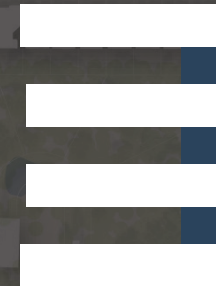




# State Route 605 Corridor Streetscape Concept Plan



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# Overview

This document serves as a compendium of preferred streetscape improvements along State Route 605, Central College Road, and New Albany Road East. The study area is bounded by Central College Road to the south and Walnut Street to the north. This study follows significant changes to the surrounding development pattern over the past decade, including new residential, commercial, mixed-use, and recreation uses constructed or proposed within or adjacent to the study area. These new uses contribute to a development pattern that calls for streetscape upgrades to accommodate anticipated increases in pedestrian and bike traffic.

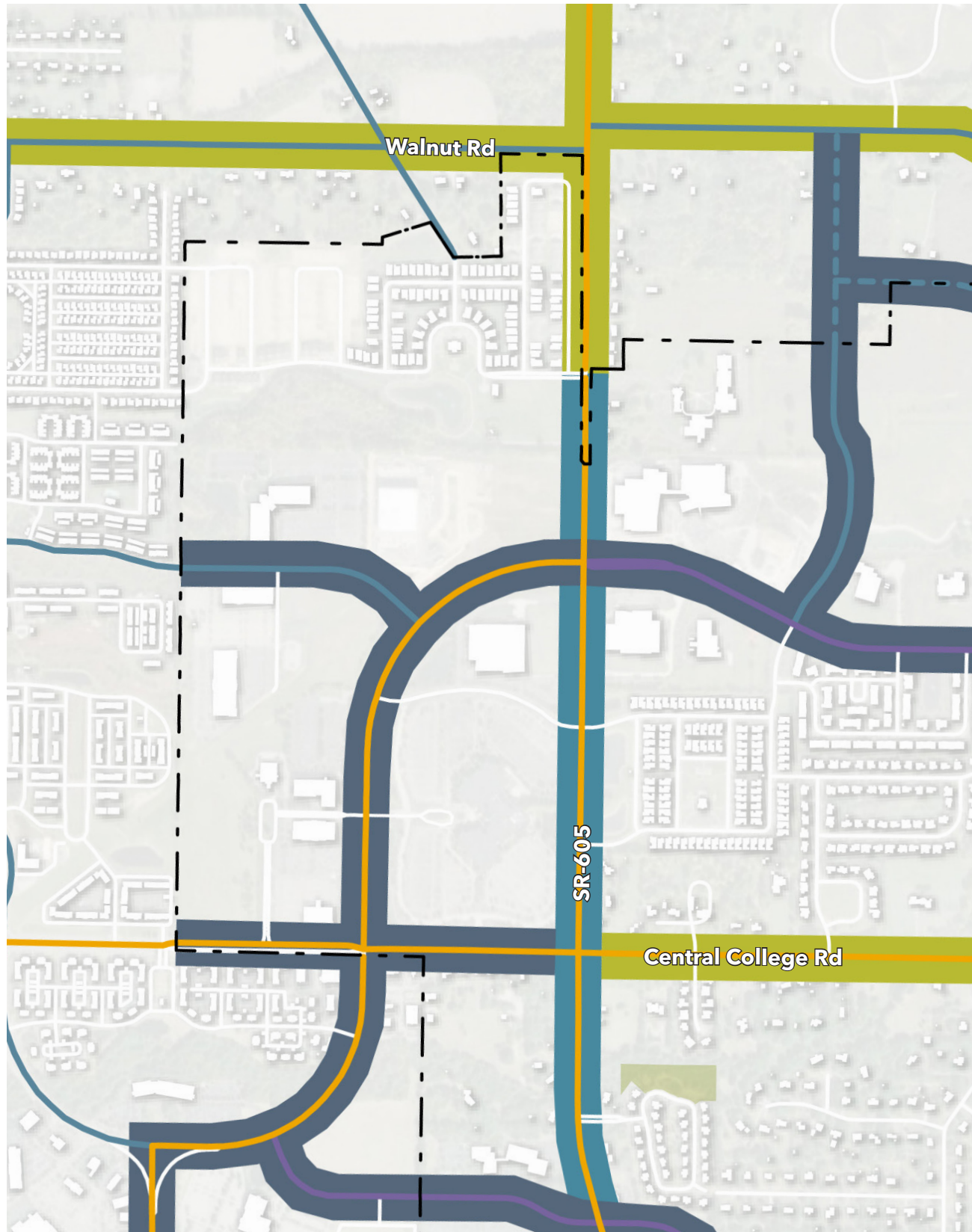
- New Albany Athletics Campus, a multi-purpose recreation and sports complex, is planned for construction at the former Discover site. Anticipated uses include New Albany Plain Local School District sports facilities and additional outdoor and indoor recreation amenities.
- The Hamlet at Sugar Run is a mixed use development comprised of residential, retail, and a new public park along Sugar Run that will generate an increase in pedestrian activity throughout the study area.
- The Courtyards at New Albany and Nottingham Trace by Pulte Homes are two new subdivisions in the study area that have reached or are nearing full-build out. These neighborhoods contribute to a rising demand for safe pedestrian and bicycle infrastructure, especially along SR-605.

## Summary of General Design Principles

- Street edge conditions should establish a clear delineation between New Albany's suburban edge and rural transition.
- Pedestrian/bike facilities should be shared off-street to accommodate a wide range of users with varied experience levels.
- Minimize pavement to the greatest extent feasible, prioritizing simpler lane geometries, tighter intersections, and re-use of drive lanes for landscape medians, where applicable.



# Existing Conditions



## Functional and Character Classifications

This study references functional and character classifications established by the Engage New Albany Strategic Plan. Functional classifications represent a roadway's built capacity, while character classifications represent appropriate streetscape elements in relation to a roadway's surrounding land use pattern and context.

### Legend

*Functional Classification*

- Minor Arterial
- Major Collector
- Minor Collector

*Character Classification*

- Business Park Transitional
- Business Park
- Village Traditional

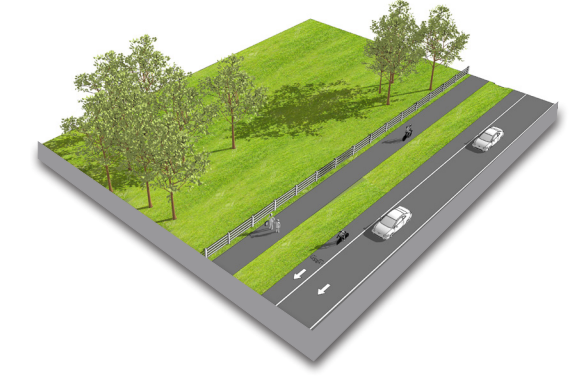
### Business Park



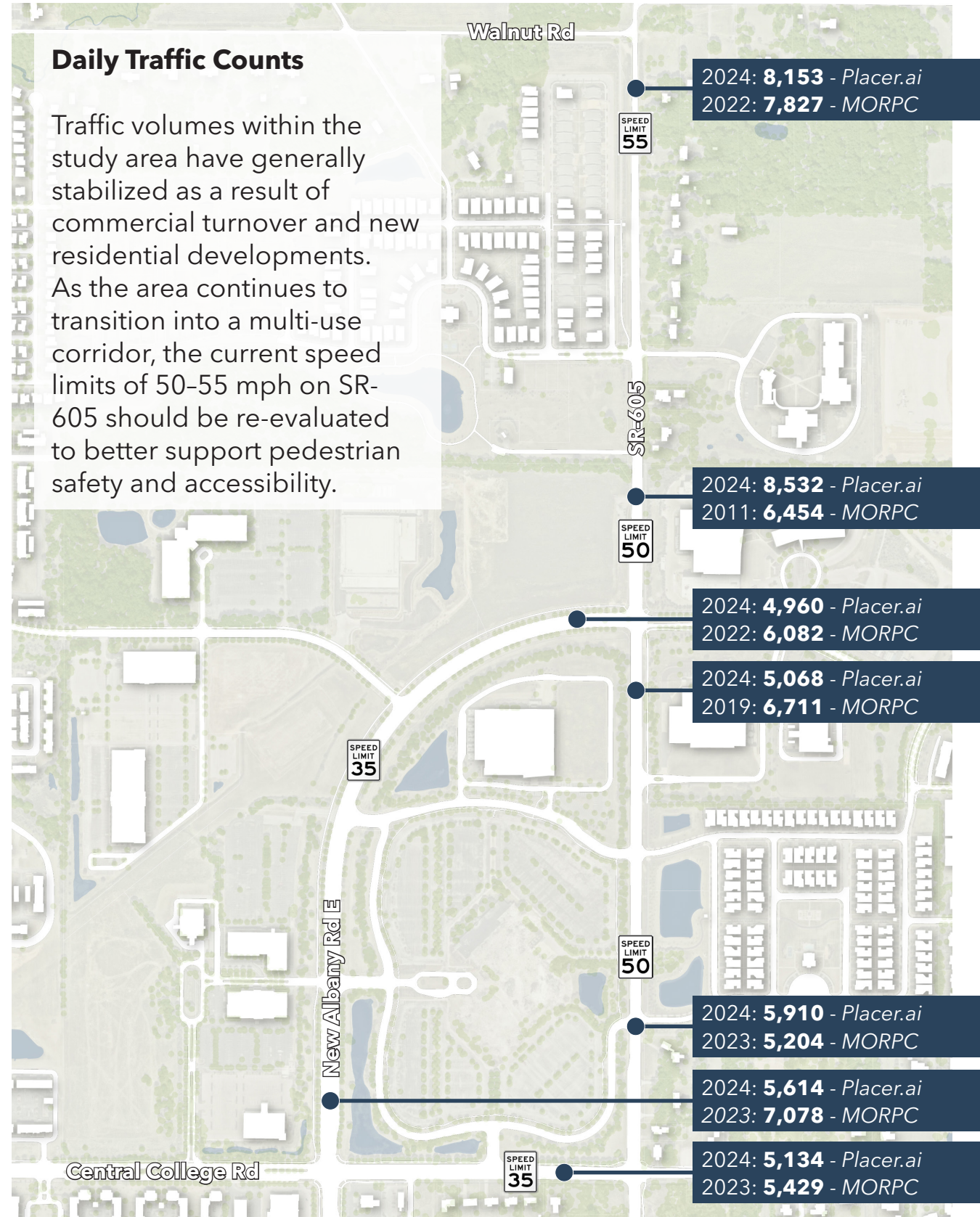
### Business Park Transitional



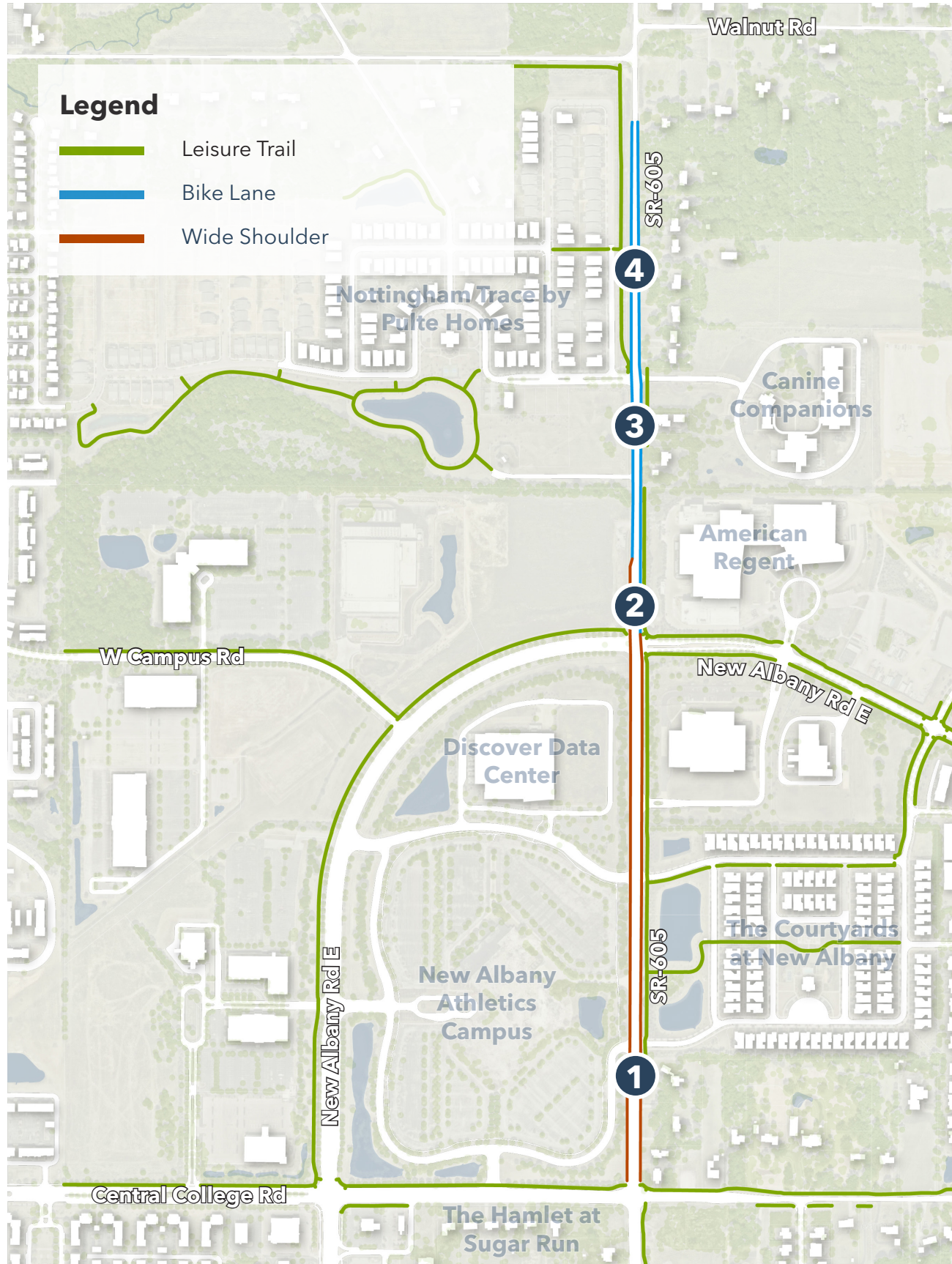
### Village Traditional



# Existing Conditions

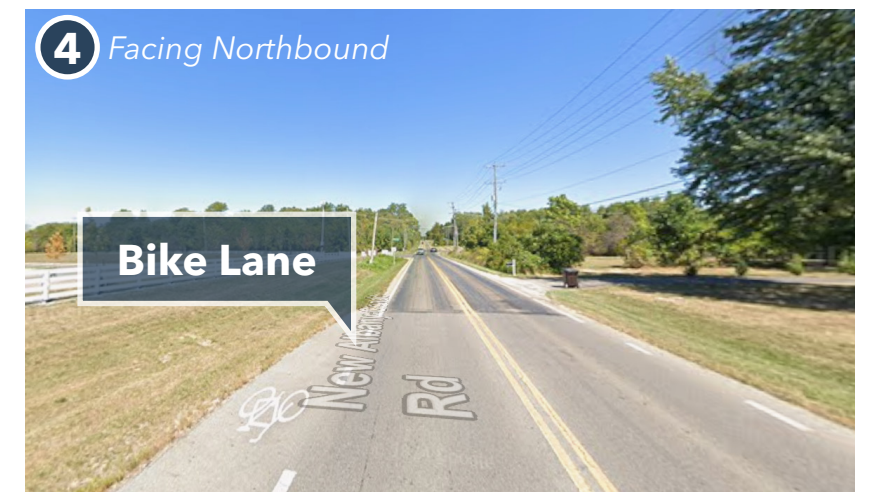
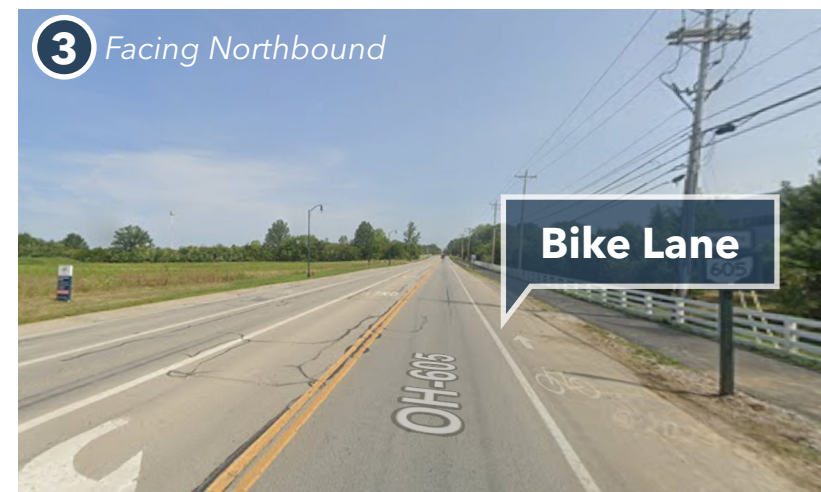
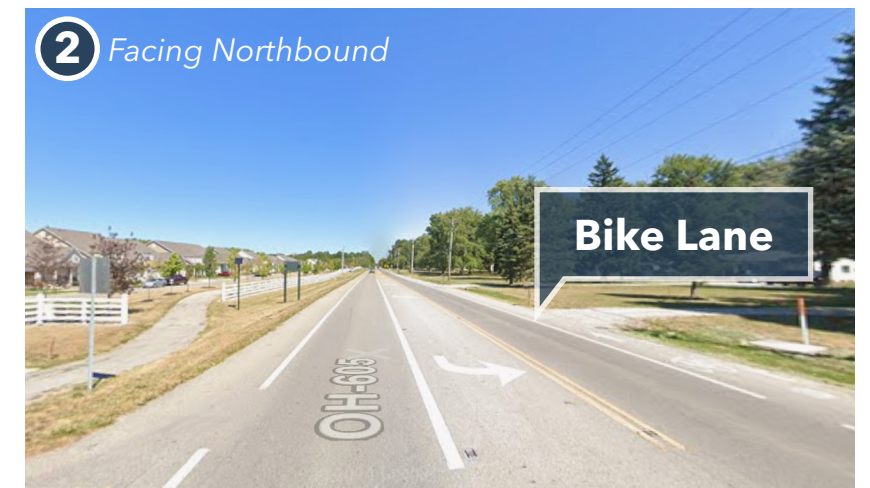
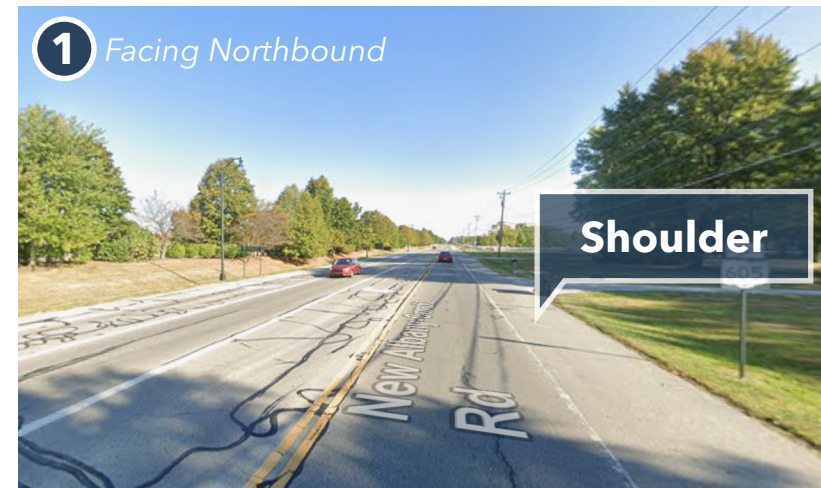


# Existing Conditions



## Existing Bike and Pedestrian Infrastructure

Existing bike and pedestrian infrastructure is fragmented and consists of several disconnected segments. On-street bike lanes exist on both sides of SR-605 north of New Albany Road East, but terminate before reaching Walnut Road heading northbound and lead to unmarked shoulders heading southbound after New Albany Road East. Leisure trail gaps exist along SR-605 adjacent to Nottingham Trace within Plain Township and older residential lots within the city where no improvements have yet been required. There is also a significant leisure trail gap on the west side of SR-605 south of New Albany Road East until Central College Road.



