

An aerial photograph of a suburban landscape. A paved road runs diagonally from the bottom left towards the top center. To the left of the road is a large green field, possibly a sports field, with some trees and a small building. To the right of the road is a residential neighborhood with many houses, mostly with grey roofs, and some trees. In the bottom left corner, there is a small pond. The background shows more trees and some industrial or commercial buildings.

State Route 605 Corridor

Miller to Hamlet

Streetscape Concept Plan

SUMMER 2026

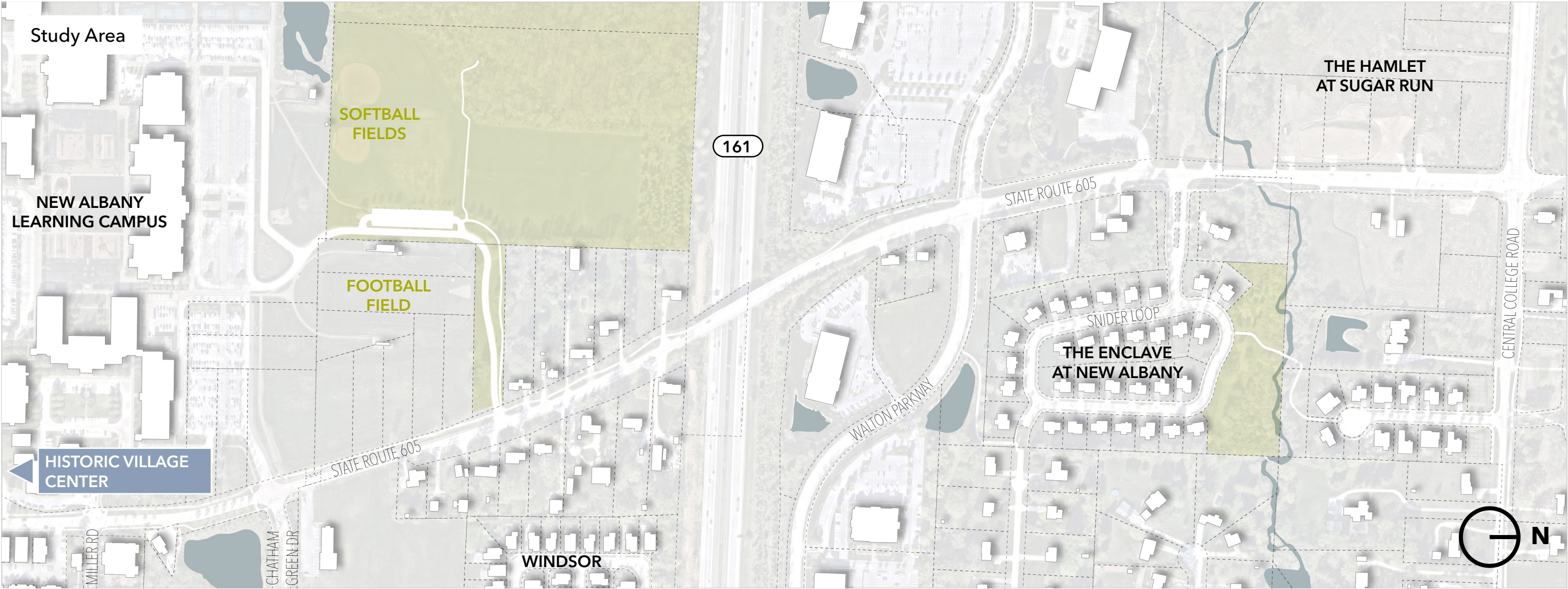
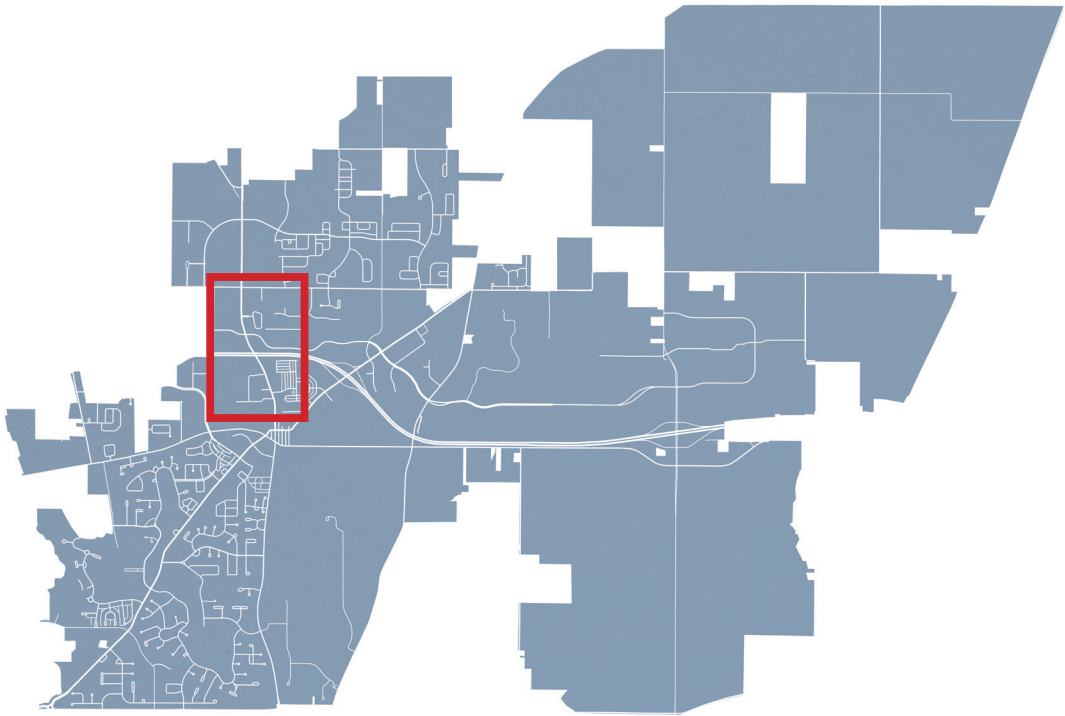
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Overview

This document serves as a compendium of preferred streetscape improvements along State Route 605 between the Village Center and the Hamlet at Sugar Run. The study area is bounded by Miller Avenue to the south and Central College Road to the north. It represents the second phase of conceptual design for the corridor, part of a broader effort to bring roadway and pedestrian improvements to the full stretch of SR-605 between the New Albany Athletic Campus and the Village Center.

This document provides guidance for future engineering studies and more detailed design documentation. Drawing on community planning documents such as the New Albany Strategic Plan, it considers the corridor's future roadway character and the transition points between the city's Village Center and the more traditional rural and suburban stretches along the corridor. The high-level sections presented herein are meant to serve as the framework, with precise dimensions and configurations to be established through survey work in later design phases.



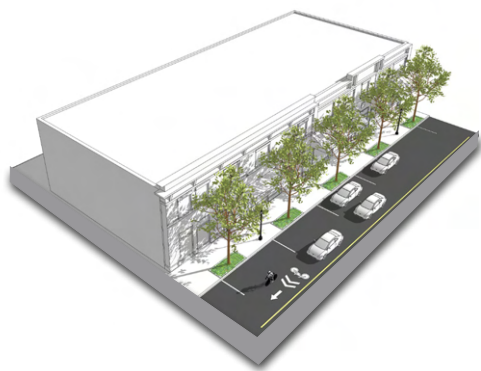
Existing Conditions

The study area is generally bounded by Miller Road to the south and Central College Road to the north. This segment of SR-605 is an important collector into the Village Center and a primary entry point to the New Albany Learning Campus. Traffic data show significant morning and afternoon peak volumes driven by school drop-off and pickup, which rely on the entrance at Chatham Green Drive and SR-605. To accommodate these volumes, the city has previously invested in turn lane improvements along the portion of SR-605 fronting the Middle School football fields between Chatham Green Drive and Kardules Fields Way.

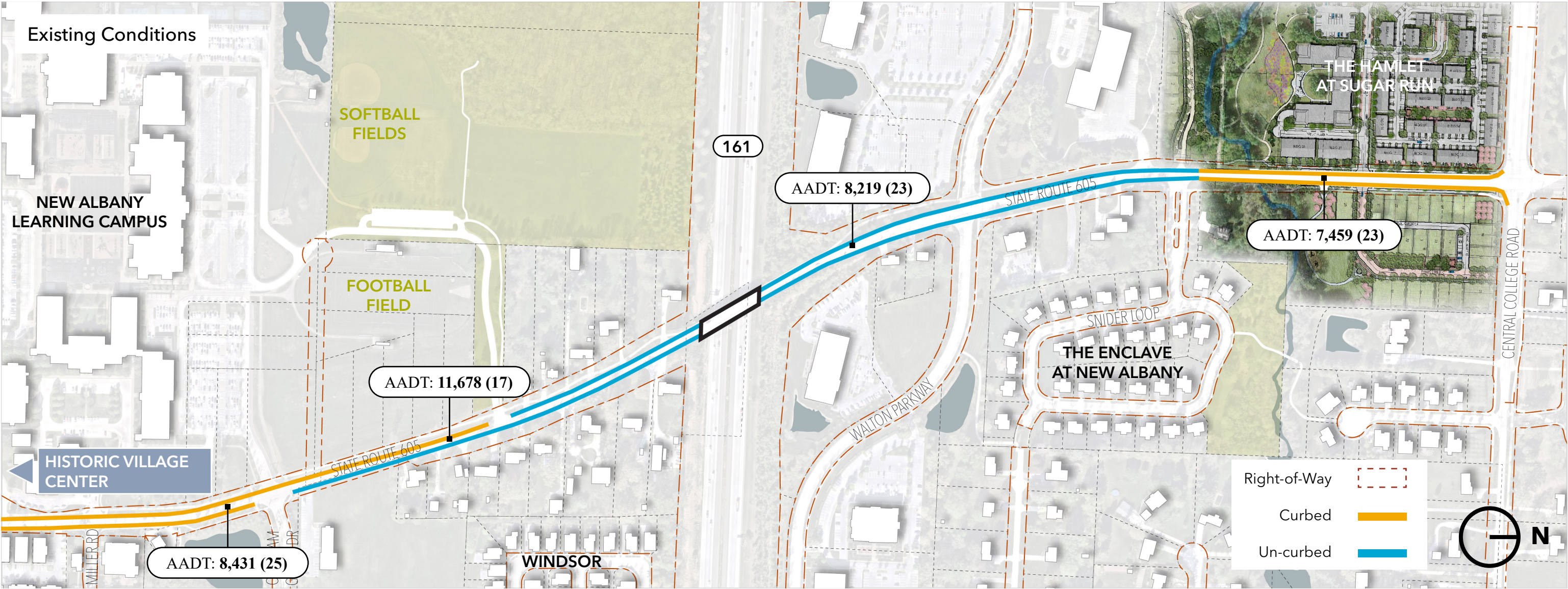
Heading north toward SR-161, the roadway transitions to a more rural, un-curbed condition, with wide shoulders and swales, fronted by traditional single-family residential lots. The northern end of the study area is marked by the Hamlet at Sugar Run, a mixed-use development that began construction in 2025. Improvements to SR-605 in front of the development are slated to introduce a more urban street section, including parallel parking, landscape islands, and wider pedestrian amenity zones.

