

# Licking County Intel traffic study shows exponential growth on U.S. 62, Mink and others

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NEWARK – Projected traffic numbers from the Intel development in western Licking County are mind-boggling. A doubling or tripling of traffic on U.S. 62 west of Johnstown. County roads with a few hundred vehicles a day carrying more than 7,000 in two years.

By 2050, there will be 38,000 vehicles per day on U.S. 62 on the edge of Johnstown and 40,000 near the county line. Mink Street traffic will more than quadruple to 30,000 vehicles a day. Clover Valley Road will have 28,000 and Duncan Plains 21,000.

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In just two years, when Intel begins production, Green Chapel Road just south of Johnstown will skyrocket from 300 vehicles today to 8,400. Clover Valley Road will similarly grow from 450 vehicles a day to 7,500 in 2025.



That's what a Licking County Transportation Improvement District traffic study, done by MS Consultants, shows for roads around the \$20 billion Intel development, where production of computer chips will begin at two factories in 2025. The study projects traffic for Intel's opening day in 2025 and when the site could be fully built-out with eight factories by about 2050.

"It's like dropping two cities of Gahanna out in the cornfield," TID Projects Director Bill Lozier said at Wednesday's TID meeting, when the study was presented.



The study is for roads outside the Intel development, but within 10 minutes of Intel site, bordered by Green Chapel Road, Mink Street, Clover Valley Road and about halfway between Miller Road and Jug Street.

The study considers recent updated land use plans adopted by the city of Johnstown and the townships of Jersey, Monroe and St. Albans.

Lozier said some of the traffic estimates for 2050 may be low and need to be doubled, but later clarified that comment.

"The traffic modeling software doesn't distribute traffic linearly," Lozier said. "Also, it is just a model and the 2050 projections are just that. There are so many factors that impact development over the course of 30 years that it can make the projections unreliable. That needs to be understood."

Ryan Bush, of MS Consultants, said, "The number of new trips related to land use/zoning changes is expected to roughly double, but those new trips are just one component of the overall traffic volumes. So, it's not a doubling. And the new trips are more heavily concentrated in areas of higher proposed densities."

Johnstown City Manager Sean Stanart, who attended the TID meeting, said the traffic projections are pretty alarming, but may not turn out as bad as it appears.

"We are super appreciative of the effort that went into the study," Stanart said. "I think they really went for worst-case scenario, but it's better to be over-prepared than under-prepared."

"There's no one entity that can solve this problem on their own. With collaboration, we'll find a way. I like them being super aggressive, but I don't want to create a public panic."

The study showed four possible Johnstown bypass routes, with traffic traveling east on Ohio 161, north on Mink Street through Jersey Township, then going east and north around Johnstown to connect with U.S. 62.

Some of the routes use existing roads and some propose new roads. One goes east on Jug Street all the way to Northridge Road, then north to U.S. 62. The others all take traffic from Duncan Plains to reach U.S. 62. One uses Castle Road, another north from Ohio 310 and a third uses Mink Street before veering east and then north to U.S. 62.

Stanart said those proposals are critical to managing future traffic.

“We need to incorporate the possibility of new roads, which I think would change the model considerably,” Stanearth said. “We’ve always recognized the need for alternative roads. If traffic becomes congested and it’s at a standstill, people will find their own routes.”

The study proposes full-depth reconstruction on 12 miles of roads: Duncan Plains Road from Ohio 310 to County Line Road, six miles; Clover Valley Road from Green Chapel Road to Ohio 37 west of Johnstown, 3.3 miles; Mink Street from Green Chapel to Duncan Plains, 0.4 miles; Green Chapel Road from Mink to Duncan Plains, a distance of 0.8 miles; and Fancher Road, from County Line Road to U.S. 62, 1.5 miles.

In addition, 6.2 miles of resurfacing is proposed on parts of Miller Road, Jug Street Road and Duncan Plains Road.

Improvements will be needed at 10 Licking County intersections, as well as three in Franklin County.

Six intersections are on Duncan Plains Road -- at County Line Road, U.S. 62/Clover Valley Road, Mink Street, Green Chapel, Caswell Road NW and Ohio 310. The others are Ohio 37 at County Line Road and Clover Valley Road, and on Fancher Road at County Line Road and U.S. 62.

It is not known if roundabouts or traffic signals will be proposed for the intersections, but the six points intersection of U.S. 62, Clover Valley and Duncan Plains may need a traffic signal.

“A two-lane roundabout may not be able to handle that much traffic,” Lozier said of the location.



The TID seeks funding for Licking County roads outside of New Albany affected by the massive development.

## Traffic projections

Following are the existing (2022) and projected vehicles per day on various Licking County roads around the Intel development. Opening day refers to Intel's start of production in 2025. Full build-out refers to Intel's completed development in about 2050. The source is MS Consultants, of Columbus.

- **Mink Street between Miller Road and Jug Street:** Existing 6,900; opening day 16,600; full build-out 29,800. (Traffic will more than double by 2025 and more than quadruple by 2050)
- **Mink Street between Green Chapel and Duncan Plains:** Existing 3,400; opening day 9,700; full build-out 17,300. (Traffic will almost triple by 2025 and will quintuple by 2050)

- **U.S. 62, northeast of Duncan Plains entering Johnstown:** Existing 16,500; opening day 21,000; full build-out 37,800. (Traffic will increase 27% by 2025 and more than double by 2050)
- **U.S. 62 at Fancher Road:** Existing 12,300; opening day 17,200; full build-out 40,700. (Traffic will increase 40% by 2025 and more than triple by 2050)
- **Duncan Plains between Mink Street and U.S. 62:** Existing 3,200; opening day 4,800; full build-out 21,000. (Traffic will increase 50% by 2025 and increase more than 6 times by 2050)
- **Green Chapel Road between Clover Valley Road and Mink Street:** Existing 300; opening day 8,400; full build-out 14,800. (Traffic will increase 28 times by 2025 and almost 50 times by 2050)
- **Clover Valley Road between U.S. 62 and Edwards Road:** Existing 1,600; opening day 4,800; full build-out 28,100. (Traffic will triple by 2025 and almost 28 times by 2050)
- **Clover Valley Road between Green Chapel Road and U.S. 62:** Existing 450; opening day 7,500; full build-out 17,600. (Traffic will increase almost 17 times by 2025 and almost 40 times by 2050)
- **Miller Road between Mink Street and Burnside Road:** Existing 250; opening day 1,800; full build-out 9,100. (Traffic will increase more than 7 times by 2025 and more than 36 times by 2050)
- **Jug Street Road between Mink Street and Burnside Road:** Existing 150; opening day 800; full build-out 5,700. (Traffic will more than quintuple by 2025 and increase 38 times by 2050)
- **Beech Road, just north of Ohio 161:** Existing 8,600; opening day 10,500; full build-out 13,300. (Traffic will increase 22% by 2025 and 55% by 2050)



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