

# CITY OF POWELL SHARED-USE PATH PLAN

2025



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# ACKNOWLEDGMENTS

Thank you to the individuals and organizations listed below for their valuable contributions to this plan. We extend our sincere appreciation to all community members who participated in the planning process and shared their feedback, your input played a vital role in shaping this vision for Powell's future.

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# INTRODUCTION

The City of Powell is committed to enhancing mobility, connectivity, and quality of life for all residents and visitors. As the community continues to grow, so does the need for a safe, connected, and user-friendly network of shared-use paths that can be used by people walking, biking, running, or using other forms of non-motorized travel. This Shared-Use Path Plan was created to serve as a long-term guide for building and improving these paths throughout the city. It is part of the overall active transportation network in Powell and aligns with the City's Complete Streets Policy.

This plan outlines both short-term recommendations, designed for implementation within the next five years, and long-term strategies, extending up to 20 years into the future. Its primary objective is to plan ahead for future needs and identify new opportunities to improve connections between neighborhoods, parks, schools, and other destinations.

The study area includes the entire City of Powell, as well as a half-mile buffer beyond the city limits. Because of this wider focus, some of the recommendations in the plan will require collaborative efforts with nearby communities and other agencies to build up the regional shared-use path network.

This plan is an important step toward creating a more walkable and bike-friendly Powell. It lays the foundation for a safer, healthier, and more connected community for everyone, now and for future generations.

## Shared-Use Path (SUP) Definition

Shared-use paths are paved, off-road routes for walking, biking, and other non-motorized travel, designed to reduce interaction with motor vehicles. While often used interchangeably with trails, SUPs usually run alongside roads and support both recreation and commuting, whereas trails are typically located in parks and focus on recreational use.



# EXECUTIVE SUMMARY

## Existing Conditions

The current SUP network connects parks, neighborhoods, and key destinations, but there is room to improve connectivity and safety. The project team conducted a comprehensive gaps analysis, considering population density, existing plans, business clusters, key points of interest, and input from the public and stakeholders.

A crash analysis indicated that crashes are scattered throughout Powell, often occurring at driveways and crossings. While no crashes were officially reported at the Liberty Road and railroad intersection near Library Park, public and stakeholder feedback identified it as a hazardous area for cyclists.

As Powell continues to grow, expanding the SUP network remains a priority, aligning with long-term city plans and public demand, with several projects already included in the 2024-2028 Capital Improvement Plan.

## Public Engagement

This project included robust public engagement involving a professional development bike ride with Powell Council members and staff, walk audits, several pop-up community events, and an online survey. Engagement efforts received over 400 comments.

A majority of respondents indicated that they use the SUP network daily or a few times a week. When asked what gaps or barriers they encounter when using the SUPs, the railroad and Liberty Road crossing near Library Park was the number one response, along with concerns near Bennett Farm on Powell Road/State Route (SR) 750.

The top community destinations were focused on parks and recreation locations, particularly Village Green Park and Downtown Powell.

## Shared-Use Path Recommendations

A total of 41 shared-use path recommendations were proposed, including four for widening existing paths and 37 new connections spanning approximately 18 miles. Additionally, 11 crossing improvements were identified, including railroad crossing upgrades, rectangular rapid flashing beacons (RRFBs), and other safety enhancements. Some recommended projects also incorporate crossing improvements within their cost estimates.

High-level cost estimates were developed for each recommended project including considerations for roadway changes, drainage, pavement, right of way, and more. The cost estimates range from \$120,000 to about \$5,000,000 with some outliers and unknowns.

Each project was prioritized using criteria developed in collaboration with the steering committee and the Powell City Council Development Committee. The prioritization metrics included:

## Connected Multi-Modal Network

- Does the project connect to a regional trail?
- Are there connections to neighboring communities, with ODOT Plans, or along priority corridors?

## Access and Connection

- Does it serve a high need area?
- Does it connect to destinations such as schools, libraries, healthcare, and grocery stores
- Do many people live within a quarter of a mile of the project?
- Is it a public engagement priority (from steering committee, public workshops or online comments)?

## Safety and Comfort

- Does this project address safety issues?

## Implementation Plan

Funding sources and potential collaboration partners were outlined to identify funding that may be available for the different types of recommended SUP projects. This includes active transportation funding through MORPC, Safe Routes to School, safety grants, parks and trails, and railroad crossing improvement.

- **MORPC Attributable Funding.** Focus on connectivity, reducing car dependency, and improving air quality. Best for paths near business districts, high-traffic areas, and corridors filling non-motorized gaps.
- **Delaware County Trail Assistance Program.** Can be used for multi-use trail construction, acquisition of property and easements, or for matching funds for trails in Delaware County.
- **Safe Routes to School.** Specifically for paths near schools, funding pedestrian and bicycle safety improvements.
- **Highway Safety Improvement Program.** Best for areas with a history of pedestrian or bike crashes. Includes crossings and road safety measures.
- **Township Safety Sign Grant.** Available for Liberty Township locations for signage improvements at crossings.
- **Clean Ohio Trails Fund.** Supports expansion of trails connecting to parks and greenways.
- **Cultural and Sports Facilities Program.** If part of a broader public facility enhancement.
- **Grade Crossing Elimination Program.** For projects involving railroad crossings.

## Maintenance Guide

The maintenance guide evaluates the current conditions of the SUPs, noting that Sawmill Parkway, Liberty Road, SR 750, and Home Road should be priority corridors for maintenance due to their longer-range connectivity and connections to key points of interest including schools and recreation areas. The guide outlines types of maintenance, general costs, benefits of maintenance, and potential partnerships and funding opportunities.





## EXISTING CONDITIONS

The City of Powell has over 20 miles of paved shared-use paths (SUPs) connecting across the city. This section outlines the data collected to determine gaps in the SUP network, connection opportunities, and alignment with ongoing planning efforts and development.

### Existing SUP Network

Many existing SUPs run along major roadways, including significant stretches of Sawmill Parkway, Home Road, Seldom Seen Road, and SR 750; providing key east-west and north-south connections. Several housing developments have SUPs within their neighborhoods, linking residents to the broader bicycle and pedestrian network.

Despite this extensive network, gaps remain in connections to key destinations like Library Park, Highbanks Metro Park, and there are several areas where SUPs abruptly end and resume or become sidewalk.



In 2024, Pavement Management Group (PMG) conducted an inventory of Powell's SUPs, cataloging their locations, conditions, materials, widths, and lengths. The analysis found that most paths are in good or fair condition, but a notable portion are in poor condition. Asphalt is the primary material, while about a quarter of the paths consist of concrete, dirt, or brick.

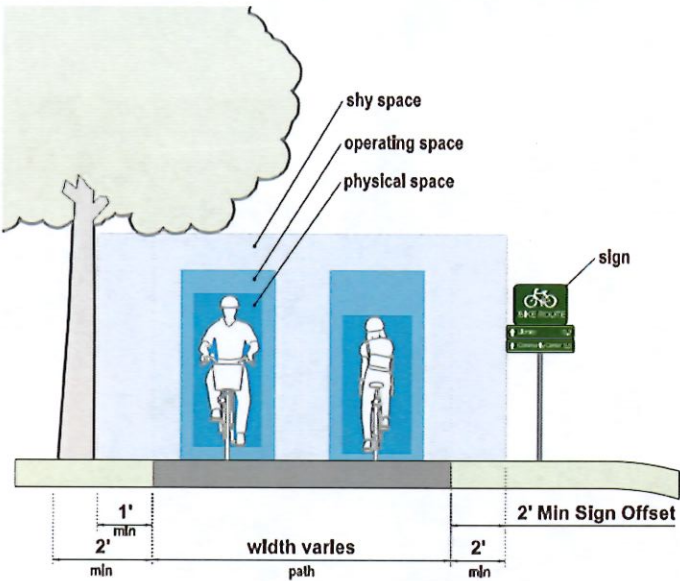
The Maintenance Guide section of this plan provides a more detailed review of the current SUP conditions and recommendations on maintenance priority.

The ODOT Multimodal Design Guide recommends a minimum SUP width of **eleven feet** to allow for side-by-side travel and safe passing. However, in lower-traffic areas, widths may be reduced to eight feet. Many SUPs in Powell fall below this standard, which may be sufficient for current use but could require widening in high-traffic areas to meet future demand. **Figure 2** shows a typical section of a shared-use path from the ODOT multimodal design guide. It illustrates the design considerations for bicycles passing each other on a SUP.

**Figure 1** illustrates the distribution of SUP miles by width. While some data points are unknown, the figure highlights that many paths in Powell measure just six to seven feet wide—potentially too narrow for safe bi-directional travel by both cyclists and pedestrians.

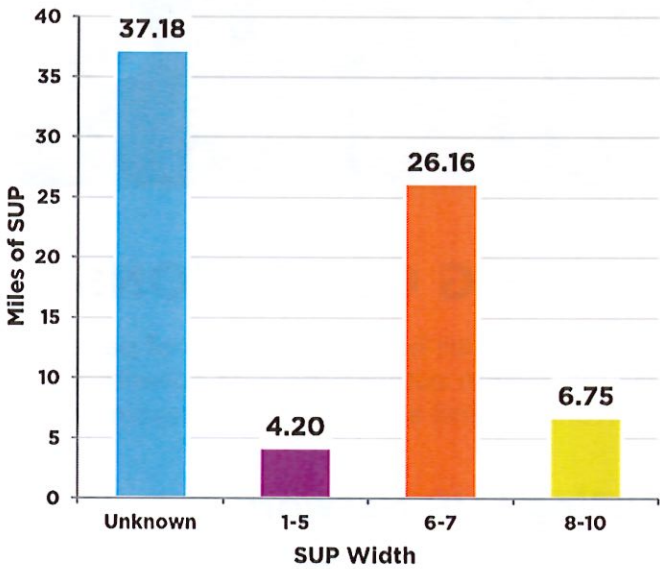
**Figure 3** on page 6 is a map showing the SUPs by width. Several key corridors, including Sawmill Parkway, Liberty Road, and portions of Powell Road/SR 750, have sections narrower than eight feet, which may limit connectivity and accessibility.

Figure 2. ODOT Typical Shared Use Path Cross Section



Source: ODOT Multimodal Design Guide  
Chapter 5 - Shared Use Paths

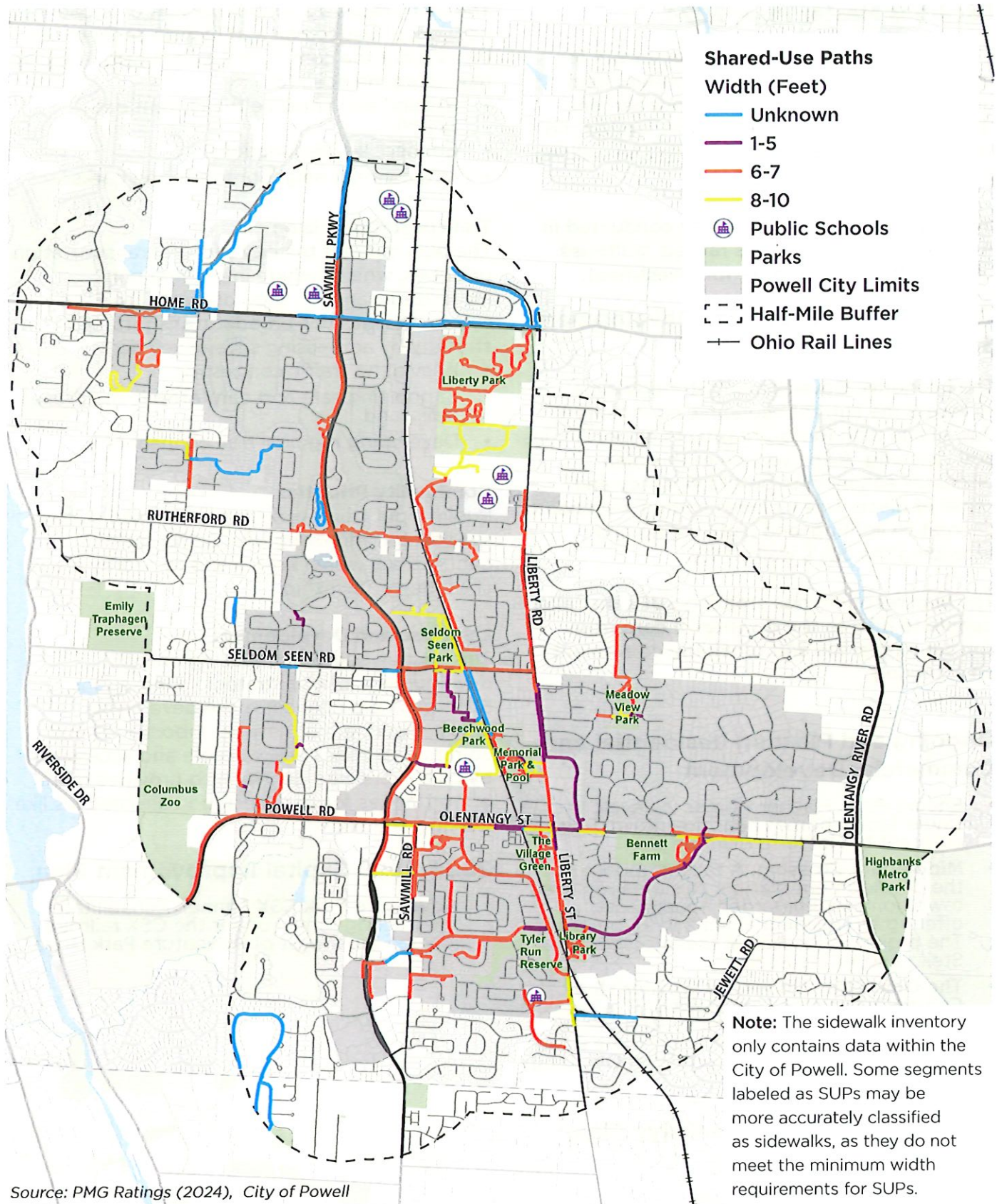
Figure 1. Shared-Use Path (SUP) Width



Source: PMG Ratings



Figure 3. Existing Shared-Use Path and Sidewalk Network Map



Source: PMG Ratings (2024), City of Powell



## Document Review

### City of Powell Parks, Recreation, and Facilities Master Plan; 2024

This plan provides a strategic framework for enhancing and investing in the park system over the next 20 years. Public engagement throughout this planning effort illustrated the large demand for multi-use biking and walking trails.

In the needs assessment survey conducted in August 2024, participants ranked multi-use paths as their top priority for investment.

### City of Powell Economic Development Strategy; 2023

The Economic Development Strategy aims to assess the current economic conditions in Powell and plan for future growth opportunities and visioning. A key section of this plan discusses enhancing Powell's vibrancy and sense of place. This includes adding wayfinding, decorative lighting, and highlighting and extending the city's walkability.

The plan recommends creating SUPs that allow people to bike to the downtown core from surrounding areas and providing convenient bike parking.

### Ongoing and Planned Residential and Commercial Development

- **Encore Park.** Fischer Homes is developing 19 single-family homes near downtown Powell, adjacent to Nocterra Brewing Co.
- **Middlebury Crossing.** A recent update to the development plan for this area replaced town homes with garden apartments, offering 126 residential units in 24 buildings. The project is located at the intersection of Steitz and Home Roads
- **The Ohio State University Wexner Medical Center Outpatient Care Powell.** This medical center will be built on almost 30 acres of land at the northeast corner of Home Road and Sawmill Parkway, across from Olentangy Liberty High School.

### City of Powell Comprehensive Plan; 2015

### Pedestrian and Bicycle Connections

The plan places a strong emphasis on creating a network of pedestrian and bicycle connections throughout the community. Specifically, the plan highlights the need to:

- Expand and enhance the current path system
- Connect key destinations
- Interconnect neighborhoods and parks

### Transportation Vision

The plan outlines the city's future transportation priorities, which include improving non-motorized transportation options. The SUP system fits into this broader transportation strategy by addressing several key goals:

- Alleviating traffic congestion
- Supporting safe and comfortable multi-use trails; and
- Developing regional trail connections.

### Community Priorities

Public input from workshops indicated strong support for improving bike paths, making connections within Powell and to nearby areas like Liberty Township.

### Land Use and Development

This section suggests focusing on infill development and/or strategic annexations. SUPs can help connect these developing areas, ensuring that new neighborhoods and commercial zones are walkable and accessible by bike. Increased density also provides more opportunities for transportation alternatives like walking and biking.

### 2024-2028 Capital Improvement Plan

- **Adventure Park CSX Tunnel.** Rehabilitate the existing tunnel under the CSX railroad located northwest of Adventure Park Drive.



- **Annual Street Maintenance and Repair Program.** Improve pavement conditions on SUPs and install ADA-compliant curb ramps and other improvements.
- **Liberty Road Multi-Use Path.** Connect the existing multi-use path on the east side of Liberty Road to the existing multi-use path on the west side of Murphy Parkway.
- **Scioto Street Extension.** Extend Scioto Street east from to Grace Drive and incorporate active transportation facilities.
- **South Depot Street Connection.** Extend South Depot Street from Olentangy Street to Liberty Street north of the entrance to Library Park. Improvements would include pedestrian and shared used paths.

### **Olentangy Powell and Liberty (OPAL) Trails; 2024**

Liberty Township, in collaboration with Preservation Parks of Delaware County and the OPAL Trails Committee, a citizen group dedicated to promoting safe trail usage, developed a map of existing, proposed, and

planned trails within and around the township.

Proposed trails include routes along Rutherford Road, Liberty Road, SR 750, Riverside Drive, Steitz Road, and Home Road.

This map, along with future planning efforts, serves as a tool to identify gaps in the current trail network and explore opportunities for regional connectivity.

## Safety Analysis

A crash analysis examined bicycle and pedestrian crashes from 2019 through July 2024. Additional 2024 crashes may exist but were not yet recorded in the crash data system.