The New Albany Strategic Plan splits this portion of SR-605 into two roadway character classifications: Village Center roadway character extending north to approximately Kardules Fields Way, then transitioning to Business Park Transitional character all the way to Central College Road. These classifications were considered during the conceptual design process as a starting point, with the understanding that specific transition points and roadway design need to be studied further to determine appropriate improvements.

Village Center Roadway Character
New Albany Strategic Plan



Business Park Transitional Roadway Character
New Albany Strategic Plan



Summary of Recommended Improvements

The design recommendations are organized into four segments, identified through natural transitions in existing road conditions or existing character. These include the Miller, Fields, Bridge, and Walton segments. A summary of recommendations for each segment are provided below. The segment adjacent to the Hamlet at Sugar Run has recently been designed and approved, which is reflected in the overall conceptual plan below.

General Recommendations

- In the long term, invest in undergrounding the overhead utilities along the east side of SR-605. Their current alignment presents possible constraints to tree planting and sidewalk/leisure trail improvements.

A. Miller Segment

- Extend the curbed, urban condition found directly south within the Village Center, including parallel parking, landscape islands, and wide concrete sidewalks.
- Maintain consistently spaced street tree planting.

B. Fields Segment

- Extend the leisure trail connection along the east side of the road.
- Maintain the un-curbed, swale condition in the short-term along the east side of the street and along both sides north of Kardules Fields Way.

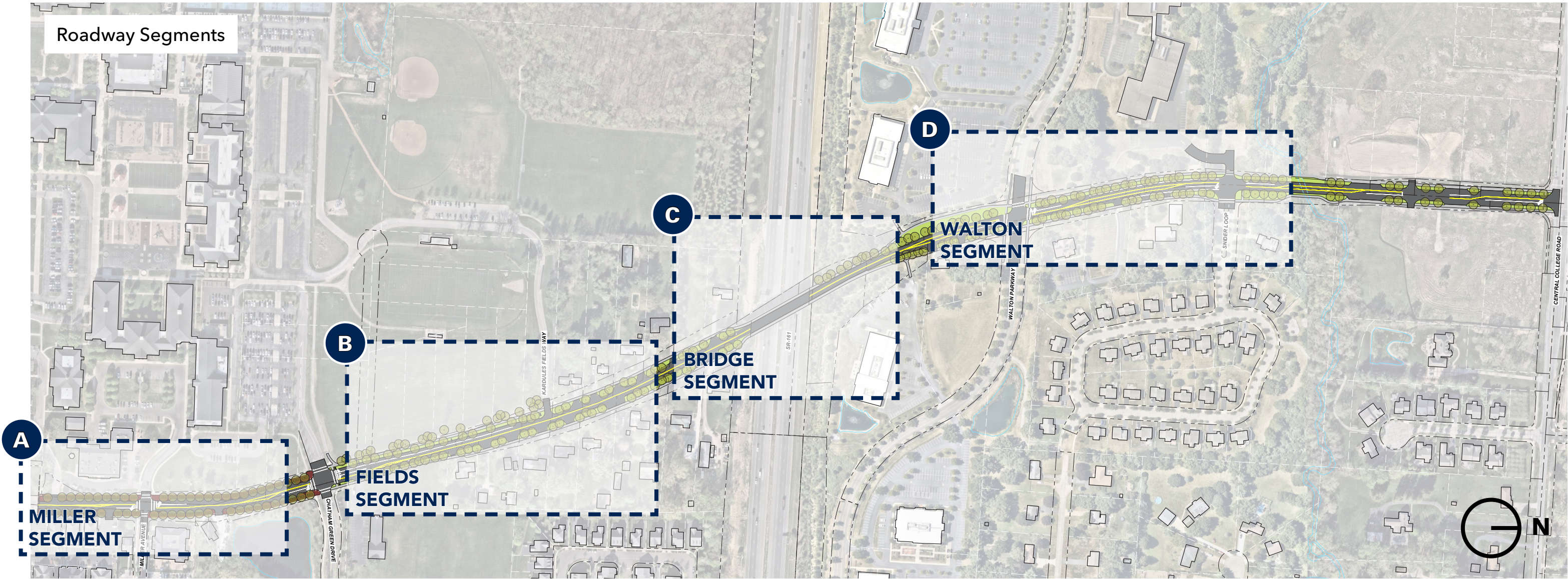
- Coordinate with adjacent landowners to provide a wider tree buffer, which can serve as a natural transition into the Village Center.

C. Bridge Segment

- In the short term, provide a protective pedestrian barrier along the east side of the bridge to match the current condition along the west side.
- In the long-term, explore and study the feasibility of a widened bridge deck, which would accommodate space for wider pedestrian zones, landscaping, and other decorative elements.

D. Walton Segment

- Provide a leisure trail connection to adjacent businesses for more immediate pedestrian and bike access to the leisure trails.
- Provide pedestrian safety improvements at the Walton Parkway intersection, including more visible crosswalks, signage, and tighter vehicular turn radii.



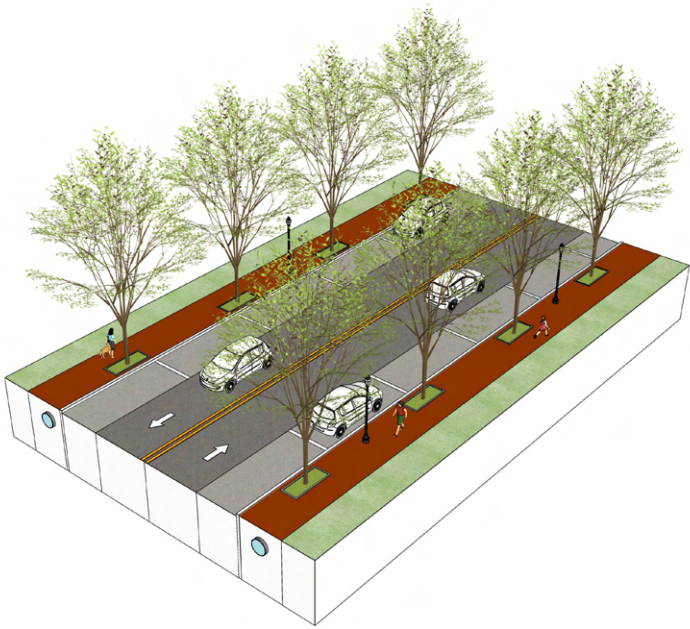
Miller Segment

Existing Conditions

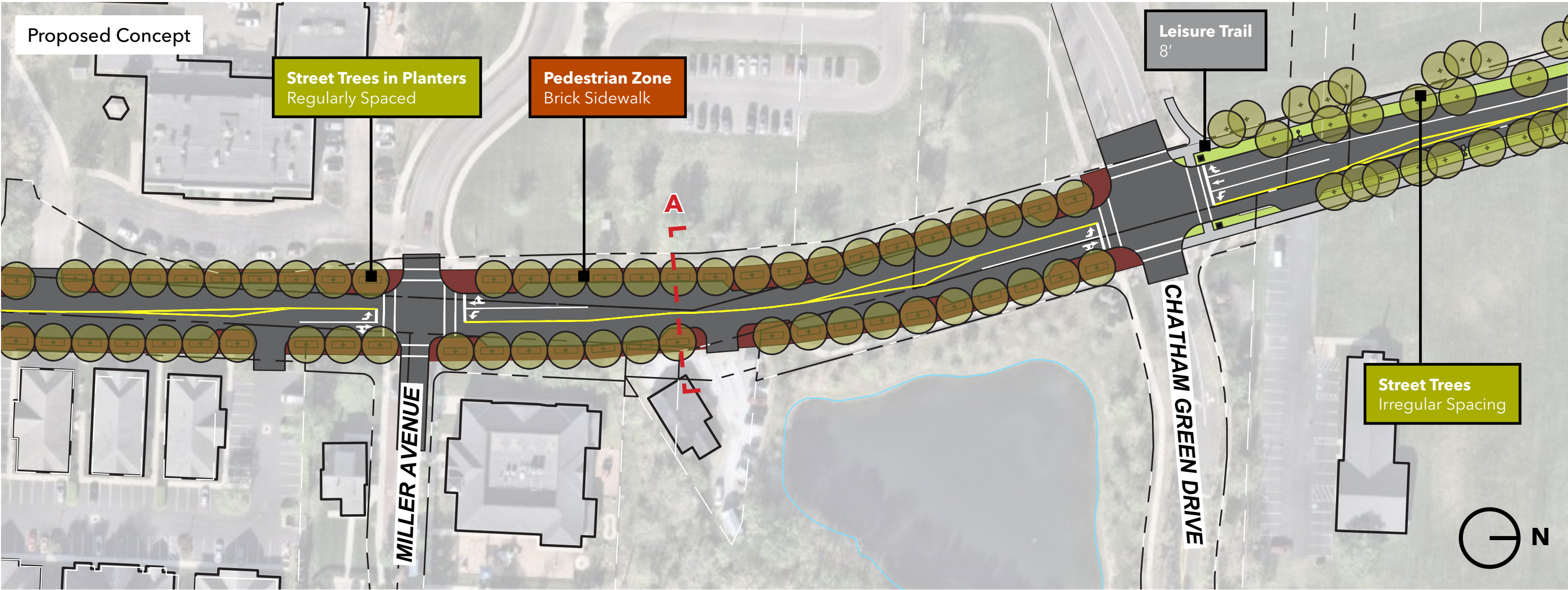
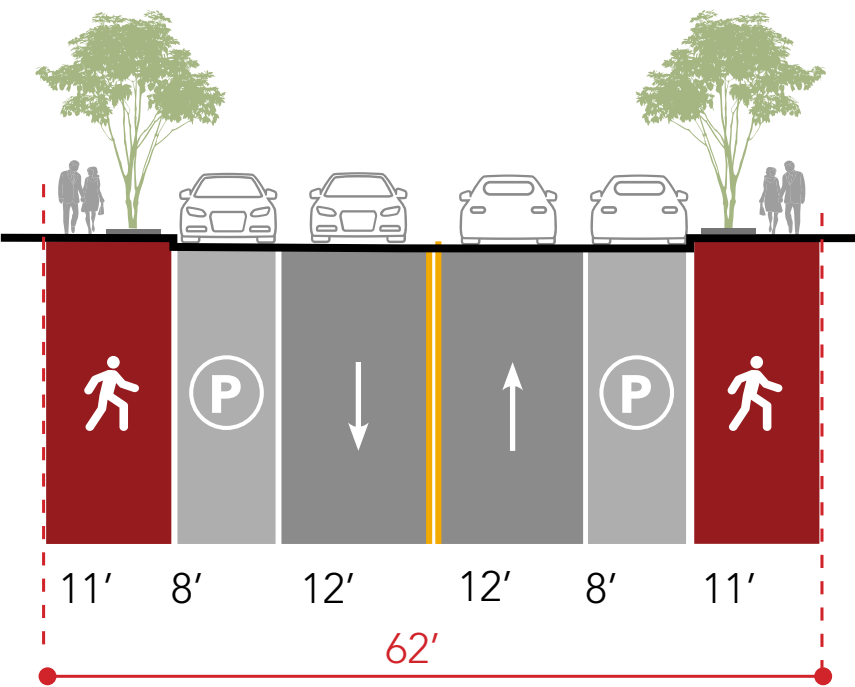
The Miller Segment sits at the northern entrance to the Historic Village Center. Village Center roadways are characterized primarily by brick sidewalks, enhanced crosswalks, regularly spaced street trees, lighting fixtures, and parallel parking spaces. The existing segment between Miller Avenue and Chatham Green Road does not fit neatly within those standards and has inconsistent streetscape elements, including a leisure trail on the west side and a sidewalk on the east. This segment presents an opportunity to provide additional on-street public parking for Village Center visitors while extending that roadway character to bring greater consistency and material alignment along the corridor.



