

Pictures



S.R. 13 at Deo Drive looking north



Deo Drive at S.R. 13 looking east



Waterworks Road at the bridge over the North Fork of the Licking River looking east



Deo Drive at S.R. 13 looking west



The Reconstruction of Waterworks Road City of Newark, Ohio



Public Involvement Meeting Tuesday, June 13, 2006, 6 to 8 p.m. at the North Elementary School, 300 Deo Drive

Meeting Purpose: The City of Newark and the Ohio Department of Transportation (ODOT) are proposing to reconstruct and realign Waterworks Road between S.R. 13 (Mount Vernon Road) and the North Fork Licking River Bridge. As part of the Project, the City is proposing to connect Waterworks Road directly to Deo Drive and install intersection improvements in the form of a new traffic signal and turn lanes. The City and ODOT are seeking comments from the public with regard to the social, environmental, and economic impacts of this project.

Meeting Format: This Public Involvement Meeting is an open house for the public to view and comment on the alternatives being considered for this important roadway project. Exhibits will be provided with detailed information regarding the alignments, intersection improvements, and the project schedule. Representatives from ODOT, the City, and DLZ Ohio, Inc. (the Project's consulting engineering firm) will be available to answer questions and discuss these issues.

Comments: Written comments concerning the Project may be mailed to DLZ Ohio, Inc. at 6121 Huntley Road, Columbus, Ohio, 43229, Attention: Mr. George Butzer, P.E., Project Manager. All comments must be submitted by June 27, 2006, to be considered. Not all comments will be individually responded to.

Project History

The City has experienced an increase in office space and retail development to the west of S.R. 13 on North 21st Street. Approximately 600 new residential lots have also been recently developed east of the North Fork of the Licking River and north of Waterworks Road in the vicinity of Horns Hill Road. Residents utilize the existing Waterworks Road Bridge to cross the river and travel west on Waterworks Road en route to the office and retail developments. Waterworks Road terminates at S.R. 13, and westbound motorists either continue to the west via Van Tassel Avenue, a small residential street offset to the south of Waterworks Road by approximately 65 feet, or travel south approximately 500 feet on S.R. 13 to Deo Drive before continuing westward. Congestion

occurs on Waterworks Road, Deo Drive, and on S.R. 13 between these intersections to the extent that vehicular gridlock is experienced frequently. Local residents use S.R. 13 to gain access to S.R. 16 (to the south) en route to either Columbus or Zanesville. The congestion disrupts this vital movement.

The intersections of Waterworks Road and Deo Drive at S.R. 13 have been deemed as problem areas for many years. In 1995, the City of Newark's Division of Engineering studied measures to reduce the frequency and severity of accidents at these intersections, while improving vehicular traffic flow. The report was prepared as a result of recommendations by the Ohio Department of Highway Safety in an

Evaluation/Assessment Report for the City dated June 17, 1993. Per the study, the percentage of B & C traffic, business and commercial trucks, including tractors, semitrailers, buses, and dual tire trucks were found to be approximately 8 percent on S.R. 13, 9 percent on Waterworks Road, and 5 percent on Deo Drive. The study identified the combination of high truck traffic, poor roadway geometrics, and the lack of access management as the major contributors to the high accident rates and poor levels of service.

The study determined that east/westbound motorists attempting to negotiate the offset intersection at Waterworks Road/Van Tassel Avenue have been a key contributor to the high rate of accidents. Per the

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study, 46 percent of the accidents were of the rear-end type, while 54 percent of the angle type. The study recommended the installation of auxiliary lanes and geometric upgrades, including typical section improvements to meet current ODOT design criteria. The realignment of Waterworks Road to eliminate any offset intersection was also recommended.

Providing and maintaining acceptable roadway pavement conditions have also been a problem. The deceleration and acceleration movements of the high truck traffic have caused pavement rutting and shoving at all intersection approaches. The study recommended typical section improvements to meet current ODOT design criteria, as well as the implementation of access management practices such as driveway relocation, elimination, or consolidation.

