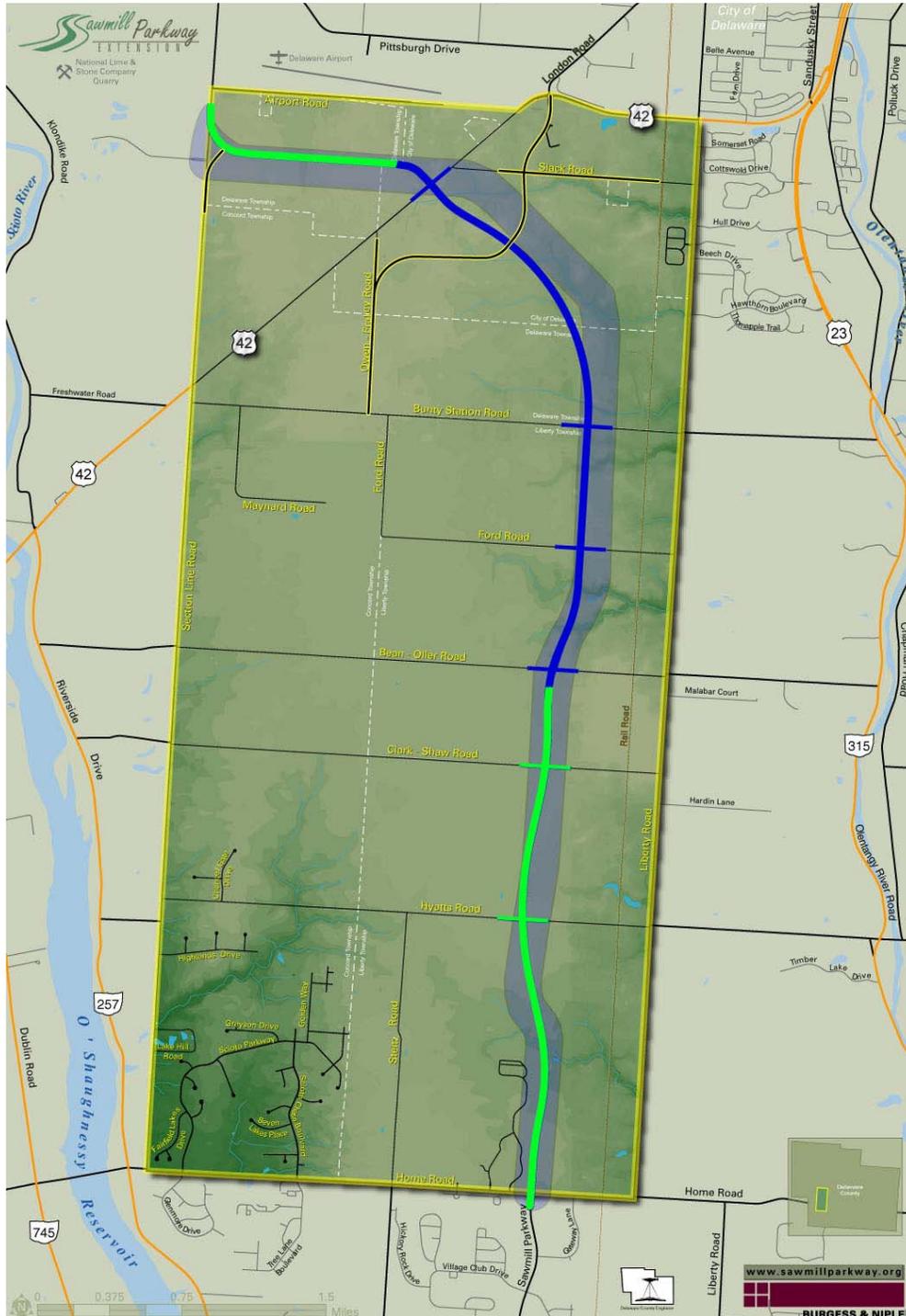


Figure 5 - Alignment 3