Miller Segment



A. Proposed Typical Section (62-70')



Fields Segment

Existing Conditions

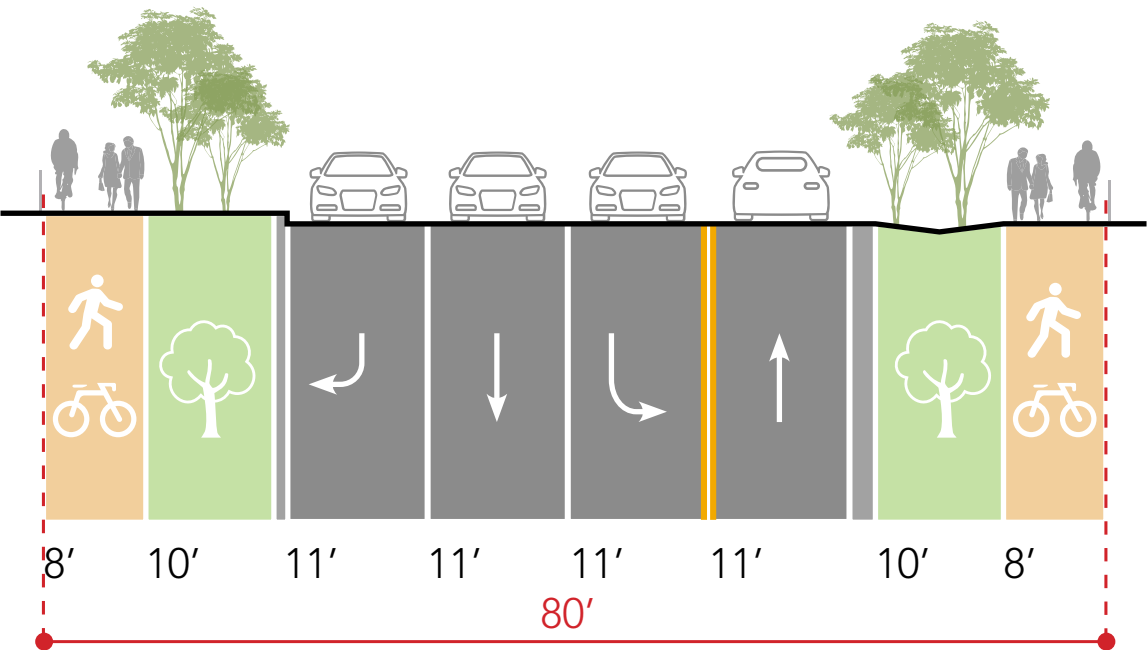
The Fields Segment marks a transition point between the Village Center and the more suburban and rural characters that dot the corridor. The existing segment of 605 between Chatham Green Road and Kardules Fields Way is unique in that the west side of the street is curbed with a leisure trail along it while the east side is uncurbed with a shoulder and no leisure trail. The east side of the street abuts the Learning Campus and Middle School athletic fields. A right turn lane runs almost this entire block of 605 to facilitate school drop-off and pick-up traffic. Street trees are very minimal on this block of the corridor, as well. The east side has overhead utility lines, which may be a constraint for future streetscape improvements and is recommended to be undergrounded long-term. North of Kardules Fields Way, the character turns residential and the roadway transitions to entirely uncurbed street. The leisure trail on the west side of the street, however, continues to the SR-161 bridge crossing.



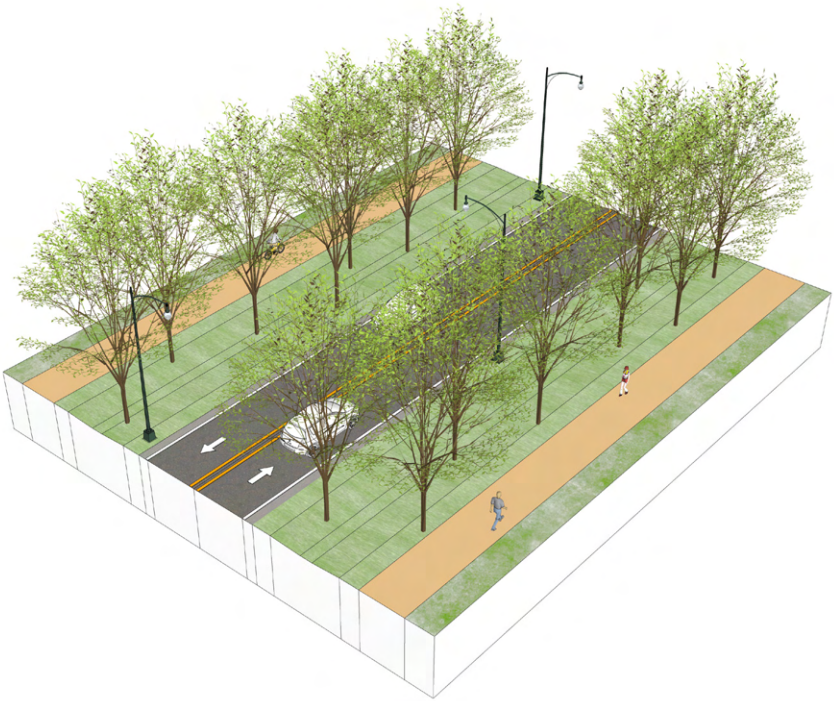
Fields Segment



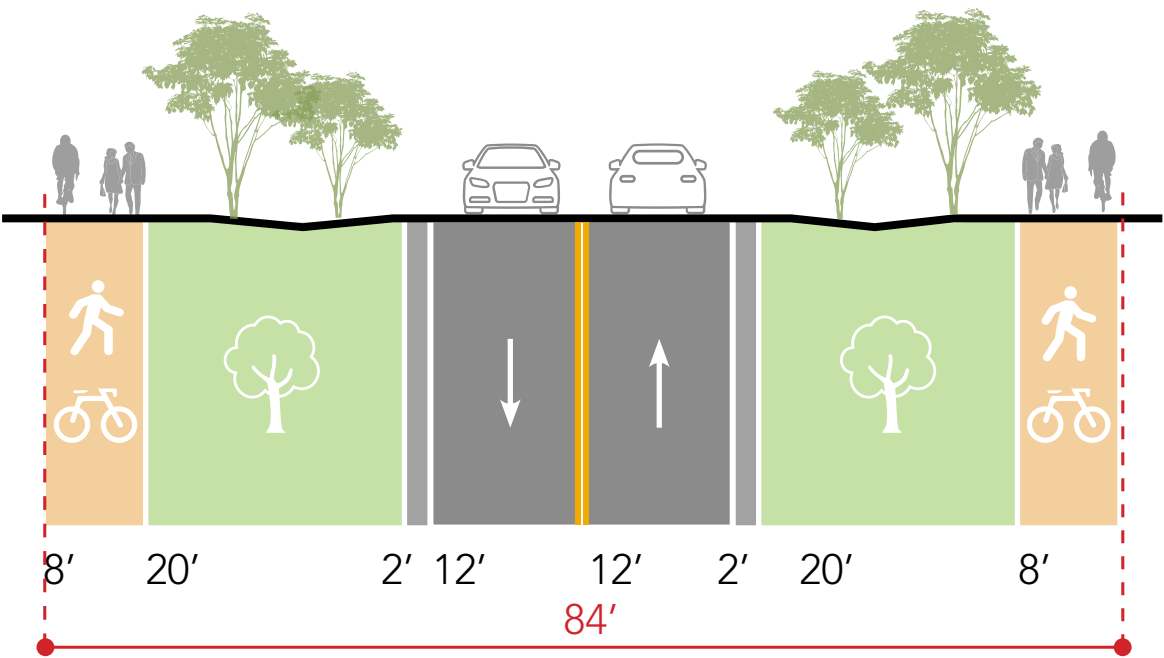
B.1. Proposed Typical Section (80')