# Summary of Recommendations

The following bullets provide high-level streetscape recommendations for the study area. Please refer to specific sections herein for additional details.

- Provide curb and gutter around the entire New Albany Athletic Campus and Discover Data Center site. This includes the entire segment of New Albany Road East and the portion of SR-605 south of New Albany Road East. These improvements reinforce a consistent streetscape treatment with surrounding development, mark the transition between New Albany's suburban and rural development patterns, keep utility improvements within the curb line, and reduce the need for additional right-of-way acquisition that could delay implementation. A phased approach should be explored, with priority given to segments of SR-605 and New Albany Road East closest to Central College Road.
- Roadway improvements throughout the study area should prioritize filling gaps in the city's leisure trail network. This should take priority over dedicating right-of-way for on-street bike lanes.
- Provide a 10'-0" wide leisure trail along the entire segment of SR-605 on both sides. SR-605 is an important north-south connector from the future Athletic Campus to the Learning Campus, and thus should allow sufficient space for students, parents, residents, and other bicyclists with a wide range of experience levels and at variable speeds. Additional striping and/or signage should be explored to enhance navigation and establish shared-use-path etiquette.
- The new Central College Road intersection located at the entrance of The Hamlet at Sugar Run is an important pedestrian crossing that will connect people to the Athletic Campus and recreation facilities. Road improvements must prioritize traffic calming measures and pedestrian friendly crosswalk design to accommodate increased pedestrian traffic.
- Overhead utilities along Central College Road and SR-605 should be moved underground long-term to align with typical street conditions throughout New Albany.

# Bike and Pedestrian Infrastructure

## On-Street Bike Lane vs. Shared-Use Path

This study considered the two general conditions for recommended bike and pedestrian infrastructure improvements in the study area. Due to existing on-street bike facilities along SR-605, initial analysis considered extending this condition along other segments of SR-605 and elsewhere. Ultimately, the recommended street sections found herein incorporate Option 2, as it takes better advantage of available right-of-way, reduces the amount of paved surfaces, provides consistent road treatments regardless of future curb or swale conditions, and aligns with standard street design throughout New Albany.

### Option 1: On-Street Buffered Bike Lane and Leisure Trail



This option includes an on-street buffered bike lane intended for experienced cyclists, combined with a leisure trail designed for families, children, and casual cyclists. In this scenario, the proposed on-street bike lane ensures consistency with existing segments of OH-605 that already include a dedicated bike lane.

### Option 2: Universal Leisure Trail for Cyclists and Pedestrians (Shared-Use Path)

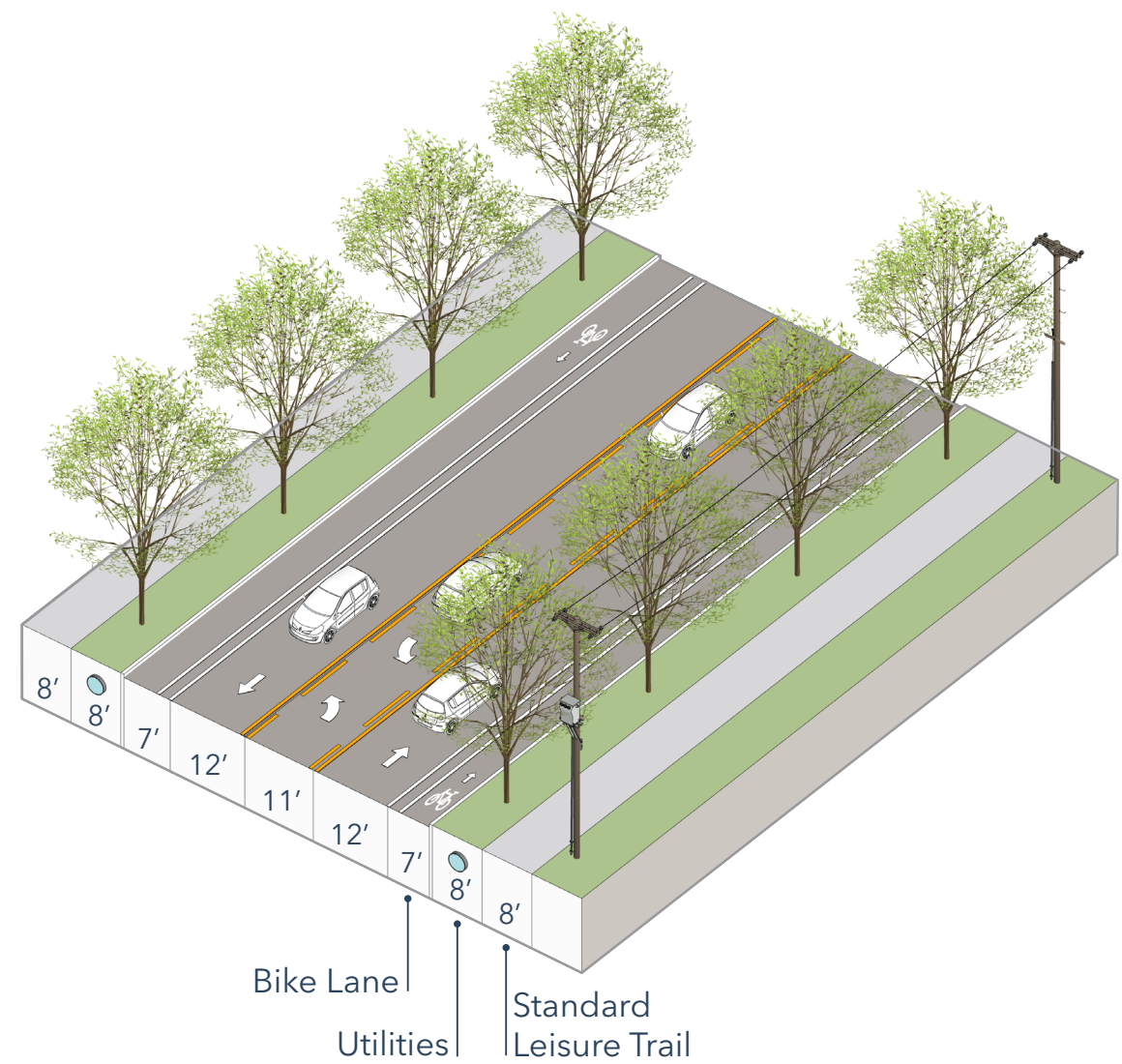


This option proposes a leisure trail accommodating both cyclists and pedestrians, providing access for a diverse range of users, including children, youth, and families. This option remains consistent with the leisure trail network throughout New Albany. Leisure trails in New Albany are typically required to be 8' wide. However, this option proposes a 10' leisure trail width to accommodate anticipated ridership along a corridor that connects school facilities and neighborhoods.

# Bike and Pedestrian Infrastructure

## Bike Lane vs. Shared-Use Path

### Option 1: On-Street Buffered Bike Lane and Leisure Trail



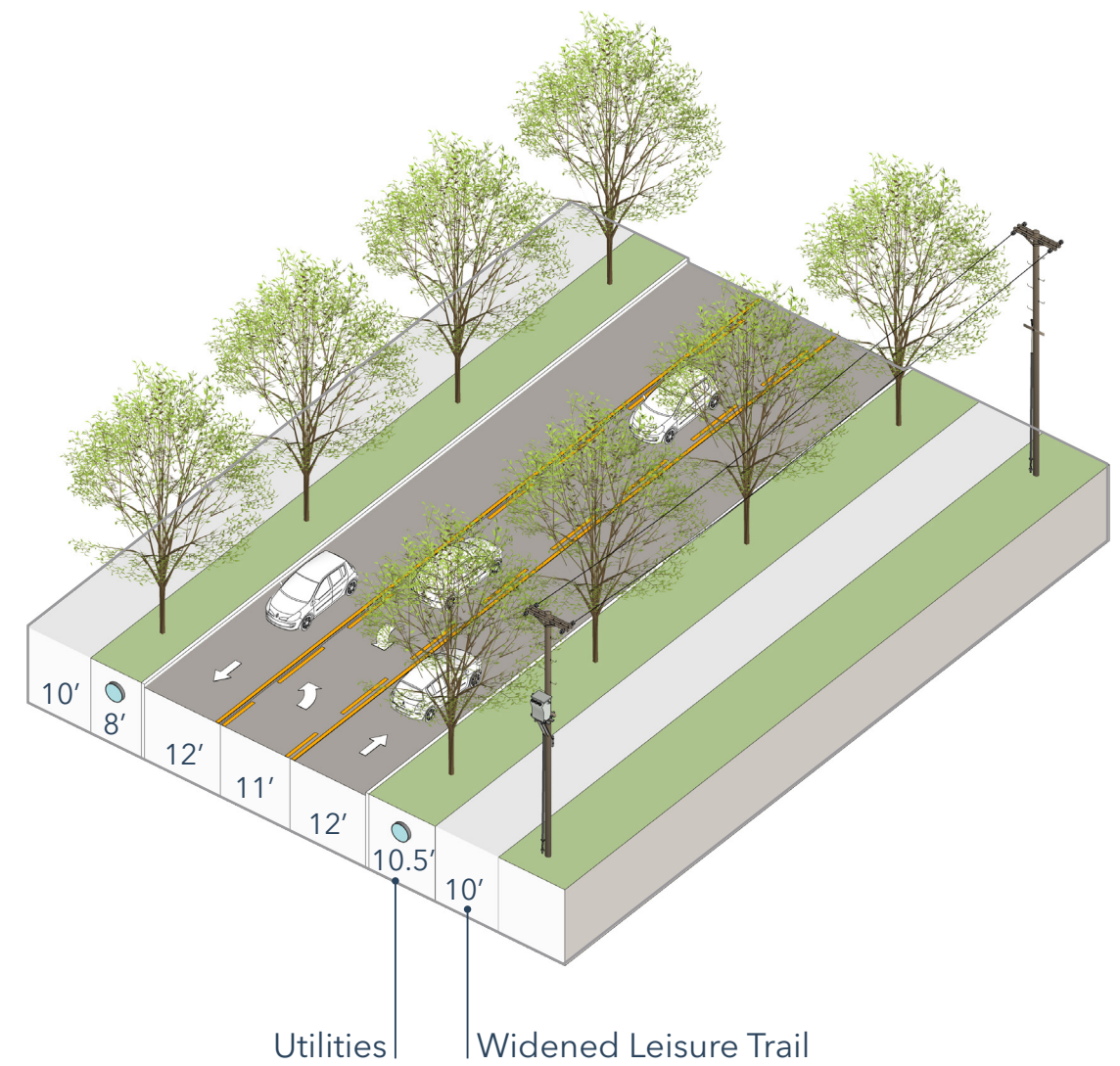
#### Pros

- Preserves and extends the existing bike lane along OH-605.
- Provides a buffered separation between bicyclists and motor vehicles, improving perceived comfort.
- Aligns with the New Albany Bike Plan.
- Supports e-bike use.

#### Cons

- May feel unsafe for less experienced cyclists.
- Expands overall roadway width and increases asphalt surface area.

### Option 2: Universal Leisure Trail for Cyclists and Pedestrians (Shared-Use Path)



#### Pros

- Provides a safe and comfortable facility for cyclists of all skill levels.
- Allows for a wider landscaped buffer separating users from the roadway.
- Performs well in rural or low-intensity land-use contexts.

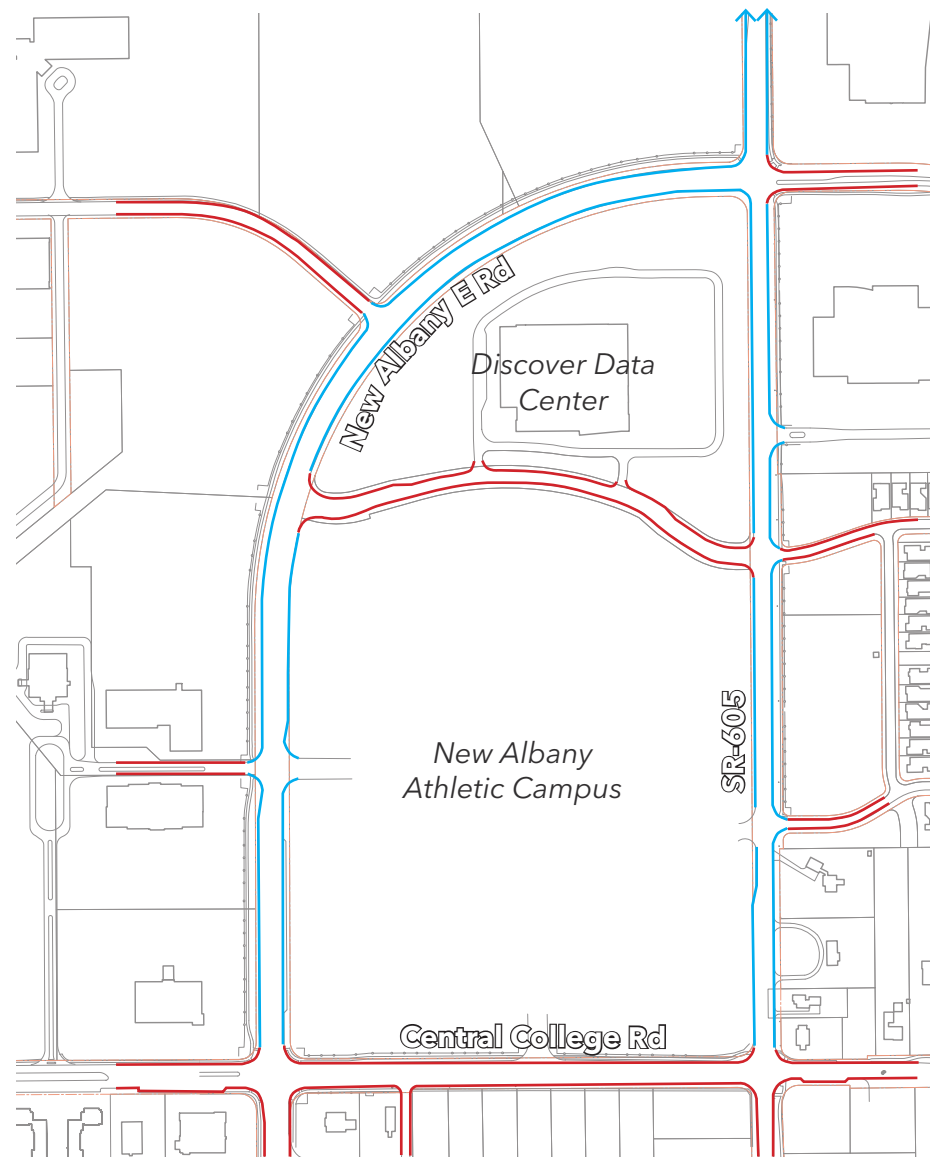
#### Cons

- Under high pedestrian and bicycle volumes, potential conflicts between users may occur.

