ms consultants, inc.
engineers - architects - planners

Appendix 4

Road Improvement Assumptions For the 2020 E+C Transportation Model

Delaware Thoroughfare Plan
Additional Road Improvement Assumptions Included in the 2020 E+C Model Network

City of Delaware Region:

- Houk Road (Pittsburgh Avenue to Hills-Miller Road) – 3 lanes
- US 36 (SR 257 to Delaware City Limits) – 3 lanes

Southeast Region:

- Polaris Parkway – 6/7 lanes to Maxtown Road
- Polaris Parkway interchange upgrade and Orion Extension - 4 lanes
- Polaris Parkway (Powell Road to Worthington Road) – 7 lanes
- Add lane to I-71 (to US 36/SR 37) – 3 lanes each direction
- County Line Road Extension / realignment – 5 lanes
- Cleveland Avenue – 5 lanes
- Africa Road (Lewis Center Road to Cheshire Road) – 3 lanes
- Africa Road (Cheshire Road to US 36/SR 37) – improved 2 lanes
- Bale Kenyon Road (Worthington Road to Lewis Center Road) – improved 2 lanes
- Worthington Road (Polaris Parkway to Africa Road) – 5 lanes
- Worthington Road (Africa Road to Big Walnut Road) – 3 lanes
- Worthington Road (Big Walnut Road to Plumb Road) – improved 2 lanes

Northeast Region:

- N. Galena Road (US 36/SR 37 to Berkshire Road) – 3 lanes
- N. Galena Road (Berkshire Road to N. Old State Road) – improved 2 lanes
- SR 3 (US 36 to Westerville) – 5 lanes
- Cheshire Road (US 23 to Piatt Road) – 3 lanes
- Cheshire Road (Piatt Road to Africa Road) – 4 lanes
- Cheshire Road (Africa Road to proposed I-71 Interchange) – 5 lanes
- SR 37 (S. Section Line Road to Licking County Line) – 3 lanes

Central Region:

- Orange Road (SR 315 to Bale Kenyon Road) – improved 2 lanes
- Piatt Road (Shanahan Road to Cheshire Road) – improved 2 lanes
- Lewis Center Road (US 23 to Africa Road) – 5 lanes
- SR 315 (Franklin County Line to US 23) – 3 lanes
- US 23 (Franklin County Line to US 42) – 7 lanes
- US 23 (US 42 to Marion County Line) – 5 lanes
- US 36/SR 37 (Delaware City Limits to I-71) – 4 lanes
- Lazelle Road – 4 lanes
- South Old State Road / Lackey Old State Road (Franklin County Line to Lewis Center Road) – 5 lanes
- South Old State Road / Lackey Old State Road (Lewis Center Road to US 36/SR 37) – 3 lanes

Southwest Region:

- Sawmill Parkway Extension (to Home Road) – 5 lanes
- Home Road (SR 745 to Liberty Road) – 4 lanes
- Home Road (Liberty Road to US 23) – 4 lanes
- Powell Road (SR 257 to W. Village of Powell Corp Limits) – 5 lanes
- Powell Road (E. Village of Powell Corp Limits to High Meadows Village Drive) – 3 lanes
- Powell Road (High Meadows Village Drive to Polaris Parkway) – 5 Lanes
- Liberty Road (Franklin County Line to Home Road) – 3 lanes
- Liberty Road (Home Road to London Road) – improved 2 lanes