Fields Segment



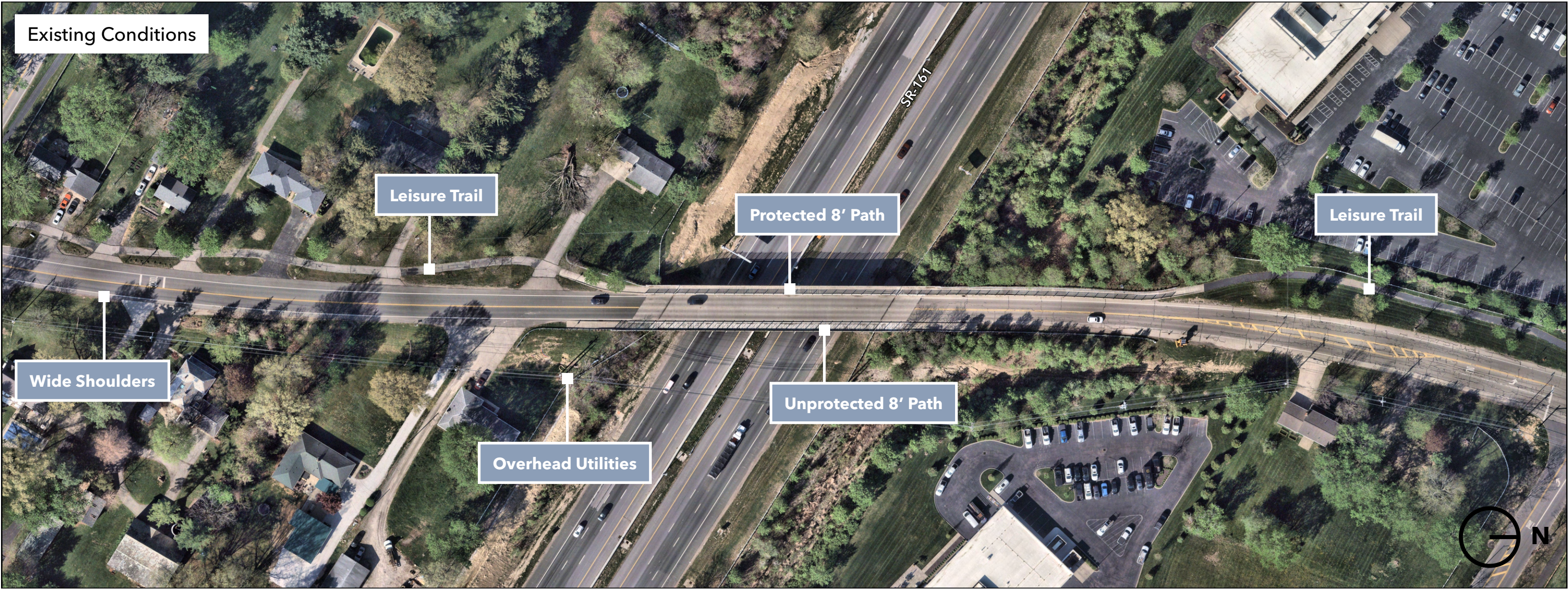
B.2. Proposed Typical Section (82-84')



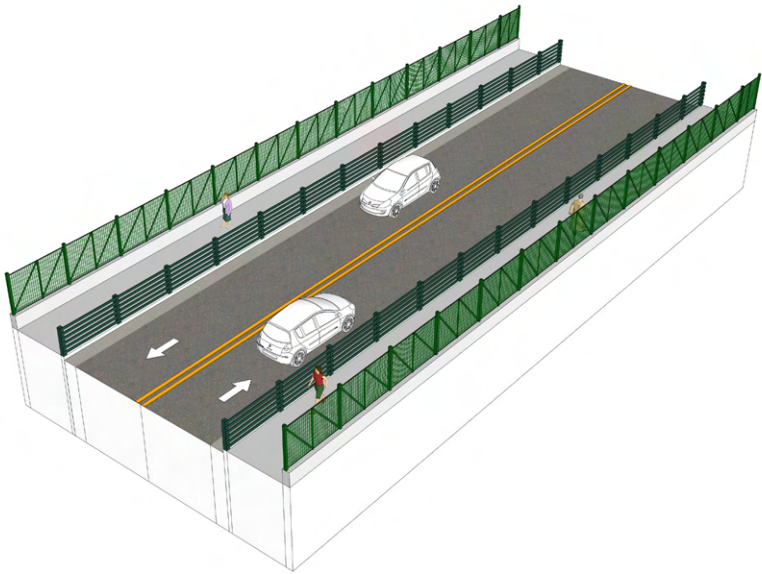
Bridge Segment

Existing Conditions

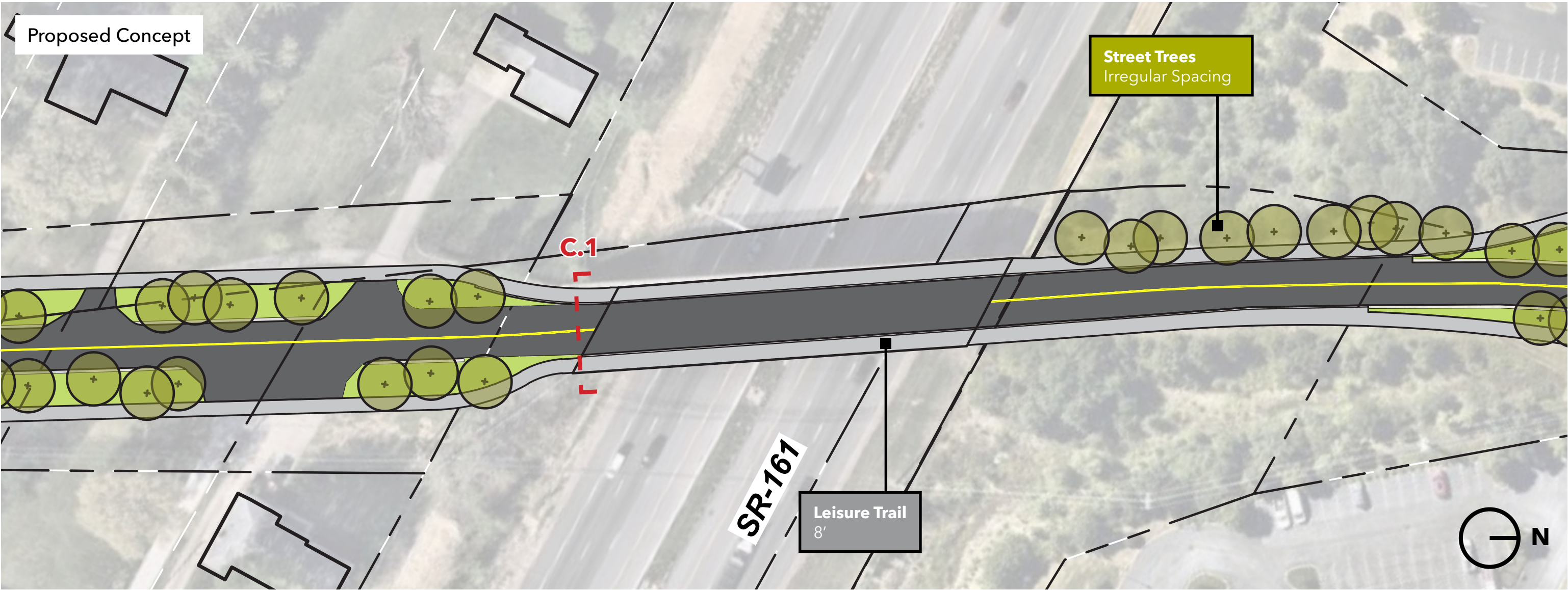
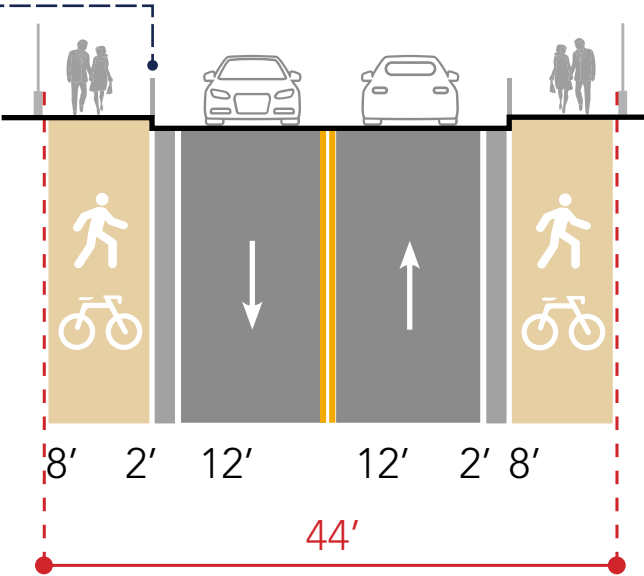
The Bridge Segment includes the bridge crossing over SR-161 and the approach on either side of the bridge. The bridge itself is approximately 46' wide and includes one drive lane in either direction with a small shoulder and then 8' concrete paths on either side of the bridge. The west side path is protected from vehicular travel by a fence, while the east side remains unprotected. This segment is very important from a broader perspective as it can serve as a prominent way to bridge the divide in the community created by SR-161. Only a handful of north-south connections across the highway exist, so this segment is worth prioritizing for improvements. According to ODOT's bridge inventory data, most elements of the bridge are in good or very good condition and the overall structural evaluation meets the agency's desirable criteria for bridge structures. This likely means that the bridge still has some years remaining in it's lifespan before it will need significant repair or reconstruction.