# Recommended Curb Improvements

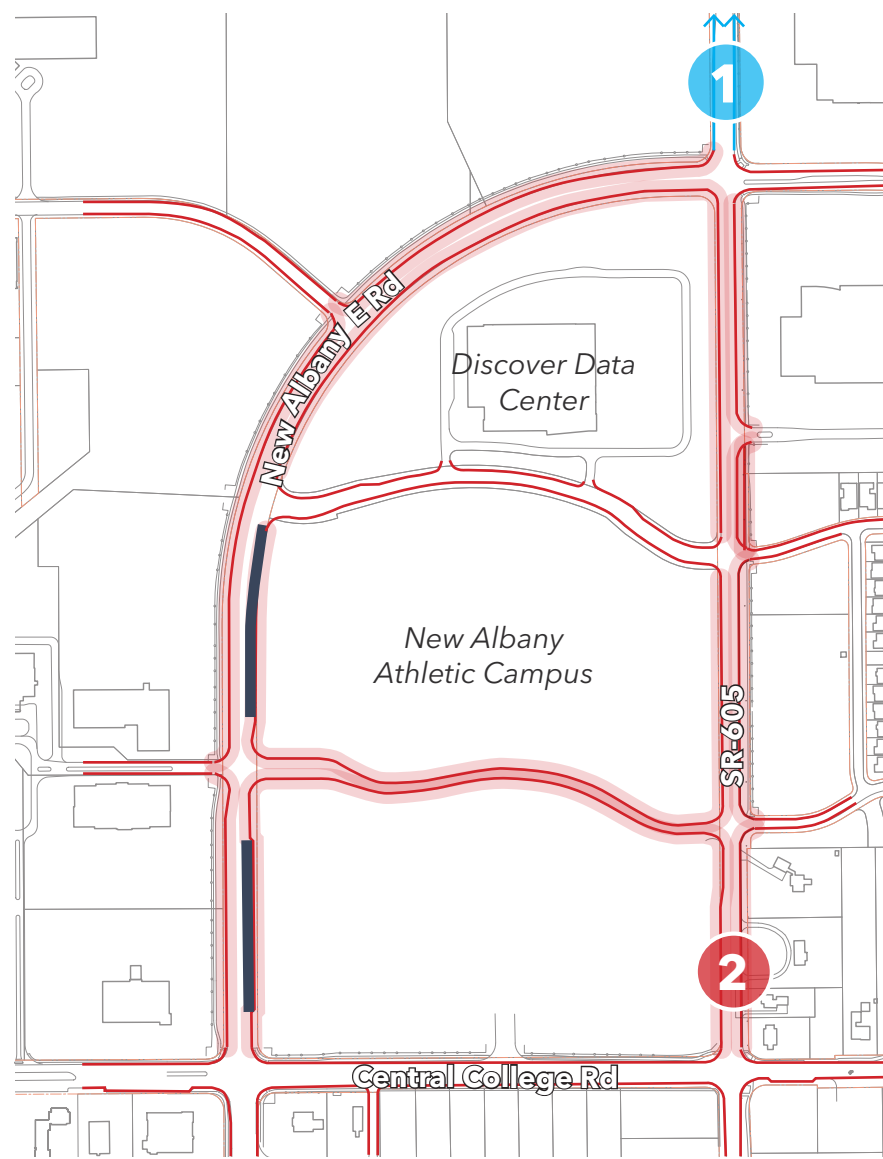
It is recommended that all roadways surrounding the Athletic Campus be designed with curbs to ensure consistency in roadway character and streetscape treatment. Currently, curbed conditions are present only along Central College Road and at the access road serving the Data Center. All other roads surrounding the Athletic Campus are currently designed with ditch-and-shoulder cross-sections. Curb conditions will allow for utility improvements to remain within the curb line and will significantly reduce or eliminate the need for right-of-way acquisition.

## Current Road Edge Condition



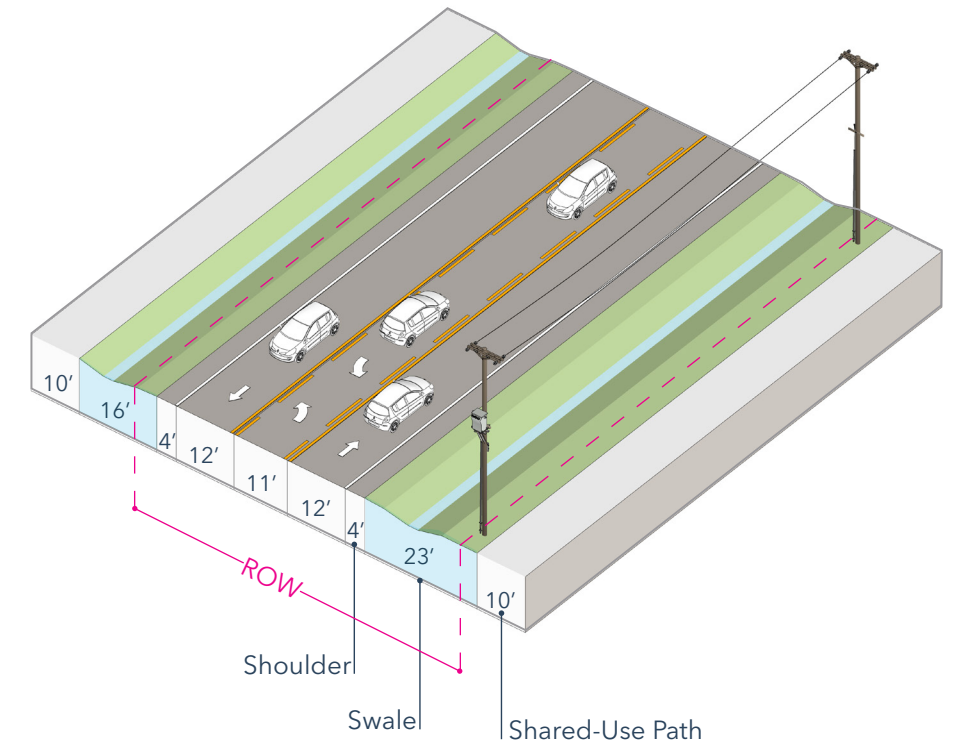
- Curb, existing
- Swale, existing

## Proposed Road Edge Condition

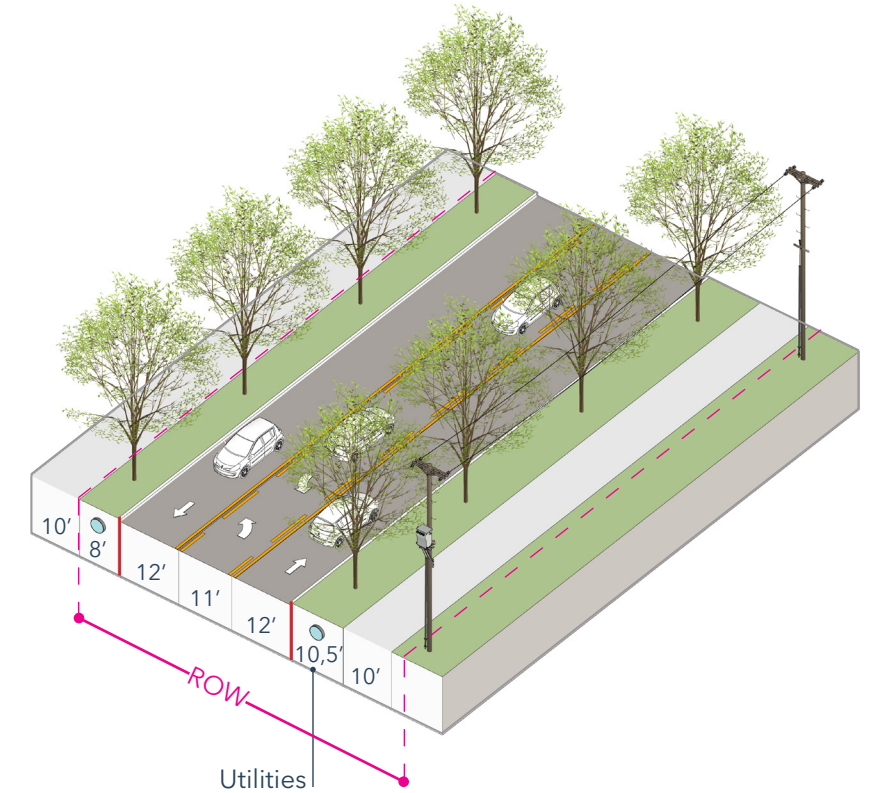


- Curb, existing
- Swale, existing
- Curb, proposed
- Street parking

### 1 Typical Section 1. Swale



### 2 Typical Section 2. Curb + Underground Utilities\*



\*This diagram is illustrative. Deviations throughout the corridor may exist due to right-of-way constraints or other conditions.

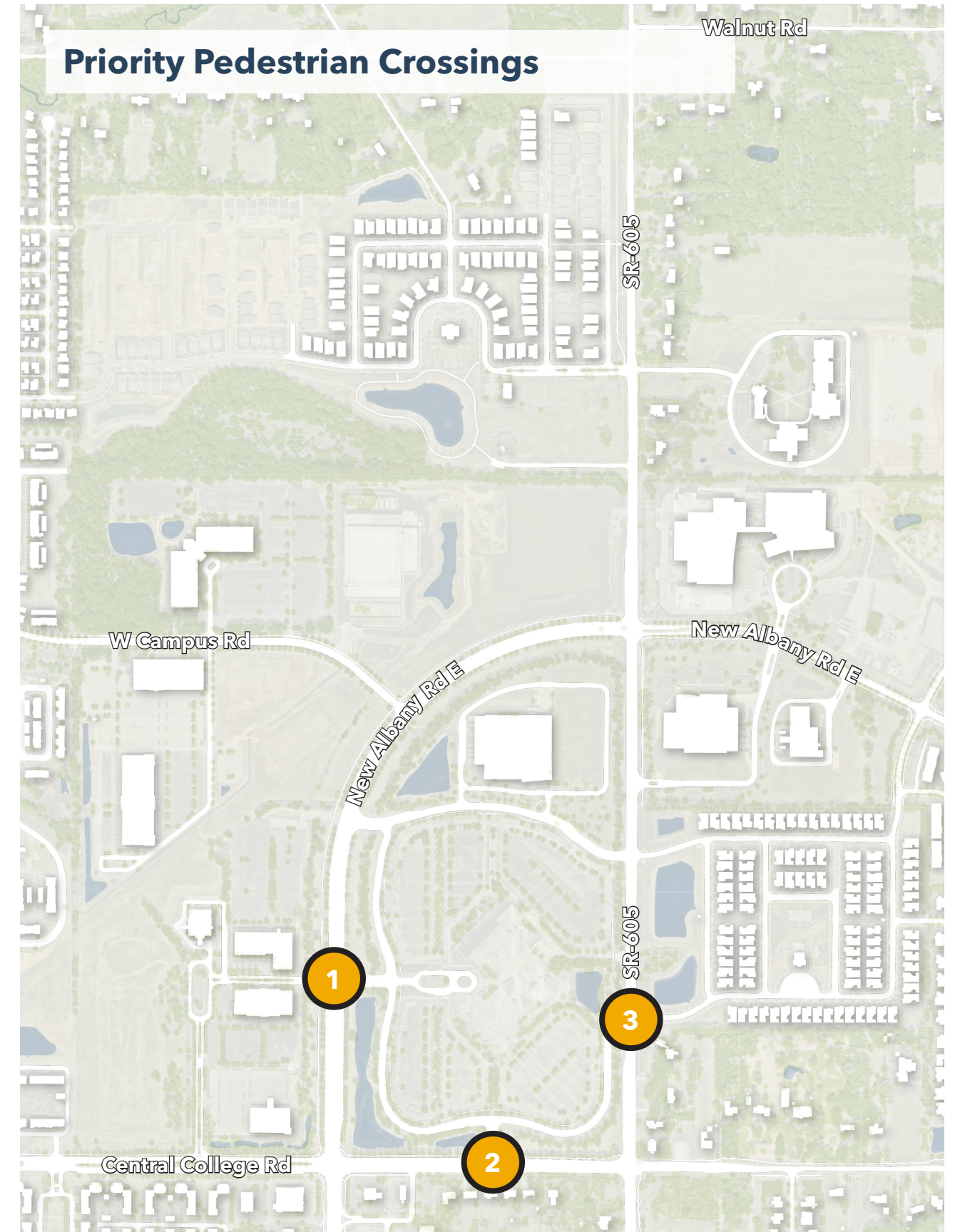
# Recommended Crosswalk Improvements

It is anticipated that pedestrian activity will increase significantly at several intersections that provide access to the New Albany Athletic Campus. These primarily include:

1. New Albany Road East / Discover Card Loop;
2. Central College Road mid-block crossing (see following page for additional details); and
3. SR-605 / Summersweet Drive

Future engineering and roadway design efforts should prioritize pedestrian safety at these intersections and evaluate opportunities for traffic calming, enhanced crossing treatments, traffic signaling such as Rectangular Rapid Flashing Beacons (RRFB), Pedestrian Hybrid Beacons (PHB), or similar, and other pedestrian-oriented improvements to accommodate the anticipated increase in pedestrian activity.

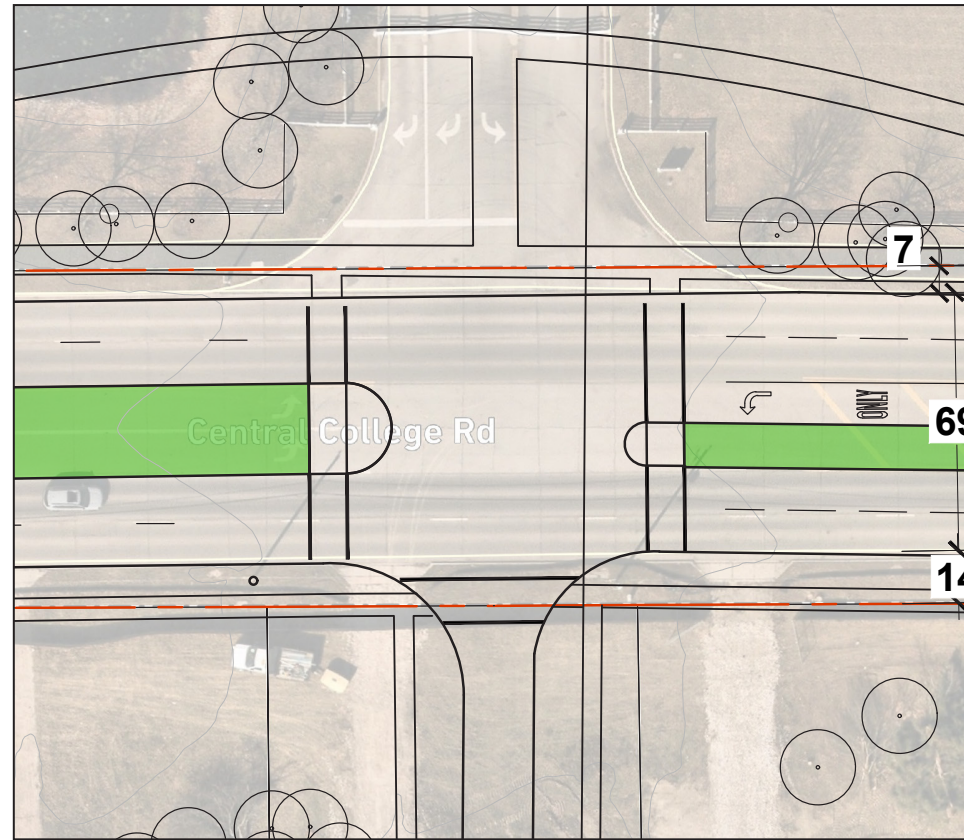
- 1 New Albany Road East / Discover Card Loop**  
This document recommends parallel on-street parking spaces along the east side of New Albany Road East to serve as overflow spaces for Athletic Campus events. There are also opportunities for shared parking on the west of New Albany Road East.
- 2 Central College Road Mid-Block Crossing**  
See following page for additional details.
- 3 SR-605 / Summersweet Drive**  
This intersection will be a primary vehicular access point into the Athletic Campus, but may also serve as a primary entry for pedestrians walking or biking from nearby neighborhoods.



# Central College Rd

## Pedestrian Crosswalk Improvements

The future intersection at Central College Road and the entry of The Hamlet at Sugar Run will be a critical pedestrian crossing to access the New Albany Athletic Campus. Regardless of whether this becomes a signalized intersection, three-way stop, or one-way stop, design and engineering should reference the Fodor Road / Swickard Woods Boulevard intersection for appropriate pedestrian refuge islands and signage. Crosswalks should be striped and paved with standard asphalt. The City may also explore alternative sidewalk pavers and additional traffic calming measures if pedestrian traffic continues to increase at this intersection over time. Road signage should include Rectangular Rapid Flashing Beacons (RRFB), Pedestrian Hybrid Beacons (PHB), or similar crosswalk technology at both pedestrian crossings.



