



**Department of
Transportation**



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

SILICON HEARTLAND TRANSPORTATION PARTNERS MEETING

October 28, 2025



Metropolitan Planning Organizations



Mid-Ohio Regional Planning Commission

Maria Schaper, Transportation Director



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

REGIONAL UPDATE

ECONOMIC DEVELOPMENT



CAP 2.0



So, What's new?

I. Program Pillars

- Sustainable and Equitable Economic Growth
- Infrastructure Planning and Implementation
- Economic Resilience
- Innovation and Entrepreneurship

II. Alignment with EDA investment priorities

III. Project Nomination form

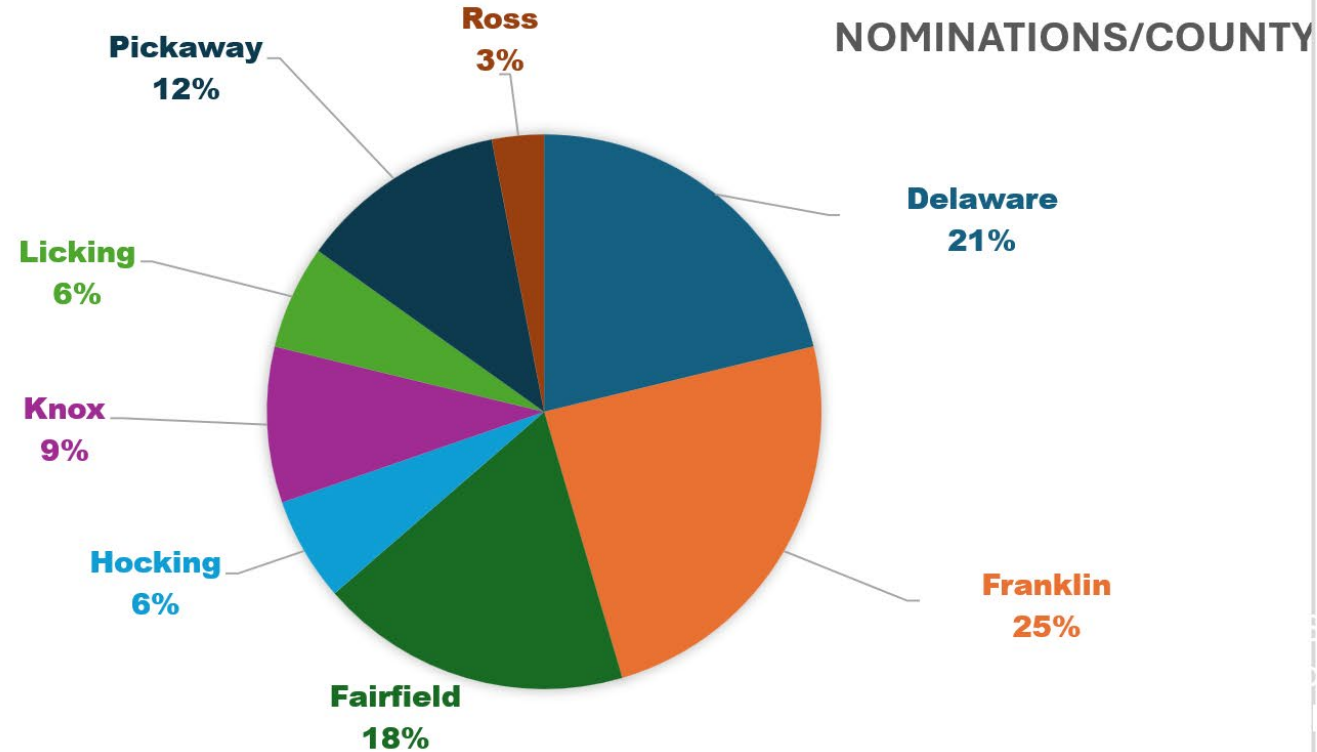
IV. Project Benefits



CAP August 2025 round



Roadwork, infrastructure development, trails, affordable housing, economic development & placemaking.



33 nominations from
8 counties

MORPC's ECONOMIC DEVELOPMENT ACADEMY

5 Housing: The New Economic Development Imperative

No two housing responses will be the same, but this course offers you the knowledge needed to craft a strategy that's right for your community and begin building the relationships needed for success.