Bridge Segment - Near Term Improvements

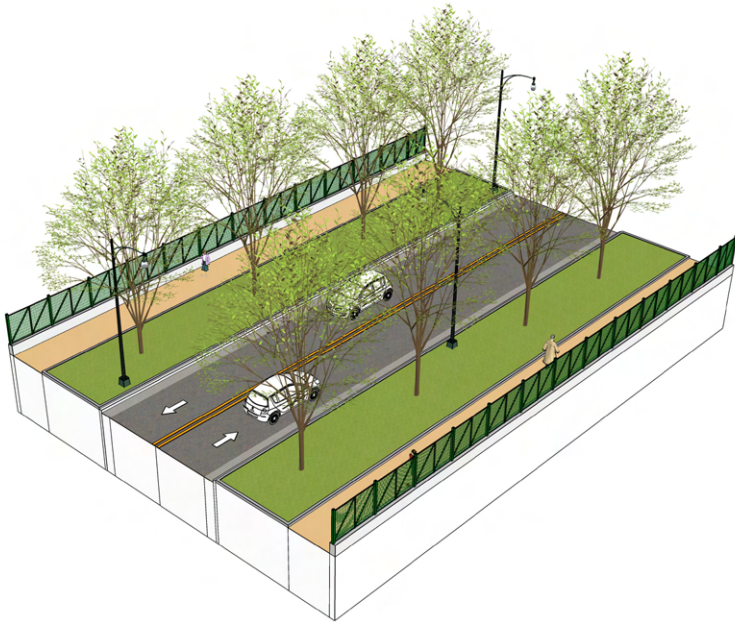


C.1. Proposed Typical Section (45-47')

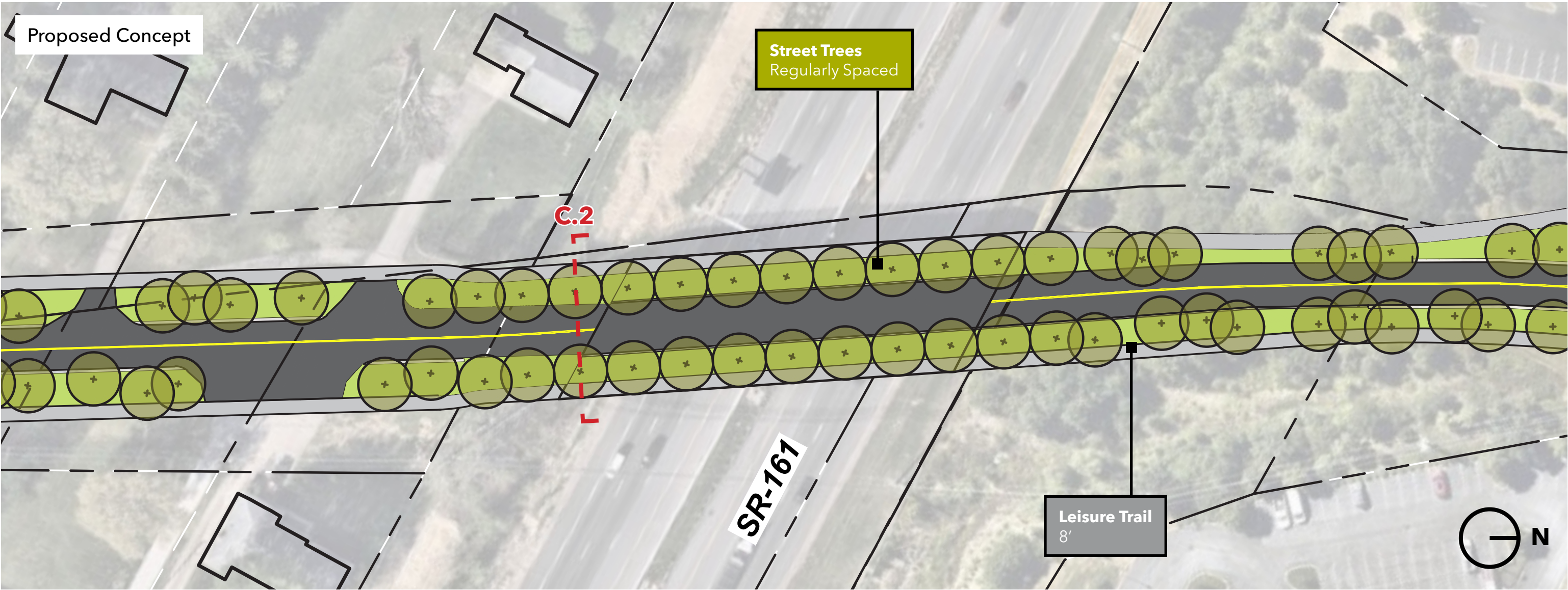
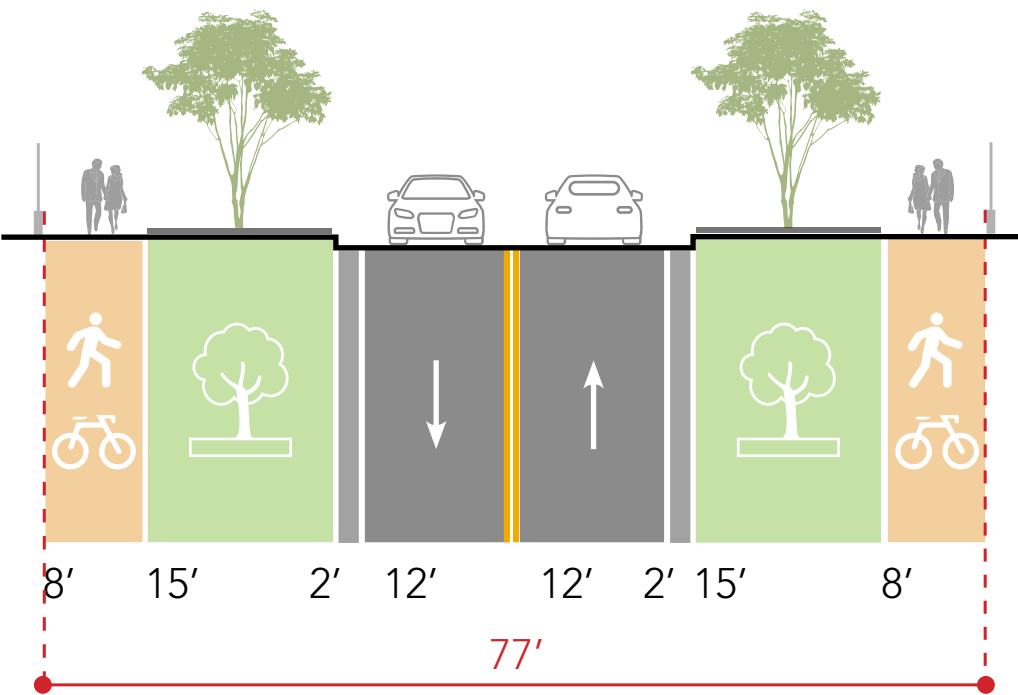


Bridge Segment - Long Term Improvements

The New Albany Athletic Campus, the Hamlet at Sugar Run, and new development along Walton Parkway will continue to increase pedestrian traffic along SR-605. A long-term vision for the SR-605 bridge warrants consideration, as its current configuration presents a barrier to pedestrian comfort and safety along the corridor. Future engineering, engagement with ODOT, and feasibility studies should explore the costs and timelines of a more extensive bridge project, which may include widening or full reconstruction, depending on the preferred pedestrian infrastructure, materials, and decorative elements, since these affect the supporting structure beneath the deck. The planning team considers this a long-term study, given that the bridge is currently in good condition and that retrofitting bridges for the increased load-bearing associated with tree planters and other decorative elements carries significant cost. However, future public engagement can shed light on the community's preference for specific types of improvements and branding, which can help guide in the city's search for funding partners and state and federal grant opportunities.