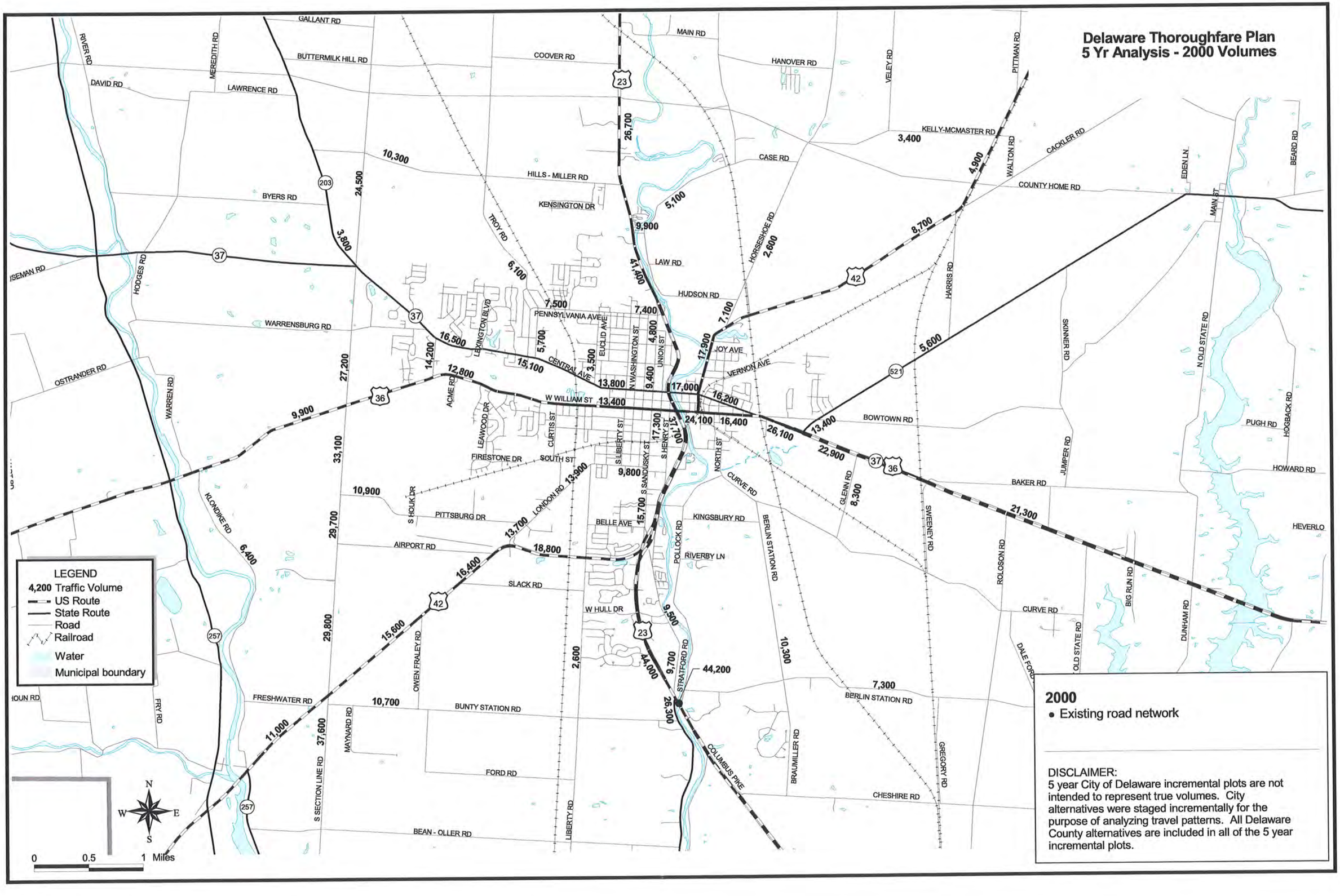
Southwest Region:

- Concord Road (Glick Road to Home Road) – 4 lanes
- Glick Road (Concord Road to SR 745) – 3 lanes
- Glick Road (SR 745 to SR 257 – bridge) – 4 lanes
- Home Road (Union County Line to SR 745) – 4 lanes
- US 42 (Union County Line to US 23) – 3 lanes
- S. Section Line Road (Home Road to SR 37) – 3 lanes

Five-Year Increment Traffic Volume Maps for the City of Delaware Region

MS CONSULTANTS, INC.