General Precedent: Fodor Road / Swickard Woods Blvd



Pedestrian Hybrid Beacon (PHB)

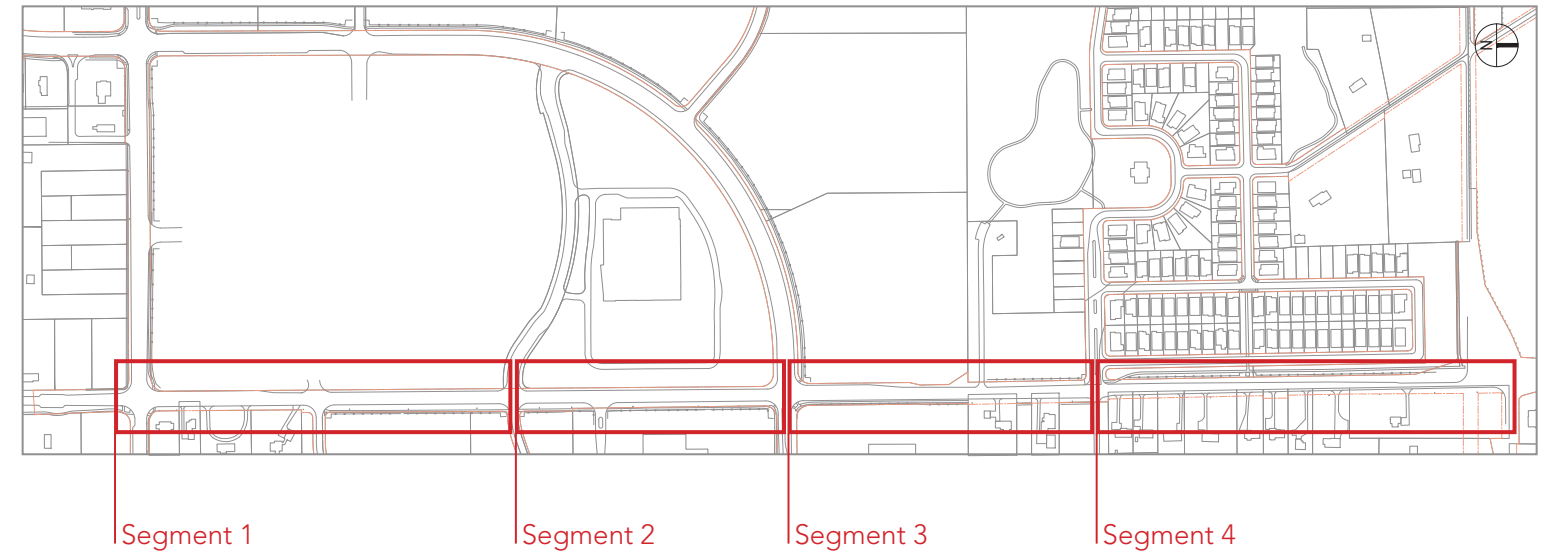


Rectangular Rapid Flashing Beacon (RRFB)



Pedestrian Refuge: Fodor Road / Swickard Woods Blvd

# State Route 605



## Right of Way Acquisition Summary\*

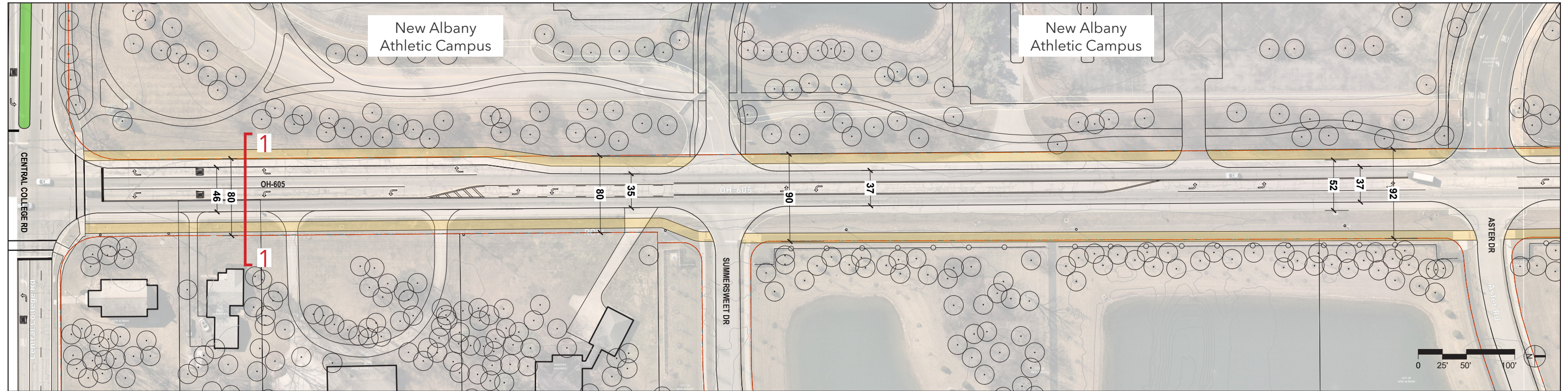
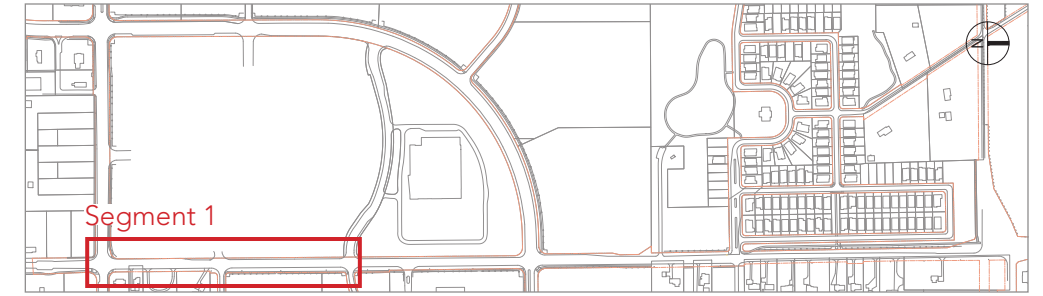
Segment	Linear Feet (approximate)	Square Feet (approximate)	# of Parcels Impacted
Segment 1	0'	0 sqft.	0
Segment 2	810'	8,100 sqft.	1
Segment 3	416'	4,200 sqft.	4
Segment 4	1,440'	11,500 sqft.	9
<b>Total</b>	<b>2,666'</b>	<b>23,800 sqft.</b>	<b>14</b>

\*Calculations above are based on Option 2: Universal Leisure Trail for Cyclists and Pedestrians, with curb conditions proposed for Segments 1-2, and uncurbed/swale conditions proposed for Segments 3-4.

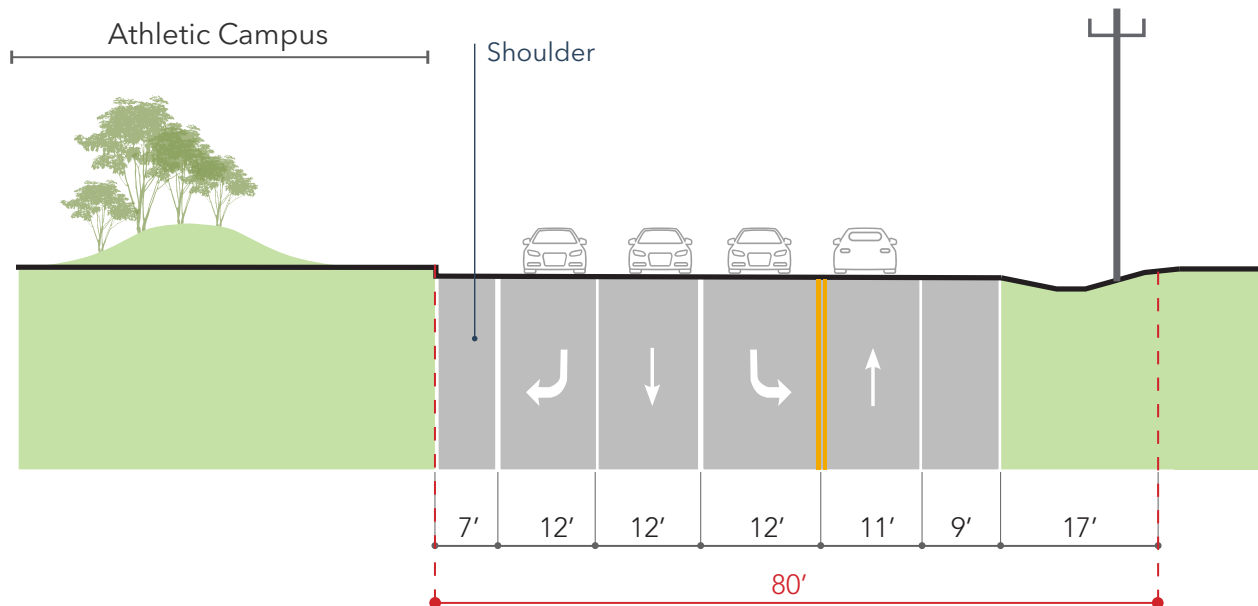
\*Calculations above only account for square footage not currently within an existing right-of-way easement.

# SR-605

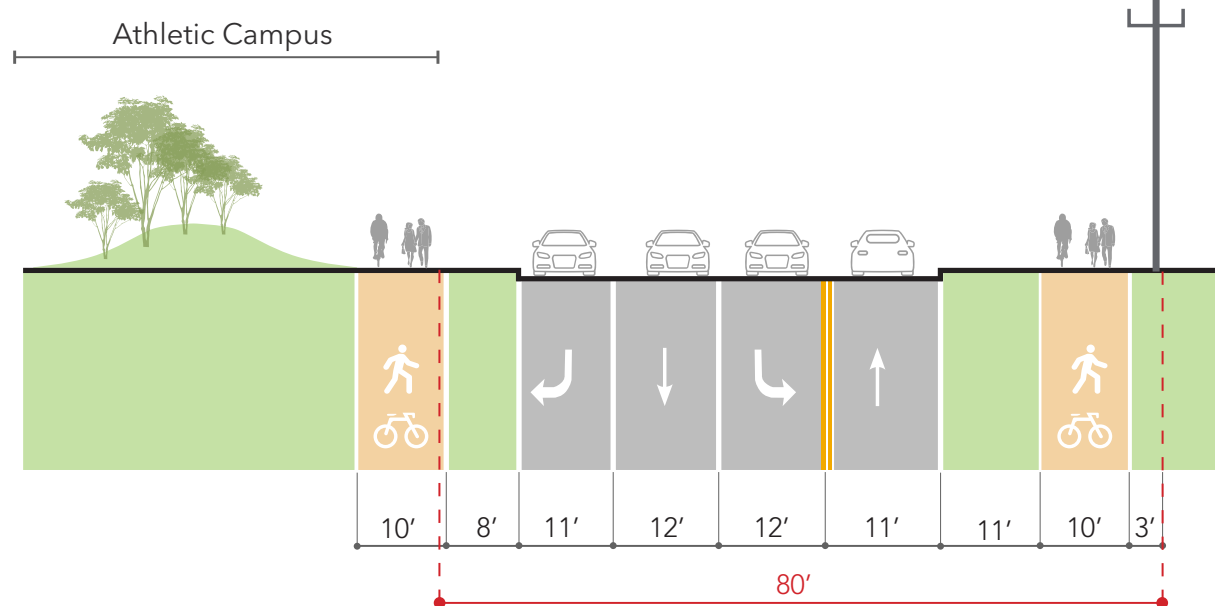
## Segment 1. Central College Rd to Aster Rd



### Section 1-1. Existing



### Section 1-1. Proposed

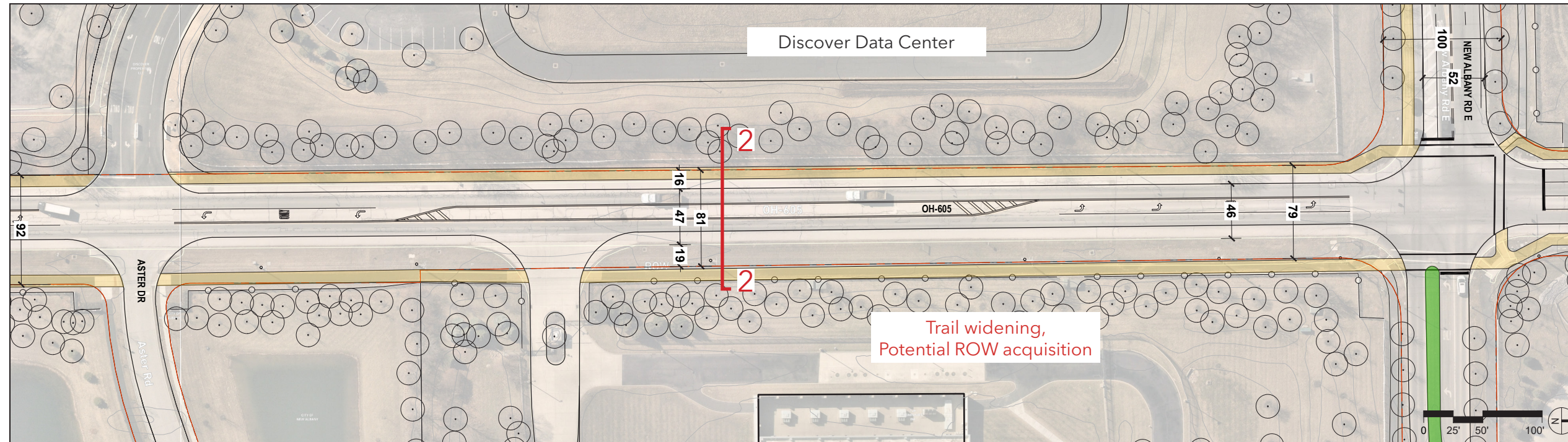
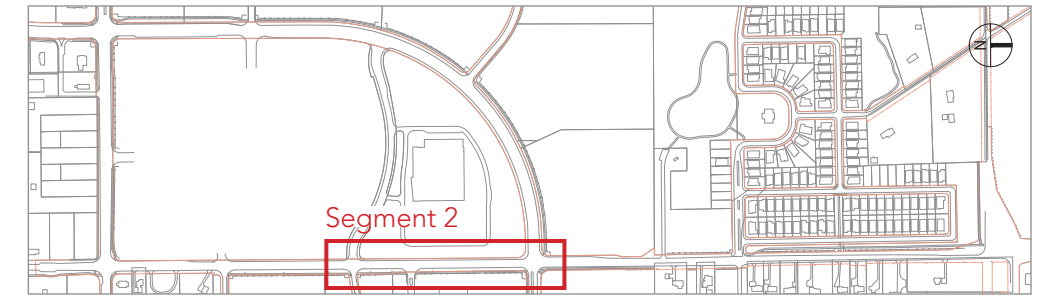


### Legend

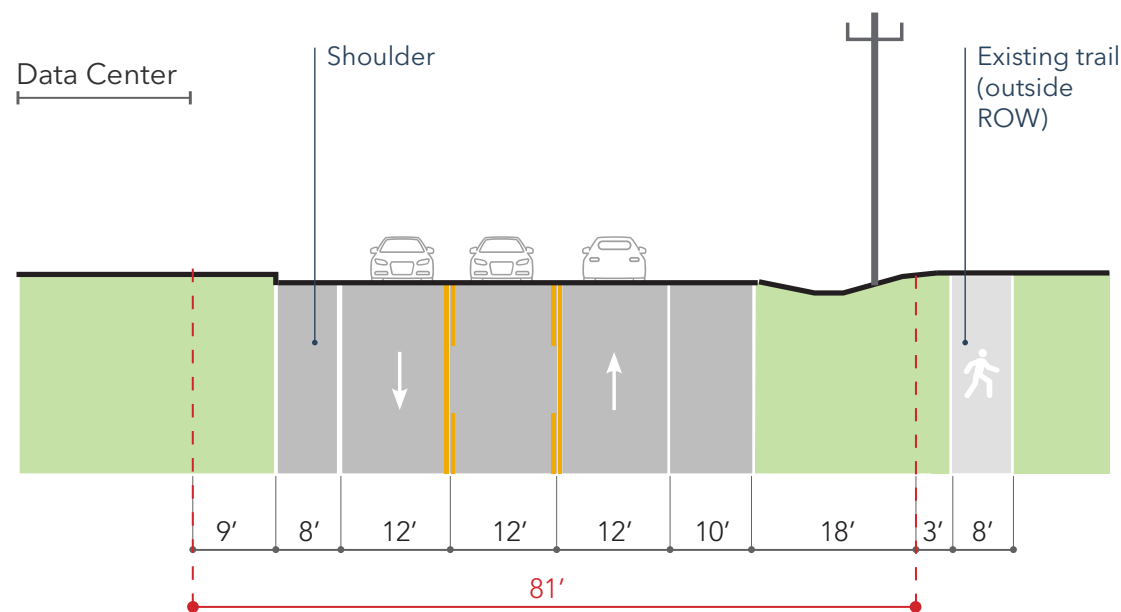
 Proposed Leisure Trail

# SR-605

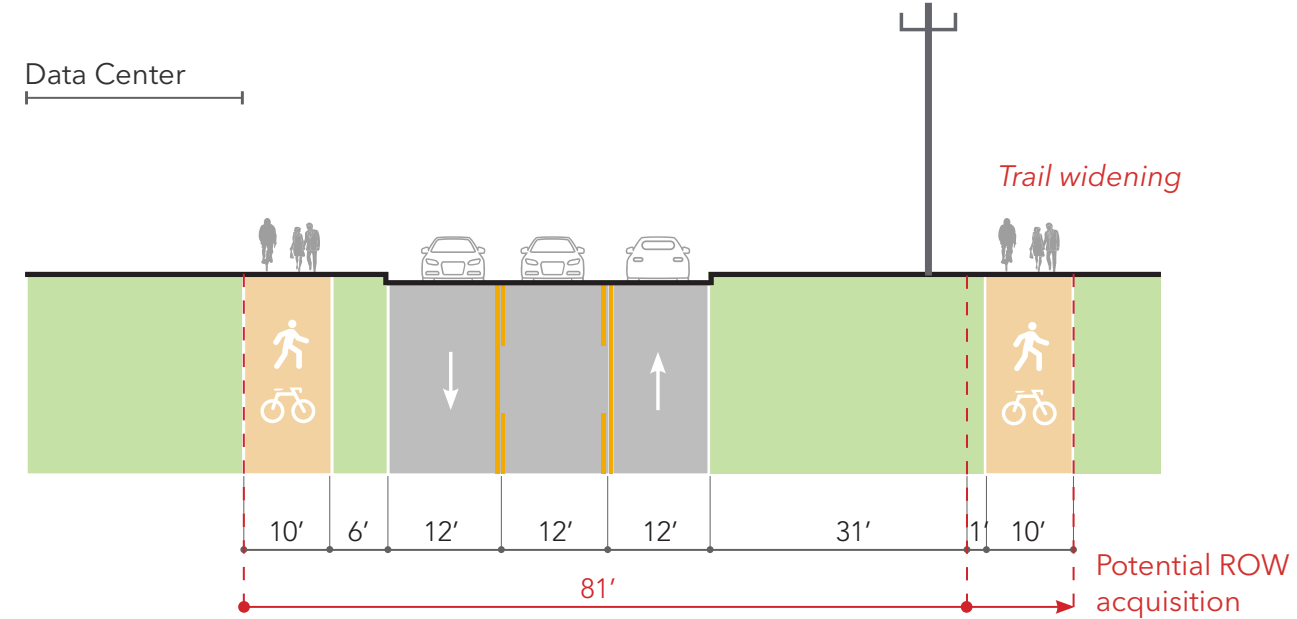
## Segment 2. Aster Rd to New Albany Rd E