The 2008 Average Daily Traffic (ADT) has been certified to be approximately 10,000 vehicles on Waterworks Road and 10,850 vehicles on Deo Drive. S.R. 13, between Waterworks Road and Deo

Drive, has a 2008 ADT of 17,510 vehicles, and that figure is expected to climb to 19,110 by 2028. Traffic models utilizing certified volumes indicate the existing signals on S.R. 13 at Waterworks Road and Deo Drive currently provide unacceptable levels of service (LOS). The signal at Waterworks Road functions at a LOS F, while the Deo Drive provides a LOS D. This condition will continue to worsen as volumes increase.

The existing pavement widths and number of auxiliary lanes at intersections do not meet current ODOT standards. At the intersection with S.R. 13, Waterworks Road is a two-lane roadway with 10-foot lanes and aggregate or turf shoulders. No turn lanes are provided even though the westbound left turning movement of 3,650 vehicles exceed 68 percent of the total westbound movement. The number of mainline through lanes, to the east of the intersection, appears to be adequate. However, the pavement is in poor condition between the intersection and the bridge over the North Fork of the Licking River. Van Tassel Avenue is a residential two-lane roadway with

10-foot lanes and aggregate or turf shoulders and no turn lanes. Van Tassel Avenue is slightly offset from the signal installation at Waterworks Road and is stop controlled only.

Although a small portion of westbound traffic from Waterworks Road continues westbound on Van Tassel Avenue, it is estimated that nearly 70 percent of westbound motorists travel south to Deo Drive before continuing westward. Deo Drive is a four-lane, east/west roadway connecting S.R. 13 and 21st Street.

A traffic signal is located at the intersection with S.R. 13, which is skewed at an approximate angle of 72.5 degrees. In addition to decreasing line of sight and vehicular maneuverability, skewed intersections increase the length at which traffic movements are in conflict. A key contributing factor to 43 percent of the accidents at this location has been attributed to the presence of two separate drive entrances (to the east) that are directly within the intersection. These drive entrances do not have signal indications.

Purpose and Need

Vehicular congestion has caused problems for motorists and emergency vehicles in this area for many years. A direct route connecting the residential areas east of S.R. 13 with the commercial development on/near North 21st Street is needed. The current path between these destinations lies along S.R. 13, between Waterworks Road and Deo Drive. Congestion occurs primarily because this section of S.R. 13 does not provide the capacity required to serve east/west and north/south motorists simultaneously. The intersections at Waterworks Road and Deo Drive are spaced too closely and are not equipped with adequate turn lanes. The purpose of this project is to provide safe and efficient passage for eastbound/westbound vehicles traveling between Waterworks Road and Deo Drive while relieving vehicular congestion on S.R. 13 between the two roadways.

Project Description

Project Limits:

The logical termini for this project are the intersections of Deo Drive and Waterworks Road with S.R. 13, including the respective areas required for tie-in. The eastern terminus is the western approach slab to the Waterworks Road Bridge over the North Fork of the Licking River.

Waterworks Road:

Waterworks Road will be realigned to connect directly to the east end of Deo Drive. The roadway will be widened and

include 12-foot lanes, curb and gutter, and a new storm sewer system. The existing traffic signal at Waterworks Road/S.R. 13 will be removed.

Deo Drive:

The intersection at S.R. 13 will be improved to include a right-turn lane and new traffic signal. Concrete pavement will be installed at all approaches to the intersection.

S.R. 13 (Mount Vernon Road):

Intersection improvements include additional turn lanes at the Deo Drive intersection.

Maintenance of Traffic:

This Project has been designed to maintain at least one lane of traffic in each direction at all times during construction. Short term closures may be necessary during various construction activities, but will be kept minimal. Intersections will remain open and access to homes and businesses will be maintained throughout the duration of the Project.

Right-of-Way:

Additional limited access right-of-way will need to be acquired to complete this Project.

Project Cost and Funding:

The total Project cost, including right-of-way and utilities, is expected to be \$2,500,000. The Project will be funded with Federal Funds administered by ODOT.

Schedule:

The design of this portion is expected to be complete in 2007, with the right-of-way acquisition and the utility relocations to take place in 2007. Construction of this Project will begin in 2008.

Project Map