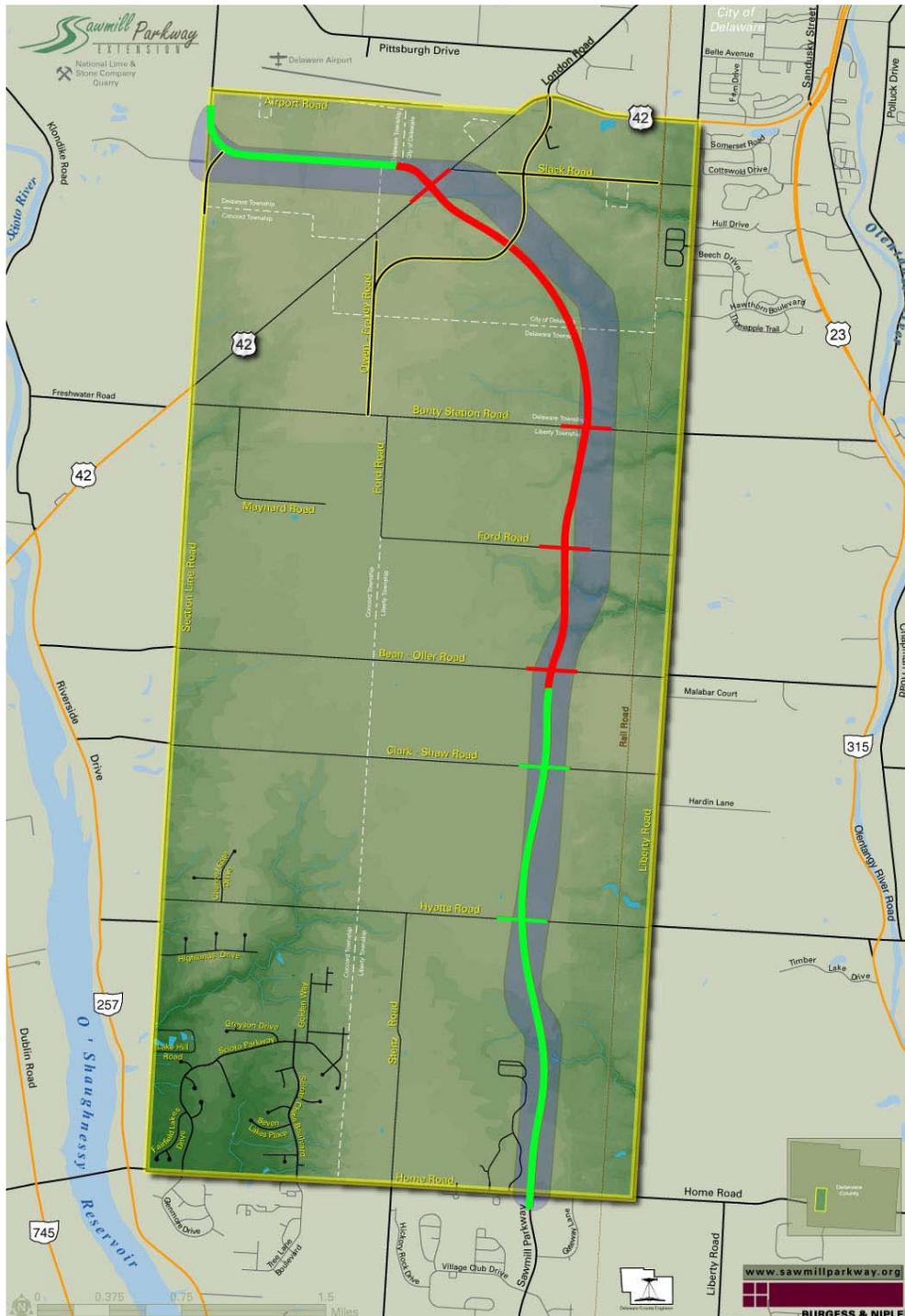
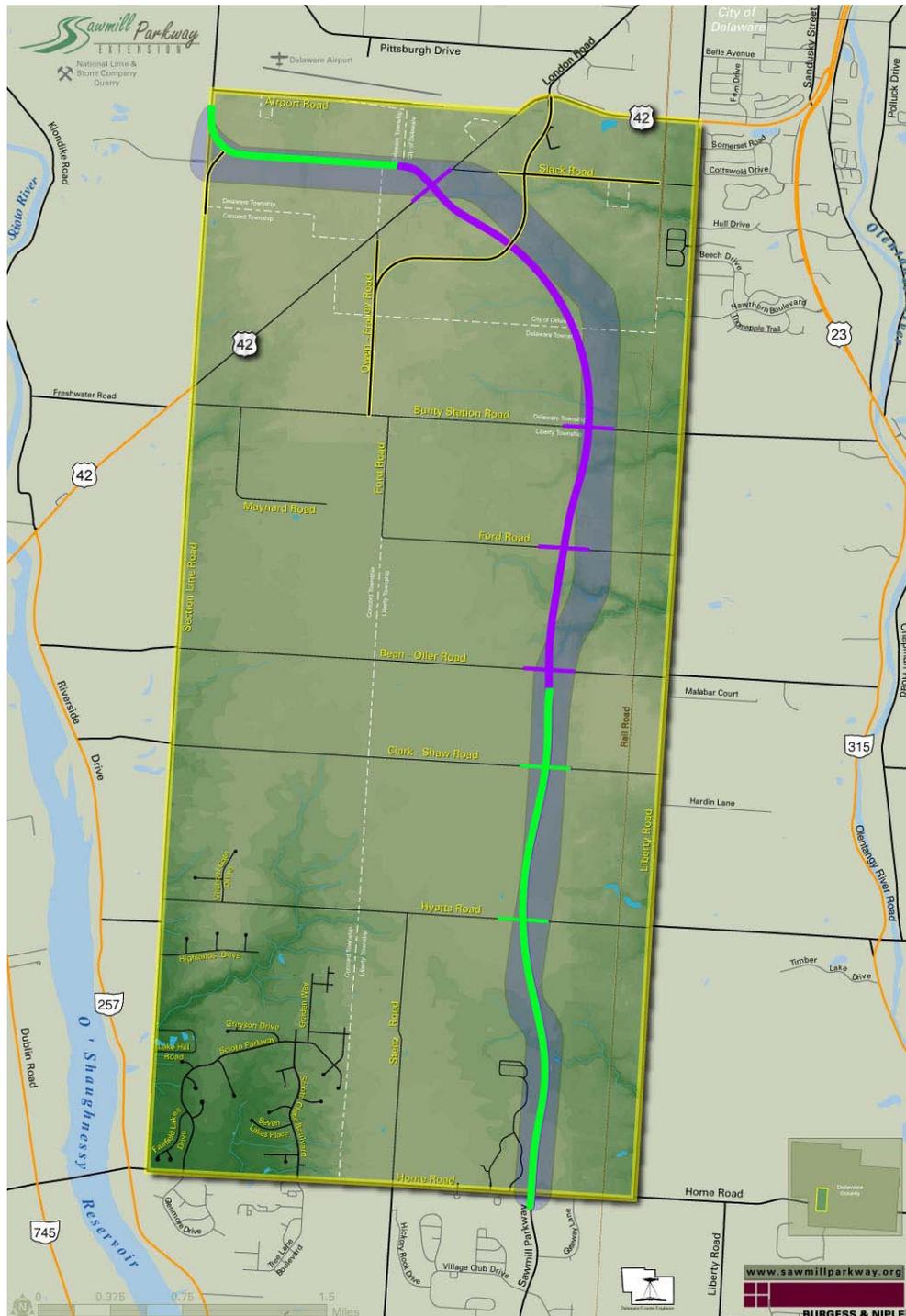