### Section 2-2. Existing



### Section 2-2. Proposed



### Legend

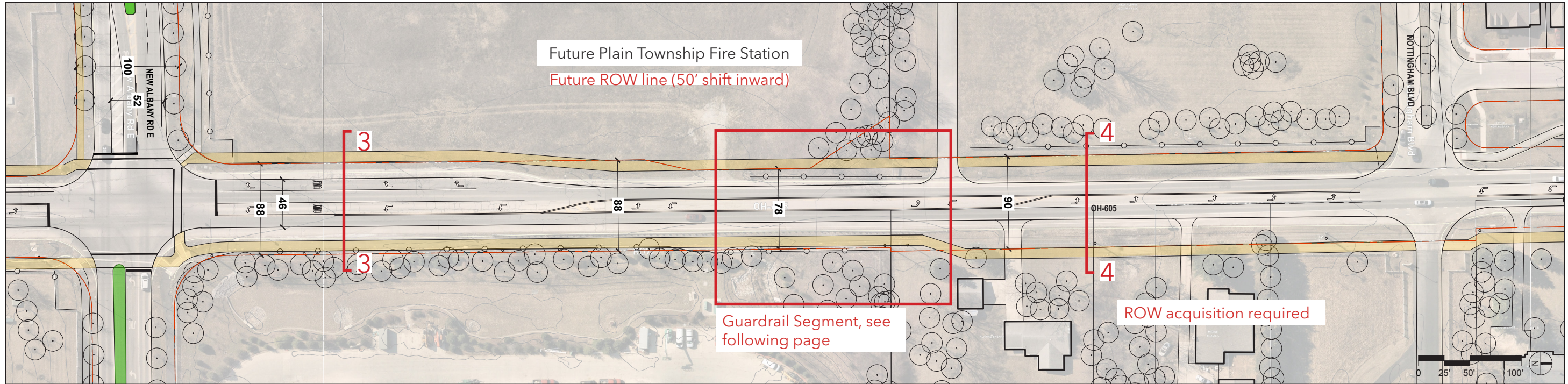
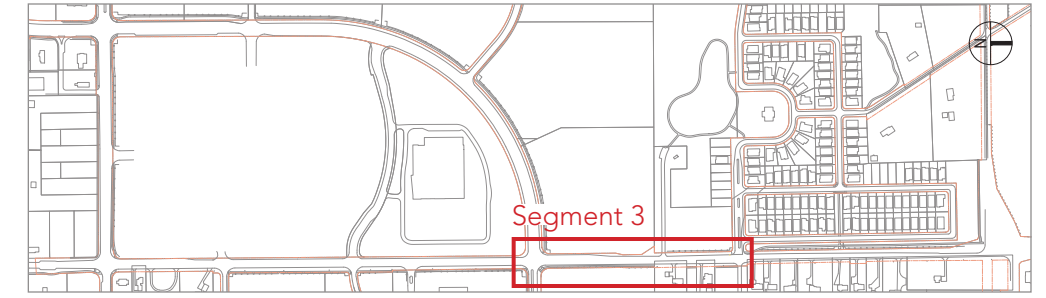
- Leisure Trail (Existing)
- Proposed Leisure Trail

# SR-605

## Segment 3. New Albany Rd E to Nottingham Blvd

### Legend

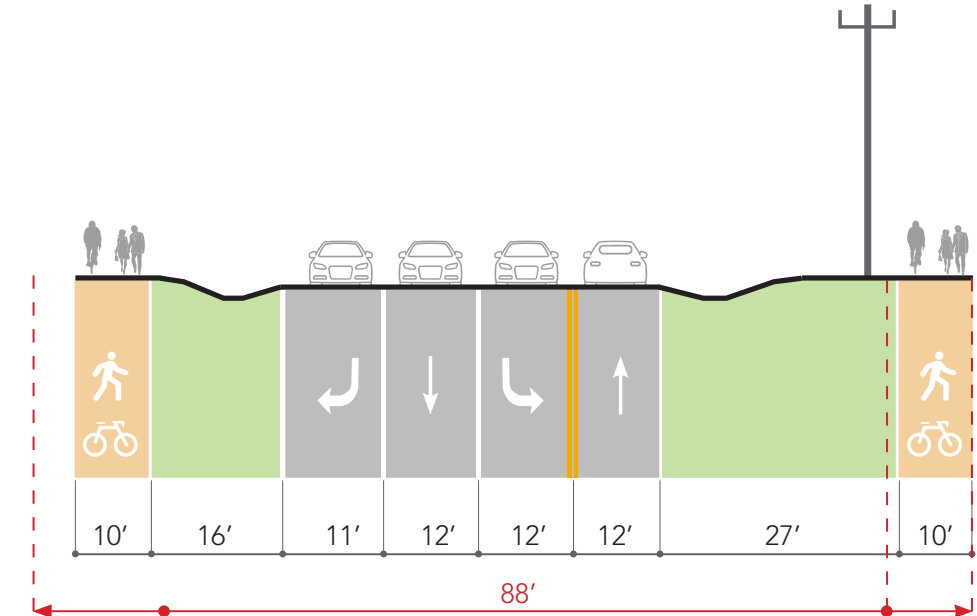
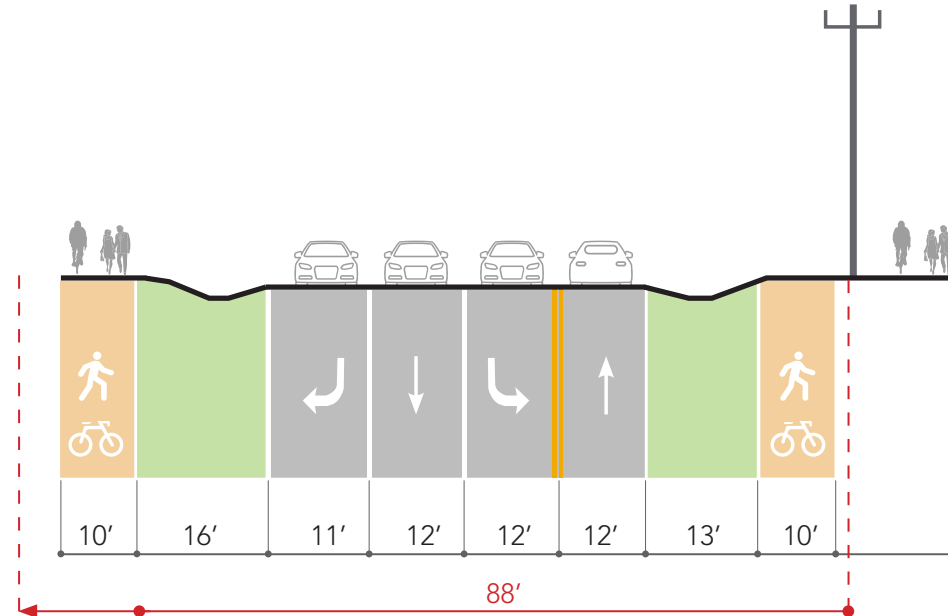
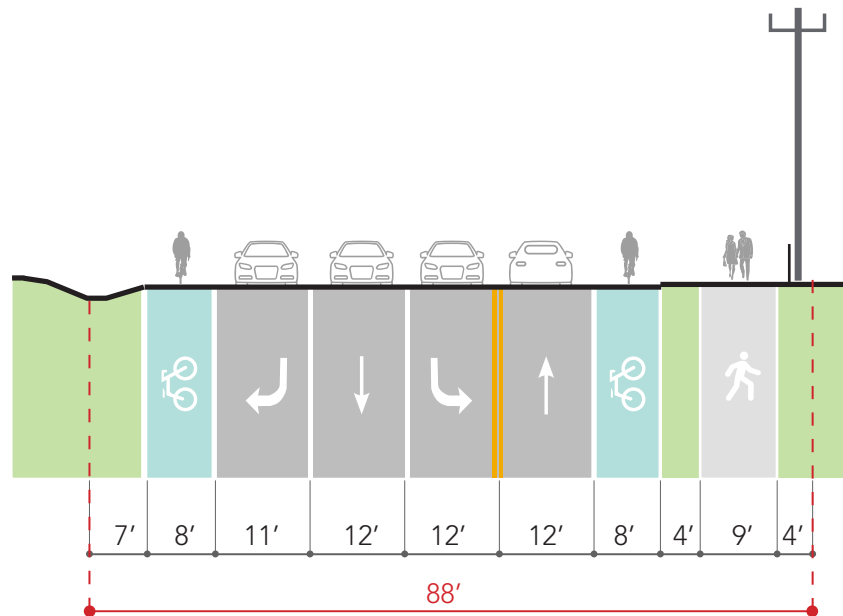
- Bike Lane (Existing)
- Leisure Trail (Existing)
- Proposed Leisure Trail



### Section 3-3. Existing

### Section 3-3. Proposed

### Section 4-4. Proposed



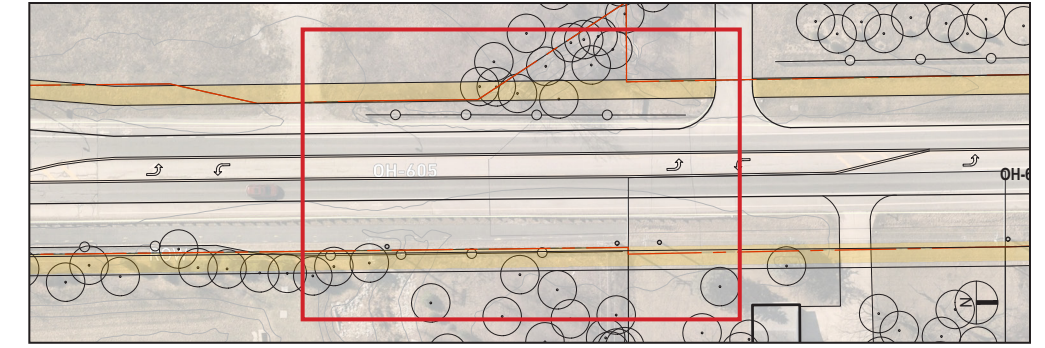
Future ROW line not exact  
(50' shift inward), no acquisition required

ROW acquisition required

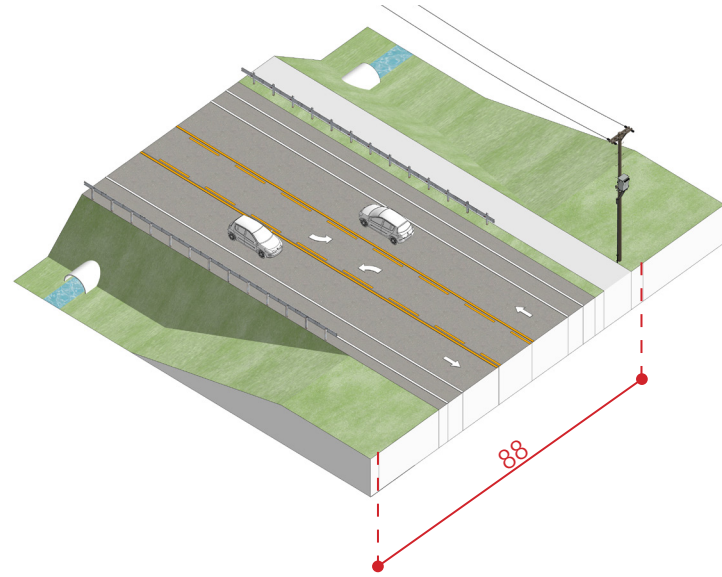
# SR-605

## Segment 3. New Albany Rd E to Nottingham Blvd: Guardrail Segment

Guardrail Segment



### Existing Condition



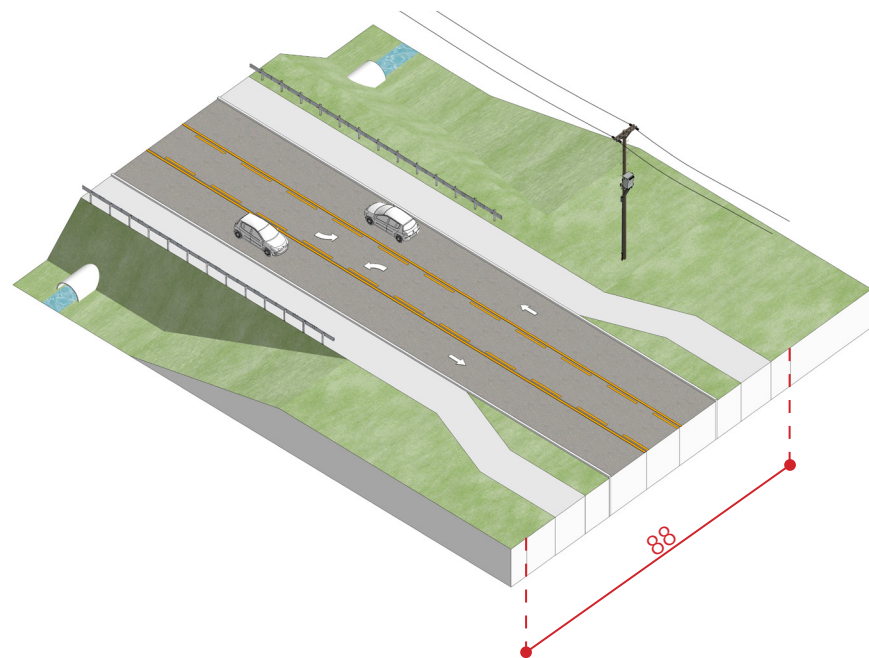
OH-605 Facing Northbound



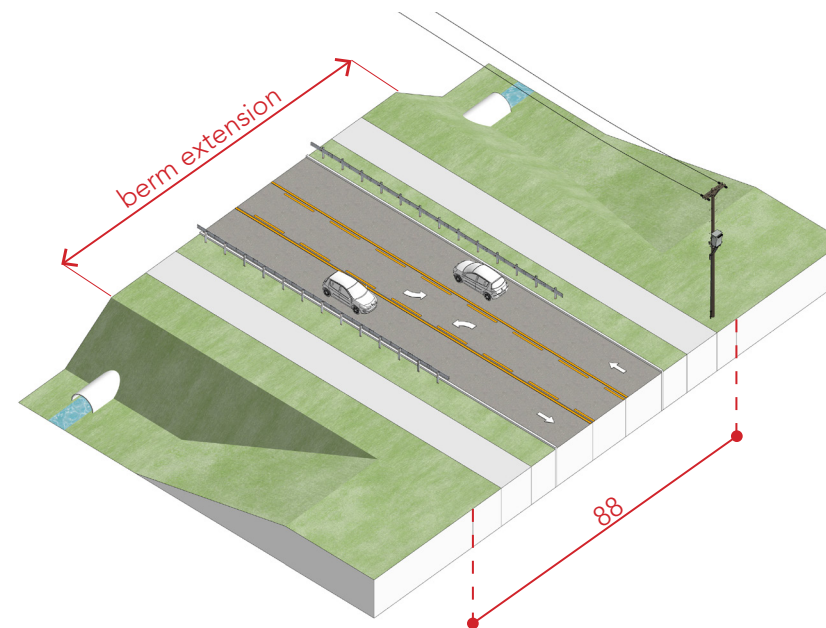
Option 3 Precedent: Taylor Farm Park Pedestrian Bridge