During the study period, 23 bicycle and pedestrian crashes occurred, resulting in five serious injuries and one fatality. The fatal crash happened at the signalized intersection of Sawmill Parkway and Village Club Drive, where a pedestrian was crossing against the walk signal.

In total, five crashes occurred along Sawmill Parkway—two involving bicyclists and three involving pedestrians. While these crashes were not concentrated in a single location, all occurred at or near intersections.

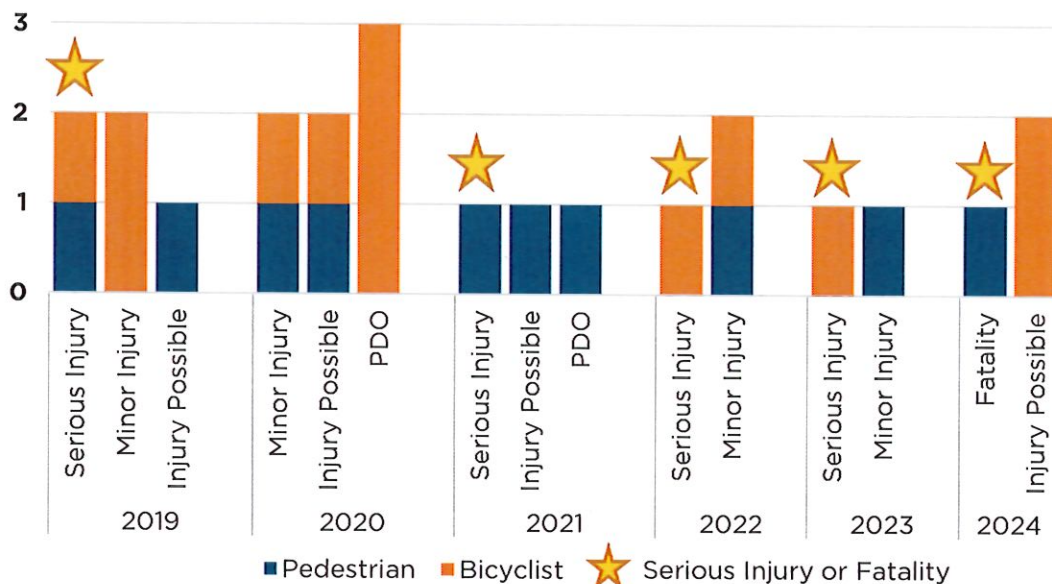
In general, intersections pose higher risks due to turning movements, crossings, and other vehicle interactions.

Crashes were scattered across the roadway network, with ten of the 23 incidents occurring on local or neighborhood streets. Although these are low-speed areas, several of these crashes resulted in injury.

One notable location was on Olentangy Street (SR 750) near Bennett Farm. Three crashes resulting in minor injuries occurred between Bennett Parkway and Thornbury Lane, indicating a potential need for improved crossing infrastructure in this area.

**Figure 4** illustrates the crash trends over time and **Figure 5** on the following page 10 shows a map of the crash locations by crash type and severity.

Figure 4. Pedestrian and Bicyclist Crashes 2019-July 2024 by Severity



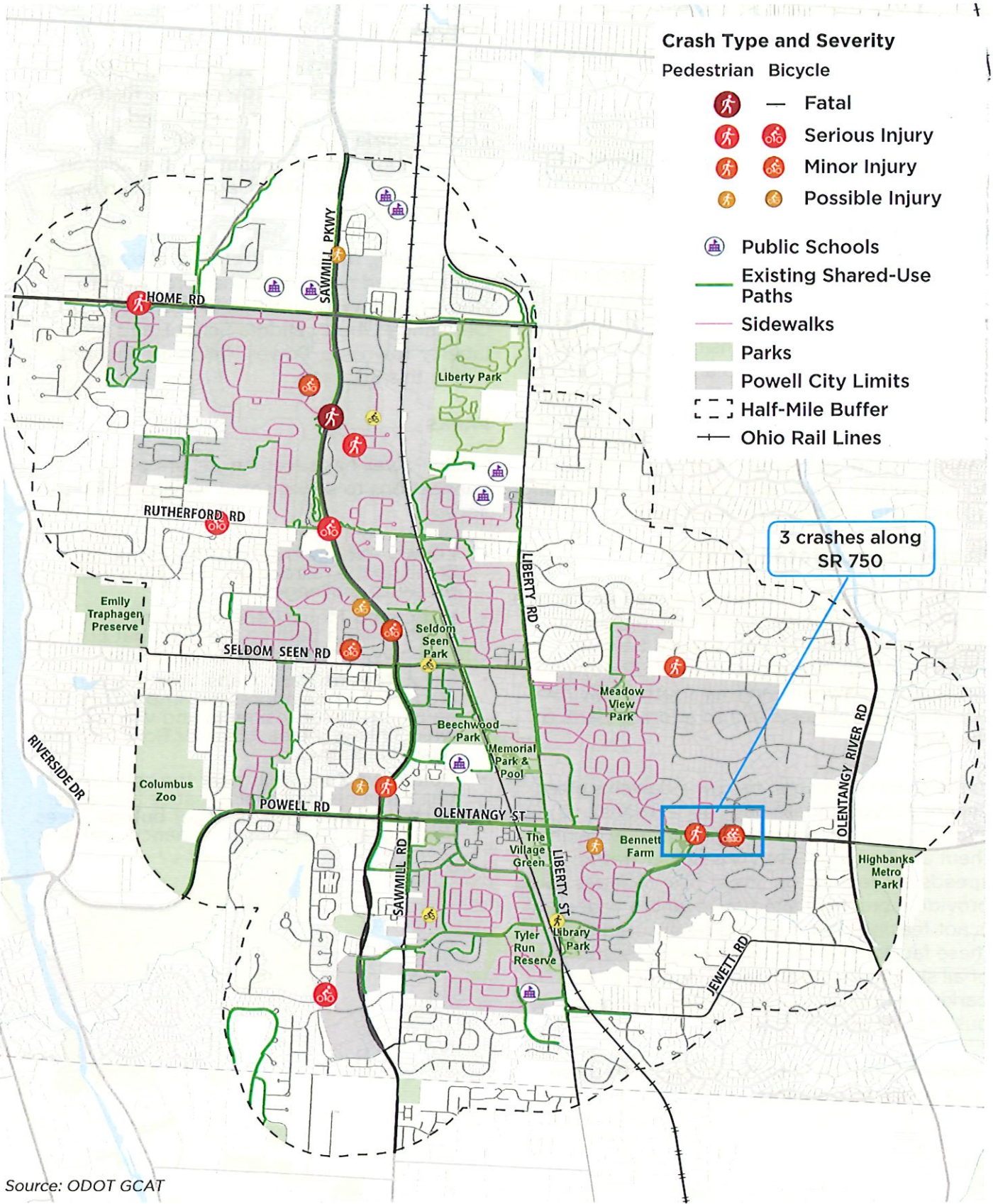
Source: ODOT GIS Crash Analysis Tool (GCAT)

### Key Takeaways

Evaluate opportunities to make crossings and driveways safer for pedestrians and bicyclists in areas near points of interest and locations with higher traffic volumes.



Figure 5. Bicycle and Pedestrian Crashes 2019-July 2024 Map



Source: ODOT GCAT



## Gaps Analysis

This analysis identified opportunities to expand and improve the SUP network by examining:

- Gaps identified in previous planning efforts
- Public and stakeholder input
- Population density
- Business/retail density
- Schools, parks, other points of interest; and
- Regional trail connections

### Population Density

Population density, collected from 2020 U.S. Census block group data, helped determine areas with a greater potential for SUP usage. The highest population density is south of SR 750 between Sawmill Road and Liberty Street. This area houses Tyler Run Elementary School and a mix of single-family homes and apartment complexes. While there are many paths in this neighborhood, some may need widening to accommodate usage and gaps exist connecting from neighborhoods to main streets.

### Business and Retail Density

Downtown Powell is centered at the intersection of SR 750 and Liberty Street, with numerous businesses extending west toward Sawmill Parkway. A significant gap in the SUP network exists along Sawmill Parkway south of SR 750, but proposed projects aim to address parts of this gap.

In the downtown core, narrow sidewalks often cannot accommodate both pedestrians and cyclists, and space constraints make widening them challenging. Given the slower traffic speeds in the area, on-street bike facilities could provide a practical alternative where widening is not feasible, but it should be ensured that these facilities remain comfortable for bicyclists of all skill levels. Additionally, adding bike parking would encourage visitors to explore the business district on foot.

**Figure 6** on page 12 shows a map with these gaps analyses elements.

## Points of Interest

### SCHOOLS

Ensuring safe SUP connections to schools in and around Powell is a top priority. Recently constructed paths along Home Road provide some connectivity to Olentangy High School, but significant gaps remain on Home Road, Steitz Road, and within adjacent neighborhoods.

Additionally, there is currently a gap along Liberty Road north of Rutherford Road to Home Road. Wyandot Run Elementary School, Olentangy Liberty Middle School, and the Liberty Township/Powell YMCA are located within this SUP gap.

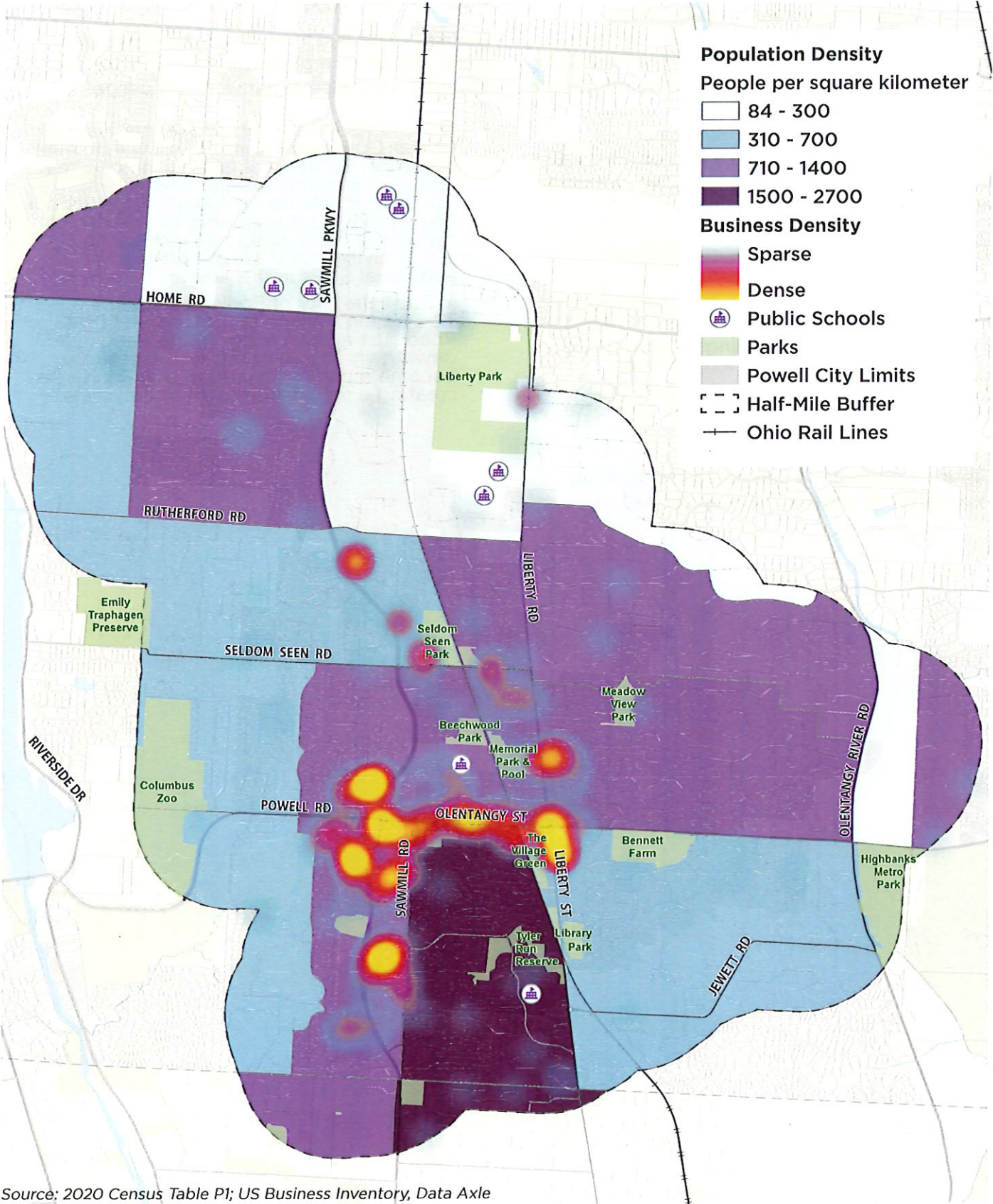
### PARKS

While Powell has several excellent path connections to parks, some remain difficult to access:

- **Library Park.** Surrounded by paths, but crossing the railroad and Liberty Street presents challenges.
- **Highbanks Metro Park.** A high-priority location for a path connection, but current roadway constraints prevent access.
- **Bennett Farm Park.** Gaps near this park are slated to be addressed, improving connectivity for residents and visitors while linking the east side of Powell to the business district.
- **Columbus Zoo.** Trails near the zoo exist but are in need of maintenance and other improvements such as larger buffers, trees, lighting, and benches to enhance usability.



Figure 6. Population and Business Density Map



## Steering Committee Input

A multidisciplinary steering committee was formed which included: OPAL, Liberty Township, City of Powell staff, Olentangy School District, and the Delaware Public Health District.

This group played an integral role in determining additional gaps and opportunities in the network during an interactive workshop and rounds of revisions.

The main insights from the stakeholder workshop were:

- Improve crossings at Home Road and Steitz Road; and Liberty Road and Carriage Road
- Enhance railroad crossings at Jewett Road, Liberty Road, and Rutherford Road.
- Fill key SUP gaps along Steitz Road, Rutherford Road, Home Road, and Liberty Road.

**Figure 7** on page 14 illustrates the steering committee feedback in a map format.

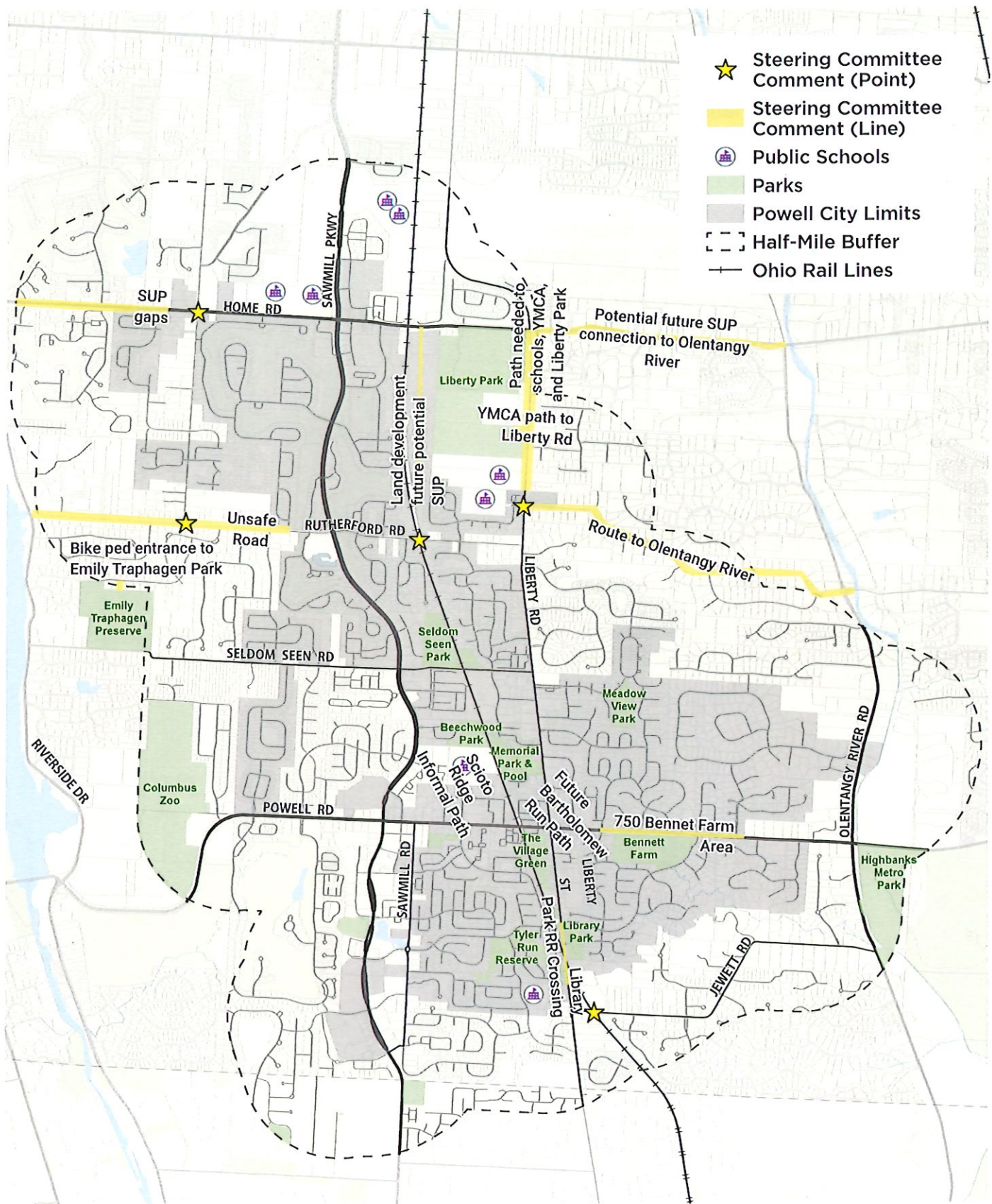
## Areas of Development and Increased Future Activity

Development is occurring across Powell, and some key areas highlighted below will likely impact future SUP expansion and usage.