Figure 6 - Alignment 4



At the March Open House, attendees were given the opportunity through a written survey to evaluate the four feasible alignments and comment on design elements of the Extension. Forty-nine surveys were turned in at the conclusion of the March Open House and an additional 19 surveys were completed and returned after the Open House. The public comment period on the feasible alternatives was left open through April 18, 2005.

Of the 68 survey responses, 20 attendees indicated their preference of Feasible Alignment 4. Nine survey respondents said their preference was Feasible Alignment 1. Feasible Alignments 2 and 3 were each favored by eight respondents. The remaining survey responses indicated no specific preference for any particular feasible alignment.

As for aesthetic design of the Parkway Extension, survey respondents heavily favored the inclusion of a bicycle path in its design. Preferences were more evenly divided over other aesthetic design elements of the Extension. Questions asked and responses received are listed in Figure 7.

Figure 7 - March Open House survey responses

1. After reviewing the feasible alternatives for the Sawmill Parkway Extension, which one do you prefer?

Feasible Alignment	Preference
1	9
2	8
3	8
4	20

2. Should the entire length of the Parkway be lighted?

Yes	7
No	45

3. Should there be lighting only at intersections?

Yes	33
No	20

4. Should there be no lighting along the Parkway?

Yes	19
No	22

5. Should the Parkway have a bike path?

Yes	45
No	14

6. If yes, should the bike path be on one side of the Parkway or both sides?

One side	15
Two sides	27

7. Should the right-of-way for the Parkway be expanded to accommodate varying widths of median?

Yes	25
No	25

8. Please indicate your preference regarding ways in which the Parkway can be screened for existing homes and structures (check all that apply).

Earth mounds	42
Trees	50
Fencing	11
None	1