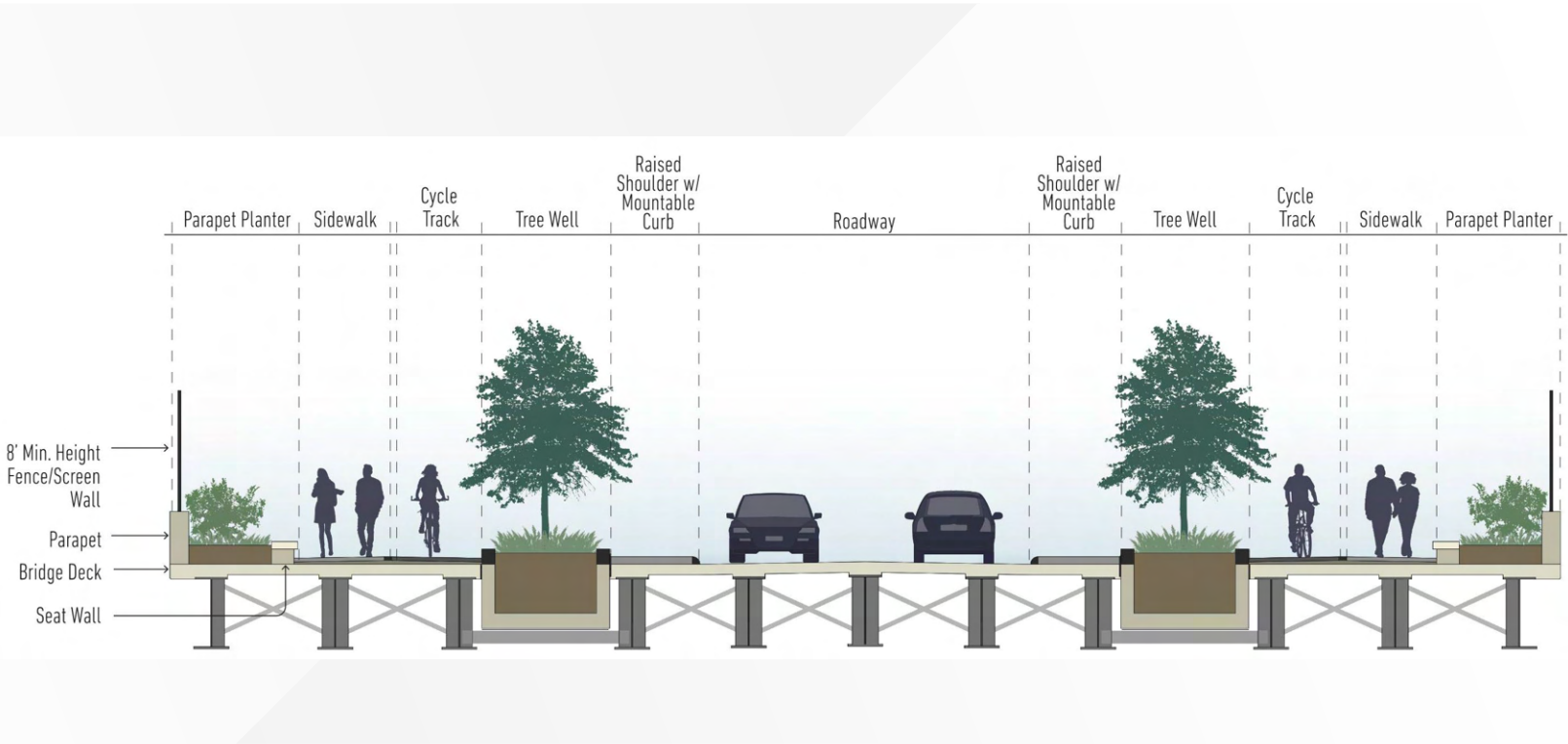
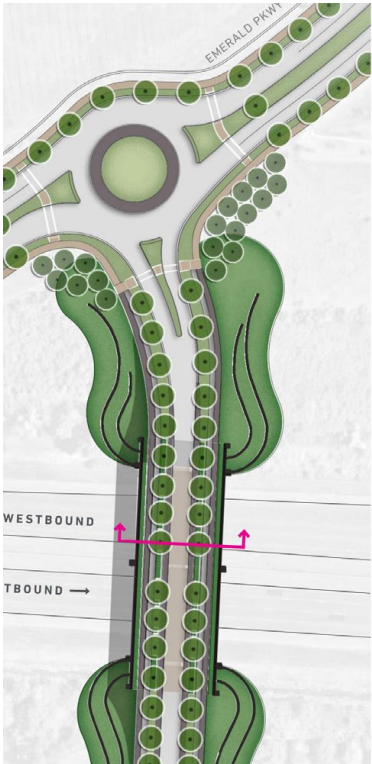
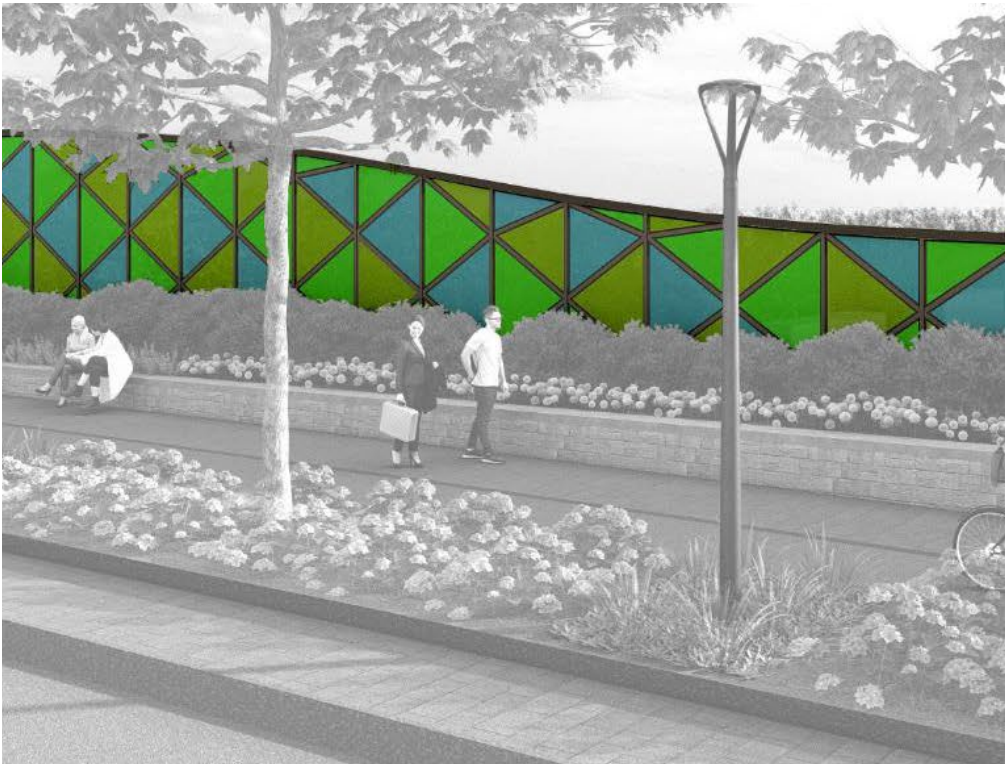
C.2. Proposed Typical Section



Case Study - Long Term Bridge Improvements

Emerald Connector - Dublin, OH

The Emerald Connector is Dublin's proposed new bridge and roadway over I-270, connecting Emerald Parkway to Village Parkway to give drivers an alternate route around Sawmill Road and I-270 interchange. Beyond easing traffic, the city has positioned it as a gateway to the new Mount Carmel Dublin healthcare campus, so it serves both congestion relief and access to the healthcare campus. Dublin has leaned into engagement throughout the process, shaping the project around placemaking principles with pedestrian and bicycle connection, and gathering public input on both the possible routes and a set of aesthetic concepts. The estimated cost for the project is around \$40.7 million, funded through a mix of local, regional, and federal sources.



Case Study - Long Term Bridge Improvements

Long Street Bridge and Wall - Downtown Columbus, OH

Opened in 2014, the Long Street bridge cap is one of the many exemplary bridge caps constructed or planned in downtown Columbus. It bridges a deep social divide created by the construction of Interstate 70 and symbolizes a commitment to re-connecting and mending neighborhoods that were demolished in the process of the highway construction. Connecting the historic King-Lincoln Bronzeville neighborhood with downtown Columbus, the “Complete Streets” design approach includes a 240-foot cultural wall and mural, bike lanes, a trellis structure, event lawn, on-street parking, trees and landscaping in irrigated planters. This project included extensive community engagement and incorporated the needs and desires of surrounding communities.

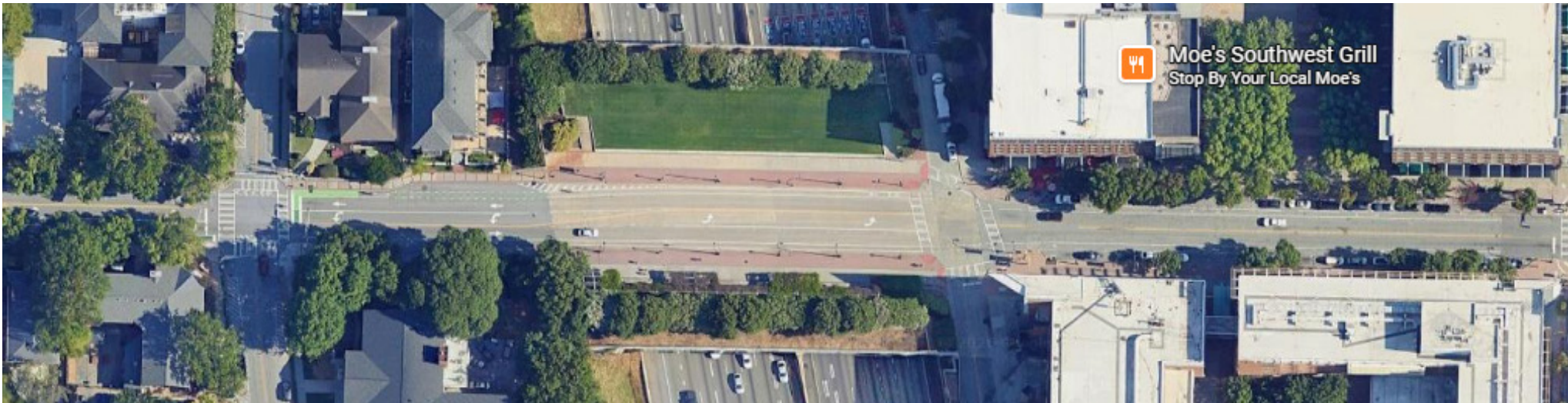


Case Study - Long Term Bridge Improvements

Fifth Street Bridge - Atlanta, GA

The Fifth Street Bridge was rebuilt in 2006 when Georgia Tech expanded its campus into Midtown Atlanta. The campus expansion sparked a need for a better east-west pedestrian connection between the campus and the Midtown business community. This project transformed a car-centric, multi-lane bridge crossing a 15-lane interstate into a popular multi-modal street. Despite the 15-lane interstate below, the bridge maintains the look and feel of a continuous park environment using strategically placed planters and trees, along with views of the Atlanta skyline. Multi-modal infrastructure includes bike lanes, 24-foot sidewalks, and 30,000 square feet of green space. The bridge design has been featured in many national publications.

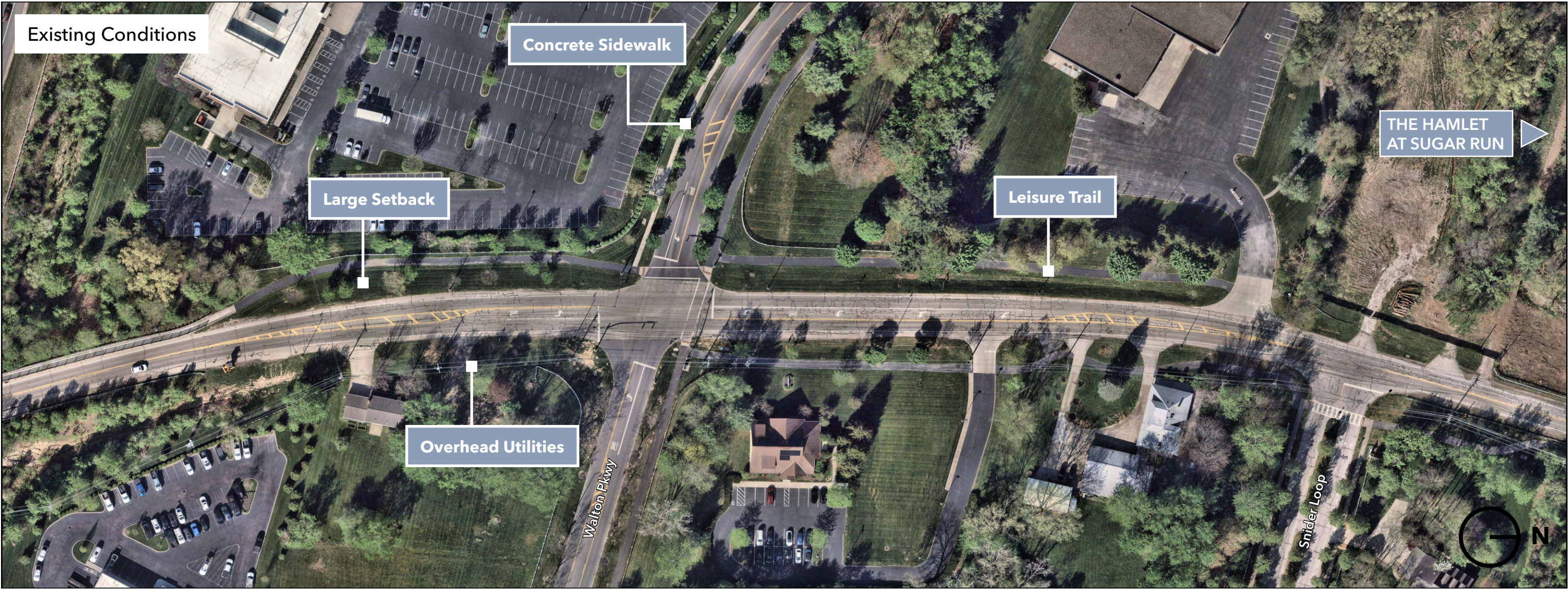
The project cost a total of \$10.3 million; \$350K of funds were from a federal Transportation Enhancement (TE) grant administered through the Georgia Department of Transportation (GDOT) with additional state funding through GDOT and public-private partnerships.