- The Ohio State University Wexner Medical Center Outpatient Care Powell will be built on almost 30 acres of land at the northeast corner of Home Road and Sawmill Parkway, across from Olentangy Liberty High School. The employees and visitors to the medical center will likely lead to an increase in SUP activity, and there are plans to build additional SUPs in this area.
- In 2024 the City of Powell purchased a 32-acre farm property located on Powell Road, just east of Arbor Ridge Park, near downtown. This property will eventually become a park with greenspace and paths, creating a new destination for bicyclists.



Figure 7. Steering Committee Comments



## Existing Conditions Conclusions

Powell's SUP network offers connections to parks, neighborhoods, and key destinations throughout the city and surrounding areas.

While most paths are in good or fair condition, crashes involving pedestrians and cyclists—often at intersections—indicate a need to evaluate and improve crossings to enhance safety.

The gaps analysis highlights critical areas for expansion and improvements near high-density neighborhoods, business districts, schools, and major points of interest like Highbanks Metro Park and Library Park. Additionally, some paths may need to be widened to accommodate higher volumes of users along popular routes.

The further development of Powell's SUP network aligns closely with the goals outlined in the Parks and Recreation Master Plan, the Economic Development Strategy, and the Comprehensive Plan, all of which reflect public demand for expanding these connections.

As Powell continues to grow with residential and commercial development, the City remains committed to expanding the SUP network, with several projects included in the 2024-2028 Capital Improvement Plan.



## 16



## Community Engagement

Through this process, the team was able to inform the public about the planning stages of our initiatives and gather valuable input from city staff regarding upcoming projects. This collaborative approach allowed the team to identify specific areas within the community that could benefit from improvements, particularly concerning pedestrian crossings and general accessibility.

Staff played an essential role by establishing priority corridors aimed at enhancing bike and pedestrian access throughout the city. These designated routes are intended to create safer and more convenient travel options, encouraging residents to utilize alternative forms of transportation.

Involving the community in this decision-making process not only ensures that the projects align with residents' needs, but also fosters a sense of ownership and investment in the improvements being made.

## Walk Audits / Professional Development Ride

At the outset of the planning process, the project team conducted two walk audits and a professional development ride to assess the community's bicycle and pedestrian infrastructure.

The walk audits helped identify gaps in the network and pinpoint areas of safety concern. The professional development ride brought together Powell city staff, council members, and representatives to cycle along key shared-use path networks, providing firsthand insight into the importance of a safe and connected system.

By experiencing the infrastructure firsthand, participants gained a deeper understanding of the challenges faced by users, ultimately helping to guide investment priorities.





## Community Comments

Residents in Powell frequently gather at a variety of locations that are primarily centered around the downtown area. This bustling area features shops, restaurants, and community events that draw both locals and visitors alike. Additionally, schools play a significant role in the community, serving as gathering places for educational and extracurricular activities.

Community parks are also popular destinations, offering spaces for recreation, relaxation, and social interaction. These parks provide essential green areas where families can spend quality time together, engage in sports, or enjoy outdoor events. Furthermore, Powell is in proximity to several regional destinations that enhance the overall experience for residents.

### Community Destinations

Survey respondents were asked to identify their top destinations. Below are the listed top destinations, and **Figure 14** on page 21 illustrates the mapped results of community destinations.

#### Park and Open space

- Traphagen Park
- Arbor Ridge
- Village Green
- Library
- Highbanks MetroPark

#### Fitness and Community Facilities

- Powell Pool
- YMCA

#### Local Businesses

- Nocterra Brewing
- Local food spots

#### Commercial Centers

- Target
- Giant Eagle
- Handel's Ice Cream
- Downtown Powell

### Gaps and Barriers

Below are the top identified gaps in the SUP network and barriers preventing safer, more accessible travel on the SUP network. **Figure 15** on page 22 illustrates the mapped results of gaps and barriers.

#### Home Road

- No safe pedestrian / bike crossing
- Gaps west of Tree Lake Blvd. Near Horsepower Farms

#### Rutherford Road

- Dangerous for pedestrians and cyclist
- Trail ends at Railroad tracks, lacking a safe crossing to Liberty Road Trail

#### Liberty Street

- Congested with traffic
- Unsafe for vehicles, pedestrians, and cyclists

#### Sawmill Parkway Trail

- Poor condition needs widening

#### Powell Road Path

- Narrow, deteriorated sidewalks

#### Jewett Road

- Unsafe CSX tracks crossing

## Desired Routes

Below are the desired routes and SUP connections with their descriptions, and **Figure 15** on page 22 illustrates the mapped results of desired routes.

### Rutherford Road

- Create a trail along Rutherford Road to connect homes, schools, parks and the library

### Liberty Street

- Extend Liberty Road Trail north to connect with the Home Road Trail

### Powell Road

- Add a safe trail connection from downtown to Powell to existing trails

### Sawmill Parkway

- Extend the trail on the east side of Sawmill Parkway

### Home Road

- Close the trail gap along Home Road from Liberty Road to Perry Road

### Carriage Road

- Add a trail along Carriage Road to connect to Olentangy River area

### Connection to Emily Traphagen Park

- Extend trails to improve access to this park and the nearby zoo

### Railroad Track crossing Improvement

- Improve bike and pedestrian crossing at railroad tracks

### East - West Connection

- Develop east-west trail connections along Powell Road, Home Road and Hyatts Road

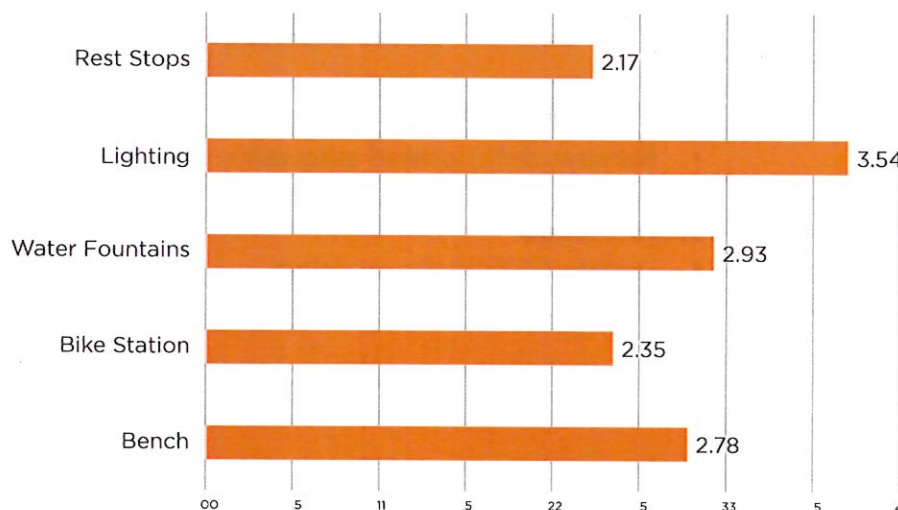
### Village Green and Library Connection

- Enhance trails for safer biking to Village Green Park and Library

## Trail Amenities

Participants were asked to evaluate potential amenities for the Shared Use Path Network using a scale from 1 to 5, where 1 indicated “not necessary” and 5 indicated “essential” for comfort and usability. The amenity that received the highest ranking was lighting, which is considered important for improving visibility and safety along the network.

Figure 8. Trail Amenities Ranking



“Would like better & safer pedestrian crossings over roadways.”

Survey Participant



## Survey Statistics Summary

Survey respondents were mostly aged 24 to 64, white, and primarily access the trail daily and weekly. Despite the respondents overwhelmingly also having access to a vehicle for transportation needs, these City of Powell residents do use the trails for health reasons; such as general fitness or accessing parks to connect with nature.

Figure 9. Age

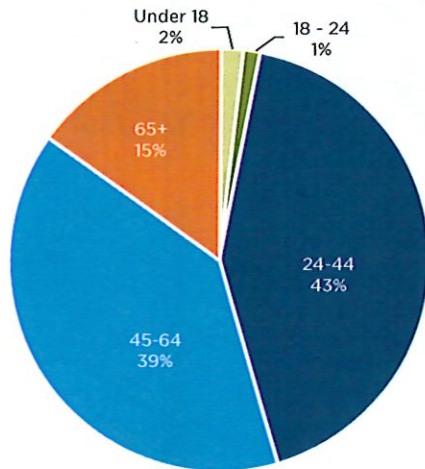


Figure 10. Race and Ethnicity

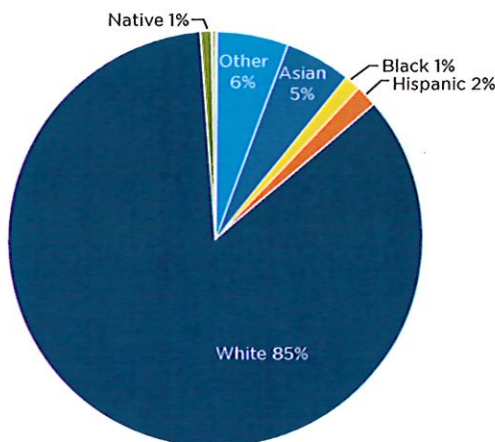


Figure 12. How often do you use the SUP network?

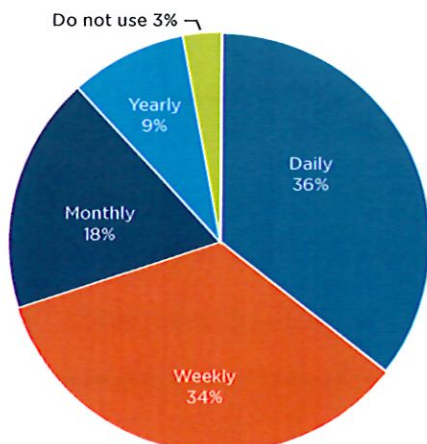
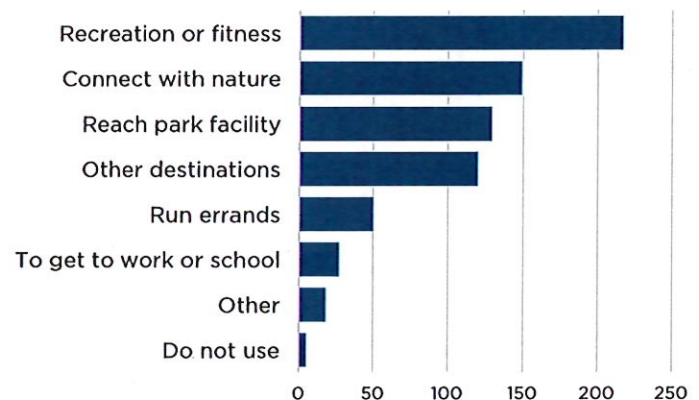


Figure 13. General Survey Questions

Do you live within the Corp. Limit	78% - yes
Do you have responsibility for any school-aged children?	57% - yes
Do you share a household with any older adults (65 or older)	80% - no
Do any physical limitations apply to you?	3% - yes
How likely are you to use the SUP Network to improve health?	99% - yes
Do you have access to a vehicle?	98% - yes

Figure 11. Why do you use Powell's SUP network?

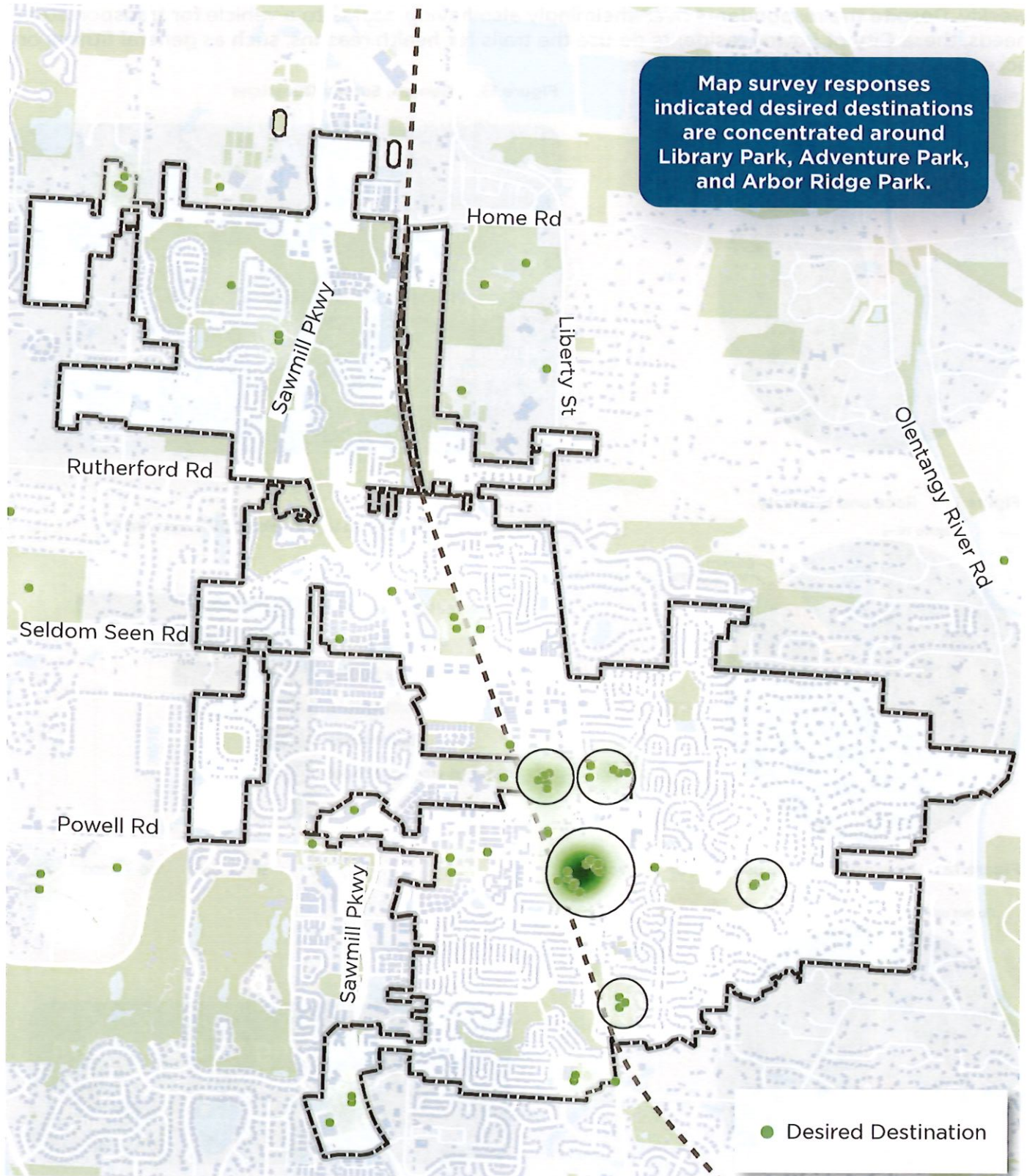


**"We love biking to Downtown Powell as a family of 5."**

Survey Participant



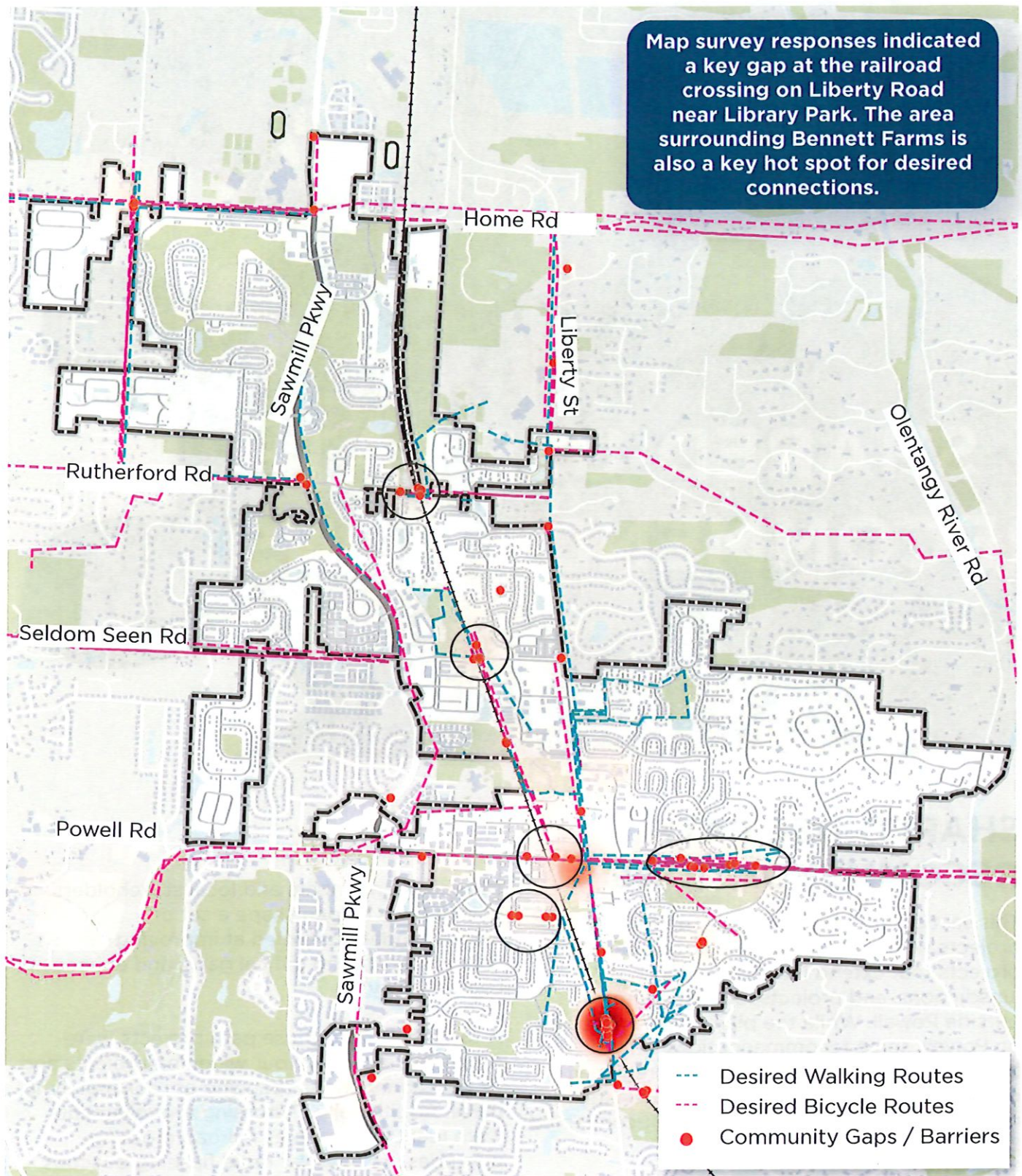
Figure 14. Community Destinations Map



Source: Survey Comments



Figure 15. Community Gaps, Barriers, and Desired Connections Map



Source: Survey Comments





# SHARED-USE PATH RECOMMENDATIONS

## SHARED-USE PATH RECOMMENDATIONS

This section presents recommendations for SUP projects within Powell city limits, collaboration projects that extend into neighboring jurisdictions, and projects located entirely outside Powell. While the plan primarily focuses on Powell, some recommendations extend beyond city boundaries to enhance regional connectivity, ensuring that municipal limits do not hinder the development of a well-connected SUP network.