Delaware Thoroughfare Plan
5 Yr Analysis - 2000 Volumes

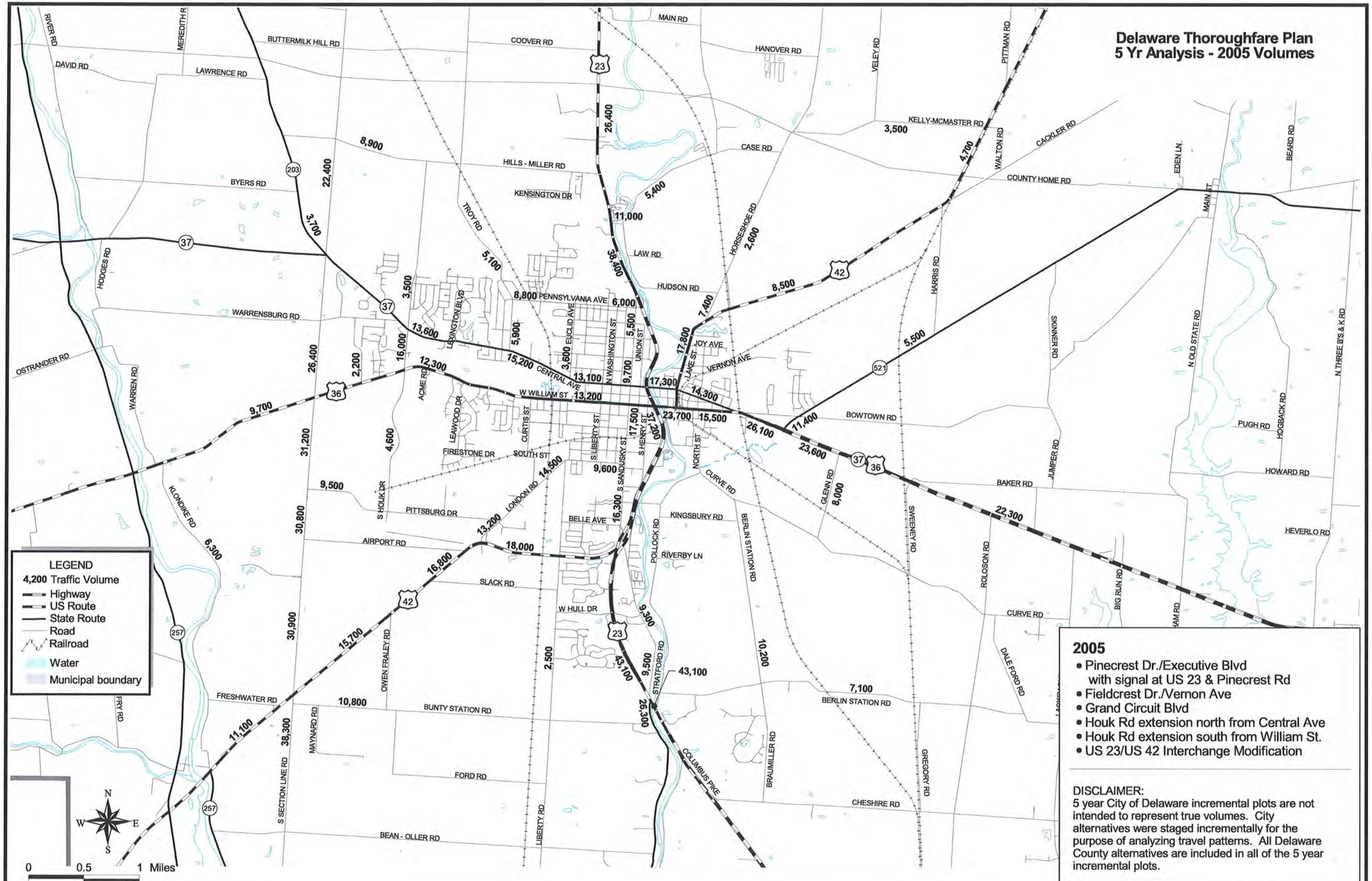


2000

- Existing road network

DISCLAIMER:
5 year City of Delaware incremental plots are not intended to represent true volumes. City alternatives were staged incrementally for the purpose of analyzing travel patterns. All Delaware County alternatives are included in all of the 5 year incremental plots.