November 6, 2025; 10am – 2pm



#6 Capstone: The Pros and Cons of Economic Development Tools

How communities can (or should) deploy economic development tools to finance public infrastructure, create sustainable local government revenue sources, and advance development opportunities.

December 17, 2025; 10am – 2pm

Sponsored By



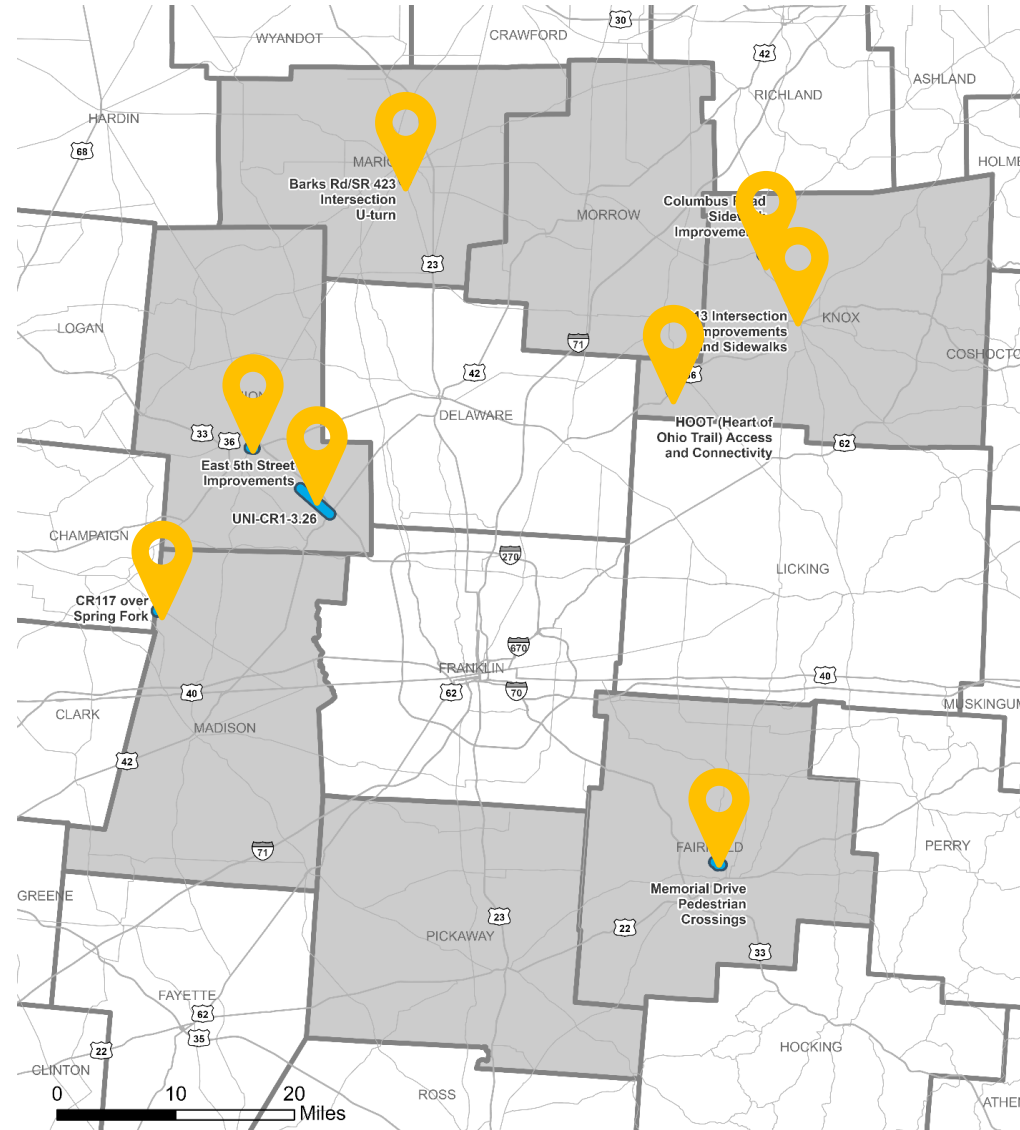


Central Ohio Rural Planning Organization

Silicon Heartland Stakeholders Update



CORPO-Dedicated Funds Recommendations



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Funding Recommendations

Sponsoring Agency	Project Title	CORPO Federal Dollars Requested	CORPO Federal Dollars Awarded	Primary Project Type	Phase Funded with CORPO Award
City of Lancaster	Memorial Drive Pedestrian Improvements	\$320,000.00	\$320,000.00	Sidewalk Installation / Modification	Right-of-Way
City of Mount Vernon, Ohio	SR13 Intersection Improvements and Sidewalk Project	\$820,000.00	\$524,976.14	Intersection Modification	Preliminary Engineering & Right-of-Way
City of Marion	Barks Rd/SR 423 Intersection U-turn	\$120,000.00	\$120,000.00	Intersection Modification	Construction
City of Marysville, Ohio	East 5th Street Improvements	\$500,000.00	\$500,000.00	Other	Construction
Madison County Engineer's Office	MAD-CR0117-01.95 over Spring Fork, Bridge Replacement	\$550,400.00	\$550,400.00	Bridge / Bridge Deck Replacement	Construction
Village of Centerburg	HOOT (Heart of Ohio Trail) Access and Connectivity Improvements	\$451,600.00	\$100,000.00	Multi-Use Path (Bicycle/Pedestrian)	Preliminary Engineering, Right-of-way
Village of Fredericktown	Columbus Road Sidewalk Improvements	\$557,600.00	\$100,000.00	Sidewalk Installation / Modification	Preliminary Engineering
Union County Engineer	UNI-CR1-3.26 (116115)	\$232,000.00	\$232,000.00	Resurfacing	Construction
Total		\$3,551,600.00	\$2,447,376.14		

A dark blue background featuring a faint, light blue map of Licking County, Ohio. The map shows a network of roads and a prominent river, likely the Raccoon River, winding through the landscape.