To identify needed improvements, the project team analyzed existing infrastructure, assessed safety concerns, and gathered input from

community members and local stakeholders. This process helped shape a set of recommendations aimed at improving connectivity, filling critical gaps, and enhancing overall safety.

A total of 41 shared-use path projects were proposed, including four widening projects and 37 new connections spanning approximately 18 miles. Additionally, 11 crossing improvements were identified, such as railroad crossing upgrades, rectangular rapid flashing beacons (RRFBs), and other safety enhancements. Some SUP projects also incorporate crossing improvements within their cost estimates.



## Proposed Recommendations Summary



### Recommendations Format

**Figure 16** and **Figure 17** on the following pages show maps of the full proposed shared-use path network and the proposed projects by their priority rank. The recommendations are then broken down by northern, central, and southern Powell for ease of reading.

- **Northern:** Area between about Home Road and Rutherford Road.
- **Central:** Area centralized around downtown Powell, between about Seldom Seen Road and Olentangy Street/SR 750.
- **Southern:** Area south of Olentangy Street/SR 750 and end of city limit and county line

Each section has separate tables indicating whether a project is within Powell city limits, whether it requires collaboration (*meaning the project partially falls in Powell's jurisdiction and another jurisdiction*), and whether it is outside of Powell.

Each table shows the project ID to match the recommendation location to the map, the street name, the project type, funding opportunities, estimated total cost, priority rank, and a brief description of why that project was recommended. The following sections explain these elements in more detail.

### Funding

Potential funding options are designated for each proposed project in the categories of general roadway, parks/trails, Safe Routes to School, safety, and railroad. These icons correspond to funding options outlined in the “**Funding and Implementation**” section.

### Engineering Cost Estimates

High-level cost estimates were developed for each recommended project, considering the following factors:

- Roadway Changes
- Drainage
- Pavement
- Maintenance of Traffic
- Traffic Control
- Right of Way
- Other Incidentals
- Construction Cost
- Cost Contingency (25%)
- Design Cost (15%)

Estimated costs range from \$120,000 to approximately \$5 million, with some outliers and unknowns. The project list tables on the following pages show the estimated total construction costs in 2025 dollars. The on page 48 shows the full breakdown of cost estimates for each project.

## Project Prioritization

Each project is prioritized based on criteria developed in collaboration with the steering committee and the Powell City Council Development Committee. **Table 1** outlines the prioritization metrics used in the evaluation process. A detailed explanation of how each metric was applied to score the projects can be found in the Full Prioritization Criteria table in the Appendix.

The project list tables on the following pages show the prioritization ranking of high, medium, and low for each project. SUP recommendations and crossing enhancements were evaluated separately to ensure a fair comparison within each category.

While the prioritization rankings provide general guidance for project implementation, the actual order of construction may vary based on factors such as cost, feasibility, public input, quick-build opportunities, and funding availability.

Table 1. Prioritization Criteria

Goal	Metric	Weight	Data Source
Connected Multimodal Network	Does the project connect to a regional trail?	10	MORPC
	Does it connect to neighboring communities, with ODOT Plans, or along priority corridors?	20	MORPC, ODOT
Access and Connection	Does it serve a high need area?	10	ODOT
	Does it connect to destinations such as schools, libraries, healthcare, grocery stores?	20	MORPC
	Do many people live within a quarter of a mile of the project?	5	MORPC
	Public Engagement Priorities (from steering committee, public workshops, or online comments?)	15	Public Engagement
Safety and Comfort	Does this project address safety issues?	20	MORPC



Figure 16. Full Proposed Shared-Use Path Network

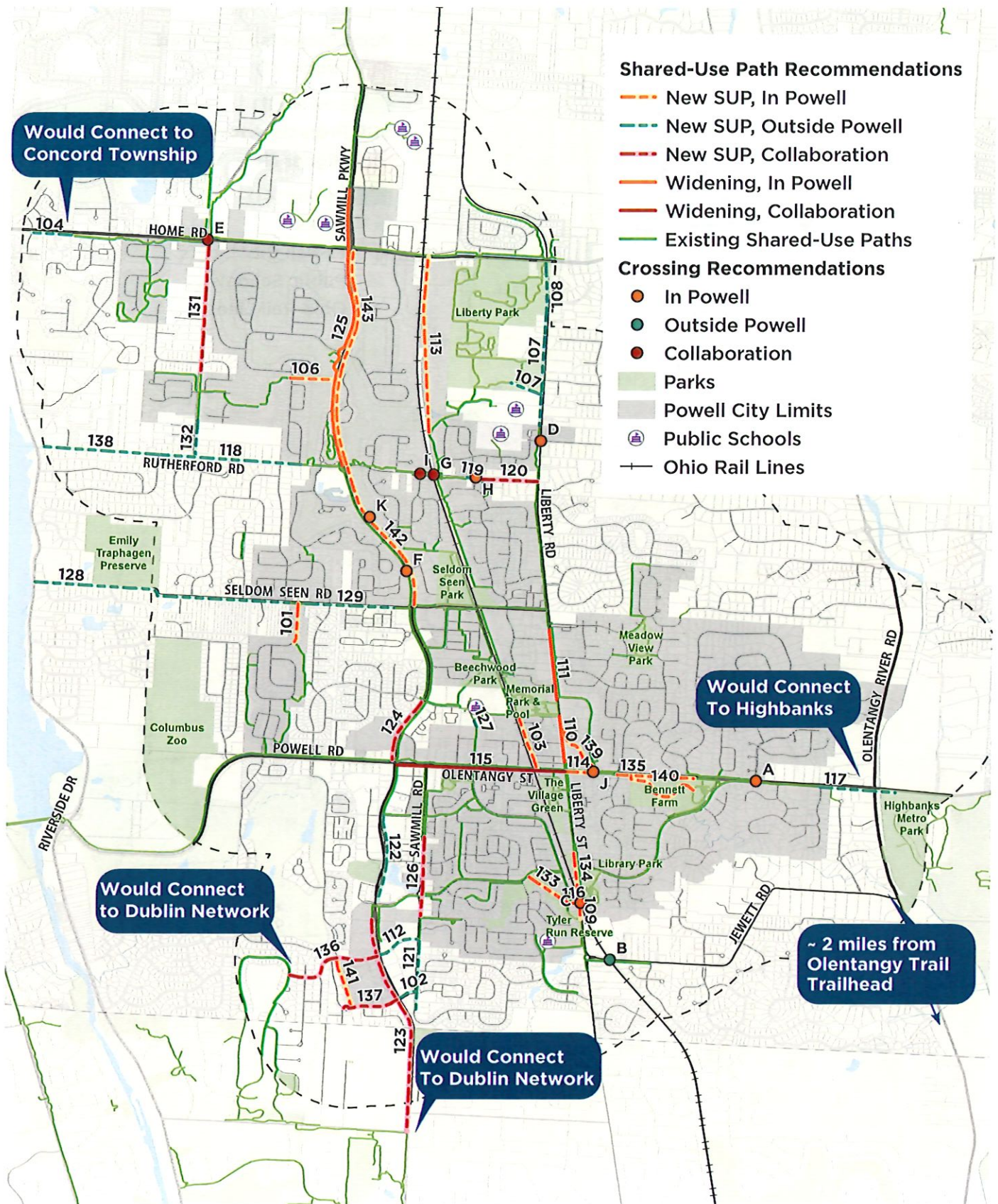
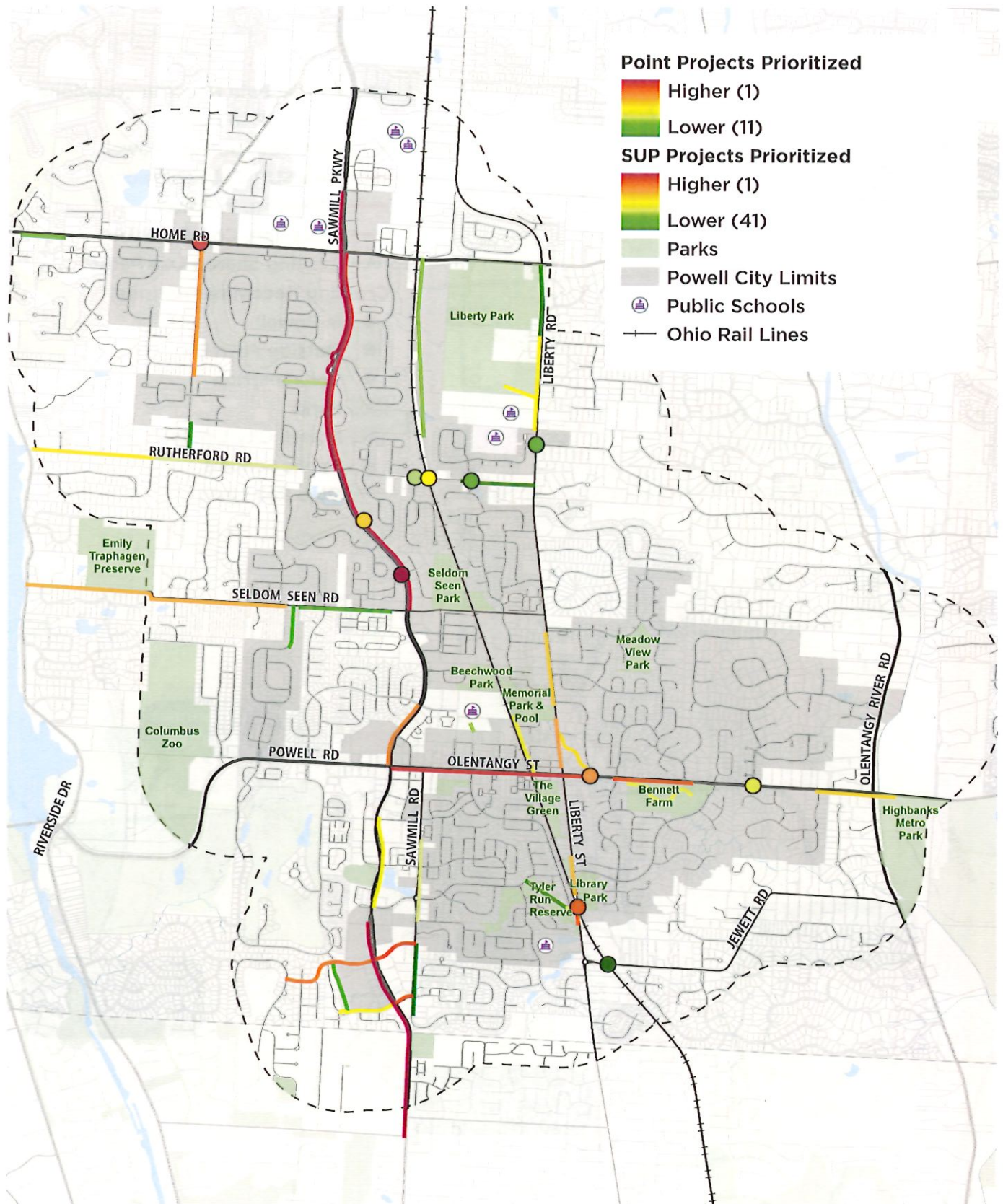




Figure 17. Prioritized Shared-Use Path Network





## Northern SUP Recommendations

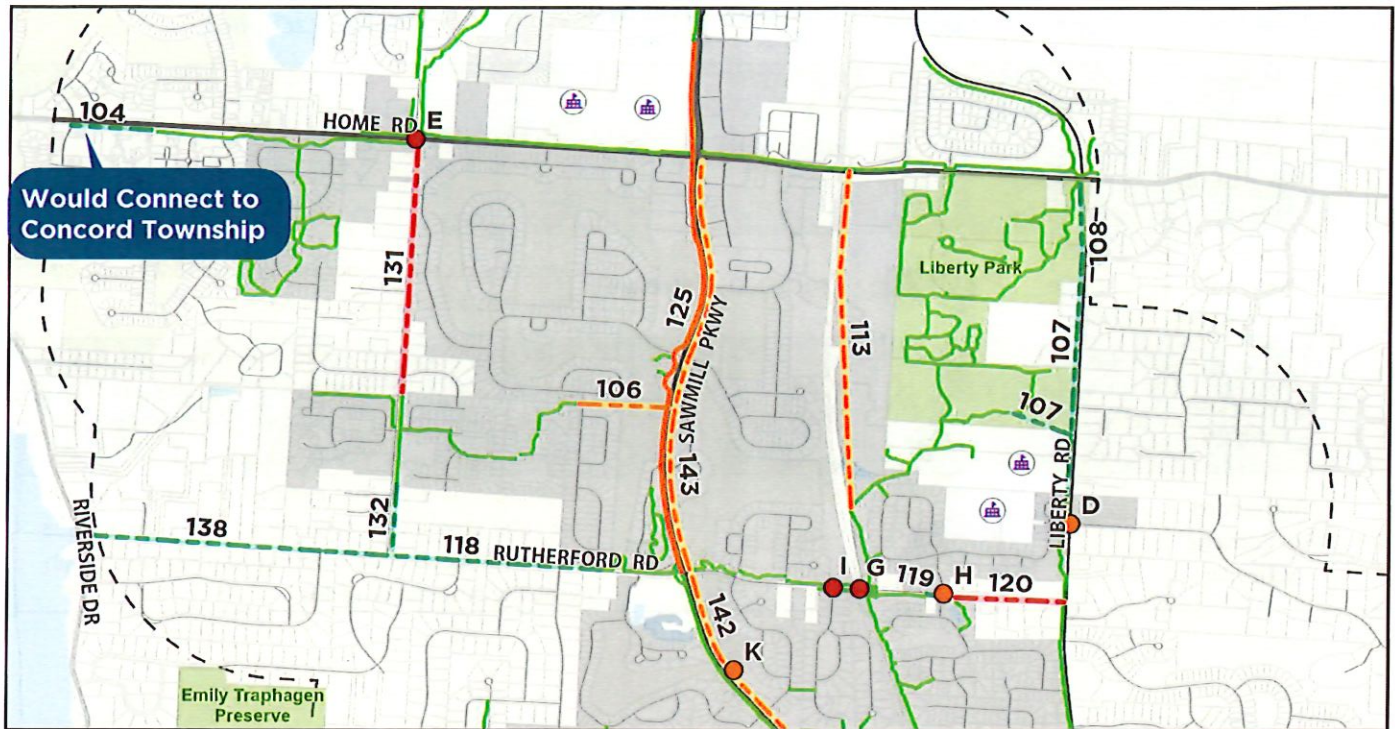


Figure 18. Northern SUP Recommendations Map

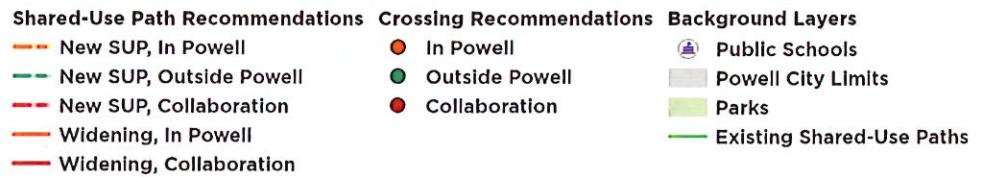







Table 2. Northern Projects Within Powell City Limits

ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
125	Sawmill Pkwy	Widening	 	\$4,563,000	High	A wider SUP would better support higher volumes of pedestrian and cyclists traffic. This path leads to the high school and the to-be built OSU Wexner Medical center.
142	Sawmill Pkwy	New SUP		\$1,576,000	High	Expands SUP access to neighborhoods on east side of Sawmill Pkwy.
143	Sawmill Pkwy	New SUP		\$2,157,000	High	Expands SUP access to neighborhoods on east side of Sawmill Pkwy.
106	Kinsale Golf Course south of Village Club Dr	New SUP		\$463,000	Low	Adding a connection from the existing SUP in the neighborhood to Sawmill Pkwy would greatly improve north/south connections. Estimated cost is dependent on golf course allowing public access.

### Funding Key

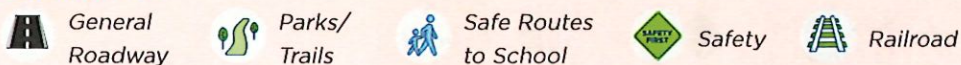




Table 3. Northern Projects Within Powell City Limits, cont. ●



















ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
113	Development west of Liberty Park, east of railroad	New SUP	 	\$2,397,000	Low	There is currently not a direct north/south connection from near Rutherford Rd to Home Rd.
K	Sawmill Pkwy, golf cart overpass	Golf cart bridge connection	 	\$401,000	Medium	Currently a crossing across Sawmill Pkwy for golf carts that a SUP could connect to.
D	Liberty Rd and Carriage Rd	Roundabout, or other intersection improvement	  	\$2,100,000	Low	This intersection is currently wide and does not have bicycle or pedestrian accommodations. It is in front of Wyandot Run Elementary School and Olentangy Liberty Middle School.
H	Rutherford Rd, Carriage Valley Dr	Crosswalk improvement		\$103,000	Low	Existing crosswalk that can be improved to allow for safer crossing. Potentially add curb bump outs, advanced pedestrian crossing warning signs, high visibility striping, or RRFB.