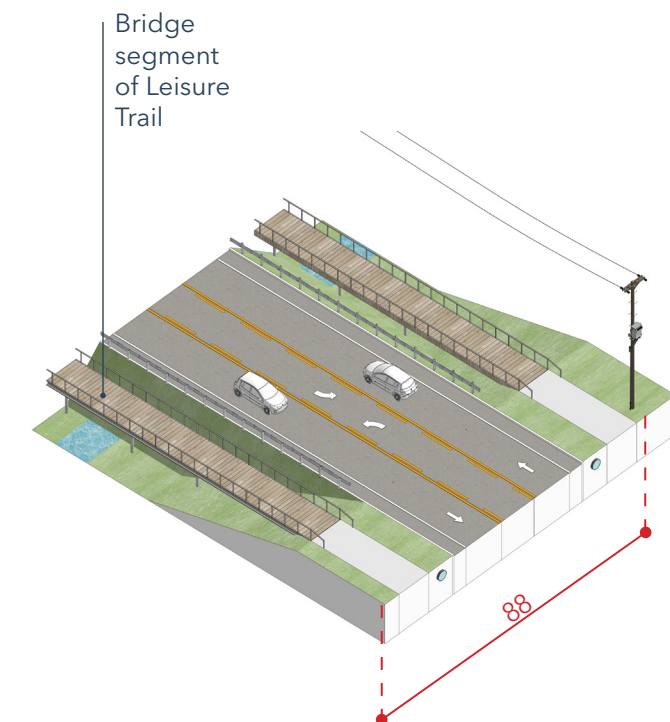
### Option 1: Tucked Leisure Trail



### Option 2: Berm Extension

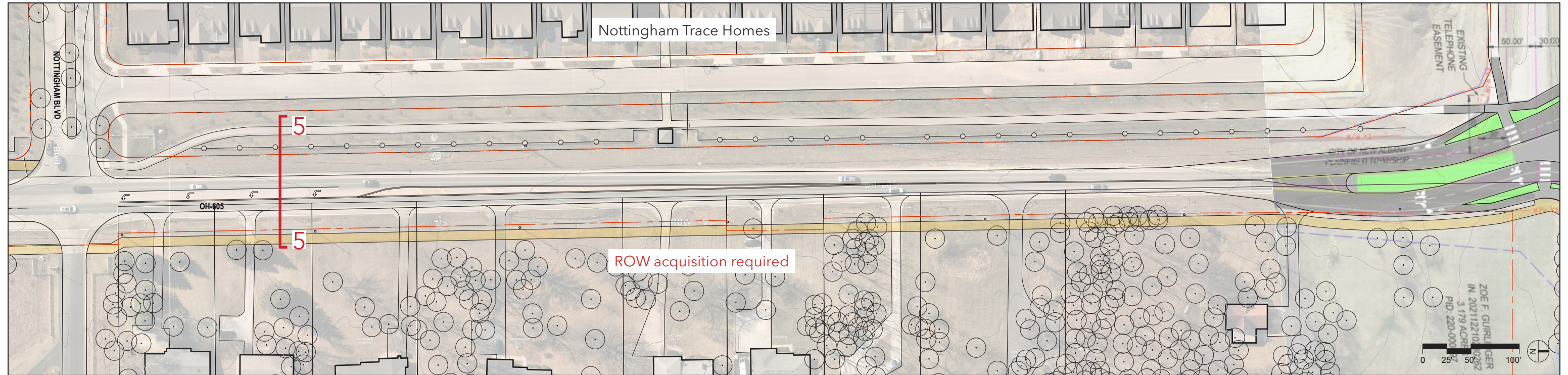
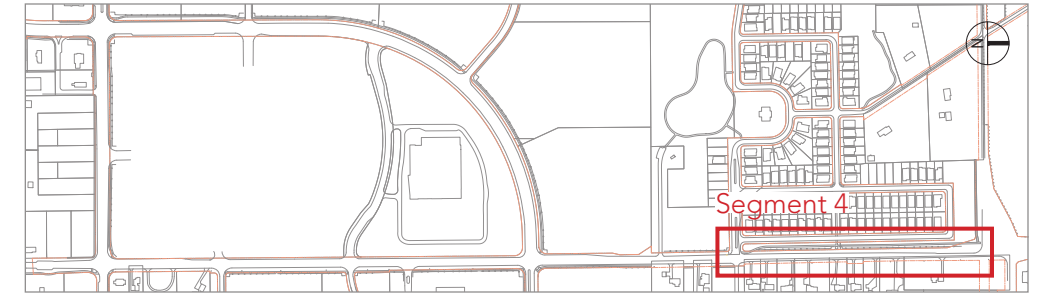


### Option 3: Pedestrian Bridge

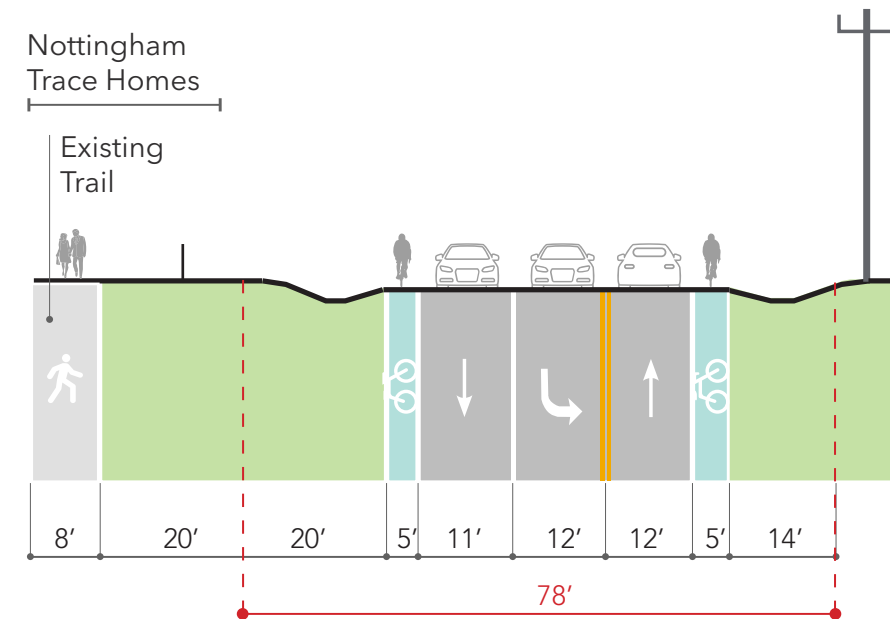


# SR-605

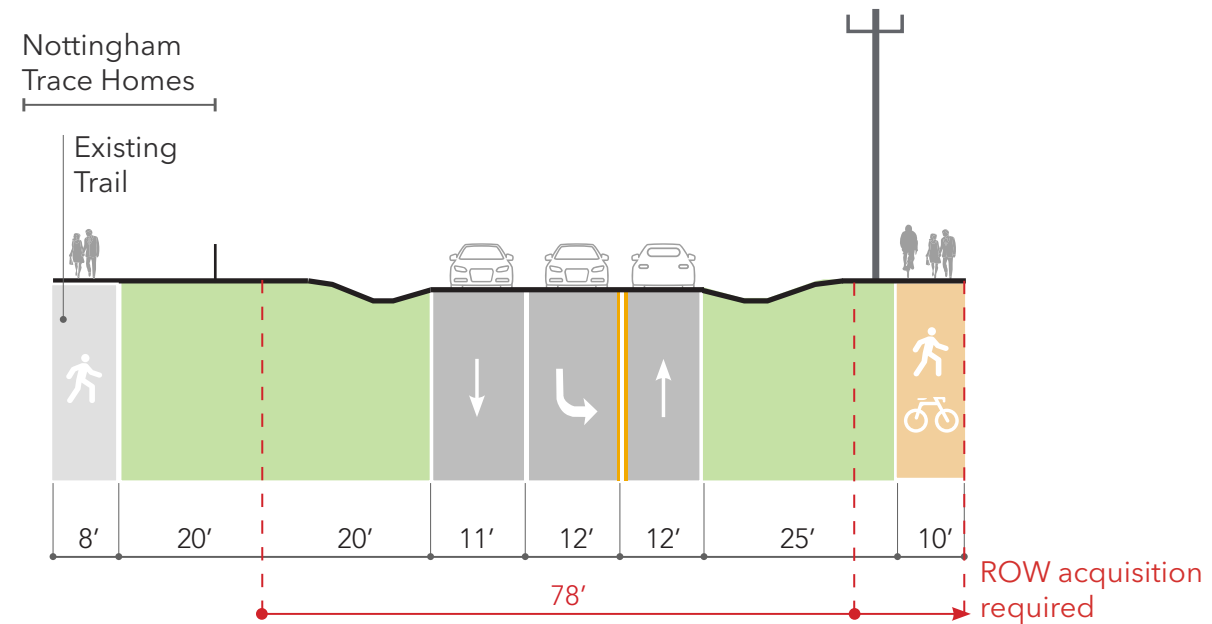
## Segment 4. Nottingham Blvd to Walnut St



### Section 5-5. Existing

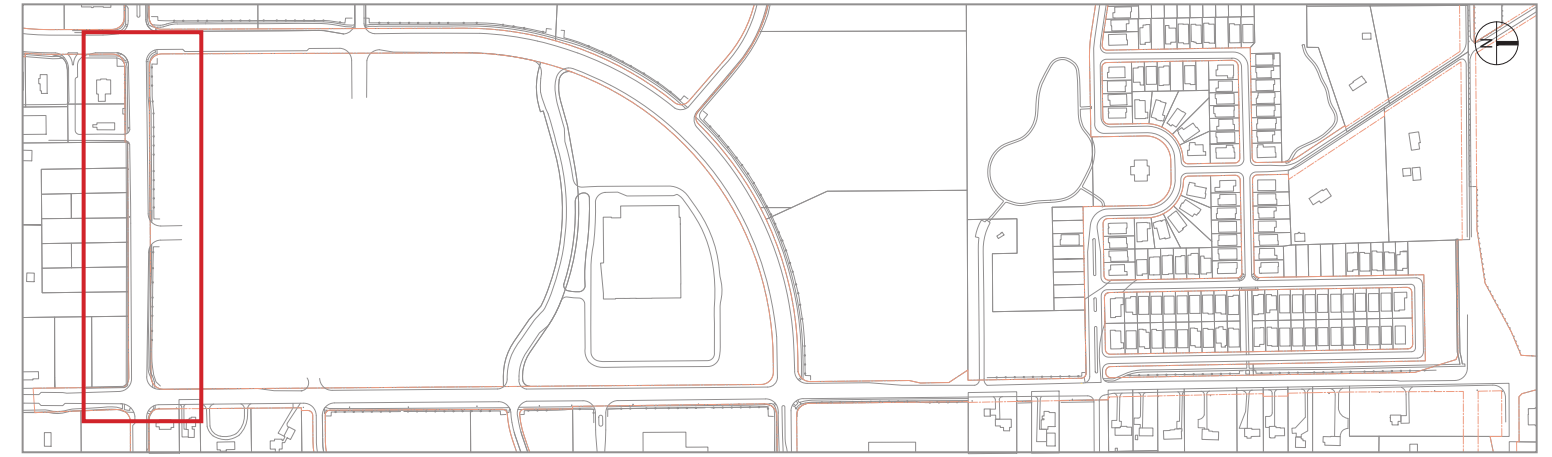


### Section 5-5. Proposed



#### Legend

- Bike Lane
- Leisure Trail (Existing)
- Proposed Leisure Trail



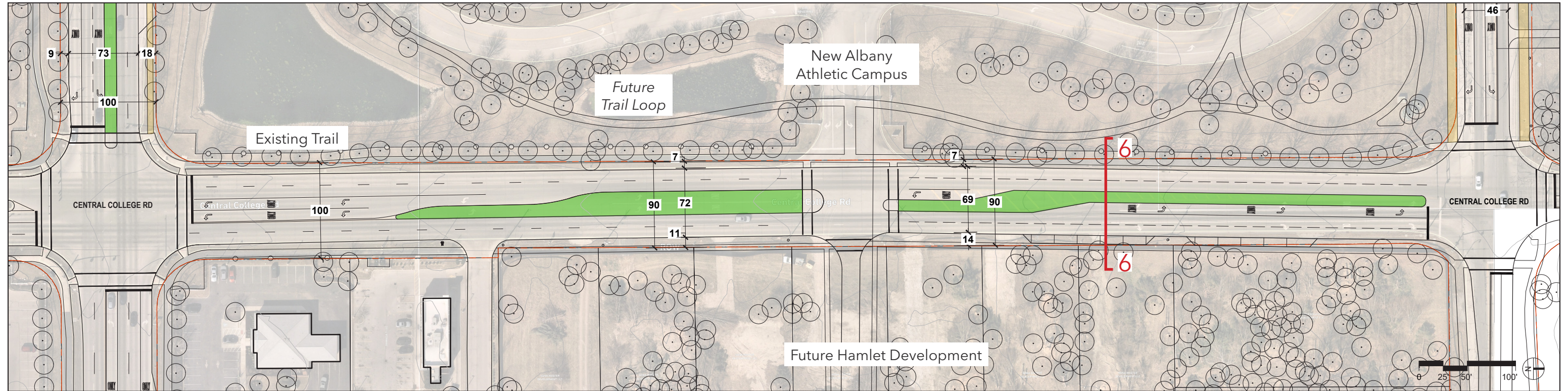
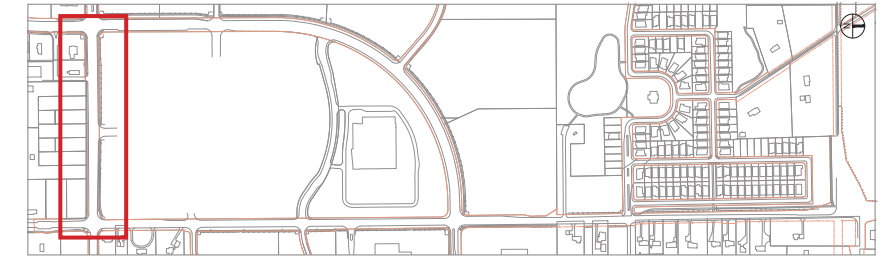
The following segment of Central College Road is fronted by the future Hamlet at Sugar Run to the south and the New Albany Athletic Campus to the north. Pedestrian activity is anticipated to increase over time as both developments reach full build-out. The segment's existing tree lawn does not provide a substantial pedestrian buffer, and the roadway's four-lane configuration presents challenges for safe and comfortable pedestrian crossings.

The recommendations contained herein should serve as a baseline expectation for future roadway and intersection improvements. As planning and design efforts advance, this corridor should be studied in greater detail to identify additional opportunities to enhance pedestrian safety, improve crossing conditions, and incorporate traffic calming measures. Particular attention should be given to the north side of the corridor adjacent to the athletic campus, including evaluating opportunities to expand the existing landscape buffer where feasible.