Walton Segment

Existing Conditions

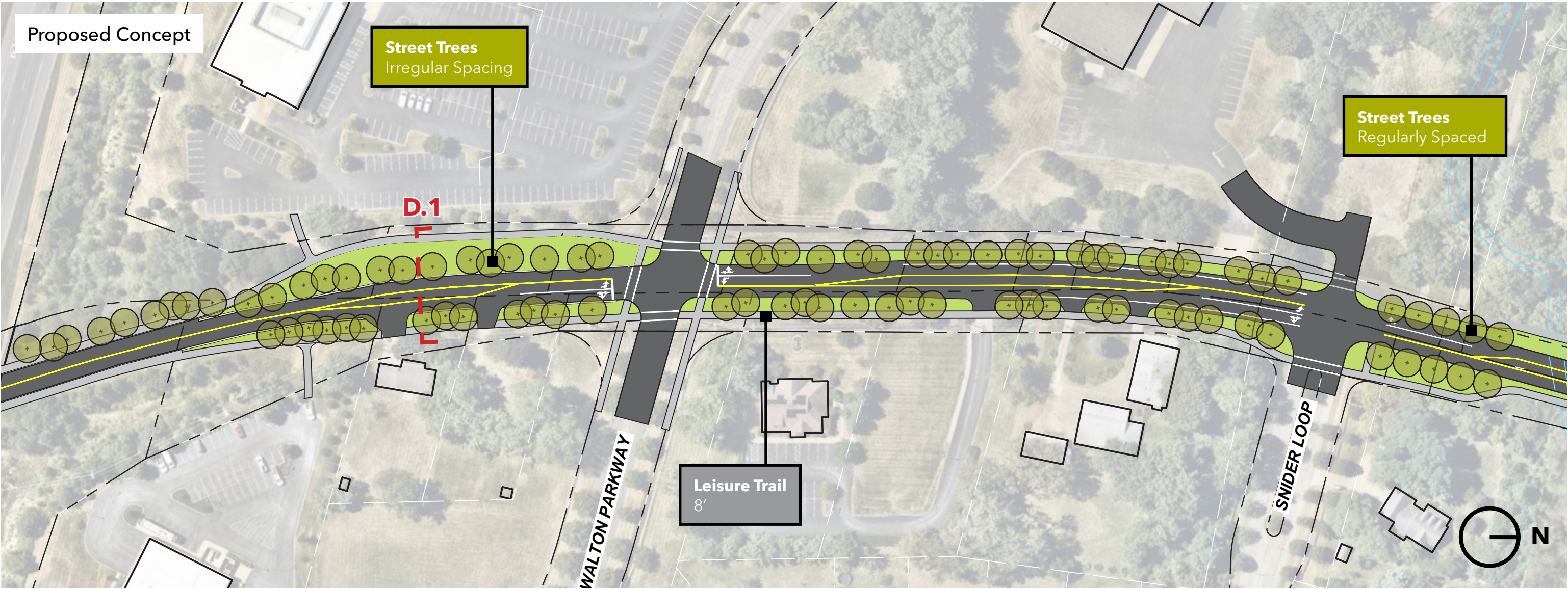
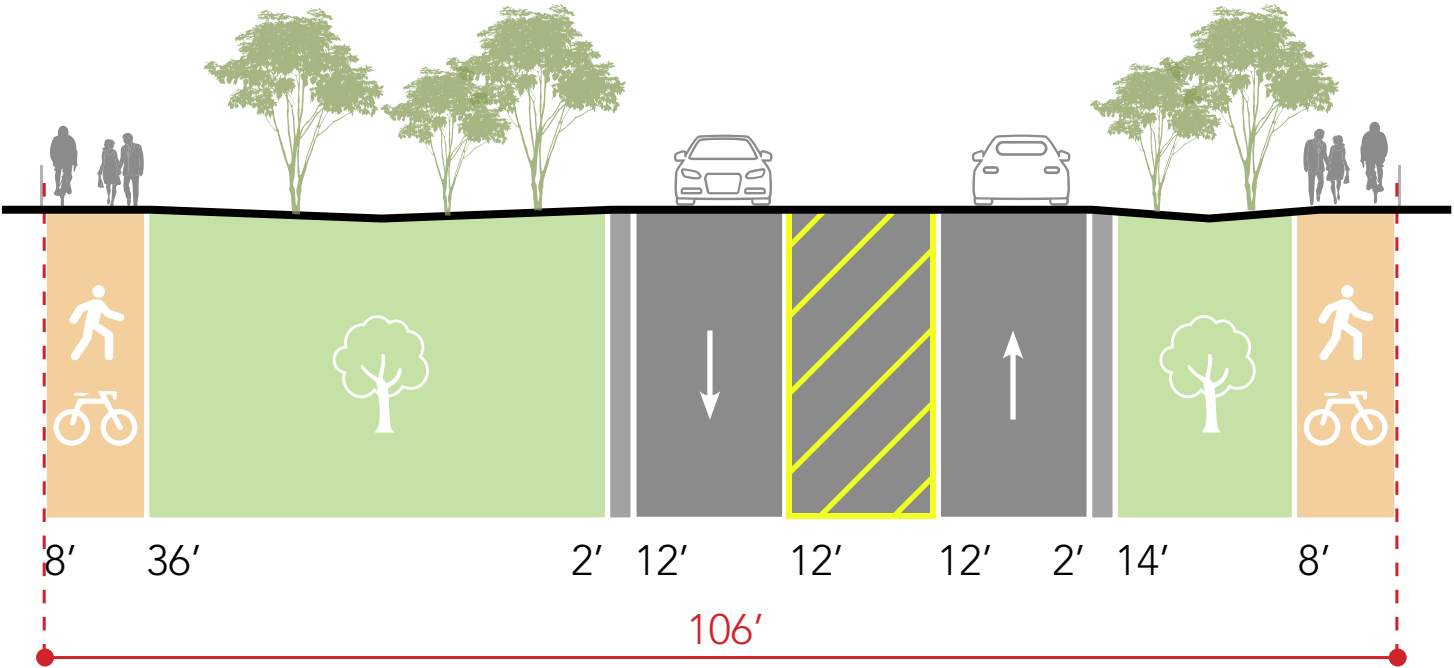
The Walton Segment picks up north of the SR-161 bridge crossing and continues past Snider Loop. Past Snider Loop, the corridor transitions again to a more urban character with the development of the Hamlet at Sugar Run. The Walton Segment is more typical of a Village Traditional roadway with an uncurbed street and the white horse fence where appropriate. Walton Parkway, which intersects with SR-605 in this segment, is representative of a Business Park roadway, connecting employment uses to the broader community. Compared to Walton Parkway, which has curbs and regular tree spacing, this segment contains more irregular tree planting and varying setbacks to the existing leisure trails. The signalized intersection at Walton Parkway and SR-605 is an important connection point, but contains wide turning radii and doesn't include crosswalk markings on all sides, creating an uncomfortable and potentially dangerous crossing environment for pedestrians and cyclists.