Table 4. Northern Projects Requiring Collaboration ●

ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
131	Steitz Rd	New SUP		\$1,934,000	High	Current gap in the SUP network connecting to library, high school and elementary school and larger SUP network.
120	Rutherford Rd	New SUP	 	\$1,551,000	Low	Current gap in SUP network along Rutherford Rd.
E	Steitz Rd, Home Road	Pedestrian signal upgrades	  	\$154,000	High	Currently no safe crossing, connects to existing SUP network, serious injury pedestrian crash occurred at this intersection. Add pedestrian accommodations to signal and crossing.
G	Rutherford Rd, railroad	Improve railroad crossing	 	\$75,000	Medium	Short term, install advanced warning signs that the path ends, add pavement marking indicating bikes merge, and signage about pedestrians using roadway. Long term, work with railroad to improve crossing.
I	Rutherford Rd, Rutherford Estates Dr	RRFB, other crossing improvement	 	\$103,000	Medium	Currently no crosswalk across Rutherford from neighborhood to SUP network going west. Potentially add curb bump outs, advanced pedestrian crossing warning signs, high visibility striping, or RRFB.

**Funding Key**



General Roadway



Parks/ Trails



Safe Routes to School















Safety



Railroad



Table 5. Northern Projects Outside of Powell ●

ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
138	Rutherford Rd	New SUP		\$3,351,000	Medium	Currently a dangerous road for bicyclists and pedestrians. Adding this connection would connect the neighborhoods in the area to Sawmill Pkwy and the larger SUP network.
107	Liberty Rd	New SUP	 	\$1,244,000	Medium	Current gap in the SUP network that connects to the middle and elementary schools, YMCA, and Liberty Park.
118	Rutherford Rd	New SUP		\$2,340,000	Low	Currently a dangerous road for bicyclists and pedestrians. Adding this connection would connect the neighborhoods in the area to Sawmill Pkwy and the larger SUP network.
104	Home Rd	New SUP		\$1,369,000	Low	Current gap in the SUP network connecting to library, high school and elementary school and larger SUP network.
132	Steitz Rd	New SUP	 	\$1,096,000	Low	Current gap in the SUP network connecting to library, high school and elementary school and larger SUP network.
108	Liberty Rd	New SUP	  	\$3,508,000	Low	Current gap in the SUP network that connects to the middle and elementary schools, YMCA, and Liberty Park.
119	Rutherford Rd	New SUP	 	\$177,000	Low	Current gap in SUP network along Rutherford Rd.

#### Funding Key



General Roadway



Parks/ Trails



Safe Routes to School



Safety



Railroad

## Central SUP Recommendations

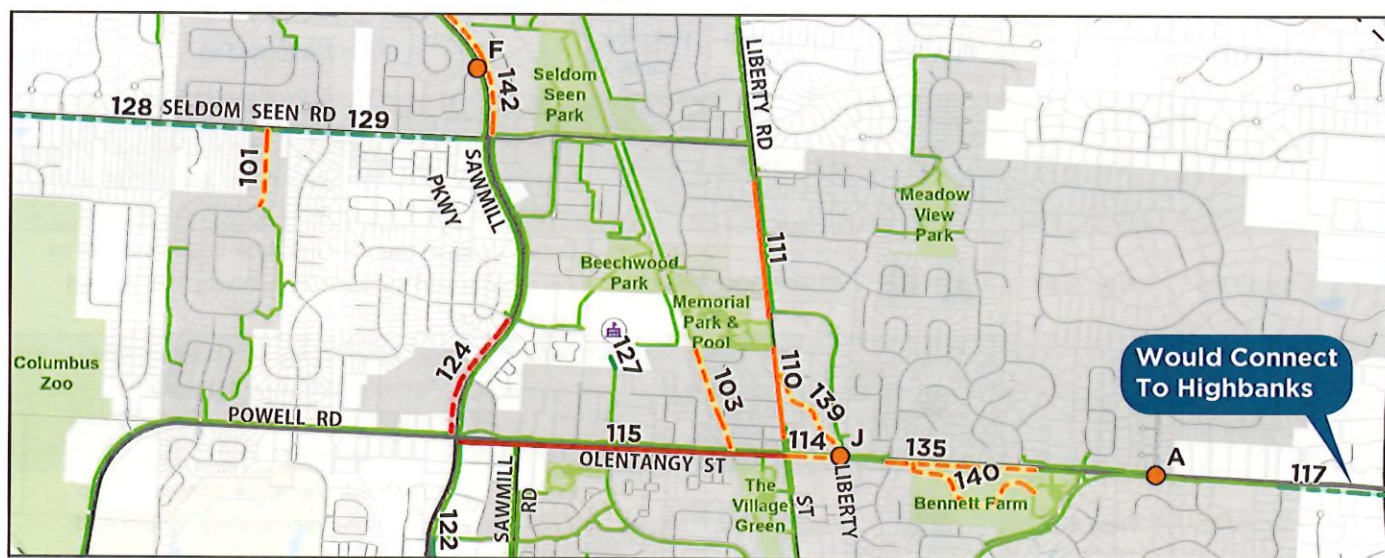


Figure 19. Central SUP Recommendations Map

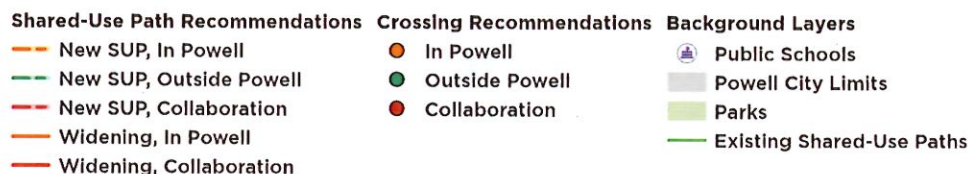


Table 6. Central Projects Within Powell City Limits

ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
142	Sawmill Pkwy	New SUP		\$1,576,000	High	Expands SUP access to neighborhoods on east side of Sawmill Pkwy.
114	Olentangy St/ SR 750	New SUP		\$1,152,000	High	Current gap in the SUP network in a heavily trafficked area.
135	Olentangy St/SR 750	New SUP		\$1,220,000	High	This is currently a gap in the SUP network next to Bennett Farm which is being developed into a park. Several bike and pedestrian crashes occurred near this area.
110	Liberty St	Widening		\$1,151,000	Medium	This is currently a well trafficked path that is not wide enough to support pedestrians and cyclists or bi-directional bicycle traffic.
111	Liberty St	Widening		\$3,665,000	Medium	This is a key north-south connection that is not wide enough to support pedestrians and cyclists or bi-directional bicycle traffic.

### Funding Key



General Roadway



Parks/ Trails



Safe Routes to School



Safety



Railroad



Table 7. Central Projects Within Powell City Limits, cont.















ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
139	Bartholomew Run	New SUP	 	\$1,101,000	Medium	Opportunities to develop SUP along Bartholomew Run.
103	East-side of Railroad	New SUP	 	\$584,000	Medium	Current gap in network between Adventure Park and downtown Powell
140	Bartholomew Run	New SUP		\$1,854,000	Medium	Opportunities to develop SUP along Bartholomew Run through Bennett Farm.
101	Advocet Dr	New SUP		\$2,170,000	Low	If a SUP is built on Seldom Seen Rd, adding a SUP connection from the neighborhood SUP network would improve connectivity and safety.
F	Stoneway Pt	Curb bump outs	 	\$47,000	High	There was a bicyclist crash here when the cyclist was legally crossing Stoneway Point. Install curb bump outs on Stoneway Point to reduce the crossing distance.
J	Olentangy St/ SR 750	Crosswalk improvement	  	\$115,000	High	Busy intersection where the pedestrian crossing can be improved. Currently pedestrians and cyclists must cross to the north side of Olentangy St to continue west. Add pedestrian crossing safety enhancements such as leading pedestrian interval and high visibility crosswalk markings.
A	Powell Road/ SR 750	Crosswalk improvement	 	\$77,000	Medium	Two bicycle crashes occurred here and the SUP ends on the north side of the road. Transition the SUP on the north-side of Powell Road to Thornbury Lane with crosswalk markings or other enhanced visibility treatments. Consider crossing to SUP on south-side of Powell Road.

Table 8. Central Projects Requiring Collaboration

ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
115	Olentangy St/ SR 750	Widening		\$10,581,000	High	There is an existing path here with gaps making it challenging to utilize.
124	Sawmill Pkwy	New SUP		\$950,000	High	Current gap in SUP on Sawmill Pkwy in front of large shopping center.

**Funding Key**



General Roadway



Parks/ Trails



Safe Routes to School








Safety



Railroad



Table 9. Central Projects Outside Powell ●

ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
128	Seldom Seen Rd	New SUP		\$5,316,000	Medium	No facilities for bicyclists and pedestrians.
117	Powell Rd/ SR 750	New SUP	 	\$5,965,000	Medium	Highbanks is a popular destination that is not accessible by walking or biking. *Other routes beyond a connection along SR 750 should be explored such as Home Road and down to the park, or through a future Metro Parks trail from River Bluff Park to Highbanks.
127	Scioto Ridge Elementary School Path	New SUP		\$128,000	Low	This is currently an informal gravel path connecting the school to existing SUP.
129	Seldom Seen Rd	New SUP		\$934,000	Low	No facilities for bicyclists and pedestrians.

#### Funding Key



General Roadway



Parks/ Trails



Safe Routes to School



Safety



Railroad



## Southern SUP Recommendations

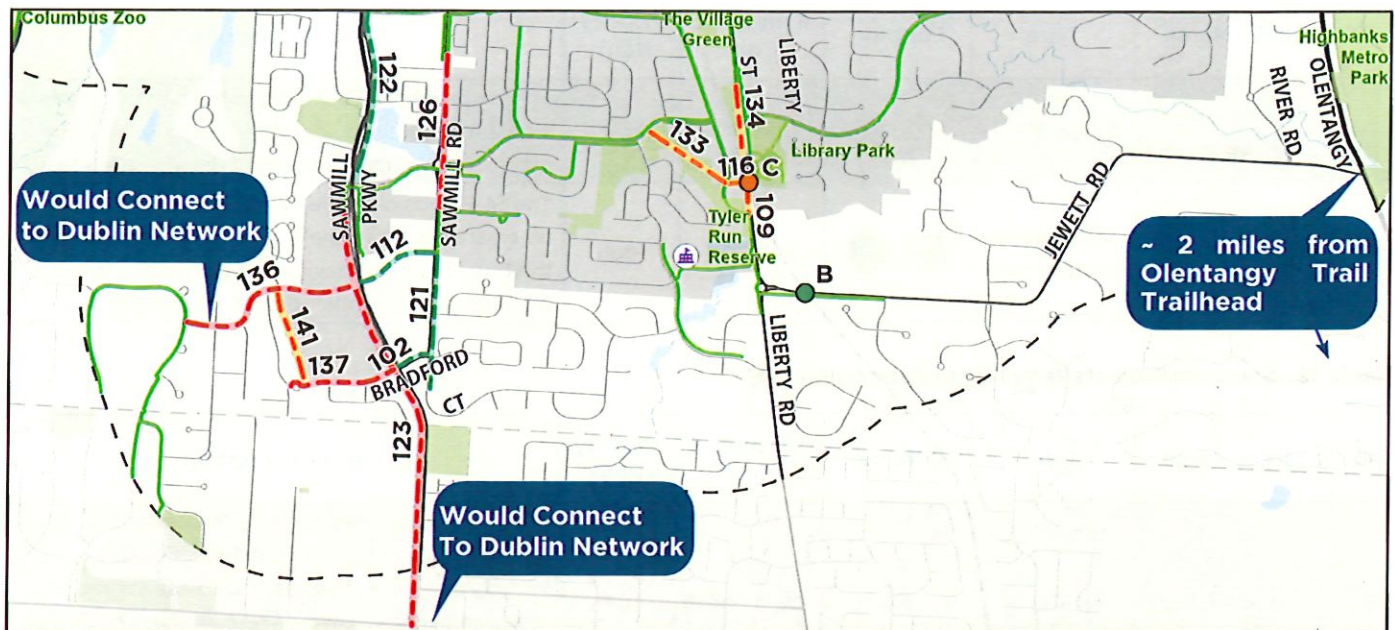


Figure 20. Southern SUP Recommendations Map

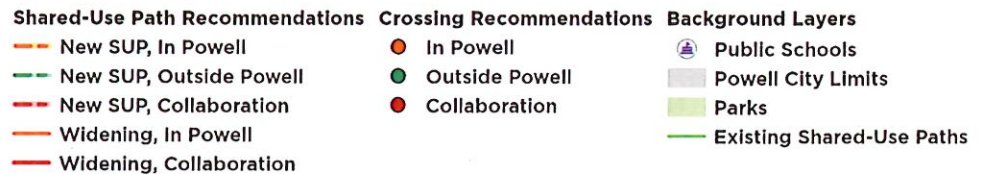


Table 10. Southern Projects Within Powell City Limits

ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
109	Liberty Road	New SUP		\$293,000	High	This is currently a gap in the network from the library/park to the neighborhood SUP.
134	Liberty St	New SUP		\$468,000	Medium	The current SUP dead ends into a wooded area, this land could be redeveloped into a path extension.
116	Powell Parks Maintenance Building/ Grounds	New SUP		\$163,000	Medium	This is currently a gap in the network from the library/park to the neighborhood SUP. This is an informal path to connect from the park to Murphy Pkwy.
141	Utility line east of Southwind Dr	New SUP		\$1,512,000	Low	Offers an off road facility connection to Target shopping center and neighborhood.

### Funding Key

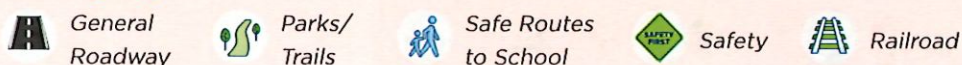




Table 11. Southern Projects Within Powell City Limits, cont. ●

ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
133	Tyler Run Reserve	New SUP	 	\$252,000	Low	There is potential for wooded trails through this area and would provide access to existing path network on Murphy Pkwy and Presidential Pkwy.
C	Liberty Rd and Murphy Pkwy/ Railroad	RR crossing improvement	 	\$99,000	High	The SUP ends over the railroad crossing. While no crashes were formally reported here, crossing the busy road and navigating across the tracks are both major conflict points for cyclists.

Table 12. Southern Projects Requiring Collaboration ●



ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
123	Sawmill Pkwy	New SUP		\$2,713,000	High	Public input showed a desire to connect to the Target. Adding this path would enable bicycle and pedestrian access to the Target shopping center. It would also connect to the existing Dublin SUP network, improving regional connectivity.
136	N Hampton Dr	New SUP		\$2,506,000	High	A SUP would connect residents from the nearby neighborhood to the Target shopping center and the larger SUP network along Sawmill Pkwy.
137	Bradford Ct	New SUP		\$1,185,000	Medium	A SUP would connect residents from the nearby neighborhood to the Target shopping center and the larger SUP network along Sawmill Pkwy.

Table 13. Central Projects Outside Powell ●

ID	Street Name	Type	Funding	Estimated Cost	Priority Rank	Need Description
102	Bradford Ct	New SUP		\$398,000	High	Connection from neighborhood to Target shopping center.
112	N Hampton Dr	New SUP		\$1,135,000	High	Connection from neighborhood to Target shopping center.
121	Sawmill Rd	New SUP		\$1,949,000	Low	Current gap in the SUP network.
122	Sawmill Pkwy	New SUP		\$1,275,000	Medium	Current gap in the network.
B	Jewett Rd and Railroad	RR crossing improvement		\$113,000	Low	The SUP ends over the railroad crossing

#### Funding Key



General Roadway



Parks/ Trails



Safe Routes to School



Safety



Railroad



## Additional Recommendations

A well-connected shared-use path network requires both infrastructure investments and investments in supporting features of the SUPs.

### Signage

Many SUP users, especially cyclists, are unable to check directions or maps while riding. To enhance navigation and improve user experience, clear and informative signage should be incorporated along the network.

Wayfinding signs can help direct users to key destinations such as the business district, parks, and schools. Additionally, signage should indicate changes in the path such as where it ends, narrows, transitions to a sidewalk, or approaches a railroad or other crossing. Signs can also provide route suggestions, distance markers, and other essential information to support safe and efficient travel.

Signage is especially needed at key entry points with higher cyclist traffic, such as when entering Powell from Jewett Road to Liberty Road. Additional signage is recommended at city entry points, railroad crossings, major intersections, and along longer stretches of SUP to guide users and enhance connectivity.

The Central Ohio Greenways developed a Wayfinding Strategy Guide which outlines best practices for trail signage in the region. This guide should be used as a starting point so that signage within Powell matches regional standards and guidance. [issuu.com/designing\\_local/docs/all\\_chapters\\_03292024\\_final](https://issuu.com/designing_local/docs/all_chapters_03292024_final)

### Amenities

Amenities are features and facilities that enhance the comfort, safety, accessibility, and enjoyment of people using a trail or shared-use path. Below are some examples of amenities that should be considered particularly on longer stretches of the SUP network and in farther out areas without direct access to nearby shops, parks, or other rest areas.

#### COMFORT & CONVENIENCE AMENITIES

- **Benches/Seating Areas.** Placed at regular intervals or scenic spots for rest.
- **Water Fountains.** Drinking water access for people and often pets.
- **Restrooms.** Permanent or portable toilets near trailheads or at key stops like a park
- **Trash & Recycling Bins.** Promote cleanliness and proper disposal of litter.
- **Bike Racks/Repair Stations.** For parking or basic bike maintenance.