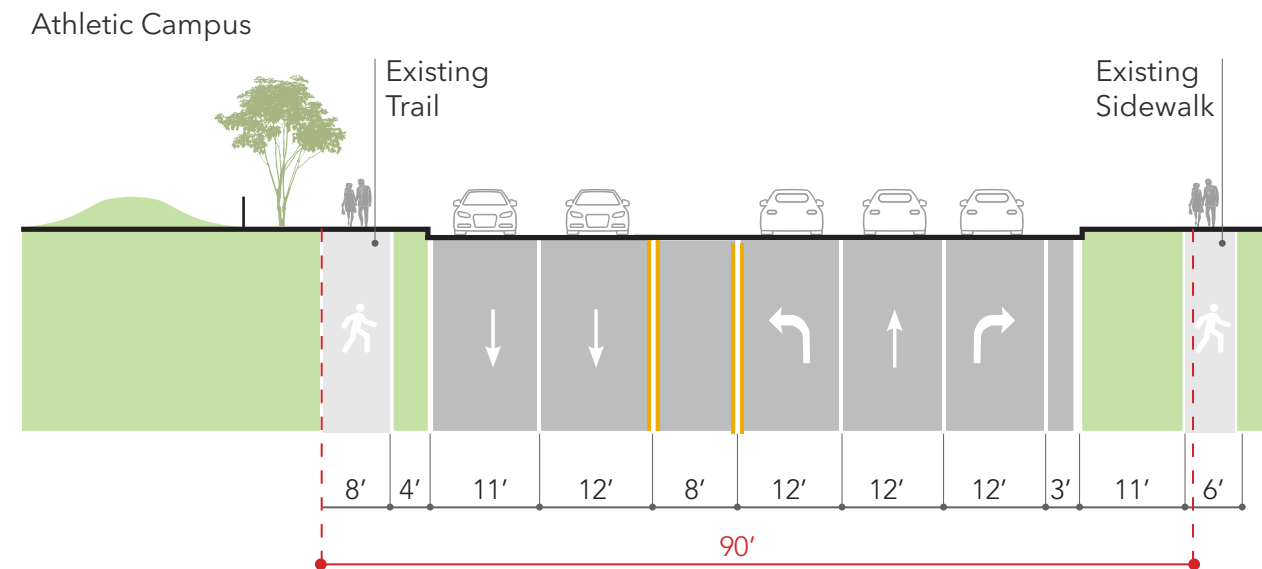
# Central College Road

# Central College Rd

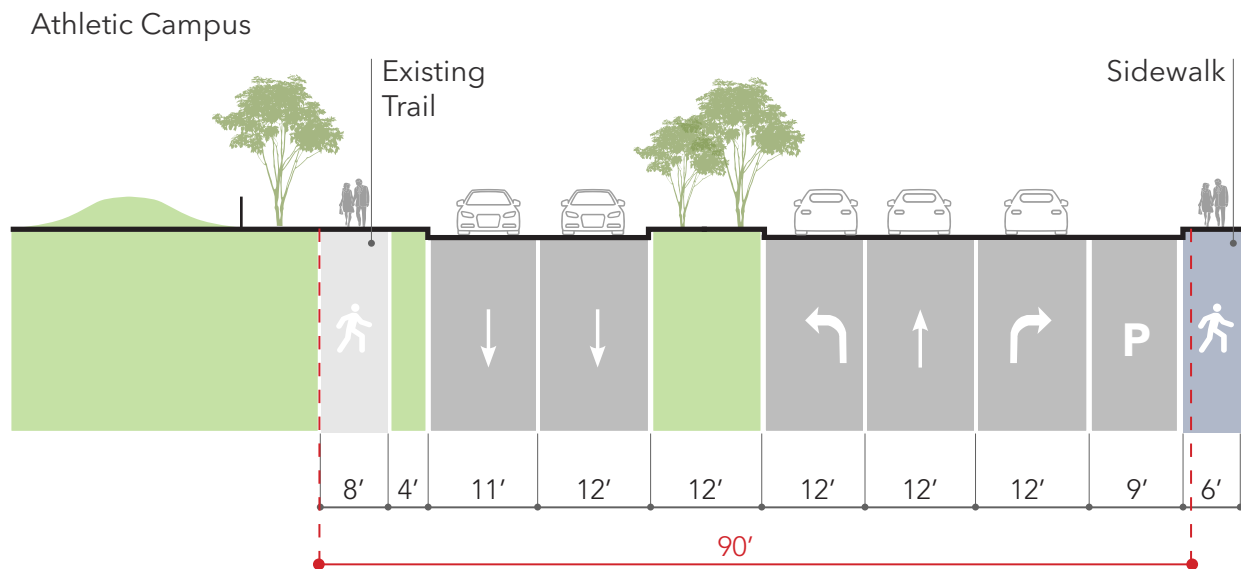
New Albany Rd to OH-605



## Section 6-6. Existing



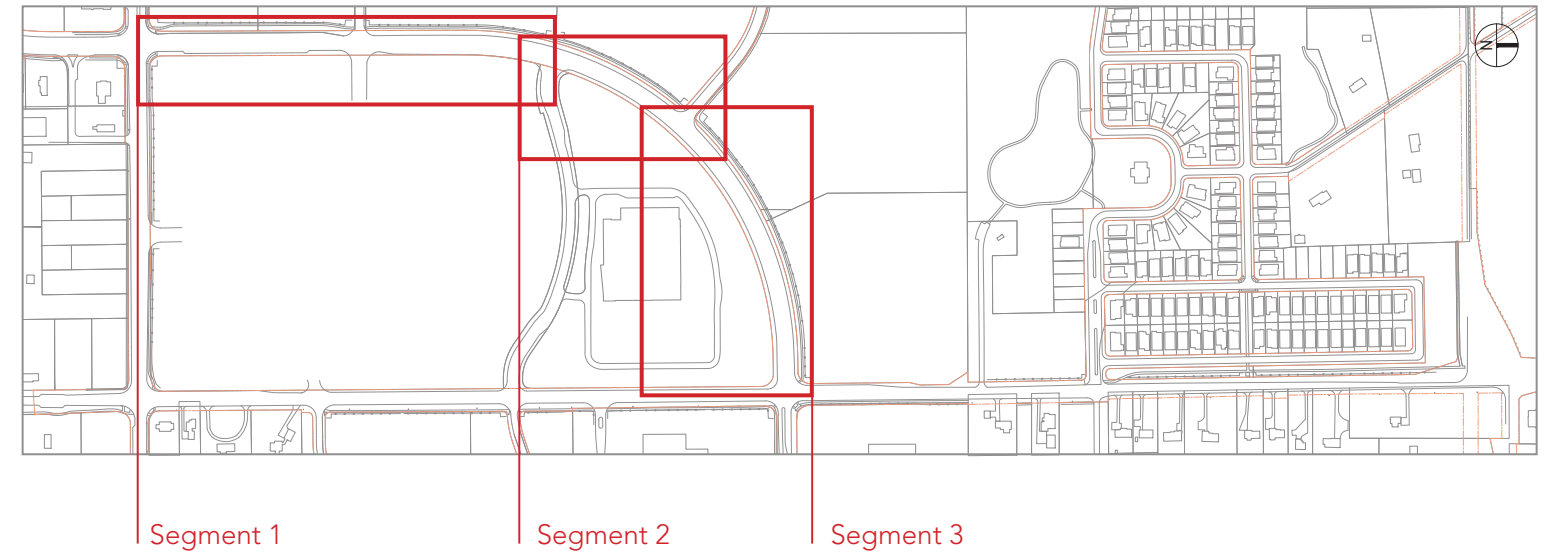
## Section 6-6. Proposed



### Legend

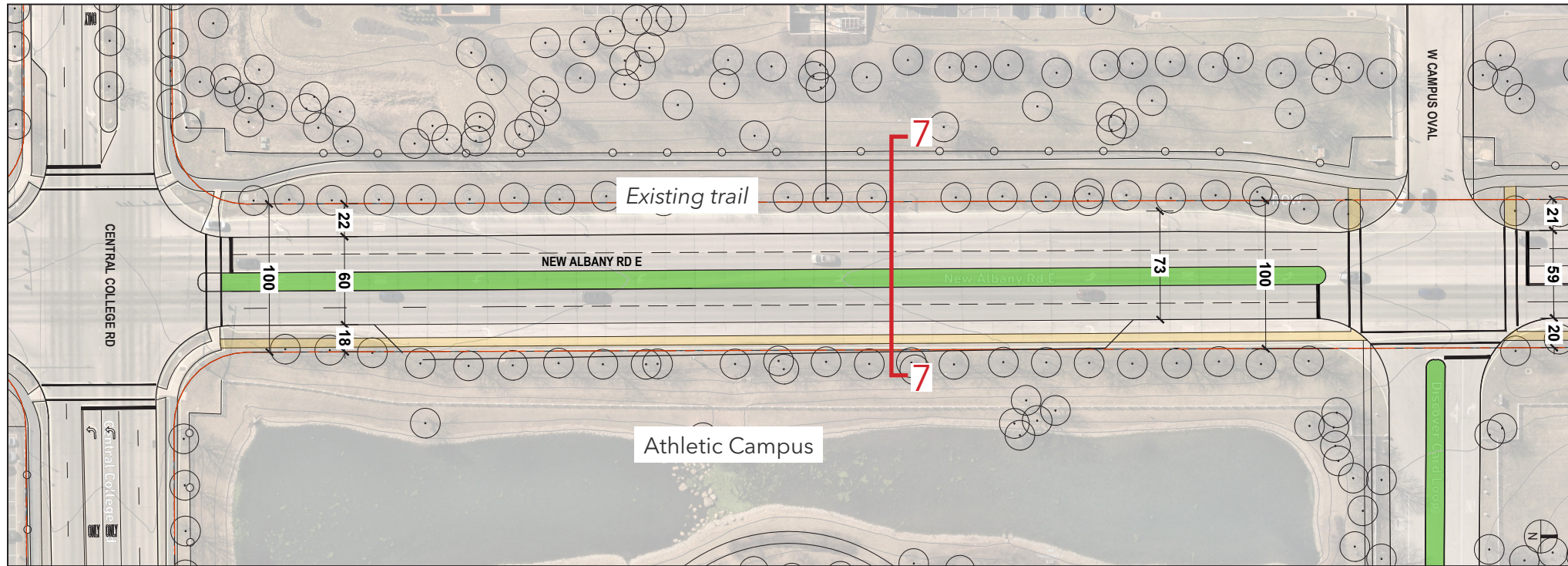
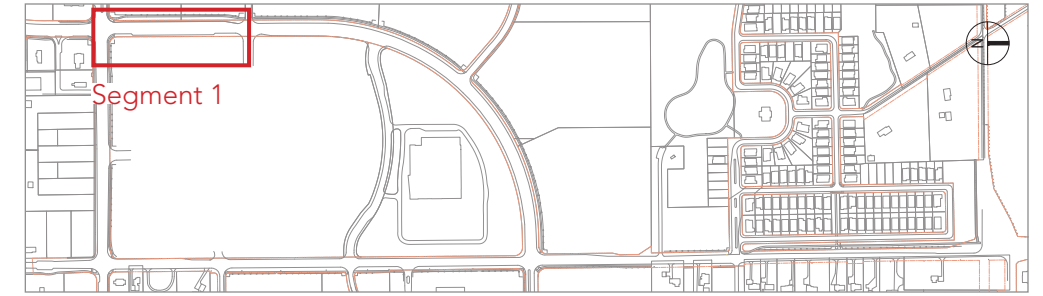
- Leisure Trail (Existing)
- Sidewalk (Existing)
- Sidewalk (Proposed)

# New Albany Road East

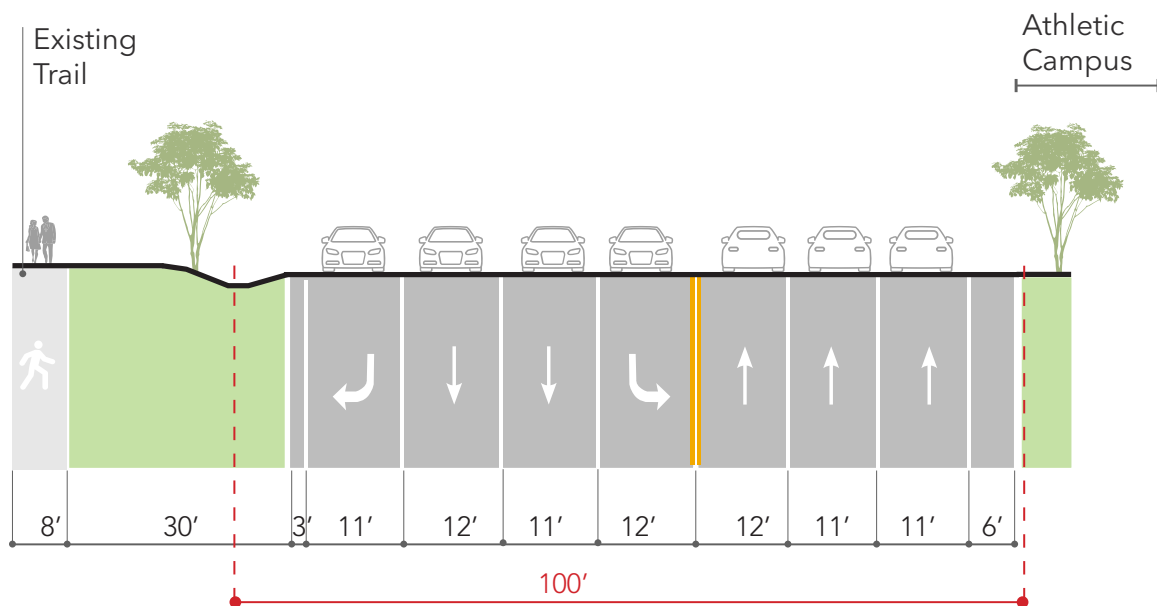


# New Albany Rd E

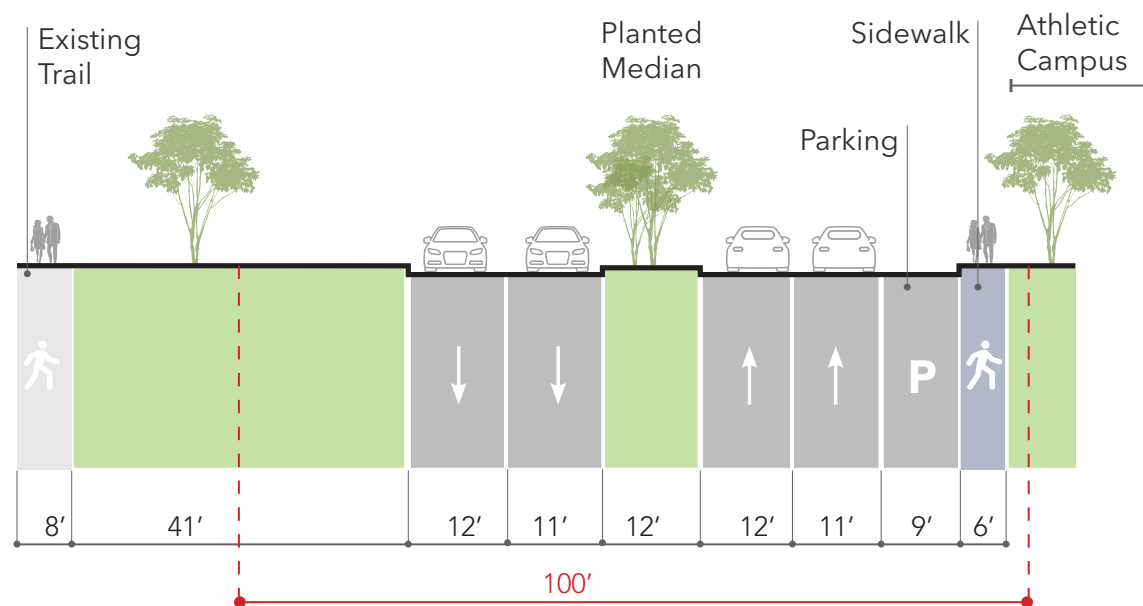
Segment 1. Central College Rd to W Campus Oval



## Section 7-7. Existing



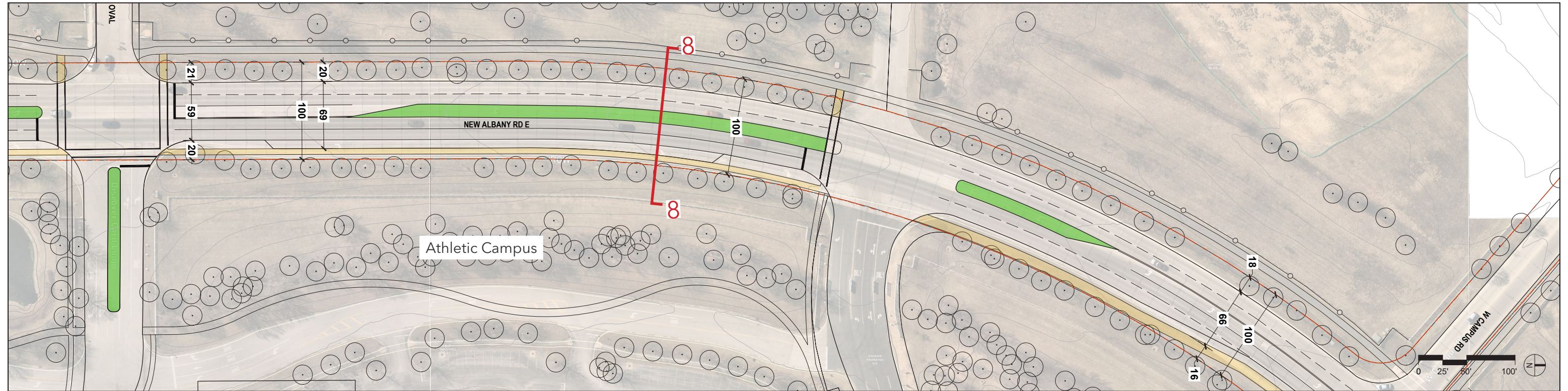
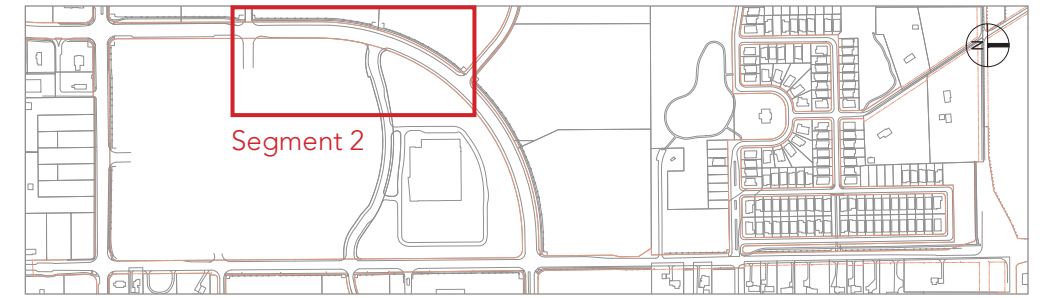
## Section 7-7. Proposed



- Legend**
- Leisure Trail (Existing)
  - Sidewalk (Proposed)

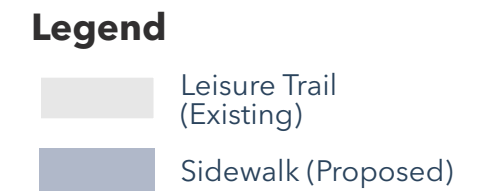
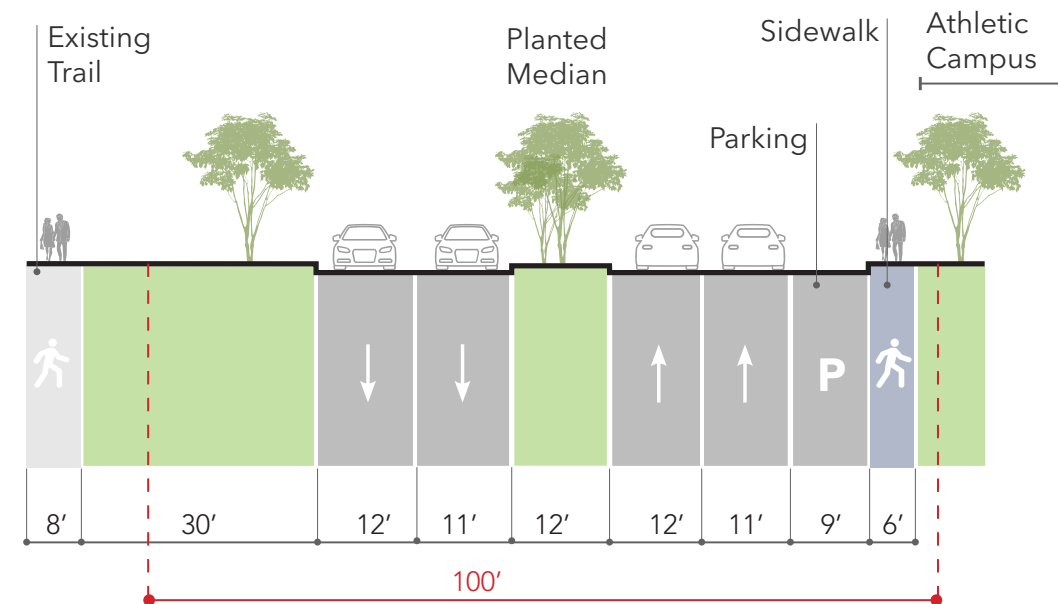
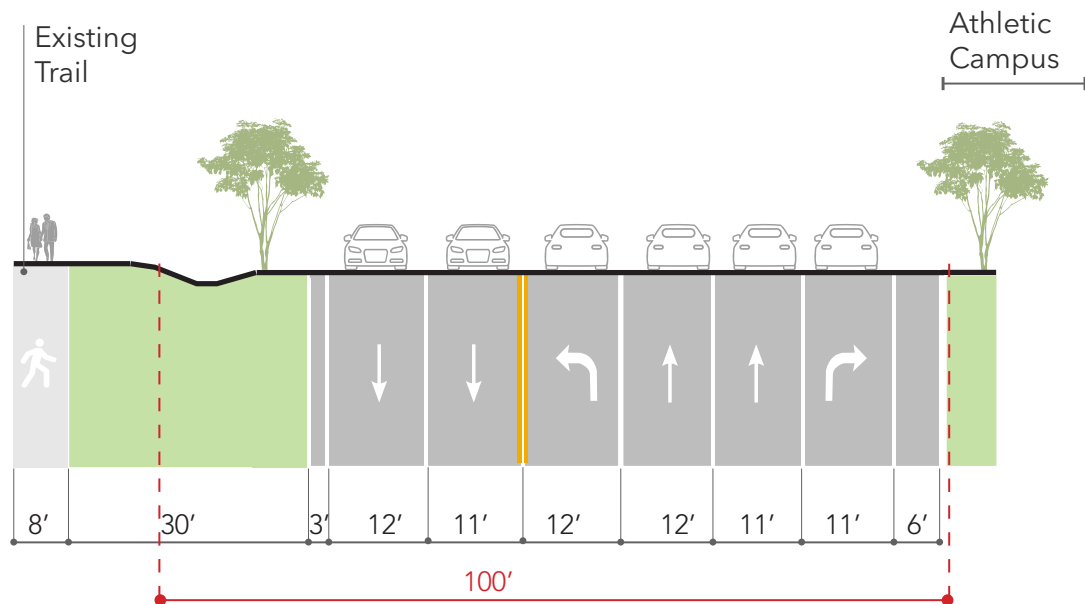
# New Albany Rd E