Delaware Thoroughfare Plan
5 Yr Analysis - 2005 Volumes



LEGEND

- 4,200 Traffic Volume
- Highway
- US Route
- State Route
- Road
- Railroad
- Water
- Municipal boundary

N W E S

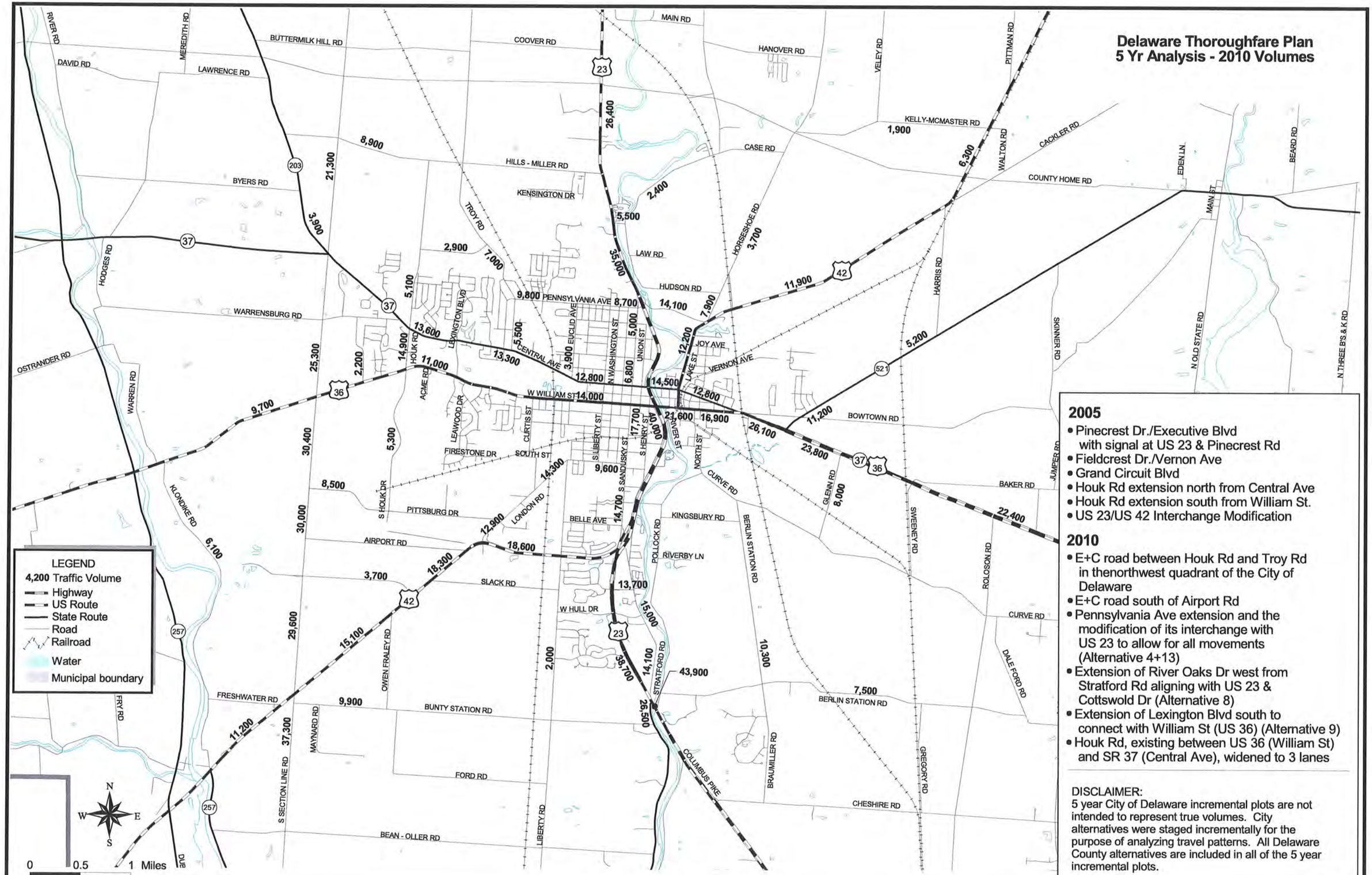
0 0.5 1 Miles

2005

- Pinecrest Dr./Executive Blvd with signal at US 23 & Pinecrest Rd
- Fieldcrest Dr./Vernon Ave
- Grand Circuit Blvd
- Houk Rd extension north from Central Ave
- Houk Rd extension south from William St.
- US 23/US 42 Interchange Modification

DISCLAIMER:
5 year City of Delaware incremental plots are not intended to represent true volumes. City alternatives were staged incrementally for the purpose of analyzing travel patterns. All Delaware County alternatives are included in all of the 5 year incremental plots.