#### SAFETY & SECURITY FEATURES

- **Lighting.** Solar or electric, especially at trailheads, intersections, and areas lacking in roadway lighting.
- **Emergency Call Boxes.** In remote or longer trails.
- **Railings/Barriers.** At steep drop-offs or busy crossings.
- **Surveillance Cameras or Patrols.** As needed for increased perception of safety.

#### SUPPORTIVE INFRASTRUCTURE

- **Trailheads with Parking.** Often include restrooms, maps, and information.
- **Bike Share/Transit Connections.** At or near trail access points.





# FUNDING AND IMPLEMENTATION

## FUNDING AND IMPLEMENTATION

This section outlines the key steps, funding sources, and strategies Powell can leverage to develop and maintain SUPs. Implementation timelines will vary based on project complexity, funding availability, and partnership opportunities.

While some projects are geared towards shorter-term projects (within the five year Capital Improvements cycle), others are longer term efforts aimed to be implemented in the next 20 years and may require outside funding sources and collaboration efforts.



## Collaboration

This plan recommends projects beyond Powell City Limits, recommending connections to regional destinations and larger trail networks. These projects will require regional collaboration with Delaware County, Liberty Township, the Mid-Ohio Regional Planning Commission (MORPC), and other local or regional authorities.

Collaboration with regional partners will help align trail development efforts, streamline project execution, and maximize available resources. As these connections are planned, understanding the applicable partnerships will also support funding efforts. Since different funding sources align with specific project types, strong regional cooperation will be essential in developing competitive grant applications and securing the necessary resources for implementation.

### Local Partners

**Liberty Township and/or Delaware County** should be included on all projects listed as “requiring collaboration” or “outside Powell.” Some projects within Powell should still consider including Delaware County to partner to relieve the burden of funding and logistics related to capital infrastructure projects. Determining the scale and jurisdiction of the project will inform which partner or partners with which to collaborate.

**OPAL** could also serve as a valuable partner in identifying funding opportunities and promoting events, activities, and broader community discussions related to the SUPs.

Additionally, there are opportunities **private contributions**. This could include corporate sponsorships or donations, funding from trail foundations or nonprofits, partnerships with the **Community Improvement Corporation (CIC)**, naming rights or memorial contributions, public-private partnerships, and developer contributions and impact fees.

### Regional Partners

As the area MPO, **MORPC** can provide guidance on projects, as well as potentially funding programs. Central Ohio Greenways (COG) is a particularly aligned board under MORPC, which focuses its efforts of trail collaboration, education, and funding to build out a regional trail network which will serve the present and future populations of Central Ohio.

The **Ohio Public Works Commission/Natural Resource Assistance Council** is a state-level organization that operates in regional districts to support local infrastructure construction and maintenance.

**ODOT District 6** is the applicable liaison for Powell to seek assistance on SUP projects through all phases.



## Funding/Grant Acquisition

### County Resources



#### **DELAWARE COUNTY TRAIL ASSISTANCE PROGRAM**

Delaware County offers a trail assistance program which can be used for multi-use trail construction, acquisition of property and easements, or for matching funds for federal and state awarded grants. \$100,000 is available for projects related to the creation of new multi-use trails or for the improvement of currently existing trails.



#### **HEALTHY COMMUNITIES MICRO GRANT- DELAWARE COUNTY PUBLIC HEALTH DISTRICT**

The Delaware County Public Health District offers up to \$15,000 of reimbursable grant funds aimed at increasing opportunities and engagement in physical activity. Examples of some projects that could be eligible for this funding include wayfinding signage or drinking fountains at outdoor public spaces.



#### **COMMUNITY MULTI-USE TRAIL IMPROVEMENT GRANTS- DELAWARE COUNTY PRESERVATION PARKS**

Preservation Parks of Delaware County has made \$100,000 available in our Community Multi-use Trail Improvement Grant Program (CTIG). CTIG is intended to assist in the acquisition, development, and maintenance of multi-use paved trails in Delaware County. Cities, villages, townships, park districts, and non-profit organizations whose project boundaries are completely within Delaware County are welcome to apply for funding.

### MPO Resources



#### **MORPC ATTRIBUTABLE FUNDING**

MORPC has funding available for SUP development and crossing improvements. MORPC launched a Trail Towns program aimed at maximizing the potential of local and regional trails.

**A SUP connection like the recommendation of connecting the Columbus Zoo to Highbanks Metro Park could potentially be designated as a Trail of Regional Significance.** The COG defines this as a primary trail, predominantly off-street, that is multi-jurisdictional, and connects people to major destination points. Having a connection be designated as a Trail of Regional Significance has the potential to bring in more funding for that project.



## State Resources



### **SAFE ROUTES TO SCHOOL PROGRAM (SRTS)- ODOT**

SRTS funds pedestrian and bicycle safety projects with an emphasis on school access. Local governments can apply for ODOT's Safe Routes to School Program to enhance safety around schools, including crosswalks, RRFBs (rectangular rapid flashing beacons), and educational programs. To be eligible to apply for funding, the school district must first have an approved School Travel Plan, which can be obtained and funded through ODOT.

Infrastructure projects can be funded up to \$1,000,000 among all phases. SRTS also provides up to \$60,000 for non-infrastructure projects or \$120,000 for a two-year program. All funds are awarded as a reimbursement grant, but do not require a match.



### **TOWNSHIP SAFETY SIGN GRANT PROGRAM- ODOT**

This can provide up to \$50,000 in safety signage materials for townships in Ohio. In this case, partnering with Liberty Township for projects in their jurisdiction would be required. They are verified as an eligible priority applicant for this funding and should pursue the funds to use on safety signs, signpost, and sign hardware. These can be installed at any trail crossing locations in the township and any crossing improvement recommendation that needs safety signage.



### **HIGHWAY SAFETY IMPROVEMENT PROGRAM- FHWA/ODOT**

The HSIP is a federal initiative for safety improvements. The program, operated by ODOT, aims to enhance pedestrian safety through infrastructure improvements. Funding is allocated through three different categories: abbreviated safety, systemic safety, and formal safety.

The abbreviated safety funds are aimed to quickly implement improvements at spot locations with safety concerns and a history of crashes. Projects must be completed within two years and under \$500,000. These projects cannot consist of right-of-way acquisition or maintenance and must deploy proven safety countermeasures.

Systemic safety funds require a ten percent match and can be awards of up to \$2,000,000 for pedestrian projects. This allotment is intended to focus on improving pavement markings, signage, pedestrian signals, lighting, traffic calming, and geometric changes to help pedestrian conditions such as curb ramps, road diets, and raised crosswalks among others.

Formal safety funds are deployed to locations with a minimum of three crashes per year and a 30% injury rate. Formal studies are a prerequisite for application of these funds, which can be awarded in an amount between \$500,000 and \$5,000,000 and paired with a ten percent local match.

## State Resources *(continued)*



### **CLEAN OHIO TRAILS FUND (COTF)- ODNR**

This program is administered by the Ohio Department of Natural Resources (ODNR). Qualified projects include land acquisition for a trail, new trails or connector-trail development, and trail engineering and design. All projects must be completed within 15 months and grantees are reimbursed 75% of project costs, with a required 25% local match. Local governments are eligible applicants to utilize these funds for connecting trails to parks, schools, and residential areas.



### **CLEAN OHIO GREENSPACE CONSERVATION FUND- OPWC/NRAC**

This program, overseen by OPWC and implemented by NRAC, aims to preserve green spaces and incorporate shared-use paths in conserved areas. Powell can apply for this funding to develop trails in newly conserved areas or parks, connecting neighborhoods to preserved lands. The project focus should ensure public access while maintaining the integrity of conserved lands. A 25% local match is required for this fund. Bike racks, lighting, pedestrian bridges, and signage are among some of the many eligible projects in addition to trails.



### **CULTURAL AND SPORTS FACILITIES PROGRAM- OHIO FACILITIES CONSTRUCTION COMMISSION (OFCC)**

This program aims to fund construction and renovation of recreational facilities, including shared-use paths so long as they are part of a broader community enhancement project. Generally, to be eligible, projects must serve a public purpose and be open to the public. Specific facilities, which have been funded by this grant, include museums, science and technology centers, visual and performing arts centers, historical facilities, and publicly owned professional sports facilities.

Local governments are eligible applicants for this grant, but a local match of one third of the total project cost is required with the state allowed to seed 15% of the total project. The local match can be contributed as land, pledges, endowments, and other non-cash contributions. This grant program will not release funding for a project until the full funding total has been verified and documented.



### **OHIO RAIL DEVELOPMENT COMMISSION GRADE CROSSING ELIMINATION PROGRAM- ORDC**

This program allocates \$100 million to help communities secure federal funding for eliminating at-grade railroad crossings. ORDC will evaluate and assist projects in becoming competitive for federal grants. Projects will be categorized based on readiness for federal applications, need for further development, potential for alternative funding, or ineligibility. ORDC encourages broad participation and will provide feedback for projects not selected.



## **Non-Construction Funding Opportunities**

This plan includes preliminary cost estimates for all SUPs and crossings. However, before projects can start construction, preliminary engineering and detailed design are typically required.

**American Trails offers a Trail Capacity Program Grant**, which can be utilized for maintenance, research, and education. These funds could be applied towards studies for proposed trails in this plan. The funding allotment is in the range of \$5,000-\$10,000 and must typically be spent and documented within a year or so of award.

Additionally, these funds could be put towards the maintenance of existing trails, thereby freeing up some of the existing maintenance budget to be used in other areas. If the flexibility for this exists, it could provide new opportunities to leverage current funds in different ways.

## **Additional Resources**

**Rails to Trails Conservatory** is a helpful resource for determining funding opportunities and general best practices and practical advice for building and maintaining trails and SUPs. The organization continually updates the funding webpage with changes to federal funding.

[www.railstotrails.org/policy/funding/](http://www.railstotrails.org/policy/funding/)

**The Walk.Bike.Ohio Funding Overview** provides information about active transportation funding opportunities more specific to Ohio. The current version was published in 2020 but will undergo an update soon.

[www.transportation.ohio.gov/programs/walkbikeohio](http://www.transportation.ohio.gov/programs/walkbikeohio)





## MAINTENANCE GUIDE

This section is intended to guide decisions about how to prioritize maintenance of existing trails utilizing data from PMG ratings and priority corridors determined by engagement with stakeholders and the public.

It develops a summary of maintenance and repair tasks to help increase the life cycle of trails before major reconstruction efforts are needed.



Pavement Conditions

Figure 21 shows the condition ratings of the current SUPs as of 2024 developed by PMG. A large amount of SUPs fall into the “good” category, however, there remains a notable portion rated as “poor” condition that are in need of remediation. It is recommended that SUPs rated as “fair” be evaluated for quick or simple improvement opportunities that would help extend the life of those segments.

Figure 21. SUP Condition Assessment

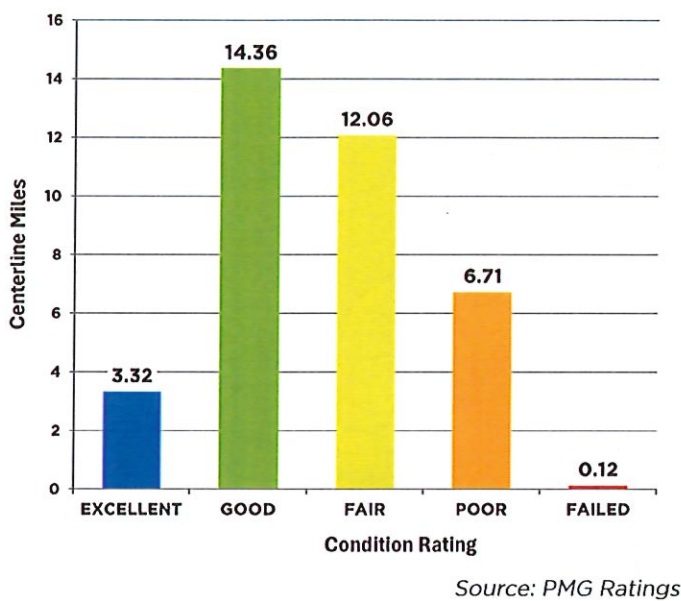


Figure 22 on the following page shows a map of the existing SUP segments categorized by their condition at the time of this assessment in 2024.

Priority Corridors

The following corridors have been identified as priorities due to higher volumes of users, access to key points of interest, public feedback.

- Sawmill Parkway
- SR 750/Powell Road/Olentangy Street
- Liberty Road
- Home Road

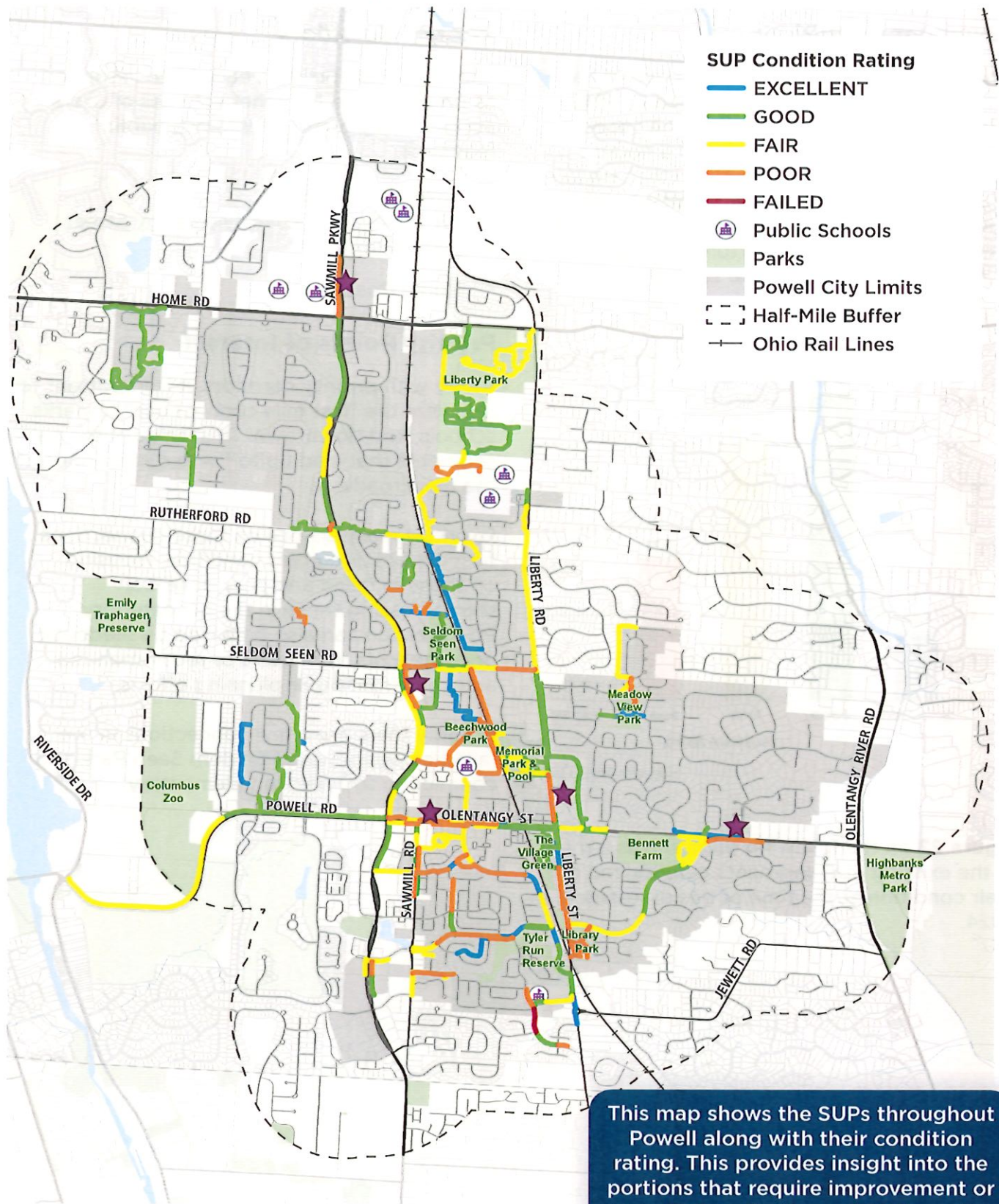
Priority Points of Interest

Along with priority corridors, it is important to prioritize the “last mile connections” to parks, schools, and downtown. This includes the path segments that lead up to these destinations off the main roadway.

Prioritize maintenance on these connections based on their current condition, focusing on those in failed and poor condition then assessing those in the fair category. Prioritization can also be based on feedback or complaints from users or recommended activities from other planning efforts.

Notably there are a few connections in the failed category within Seldom Seen Park and connecting to Tyler Run Elementary.

Figure 22. SUP Condition Assessment Map



This map shows the SUPs throughout Powell along with their condition rating. This provides insight into the portions that require improvement or remediation. Portions of SUP running along priority corridors rate as "poor", indicated with stars.



## Maintenance Best Practices

This section is an overview of the types of maintenance activities for SUPs as well as general cost information and tips for feedback management. For more information on specific maintenance activities, ODOT's Multi-modal Design Guide includes a section on maintaining pedestrian and bicycling facilities, linked in the resources section.

### Routine Maintenance

Routine maintenance refers to the day-to-day actions required to ensure trails remain in good condition. Examples include trash removal, signage updating, vegetation management, etc.

### Corrective Maintenance

Corrective maintenance includes actions implemented in response to an event like user complaints, emergency incidents, or severe weather events.

### Preventative Maintenance

Preventative maintenance refers to actions taken to prevent issues like cracks from occurring. This could take the form of proactively planting vegetation that pose little to no risk to the integrity to the trail surface or installation of a root barrier.

The design of the SUP can also greatly impact the level of maintenance required in the future. Design of new trails should consider grading, adequate drainage, and other techniques to prevent water pooling and more icy conditions in the winter.

### Winter Maintenance

Winter weather places different stressors on SUPs, their users, and their amenities. Increasing inspections during this time of year is prudent to ensure a safe, well-maintained SUP system.

Maintenance actions that may be necessary include snow and ice removal, salting hard surface trails, and placing signs to indicate a trail is compromised due to the weather conditions.