Segment 2. W Campus Oval to W Campus Rd



## Section 8-8. Existing

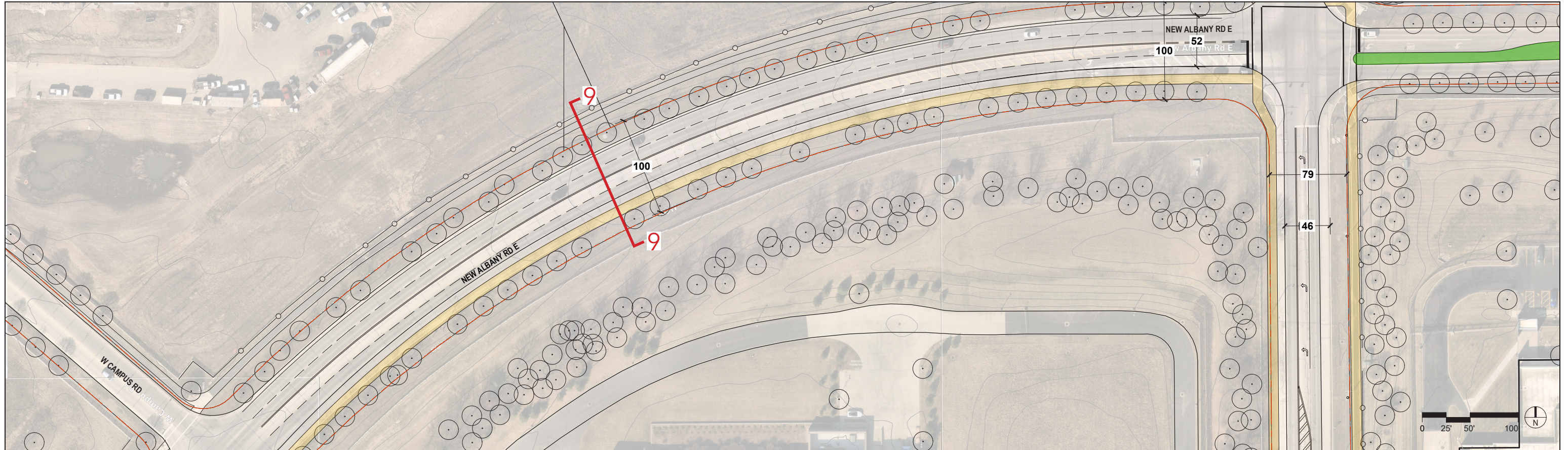
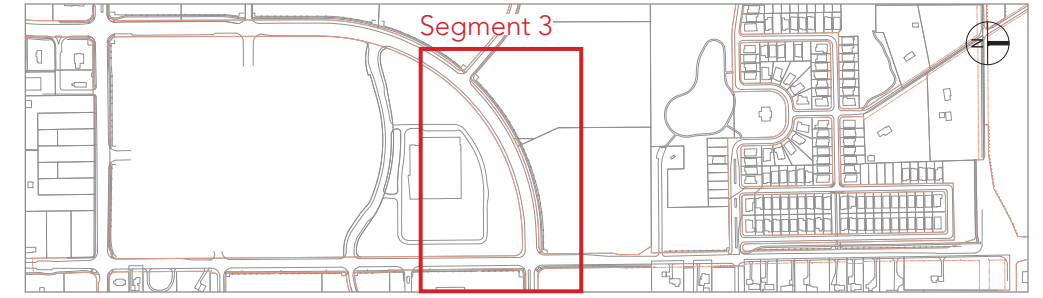
## Section 8-8. Proposed



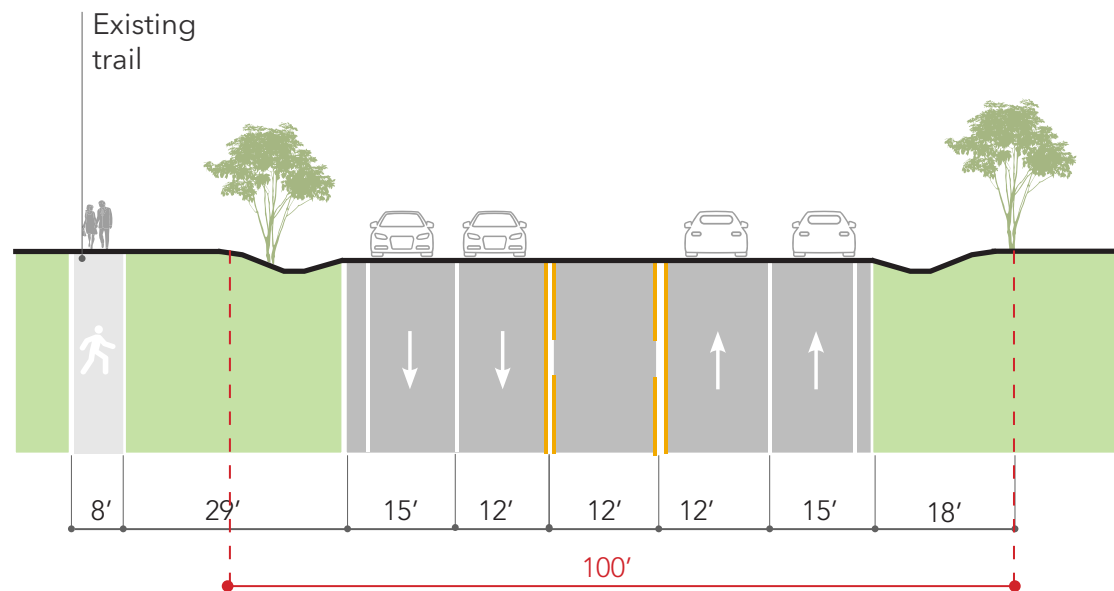
# New Albany Rd E

Segment 3. W Campus Rd to OH-605

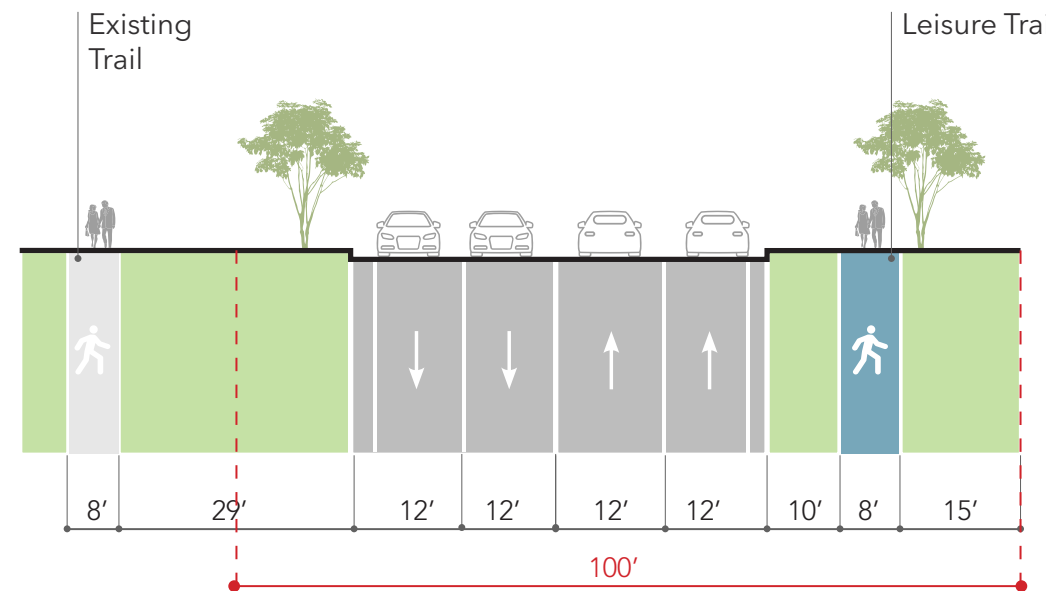
## Option A: Leisure Trail on Both Sides



Section 9-9. Existing



Section 9-9. Proposed



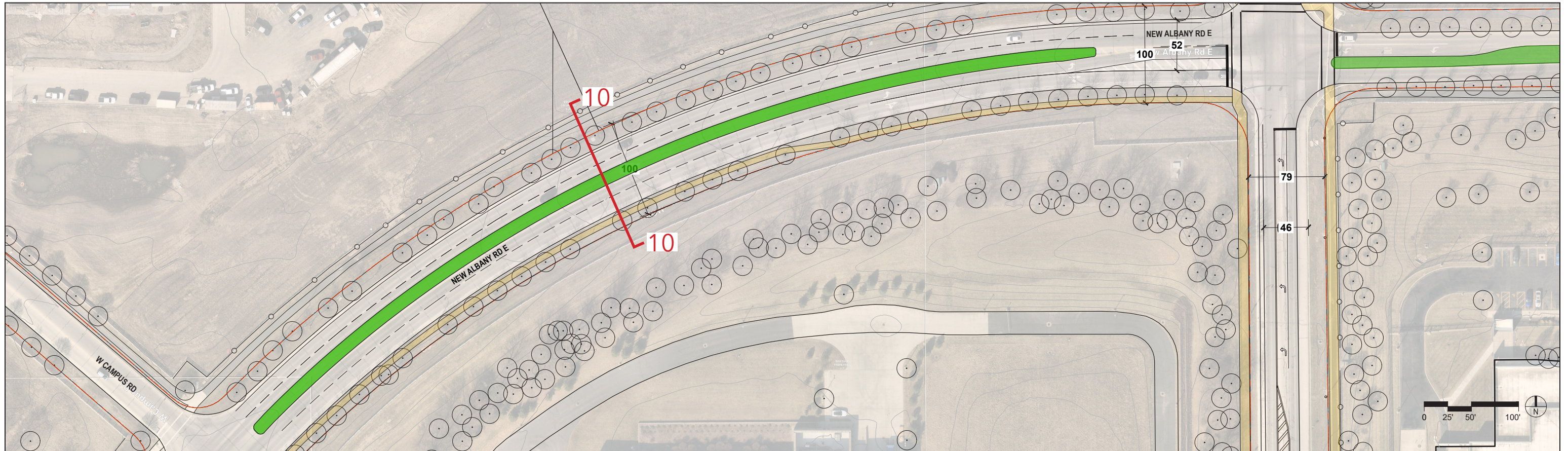
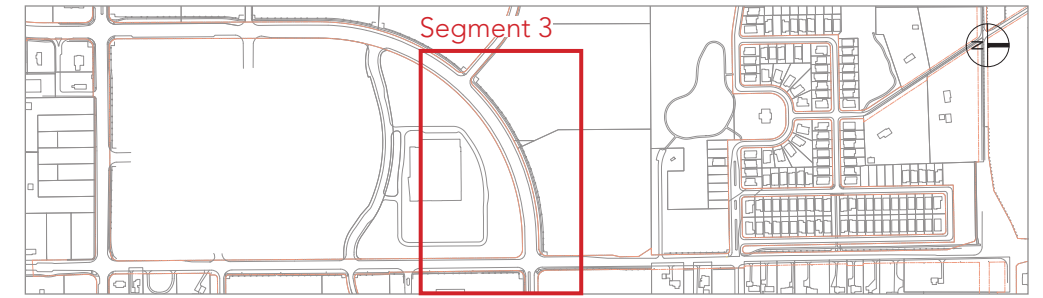
**Legend**

- Leisure Trail (Existing)
- Leisure Trail (Proposed)

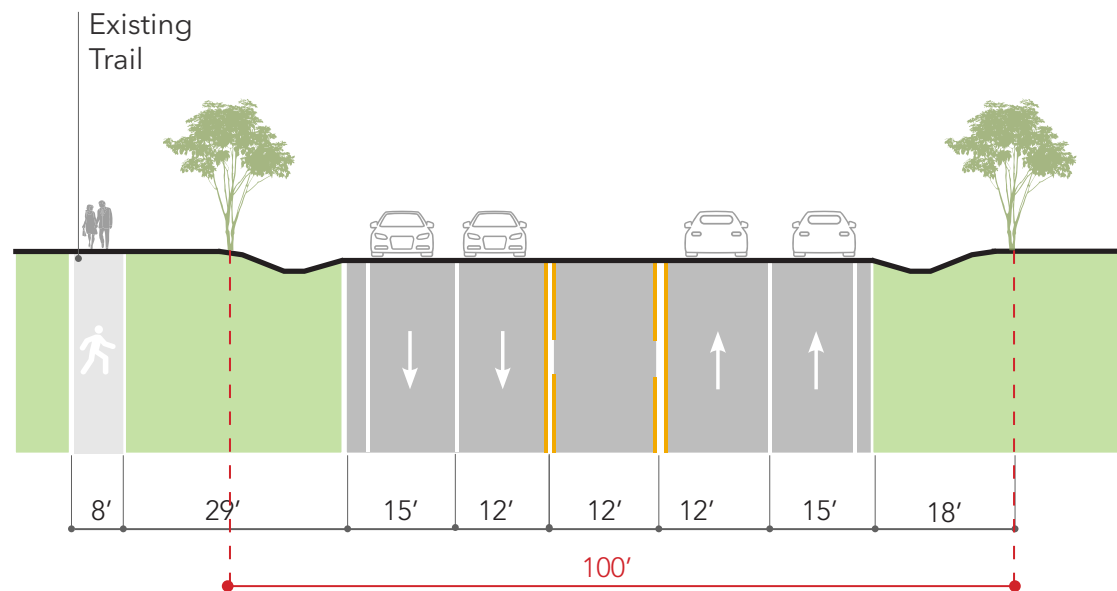
# New Albany Rd E

Segment 3. W Campus Rd to OH-605

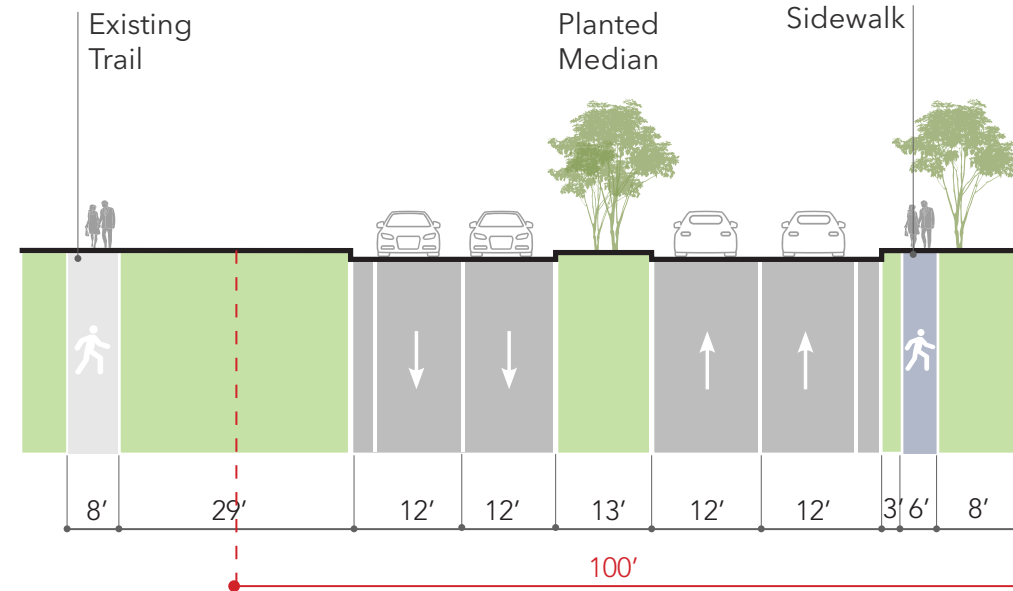
## Option B: Landscape Median, Leisure Trail on one Side



### Section 10-10. Existing



### Section 10-10. Proposed



### Legend

- Leisure Trail (Existing)
- Sidewalk (Proposed)

# Recommended Material Specs

## Standard Street

- New Albany Rd E
- SR-605
- Central College Rd

### Asphalt

Use: Travel Zone, Intersections



### Thermoplastic Pavement Paint

Use: Parking Demarcation, Travel Zone Demarcation, Stop Bar



### Concrete Curb

Use: Curb



### Concrete

Use: Sidewalk



## Standard Intersection

- See labels A-I

### Concrete

Use: Sidewalk, Sidewalk Corners, Curb Ramps



### Asphalt

Use: Intersections, Travel Zone Material, Crosswalks



### Truncated Dome Brick

Use: Detectable Warning



### Thermoplastic Pavement Paint

Use: Parking Demarcation, Travel Zone Demarcation, Stop Bar