Licking County Area Transportation Study

Matt Hill, Transportation Manager

Wil Lloyd, Assistant Transportation Manager



Transit Agencies



Licking County Area Transit

Matthew Allison, Executive Director

Jessica Wiley, Marketing & Communications



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION



Licking County
transit

**Silicon Heartland
Transportation Partnership**

MARKETING RESULTS



Facebook

Followers = 599% Increase
Visits = 2,513% Increase
Reach = 873% Increase



Google Reviews

24% Increase



Operators

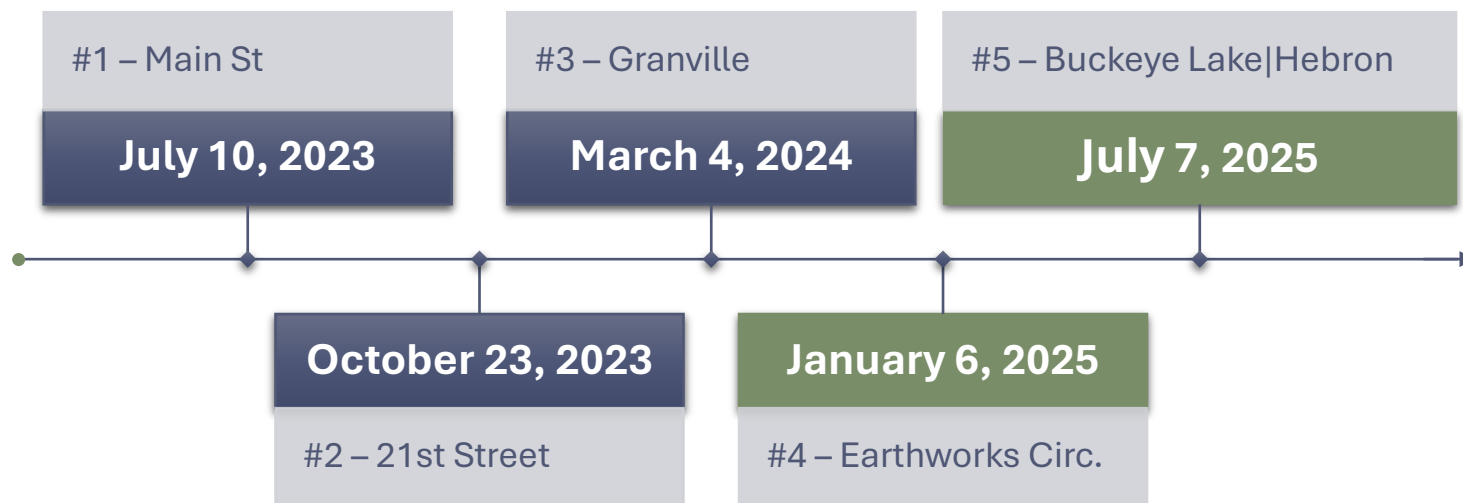
96% Increase





ROUTES LAUNCHED

Since 2023



IMPACT

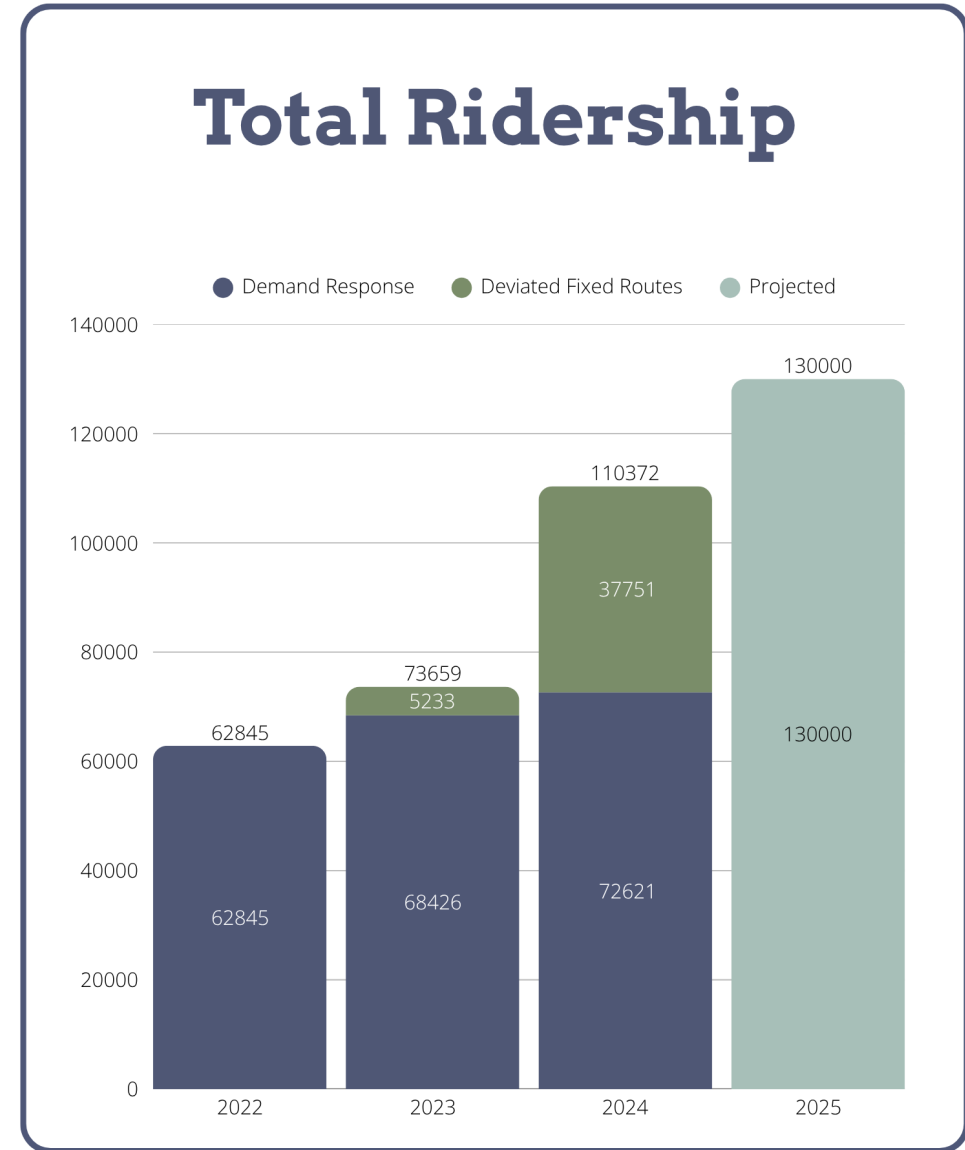
Safely connecting people to
places and possibilities