## Anticipating Costs

Table 14 shows cost estimates for pavement treatments from the Ohio River Greenway Plan. These estimates were created in 2014 and higher costs should be anticipated due to inflation. However, they match the general range provided in ODOT guidance.

Table 14. Pavement Treatment Costs

Fix Type	Cost (\$/mile)	Added Life	Cost/Year of Added Life
Crack Seal	\$4,000	1 Year	\$4,000
Seal Coat & CS	\$20,000	4-9 Years	\$5,000
Overlay	\$100,000	8-12 Years	\$12,500
Crush and Shape	\$150,000	14 Years	\$10,700
Reconstruction	\$300,000	15 Years	\$20,000

Source: Ohio River Greenway, 2014

## Feedback Management

It is recommended that the City of Powell add a shared-use path/trail maintenance request to the public service request form. It may also be helpful to include information on the public service request web page informing citizens how trail maintenance is prioritized and undertaken.

Adding a specific form for SUP maintenance requests can help streamline these requests and inform decisions on what segments to prioritize. It can also help with preventative maintenance when members of the public submit requests before a SUP issue causes further damage.

Additionally, signage along the SUPs that identify the City of Powell boundaries may help direct SUP users to the correct maintenance authority.



## Maintenance Partners

### Municipalities/Agencies

#### Powell Parks and Recreation

The Parks and Recreation Department is recommended for the maintenance of paths in and around park areas. This includes paths running through or along the parks.

#### Powell Public Services

The Public Service Department is recommended to maintain all trails running along roadways and/or those that are outside of the official park system.

#### Regional Collaboration

Having proper communication with regional partners and ensuring a seamless agreement, especially when trails/shared use paths extend beyond Powell, will be key to maintaining these trails. Agreements between Powell and their partners on exactly what point on the trail responsibilities switch is essential to ensure clean and safe trails for users.

### Private Partners

Trail sponsorship programs offer local businesses a valuable opportunity to contribute time and resources toward maintaining segments of the SUP system. These sponsorship agreements can include requirements for sponsors to assist with SUP cleanup and maintenance throughout their sponsorship period. In return, businesses receive recognition through signage along the trail, providing both advertising benefits and a way to engage with the community.

As part of this planning effort, all existing SUPs were cataloged by subdivision, utilizing plat information to determine whether maintenance responsibilities were assigned during the development's construction. In some cases, trails built by private developers or those running through private developments may be maintained by the property owner or homeowners association. To ensure clarity and accountability, it is recommended that the City of Powell require all private developments to specify maintenance responsibilities for newly constructed paths.

## Example SUP Construction

Figure 23 illustrates an example of a typical SUP construction based on the ODOT Multimodal Design Guide and ODOT Pavement Design Guide.

## Resources

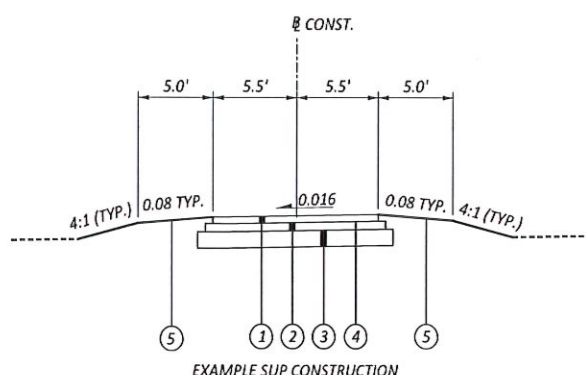
ODOT. (2025, January 17). Maintaining pedestrian and bicycling facilities. Ohio Department of Transportation.

<https://www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multi-modal/12>

Ohio River Greenway. (2014, November). Best practices in trail maintenance. Best Practices in Trail Maintenance - American Trails.

<https://www.americantrails.org/resources/best-practices-in-trail-maintenance>

Figure 23. SUP Construction Typical Section



#### ITEM LEGEND

- ① ITEM 441 - 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
- ② ITEM 441 - 1.50" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
- ③ ITEM 304 - 6" AGGREGATE BASE
- ④ ITEM 407 - NON-TRACKING TACK COAT (APPLICATION RATE PER CMS 407.06)
- ⑥ ITEM 659 - SEEDING AND MULCHING



# APPENDIX

## FULL PRIORITIZATION CRITERIA

Goal	Metric	Weight	Spatial Analysis Definition	Data Source
Connected Multimodal Network	Does the project connect to a regional trail?	10	Projects within 200 feet of a regional trail receive a score of 10. Projects not within 200 feet receive a score of zero.	MORPC
	Connections with neighboring communities, ODOT Plans, or along priority corridors	20	Projects received points based on the following criteria: the number of neighboring community boundaries within 200 feet, the number of ODOT projects listed in the District Works plan within 250 feet, and the number of priority corridors aligning with the project. Each priority corridor alignment was rewarded 3 points. After summing the points for each project, the score was rescaled so that the highest scoring project received 20 points, the lowest received zero points, and intermediate values were evenly distributed between.	MORPC, ODOT
Access and Connection	Does it serve a high need area?	10	Projects within 200 feet of a census block designated as in High Need of Active Transportation by ODOT receive a score of 10. Projects not within 200 feet receive a score of zero.	ODOT
	Connections to destinations such as schools, libraries, healthcare, grocery stores	20	Projects received points based on the number of points of interest within 750 feet. Points of interest included schools, libraries, museums, police stations, post offices, shopping centers, senior assisted living facilities, and historic sites. Schools and libraries were valued as 3 points. After summing the points for each project, the score was rescaled so that the highest scoring project received 20 points, the lowest received zero points, and intermediate values were evenly distributed between.	MORPC
	Do many people live within a quarter of a mile of the project?	5	Projects within 1/4 mile of the three most populous census block groups receive a score of 5. Projects not within 1/4 mile receive a score of zero.	MORPC
	Public Engagement Priorities (from steering committee, public workshops or online comments?)	15	Projects received points based on the number of engagement comments within 250 feet. After summing the points for each project, the score was rescaled so that the highest scoring project received 15 points, the lowest received zero points, and intermediate values were evenly distributed between.	Public Engagement
Safety and Comfort	Does this project address safety issues?	20	Projects within 100 feet of a roadway that has greater than two lanes and a speed limit above 35 miles per hour received a score of 20. Projects not within 100 feet received a score of zero.	MORPC

## ADDITIONAL SURVEY RESPONSES

What do you use Powell's shared use paths? Select all that apply.
Responses
First I have heard of this
Get to the village of Powell and breweries
Mental Health
My teenager uses the paths a ton
To reach other areas outside Powell
To walk our dog
Walk dog
Walk my dog
Walk my dog
Walk the dog
Walk to downtown
We don't have direct access so we don't use them as often as we would like but if we could access them we would use them for all of the above.
Are there any other amenities that you would like to see added to the trails that is not included above?
Responses
"you are here" maps along the way
A light at the railroad tracks!
A safer way to cross liberty road connecting Lakes of Powell/Murphy Parkway communities to library park
"Bathrooms that are open year around. With heat. Warm water. Maps and good signage. Arrows on the path for directions. Education for drivers in the community letting them know the rules of the road when they encounter cyclist. Powell, Dublin and Upper Arlington are some of the most aggressive and worst and rude drivers around. I have been threatened, run off the roads, nearly killed multiple times while on the paths crossing driveways and businesses. Suggest you look at Cuyahoga Park trails, which are amazing. "
Blue Light Emergency Phones. Tunnels to prevent from crossing major intersections.
Connect more of them
Connection over or under railroad tracks on Rutherford
Connectors at neighborhood intersections (Bennett and Weatherburn Dr) has a lot of foot traffic and very hard to push stroller bikes etc across wide stretch of grass, could also use Cross walk light for safety
Cross walk across traffic areas (Bennett parkway, between Library Park and Murphy Parkway)
Dog poop boxes/bag, book boxes for sharing books (ask the scouts to make those as an Eagle project)
Dog Poop Disposal Stations
Dog poop stations or just waste cans.
Dog trash bags and trash cans
Dog waste bins / Poop Bags
Fitness stations
Gardens
Grade-separated crossings; protected crossings.



Kids Story Trails or natural play sections
Lane lines
Light up crossing over busy streets
Make sure there are no breaks with pathways - like there is a long path on sawmill leading to plaza at sawmill and Powell road, but then the path stops right before you go into the shopping plaza! This is horrible and really inconvenient, especially when we have kid bike carriers pulling behind us. Why did they stop paving that short section? How inconvenient for wheelchairs and strollers also!
Mile markers. Dog trash stations.
More spots to lock your bike up
More trash cans
No
Path to connect under or over railroad on Rutherford (have to walk on street currently and unsafe at 45 MPH road. Also north of Seldom Seen on the west side of the railroad tracks there is a gate always closed and difficult to actually use that trail.
Places for poop bags and trash cans to dispose of
Please fix the tunnel under the railroad adventure park
Prune tree branches that hang into path. Understood some trees are on private owner property/stores.
Restrooms
Safer railroad crossing for kids. Library park.
Safety markings such as blind curves upcoming stops, etc.
Safety markings such as signage about blind curves, upcoming stops, etc.
Signage (eg how many miles to the library, another park, etc.)
Signs prohibiting golf carts, motor bikes and electric devices >15mph - it's too dangerous on the paths now!
Some busy intersections should have under pass
Trails plowed and salted during snow events
Trash cans and doggy bags
Water stations to fill up water bottles/dog water
Workout stations for chin-ups balance pull-ups etc
Would like for better & safer pedestrian crossings over roadways
What prevents you from Shared Use Paths in Powell more often?
Responses
All 4 family members (2 adults and 2 children) have come too close to car accidents at the railroad tracks by the Powell library
connectedness is improving but more work needed
Connection to walkable destinations
Connections
Connections
Connectivity of the path to downtown and other areas
Crossing major roads like Sawmill Parkway, Liberty, Powell Rd
Dangers of motorized vehicles using path, terrified of getting hit by a car in a crosswalk, the paths do not connect to surrounding areas (Dublin, Delaware, Worthington Hills, etc) making bike commuting safely impossible

<p>"Bad, angry, impatient drivers that all act like they are brain surgeons late to save the president.  --The condition of the trail - if too bumpy or not maintained.  --If the trail isn't connected to other trails.  -- if the trail dead ends at a railroad track say on Jewett.  We need east west trails.  There is NO way to bicycle East-West safely from Worthington to Delaware.  Home road trail isn't finished to Route 23  -- There is no multiuse path from Powell to Route 23.  --A mass planned trail network will bring people to move to Powell and come spend money in the community. Trail systems that connect to Hilliard Heritage Trail, Olentangy Trail, Highbanks, Alum Creek Trail and the Route 3 path.  Trails to connect to the zoo.  To Shawnee Hills to Murfield."</p>
Deferred maintenance (lots of cracks and pot holes) and width of path
Difficult to access from home
Disconnected after a certain point from liberty hills.
Distance from my house
Doesn't connect to my neighborhood (Woodcrest Crossing) but would love if it would!!!
Dogs NOT on leashes being walked.
Few connections to other shared use paths. Paths seemingly end for no reason without connecting to other paths nearby.
Further connectivity.
"Gaps in the trail system. Some paths are actually sidewalks, and not wide enough to accommodate both bikes and pedestrians. some paths are in poor condition. "
Getting there. I live in liberty township but in Delaware and there are no trails or paths to get to Powell from Cheshire rd and 23.
Had not heard about them
Having to cross railroad tracks and major roads unsafely to get to them
Having to ride on roads
I can't get to them without driving
I have 3 kids
Ice and it does not exist on the east side of Sawmill Blvd from Seldom Seen to Home Road
Intersections
Intersections , path not available or high speed roads
It's not connected to downtown on Powell rd
Lack of connect ability at key locations. Specifically Jewett and Liberty roundabout, and Murphy parkway to Bennett parkway.
Lack of connecting trails ie Steitz
Lack of connection to my neighborhood. Need to extend it from Sheetz west on Seldom Seen.
Lack of connections
Lack of connections between paths, lack of lighting
Lack of connections to existing bike infrastructure in adjacent jurisdictions.
Lack of connections to my house, too much traffic on side roads
Lack of connections to other paths. Safe crossings of Liberty Rd. Olentangy Street.
Lack of connectivity
lack of connectivity



Lack of connectivity and insufficient distance to get a good workout
Lack of connectivity from one path to path. Crossing major intersections.
Lack of lighting
Lack of lighting on Murphy parkway path
Lack of safe cross walk at Liberty/Murphy Parkway
Lack of shared use paths
Lack of sidewalk connection
Lacking direct connection to my neighborhood
Need a connection to High Banks!
Need to connect bike path from Bennett parkway to downtown Powell
No connections to liberty park from golf village neighborhoods, only one side of sawmill has paths which forces us to have to cross busy sawmill with our kids. Wish it connected manors of golf village to liberty park and a less dangerous way to the library
No convenient connections in some areas
No lighting
No safe connection to Delaware
No safe route to get to the path in dark, so early morning and evening use is out
no shared paths near me on seldom seen west of sawmill
No through paths that avoid traffic, rough surfaces, interruptions,
None are located near me. I live in Royal Dornoch and there is nothing that connects our area of liberty to the rest of Liberty township and Powell. Really hope that changes soon, as this would allow Powell residents to go almost all the way to alum creek as well!
Not connected to my neighborhood
Not connected to our area directly. I live on Millwater off Rutherford and we don't connect to Sawmill. The path stops a few hundred yards from our neighborhood so our kids have to bike on Rutherford's narrow shoulder with cars traveling 50+ mph.
Not enough connection to other paths
Not enough connectivity
Not enough coverage. Have to drive on a busy road to get there.
Not enough paths. I live off of 315 and Powell Rd. To get to Downtown Powell I can't use Olentangy St.. I need to go through neighborhoods. Expanding the path would help a lot.
Not very many, doesn't connect to everything.
Planning
Raised asphalt from willow roots on Grey Oaks...dangerous!
Roads by me don't connect to them. If there was a path from Seldom Seen and Rutherford to Sawmill Parkway so you can cross safely.
Safety - This should be a priority along Liberty Street and Olentangy Street. Some of the paths end (and I know that it is likely due to ROW issues). I'd love to see the city invest in connectivity across Liberty Road near the railroad tracks.
Safety - we would love for safer crossing on Liberty Road at the railroad tracks. Our kids love to walk/bike to school and it is unsafe to cross. Additionally, crossing at Liberty Street near Faith Life Academy feels unsafe. Even though there is a pedestrian crossing there, many cars do not stop to allow people to cross.
Safety crossing roads, lighting
Safety, lighting, crossing over roads safely



Snow on the trails
Some of the intersections I have to cross to continue to use the paths feel unsafe with my small children. Even when there are crosswalks with walk lights I have encountered cars not noticing and/or putting us in unsafe situations. Also, there are some areas where the paths don't connect well (e.g. railroad crossing on Rutherford - forcing you to go out into the street if you are on a bicycle)
Terrain in some places, bumpy or muddy.
Th disjointed routes
The amount of times we need to cross train tracks to get where we want to go. Sometimes illegally. The people are out there making their own paths whether Powell wants to acknowledge it or not. It would be better if efforts were made to make the miles in and out of Powell, on both sides of the street, accessible to foot traffic and bikes. We have to go in the street in from the Historical Society, all the way past Local Roots to get to a sidewalk. We have to dodge cars at Murphy and Liberty to get to the library. The bridge going under the RR to get to Adventure Park is now closed and people are having to walk a mile down to Seldom Seen and back.
The lack of connections coming out of my neighborhood (Carpenter's Mill)
The missing connections - like the crossing over the tracks at Rutherford, the underpass under the tracks south of seldom seen (or at least a path on the west side of the tracks to downtown). Your map is inaccurate. It shows paths continuing where they don't. Especially at Seldom Seen park. The path to the east (aka dirt road) it blocked by a gate at the south end and does not continue on the north end (you have to over through the grass and over a mound between trees. There are also yellow posts in the ground in the paths connecting our neighborhood to the parks (from Rutherford Estates to Seldom Seen Park)
The paths abruptly end with no warning most of the time, and leave you with a sense of okay - now where do I go?
The paths don't currently connect to our neighborhood (Millwater Drive) and Rutherford Rd is narrow and the cars drive fast
There are no walk path on both sides of the road
There are not many, and they are too narrow. Bicycles are dangerous because paths are too narrow!
there aren't enough
There aren't many and they don't all connect
There is a gap from my house to the trail. We either need to drive to get to it or risk being on the road with fast drivers nearby myself and young children
There's a tiny strip from Horsepower Farms to the Steitz-Home intersection that blocks off thr path to Sawmill and the new Library which I would really like to bike to
There's a very tiny strip from Horsepower Farms to the Steitz-Home intersection right next to the Liberty Library that prevents me from crossing the road and going there, or to anywhere else in Powell with my bike
They are in rough shape in a lot of places. Specifically Adventure Park all the way down to Bennett Pkwy, along Seldom Seen closest to Sawmill, in and out of Meadowview Park and others. They are also not always contiguous either, leaving a back and forth across streets or running on roadways.
They are too chopped up and are missing links to the greater network of trails in Central Ohio.
They aren't cohesive between the corporation limits and the township.
they disconnect, and do not have crosswalk lights or lines across busier roads
They do not connect onto the larger network of trails in Central Ohio.
They don't connect



They don't connect to each other. We are in Powell, liberty township, right off of seldom seen... would love a path on seldom seen or Rutherford to connect to sawmill
They don't connect to roads that lead to my neighborhood.
They don't connect very well
They don't connect.
Time
Tunnel not able to get through to the park and pool
Unsafe crossing at Liberty Rd and the railroad tracks. We would use shared path daily to get to school (TRES) if there was a safer crossing from Library Park to Murphy Parkway.
Various breaks in trails requiring use of roadways.
We don't have access where we live (on Jewett Rd).
We live in the Retreat and there is no path west of Olentangy Ridge. We would walk to downtown for events if we could get there more directly but in 30+ years this has never been an option
We need more paths, for example down seldom seen and Rutherford. If there were paths down those roads all the way to Riverside, we could also get to Emily trap Hagen park!!
Weather
Weather or the don't go where I want them to go.
"Weather"
Width, condition/smoothness
Do any of the following physical limitations apply to you? (Check all that apply)
Responses
Autism/ ADHD
Child Teen is Deaf