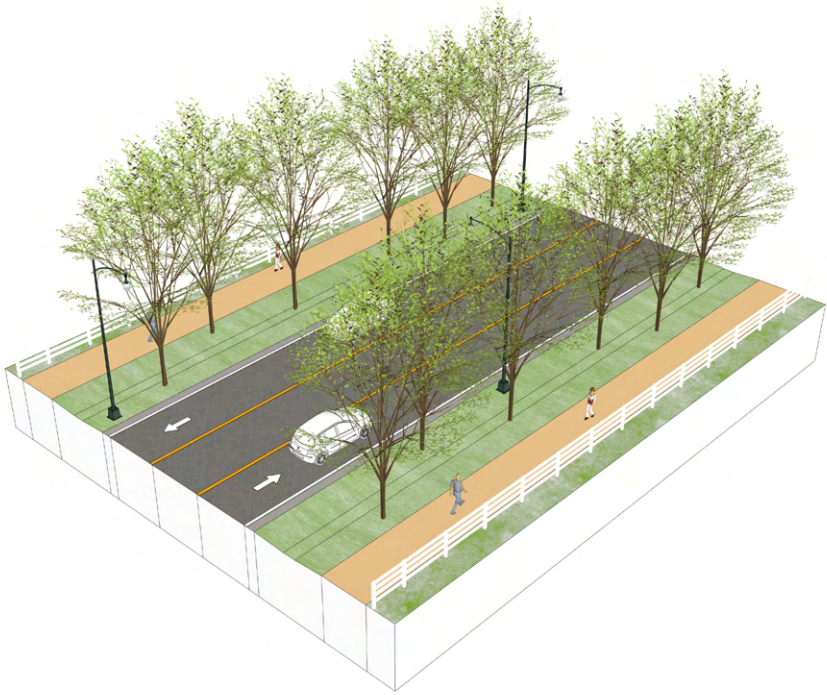
Walton Segment



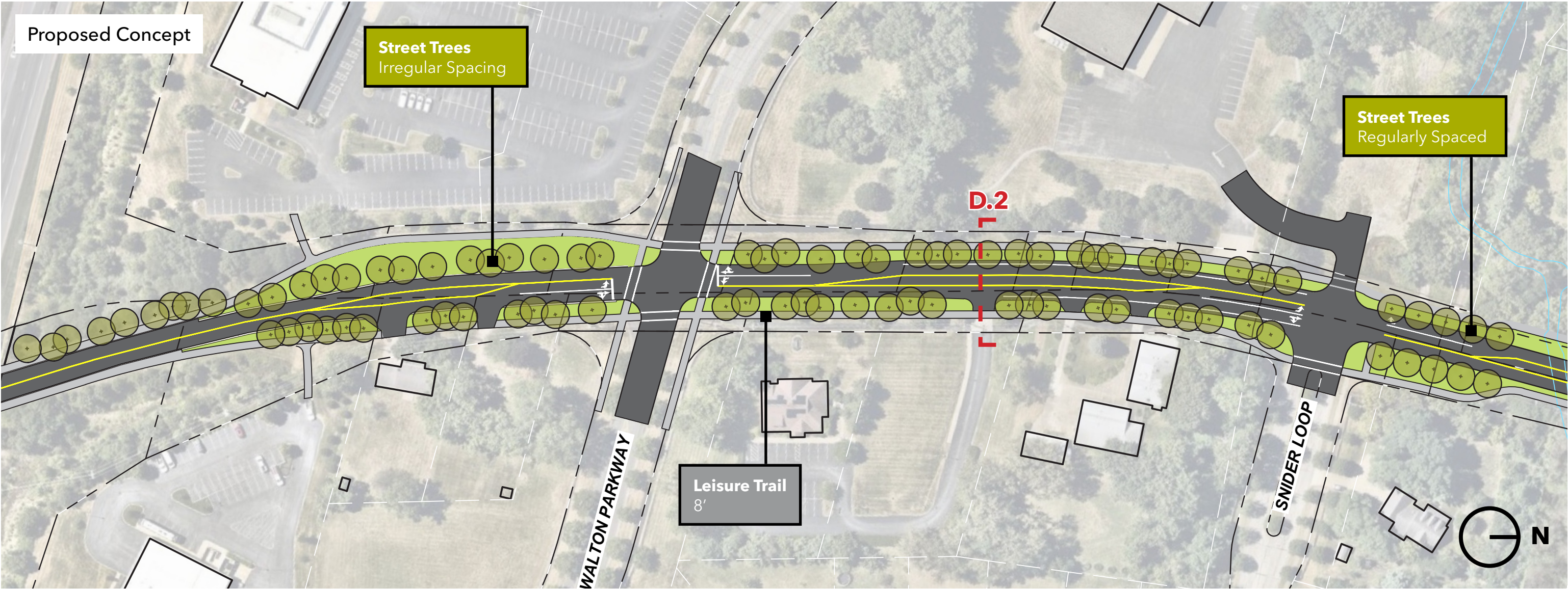
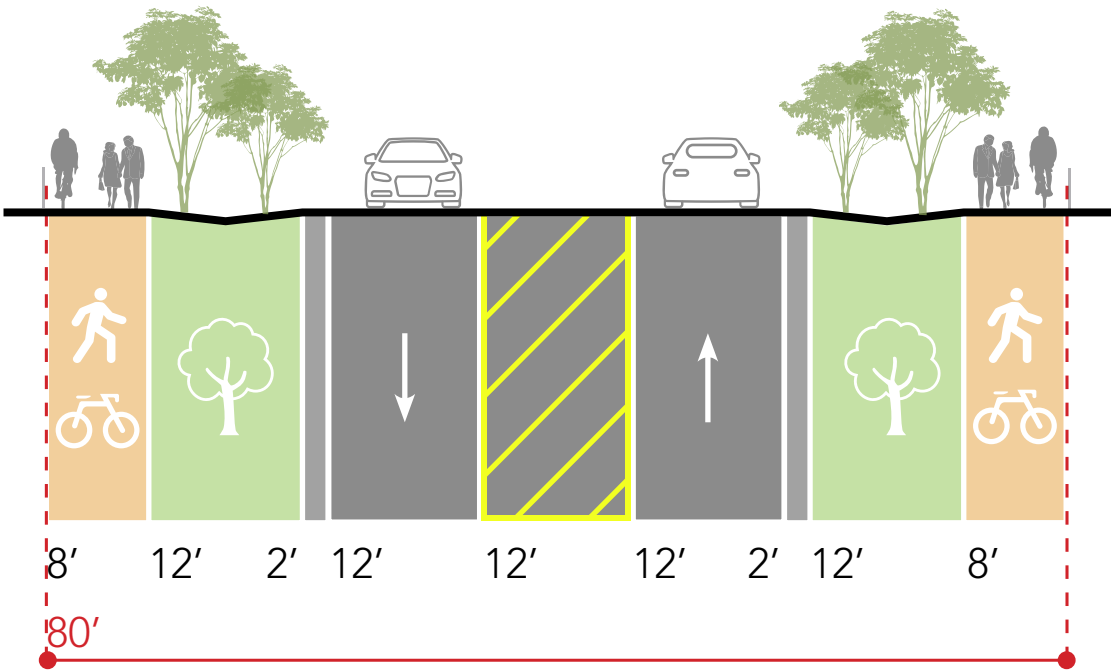
D.1. Proposed Typical Section (102-106')



Walton Segment



D.2. Proposed Typical Section (80-82')

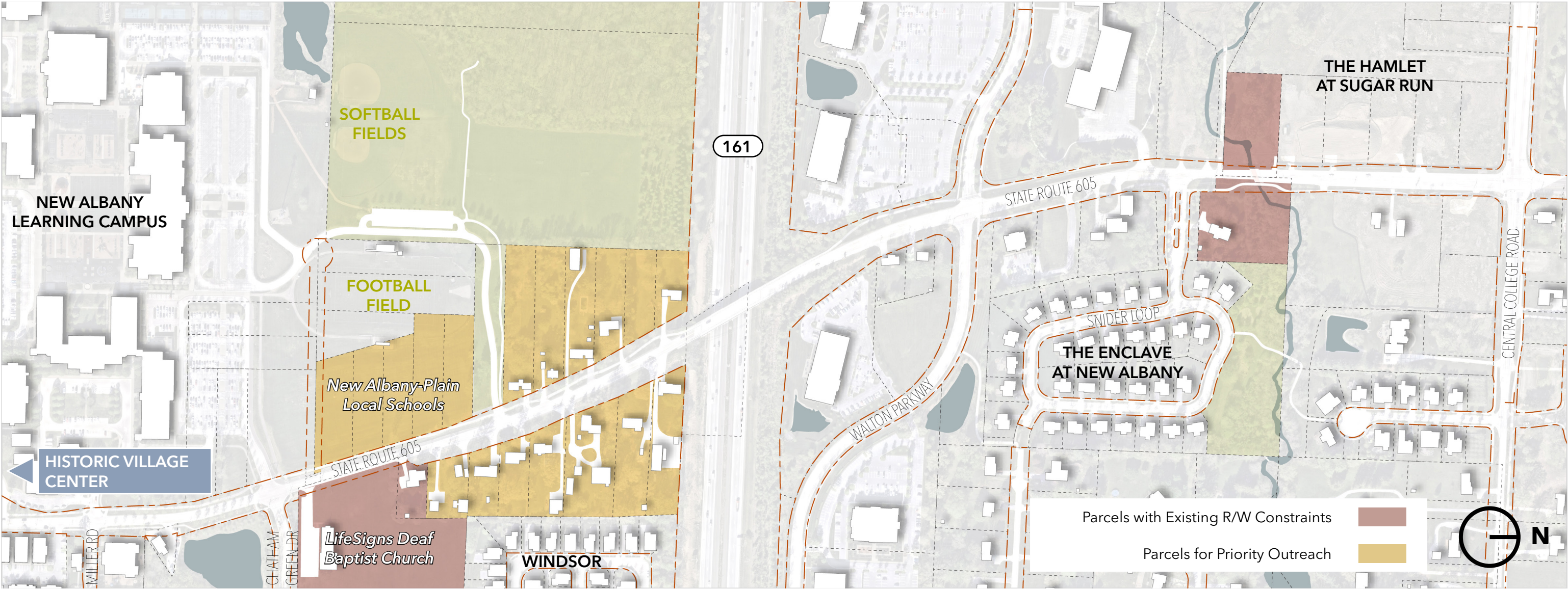


Right-of-Way Acquisition and Property Owner Engagement

The conceptual designs presented in this document aim to fit within existing right-of-way and highway easements to the greatest extent feasible. During future design phases, it is encouraged to configure these concepts as needed to minimize the necessary right-of-way acquisition while maintaining the intent of the designs. The map below identifies where right-of-way constraints will need to be addressed and where it may benefit to engage property owners regarding the right-of-way process and city roadway improvements. The Fields Segment, as identified in this document, is the priority area where there are existing residential properties that may require additional outreach. There are also opportunities for collaboration with New Albany-Plain Local Schools and LifeSigns Deaf Baptist Church to provide more significant landscaping improvements, such as tree groves or naturalized features on their properties to enhance the entry into the Village Center.

Right-of-Way Acquisition Summary

Segment	Linear Feet (approximate)	Square Feet (approximate)	# of Parcels Impacted
Miller Segment	0	0	0
Fields Segment	450	18,000	2
Bridge Segment - Near Term	0	0	0
Walton Segment	505	24,650	2



Recommended Material Specifications

Standard Street

- Fields Segment
- Bridge Segment
- Walton Segment

Asphalt Use: Travel Zone, Intersections		Concrete Curb Use: Curb	
Thermoplastic Pavement Paint Use: Parking Demarcation, Travel Zone Demarcation, Stop Bar		Concrete Use: Sidewalk	

Standard Intersection

- See labels A-C

Concrete Use: Sidewalk, Sidewalk Corners, Curb Ramps		Truncated Dome Brick Use: Detectable Warning	
Asphalt Use: Intersections, Travel Zone Material, Crosswalks		Thermoplastic Pavement Paint Use: Parking Demarcation, Travel Zone Demarcation, Stop Bar	



Recommended Material Specifications

Signature Intersection

- See Label D

Brick Use: Sidewalk, Crosswalk		Brick Use: Crosswalk	
Asphalt Use: Intersections, Travel Zone Material		Concrete Band Use: Crosswalk Demarcations	
Truncated Dome Brick Use: Detectable Warning		White Brick Use: Stop bar in brick streets.	