GROWTH

- 2022 = 62,845
- 2023 = 73,659
- 2024 = 110,372
- **2025 = 130,000 projected**

107% increase in ridership projected (*since 2022*)





COMMUNITY COMMITMENT



WE'RE JUST GETTING **STARTED**



Increased frequency



Mobility hubs



Updating TDP



Thank *you*





Counties



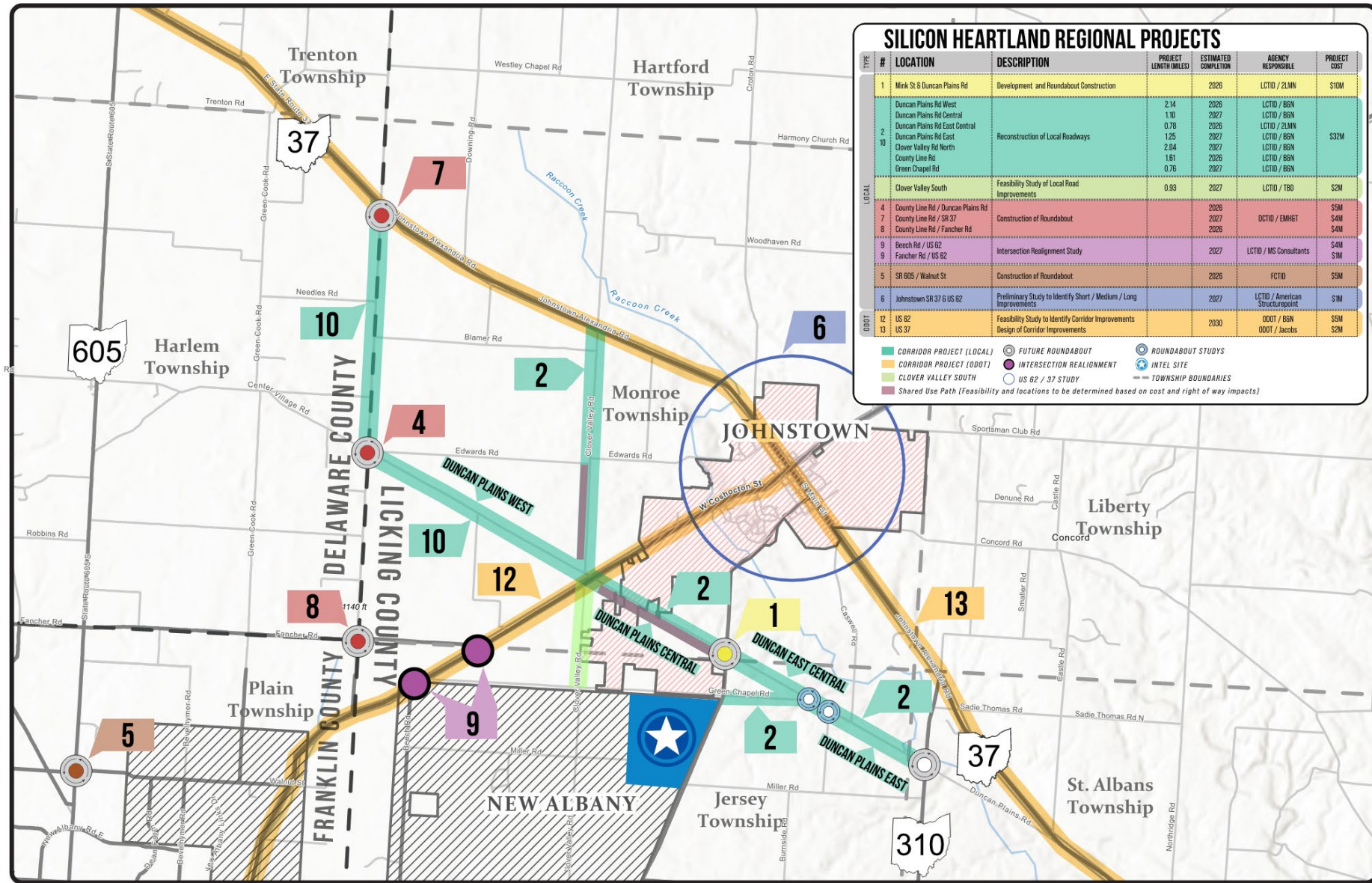
Silicon Heartland County Line Projects

Kylor Johnson, CTL Engineering

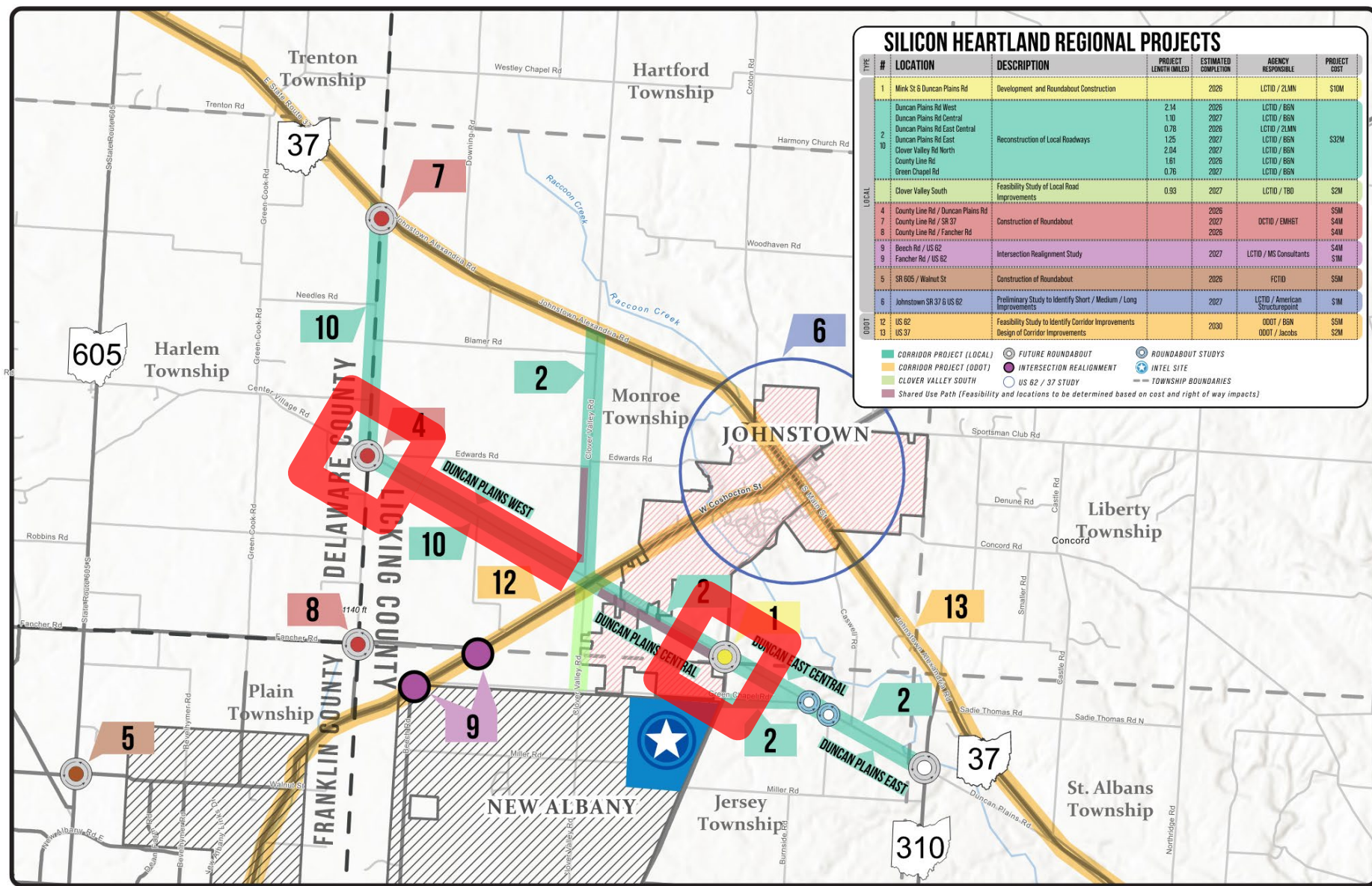


Silicon Heartland Transportation Partnership 40-Minute Group LCTID Project Updates 10/28/25