Delaware Thoroughfare Plan
5 Yr Analysis - 2010 Volumes



LEGEND

- 4,200 Traffic Volume
- Highway
- US Route
- State Route
- Road
- Railroad
- Water
- Municipal boundary

2005

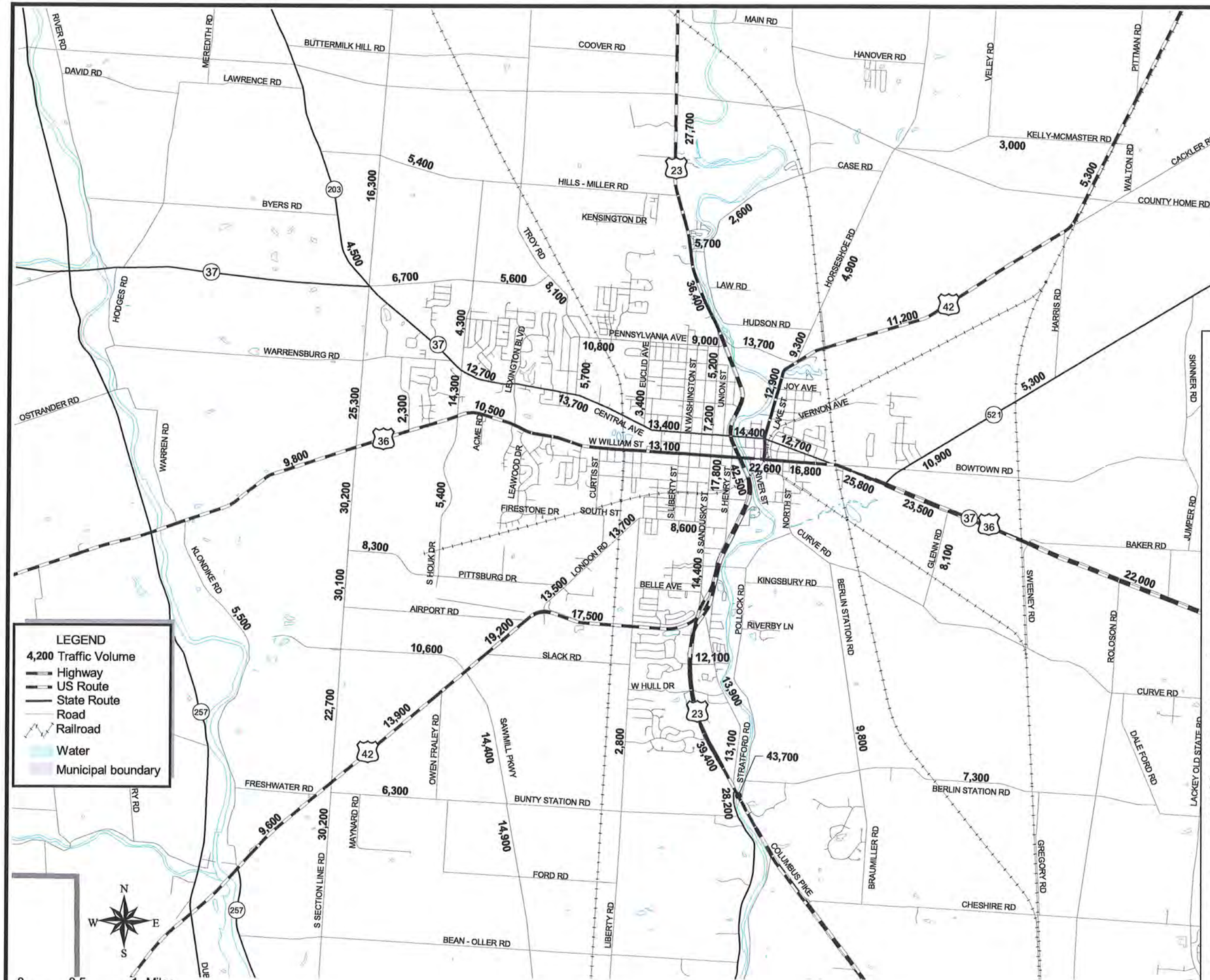
- Pinecrest Dr./Executive Blvd with signal at US 23 & Pinecrest Rd
- Fieldcrest Dr./Vernon Ave
- Grand Circuit Blvd
- Houk Rd extension north from Central Ave
- Houk Rd extension south from William St.
- US 23/US 42 Interchange Modification