## FULL SUP COST ESTIMATES

Category	Description
Roadway	Drives, curb, pavement removed/relocated, excavation, embankment, bike railing
Drainage	Manholes, catch basins, pipe conduits
Pavement	SUPs (asphalt or concrete)
Maintenance of Traffic	5% of roadway, drainage, pavement, other, and incidental costs
Traffic Control	Pedestrian signals and RRFBS
Right of Way	Right of Way takes including temporary and permanent
Other	Proposed pedestrian bridges, culverts, landscaping, lighting, and environmental assessments

ID	DESCRIPTION	NOTES	ROADWAY	DRAINAGE	PAVEMENT	MAINTENANCE OF TRAFFIC (MOT)	TRAFFIC CONTROL	RIGHT OF WAY (ROW)	OTHER	INCIDENTALS	CONSTRUCTION COST	COST CONTINGENCY (25%)	DESIGN COST (15%)	TOTAL COST (2025 DOLLARS)
101	SUP on Advocet Dr from Seidmon SUP Behind Neighborhood	Conc. SUP	\$342,124	\$68,767	\$1,033,212	\$45,131	\$0	\$0	\$0	\$60,281	\$1,549,514	\$387,379	\$232,427	\$2,170,000
102	SUP on Bradford Ct from Sawmill Pkwy to Sawmill Rd	Asph. SUP, Pedestrian Signal Upgrade	\$29,723	\$7,010	\$110,482	\$5,933	\$80,000	\$0	\$0	\$50,554	\$283,702	\$70,926	\$42,555	\$398,000
103	SUP along Eastside of Ex. Railroad from Adventure Park to SR 750	Asph. SUP. Assumes Agreement Can Be Made With Residential Development To Implement SUP. Assumes Sharrows On Depot St	\$1,683	\$16,791	\$334,133	\$12,141	\$0	\$0	\$0	\$52,095	\$416,842	\$104,210	\$62,526	\$584,000
104	SUP on Home Rd from the new development west of Tree Lake Blvd to Gateway Blvd	Asph. SUP, Culvert Extension	\$112,599	\$32,318	\$503,755	\$22,932	\$0	\$190,205	\$60,000	\$55,742	\$977,551	\$244,388	\$146,633	\$1,369,000
106	SUP on Kinsale Golf Course South of Village Club Dr from Sawmill Pkwy to Wildflower Dr	Assumes That Golf Course Allows Public Access To Their SUP Network	\$1,295	\$12,814	\$254,980	\$9,617	\$0	UNKNOWN	\$0	\$51,468	\$330,174	\$82,544	\$49,526	\$463,000



ID	DESCRIPTION	NOTES	ROADWAY	DRAINAGE	PAVEMENT	MAINTENANCE OF TRAFFIC (MOT)	TRAFFIC CONTROL	RIGHT OF WAY (ROW)	OTHER	INCIDENTALS	CONSTRUCTION COST	COST CON- TINGENCY (25%)	DESIGN COST (15%)	TOTAL COST (2025 DOLLARS)
107	SUP on Liberty Rd from Carriage Rd to Powell Grace Church	Asph. SUP	\$149,368	\$135,567	\$521,963	\$25,872	\$0	\$0	\$0	\$55,502	\$888,271	\$222,068	\$133,241	\$1,244,000
108	SUP on Liberty Rd from Powell Grace Church to Home Rd	Asph. SUP, Culvert Extension	\$671,764	\$53,723	\$402,692	\$50,159	\$0	\$783,265	\$480,000	\$63,786	\$2,505,389	\$626,347	\$375,808	\$3,508,000
109	SUP on Liberty Rd from Ex. Railroad to Murphy Pkwy	Asph. SUP, Bike Rail Along SUP	\$13,723	\$5,421	\$94,706	\$4,925	\$40,000	\$0	\$0	\$50,304	\$209,078	\$52,270	\$31,362	\$293,000
110	SUP on Liberty St from SR 750 to Adventure Park Dr	Asph. SUP	\$53,162	\$27,503	\$496,893	\$18,978	\$0	\$170,271	\$0	\$55,059	\$821,865	\$205,466	\$123,280	\$1,151,000
111	SUP on Liberty St from Grace Dr to Ashmoore Dr	Conc. SUP	\$128,011	\$104,349	\$1,848,962	\$64,482	\$0	\$403,265	\$0	\$68,084	\$2,617,154	\$654,288	\$392,573	\$3,665,000
112	SUP on N Hampton Dr from Sawmill Pkwy to Sawmill Rd	Asph. SUP, RRB And Pedestrian Signal Upgrades	\$48,097	\$15,423	\$260,373	\$11,341	\$120,000	\$300,781	\$0	\$54,135	\$810,151	\$202,538	\$121,523	\$1,135,000
113	SUP on the new development west of Liberty Park east of Ex. railroad from Ex. SUP near Balsamine Dr to Home Rd	Asph. SUP	\$8,786	\$57,634	\$1,143,886	\$38,155	\$0	\$401,616	\$0	\$61,539	\$1,711,616	\$427,904	\$256,742	\$2,397,000
114	SUP on SR 750 from Liberty St to Grace Dr	Asph. SUP, Pole Relocations	\$220,793	\$19,341	\$166,025	\$13,838	\$0	\$347,463	\$0	\$55,102	\$822,562	\$205,640	\$123,384	\$1,152,000
115	SUP on SR 750 from Sawmill Pkwy to Liberty St	Asph. SUP, Conc. SUP At Ex. Walk	\$79,341	\$111,491	\$2,150,487	\$73,383	\$0	\$5,037,814	\$0	\$104,794	\$7,557,311	\$1,889,328	\$1,133,597	\$10,581,000
116	SUP on Powell Parks Maintenance Building/ Grounds from Ex. railroad to Murphy Pkwy	Asph. SUP	\$4,032	\$3,003	\$56,032	\$3,390	\$0	\$0	\$0	\$49,923	\$116,380	\$29,095	\$17,457	\$163,000
117	SUP on SR 750 from Valley Run Dr to Highbanks Metro Park	Asph. SUP, 400'X15' Pedestrian Bridge Across River, Environmental Assessment And Higher Design Fees	\$257,457	\$100,000	\$437,303	\$85,801	\$0	\$1,314,498	\$2,000,000	\$65,269	\$4,260,327	\$1,065,082	\$639,049	\$5,965,000



ID	DESCRIPTION	NOTES	ROADWAY	DRAINAGE	PAVEMENT	MAINTENANCE OF TRAFFIC (MOT)	TRAFFIC CONTROL	RIGHT OF WAY (ROW)	OTHER	INCIDENTALS	CONSTRUCTION COST	COST CONTINGENCY (25%)	DESIGN COST (15%)	TOTAL COST (2025 DOLLARS)
118	SUP on Rutherford Rd from Tricia Price Dr to Bayhill Dr	Asph. SUP, RRFB	\$286,440	\$55,270	\$818,961	\$36,649	\$40,000	\$372,786	\$0	\$60,951	\$1,671,057	\$417,764	\$250,659	\$2,340,000
119	SUP on Rutherford Rd from west of Carriage Valley Dr to Ex. SUP	Asph. SUP	\$2,307	\$4,306	\$39,819	\$2,893	\$0	\$26,892	\$0	\$50,000	\$126,217	\$31,554	\$18,932	\$177,000
120	SUP on Rutherford Rd from Carriage Valley Dr to Liberty Rd	Asph. SUP, Culvert Extension	\$423,711	\$37,030	\$316,895	\$28,020	\$0	\$145,272	\$100,000	\$56,372	\$1,107,300	\$276,825	\$166,095	\$1,551,000
121	SUP on Sawmill Rd from Bainbridge Mills Dr to N Hampton Dr	Asph. SUP, Conc. SUP At Ex. Walk	\$52,907	\$45,678	\$820,660	\$29,354	\$0	\$384,101	\$0	\$59,225	\$1,391,926	\$347,981	\$208,789	\$1,949,000
122	SUP on Sawmill Pkwy from Attacks Dr to Presidential Pkwy	Asph. SUP, Pedestrian Signal Upgrades	\$52,140	\$27,865	\$505,156	\$19,208	\$80,000	\$170,906	\$0	\$55,121	\$910,396	\$227,599	\$136,559	\$1,275,000
123	SUP on Sawmill Pkwy from the end of Ex. SUP south of Presidential Pkwy to Summit View Rd	Asph. SUP, Pedestrian Signal Upgrades At 2 Intersections, Lighting And Landscaping	\$137,966	\$69,834	\$1,258,711	\$50,320	\$160,000	\$49,712	\$150,000	\$60,822	\$1,937,364	\$484,341	\$290,605	\$2,713,000
124	SUP on Sawmill Pkwy from Big Bear Ave to Powell Rd	Asph. SUP, Pedestrian Signal Upgrades At 2 Intersections	\$52,076	\$21,434	\$376,605	\$15,088	\$160,000	\$0	\$0	\$52,826	\$678,030	\$169,507	\$101,704	\$950,000
125	SUP on Sawmill Pkwy from Royal Belfast Blvd to Rutherford Rd	Asph. SUP, Pedestrian Signal Upgrades At 4 Intersections	\$1,027,877	\$132,522	\$1,622,563	\$85,599	\$320,000	\$0	\$0	\$70,322	\$3,258,882	\$814,721	\$488,832	\$4,563,000
126	SUP on Sawmill Rd from Greensview Dr to Zion Dr	Asph. SUP	\$42,612	\$30,435	\$446,084	\$17,337	\$0	\$723,363	\$0	\$58,769	\$1,318,600	\$329,650	\$197,790	\$1,847,000
127	SUP on Scioto Ridge Elementary School from school grounds to Case St	Asph. SUP	\$184	\$1,834	\$36,499	\$2,648	\$0	\$0	\$0	\$49,739	\$90,904	\$22,726	\$13,636	\$128,000
128	SUP on Seldom Seen Rd from Riverside Dr to Bakircay Ln	Asph. SUP, Pole Relocations	\$577,589	\$102,829	\$1,478,983	\$67,087	\$0	\$1,493,533	\$0	\$76,847	\$3,796,867	\$949,217	\$569,530	\$5,316,000



ID	DESCRIPTION	NOTES	ROADWAY	DRAINAGE	PAVEMENT	MAINTENANCE OF TRAFFIC (MOT)	TRAFFIC CONTROL	RIGHT OF WAY (ROW)	OTHER	INCIDENTALS	CONSTRUCTION COST	COST CONTINGENCY (25%)	DESIGN COST (15%)	TOTAL COST (2025 DOLLARS)
129	SUP on Seldom Seen Rd from Advocate Dr to Ex. SUP near Sawmill Pkwy	Asph. SUP	\$57,067	\$28,257	\$508,082	\$19,419	\$0	\$0	\$0	\$53,901	\$666,726	\$166,682	\$100,009	\$934,000
131	SUP on Seitz Rd from Home Rd to Hunters Bnd	Asph. SUP	\$109,855	\$42,151	\$733,160	\$28,330	\$0	\$408,758	\$0	\$59,154	\$1,381,408	\$345,352	\$207,211	\$1,934,000
132	SUP on Seitz Rd from Powell Municipal Boundary to Rutherford Rd	Asph. SUP	\$26,588	\$11,456	\$202,538	\$8,863	\$0	\$478,280	\$0	\$54,841	\$782,567	\$195,642	\$117,385	\$1,096,000
133	SUP on Tyler Run Reserve from Murphy Pkwy to Liberty Rd	Graded Path on City Property.	\$1,348	\$5,917	\$117,000	\$5,239	\$0	\$0	\$0	\$50,382	\$179,887	\$44,972	\$26,983	\$252,000
134	SUP on Liberty St from the Ex. SUP Near Edge of business district to Ex. railroad	Asph. SUP, RRFB	\$17,053	\$11,136	\$205,666	\$8,552	\$40,000	\$0	\$0	\$51,204	\$333,610	\$83,402	\$50,041	\$468,000
135	SUP on SR 750 from Beech Ridge Dr to Olentangy Ridge Pl	Asph. SUP, Culvert Extension	\$222,124	\$32,920	\$436,278	\$25,379	\$0	\$0	\$100,000	\$54,635	\$871,336	\$217,834	\$130,700	\$1,220,000
136	SUP on N Hampton Dr from Campden Lakes Blvd to Sawmill Pkwy	Asph. SUP	\$72,275	\$31,467	\$557,061	\$21,691	\$0	\$1,044,966	\$0	\$62,243	\$1,789,704	\$447,426	\$268,456	\$2,506,000
137	SUP on Bradford Ct from Southwind Dr to Sawmill Pkwy	Asph. SUP	\$72,024	\$19,620	\$320,384	\$14,019	\$0	\$364,786	\$0	\$55,276	\$846,110	\$211,527	\$126,916	\$1,185,000
138	SUP on Rutherford Rd from Bayhill Dr to Riverside Dr	Asph. SUP, Drainage	\$343,743	\$50,561	\$667,471	\$33,853	\$0	\$1,230,901	\$0	\$66,645	\$2,393,173	\$598,293	\$358,976	\$3,351,000
139	SUP on Bartholomew Run from Liberty St to Grace Dr	Asph. SUP, Drainage To Cover Tree Clearing/ Retaining Walls	\$42,500	\$250,000	\$283,487	\$18,923	\$0	\$136,666	\$0	\$54,795	\$786,371	\$196,593	\$117,956	\$1,101,000
140	SUP on Bartholomew Run from Hampton Dr to Bradford Ct	Asph. SUP, Drainage, Prop. 50'X15' Bridge	\$6,065	\$300,000	\$459,590	\$33,663	\$0	\$168,365	\$300,000	\$56,455	\$1,324,139	\$331,035	\$198,621	\$1,854,000
141	SUP on Utility Line East of Southwinds Dr from Hampton Dr to Bradford Ct	Asph. SUP	\$108,750	\$20,098	\$293,207	\$14,372	\$0	\$586,204	\$0	\$57,012	\$1,079,644	\$269,911	\$161,947	\$1,512,000

ID	DESCRIPTION	NOTES	ROADWAY	DRAINAGE	PAVEMENT	MAINTENANCE OF TRAFFIC (MOT)	TRAFFIC CONTROL	RIGHT OF WAY (ROW)	OTHER	INCIDENTALS	CONSTRUCTION COST	COST CONTINGENCY (25%)	DESIGN COST (15%)	TOTAL COST (2025 DOLLARS)
142	SUP on Sawmill Pkwy from Seldom Seen Rd to Rutherford Rd	Asph. SUP	\$84,349	\$49,296	\$901,575	\$32,773	\$0	\$0	\$0	\$57,214	\$1,125,207	\$281,302	\$168,781	\$1,576,000
143	SUP on Sawmill Pkwy from Rutherford Rd to Home Rd	Asph. SUP	\$125,979	\$71,669	\$1,237,406	\$44,858	\$0	\$0	\$0	\$60,213	\$1,540,125	\$385,031	\$231,019	\$2,157,000
	TOTALS:		\$6,067,485	\$2,224,740	\$24,459,724	\$1,150,216	\$1,040,000	\$16,734,668	\$3,190,000	\$2,398,600	\$57,265,434	\$14,316,358	\$6,589,815	\$80,193,000

SUP Material	Cost (\$/ft)
Asphalt	214.50
Concrete	990.00



# FULL CROSSING COST ESTIMATES

Crossing ID	Description	Notes	Construction Cost	Railroad Coordination	Cost Contingency (25%)	"Design Cost (15%)"	Total Construction Cost (2025 Dollars)
A	RRFB to cross Powell Road/ SR-750 at Thornbury Lane	RRFB, curb ramps, SUP pavement	\$54,475		\$13,619	\$8,171	\$77,000
B	Railroad crossing on Jewett Street	220' of SUP pavement over railroad tracks	\$66,000	\$20,000	\$16,500	\$9,900	\$113,000
C	RRFB to cross Liberty Road at railroad crossing	RRFB, curb ramps, SUP pavement	\$56,250	\$20,000	\$14,063	\$8,438	\$99,000
D	Roundabout at Liberty Road and Carriage Road	Based on recent single lane roundabout projects	\$1,500,000		\$375,000	\$225,000	\$2,100,000
E	Pedestrian signal upgrades at Home Road and Steitz Road	full pedestrian signal upgrades, curb ramps	\$110,000		\$27,500	\$16,500	\$154,000
F	Curb bump outs on Stoneway Point at Sawmill Parkway	curb, ramps, pavement, seeding, SUP	\$33,475		\$8,369	\$5,021	\$47,000
G	Long term solution: pavement widening to improve railroad crossing on Rutherford Road	SUP pavement, railroad warning bar relocation/addition	\$25,000	\$40,000	\$6,250	\$3,750	\$75,000
H	RRFB and curb extensions to cross Rutherford Road at Carriage Valley Drive	RRFB, curb ramps, SUP pavement, curb, seeding, street pavement	\$73,475		\$18,369	\$11,021	\$103,000
I	RRFB and curb extensions to cross Rutherford Road at Rutherford Estates Drive	RRFB, curb ramps, SUP pavement, curb, seeding, street pavement	\$73,475		\$18,369	\$11,021	\$103,000
J	Pedestrian signal upgrades at Olentangy Street/SR-750 and Grace Drive	3/4 pedestrian signal upgrades, curb ramps, SUP pavement	\$81,975		\$20,494	\$12,296	\$115,000
K	SUP connection to pedestrian overpass	embankment, SUP pavement, landscaping replacement	\$285,800		\$71,450	\$42,870	\$401,000
<b>Total:</b>			<b>\$2,359,925</b>	<b>\$80,000</b>	<b>\$589,981</b>	<b>\$353,989</b>	<b>\$3,387,000</b>