2010

- E+C road between Houk Rd and Troy Rd in thenorthwest quadrant of the City of Delaware
- E+C road south of Airport Rd
- Pennsylvania Ave extension and the modification of its interchange with US 23 to allow for all movements (Alternative 4+13)
- Extension of River Oaks Dr west from Stratford Rd aligning with US 23 & Cottswold Dr (Alternative 8)
- Extension of Lexington Blvd south to connect with William St (US 36) (Alternative 9)
- Houk Rd, existing between US 36 (William St) and SR 37 (Central Ave), widened to 3 lanes

DISCLAIMER:
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Delaware Thoroughfare Plan
5 Yr Analysis - 2015 Volumes



2005
- Pinecrest Dr./Executive Blvd with signal at US 23 & Pinecrest Rd
- Fieldcrest Dr./Vernon Ave
- Grand Circuit Blvd
- Houk Rd extension north from Central Ave
- Houk Rd extension south from William St.
- US 23/US 42 Interchange Modification

2010
- E+C road between Houk Rd and Troy Rd in thenorthwest quadrant of the City of Delaware
- E+C road south of Airport Rd
- Pennsylvania Ave extension and the modification of its interchange with US 23 to allow for all movements (Alternative 4+13)
- Extension of River Oaks Dr west from Stratford Rd aligning with US 23 & Cottswold Dr (Alternative 8)
- Extension of Lexington Blvd south to connect with William St (US 36) (Alternative 9)
- Houk Rd, existing between US 36 (William St) and SR 37 (Central Ave), widened to 3 lanes

2015
- Sawmill Parkway extension (Alternative 2)
- New road between SR 37/SR 203 and Houk Road in the NE quadrant of the City (Alternative 6)

DISCLAIMER:
5 year City of Delaware incremental plots are not intended to represent true volumes. City alternatives were staged incrementally for the purpose of analyzing travel patterns. All Delaware County alternatives are included in all of the 5 year incremental plots.

Delaware Thoroughfare Plan
2020+ Volumes with Full Build Out Land Use

2005
- Pinecrest Dr./Executive Blvd with signal at US 23 & Pinecrest Rd
- Fieldcrest Dr./Vernon Ave
- Grand Circuit Blvd
- Houk Rd extension north from Central Ave
- Houk Rd extension south from William St.
- US 23/US 42 Interchange Modification

2010
- E+C road between Houk Rd and Troy Rd in thenorthwest quadrant of the City of Delaware
- E+C road south of Airport Rd
- Pennsylvania Ave extension and the modification of its interchange with US 23 to allow for all movements (Alternative 4+13)
- Extension of River Oaks Dr west from Stratford Rd aligning with US 23 & Cottswold Dr (Alternative 8)
- Extension of Lexington Blvd south to connect with William St (US 36) (Alternative 9)
- Houk Rd, existing between US 36 (William St) and SR 37 (Central Ave), widened to 3 lanes

2015
- Sawmill Parkway extension (Alternative 2)
- New road between SR 37/SR 203 and Houk Road in the NE quadrant of the City (Alternative 6)

2020
- Extension of Cheshire Road west from US 23 to connect with US 42 (Alternative 1)
- Connector road from the intersection of Glenn Road & Curve Road south to Cheshire Road (Alternative 3)

2020+ Full Build
- New road between Troy Rd and US 23 in the NE quadrant of the City with improvement of Panhandle Rd bridge (Alternative 7)
- North/south route extending from the intersection of Alternative Y between Horseshoe Rd and US 42 south to intersect with US 36/SR 37 at Glenn Rd and the extension of Panhandle Rd east to connect with the north south route between Horseshoe Rd and US 42 (Alternative 5 Northeast City Quadrant Grid)
- US 42 extension to the extension of Glenn Road (Alternative 16).

LEGEND
- 4,200 Traffic Volume
- US Route
- State Route
- Road
- Railroad
- Municipal boundary

0 0.5 1 Miles

DISCLAIMER: 5 year City of Delaware incremental plots are not intended to represent true volumes. City alternatives were stagd incrementally for the purpose of analyzing travel patterns. All Delaware County alternatives are included in all of the 5 year incremental plots.