Program Area



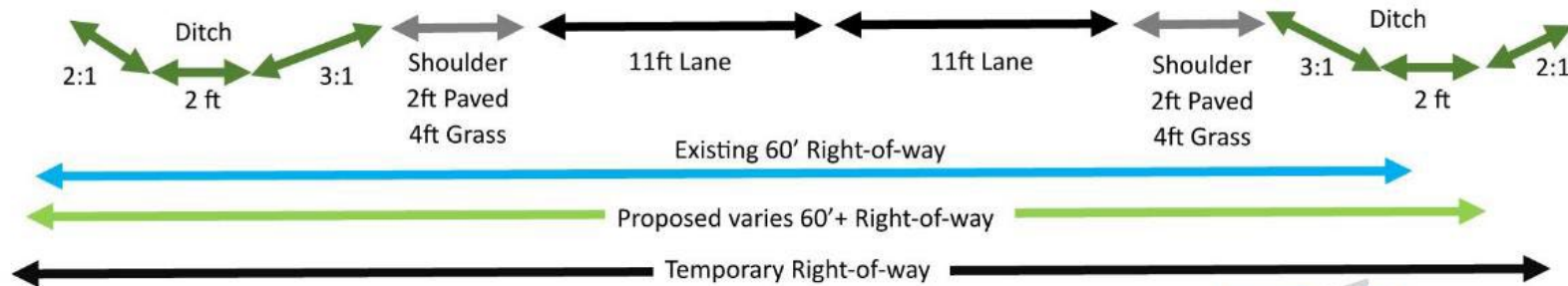
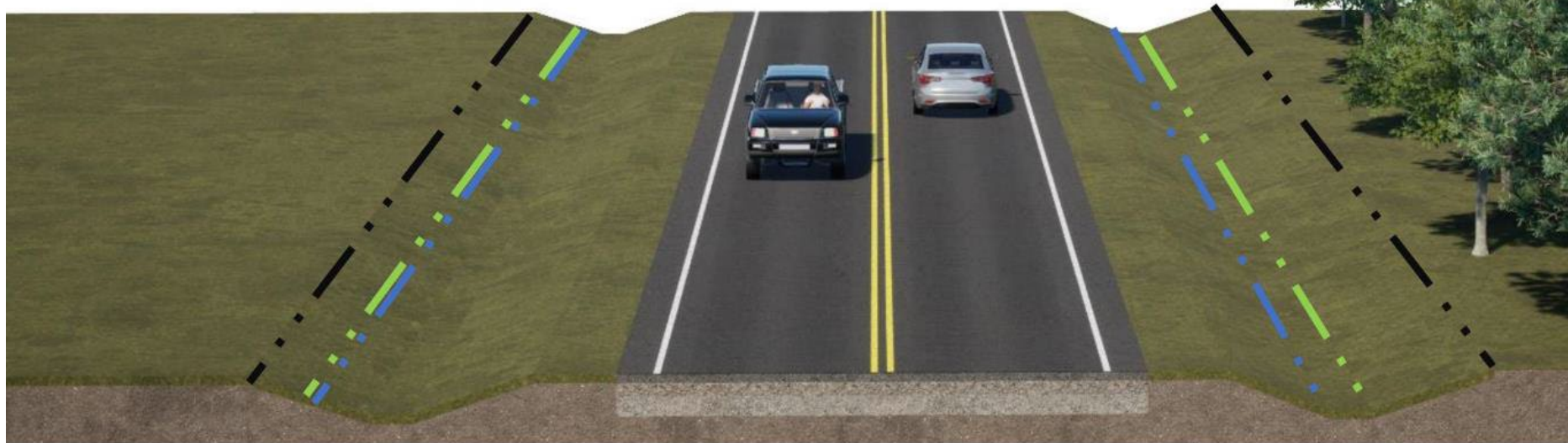
Phase 1 - April '26 to July '26



Widening Section

Licking County Typical Section

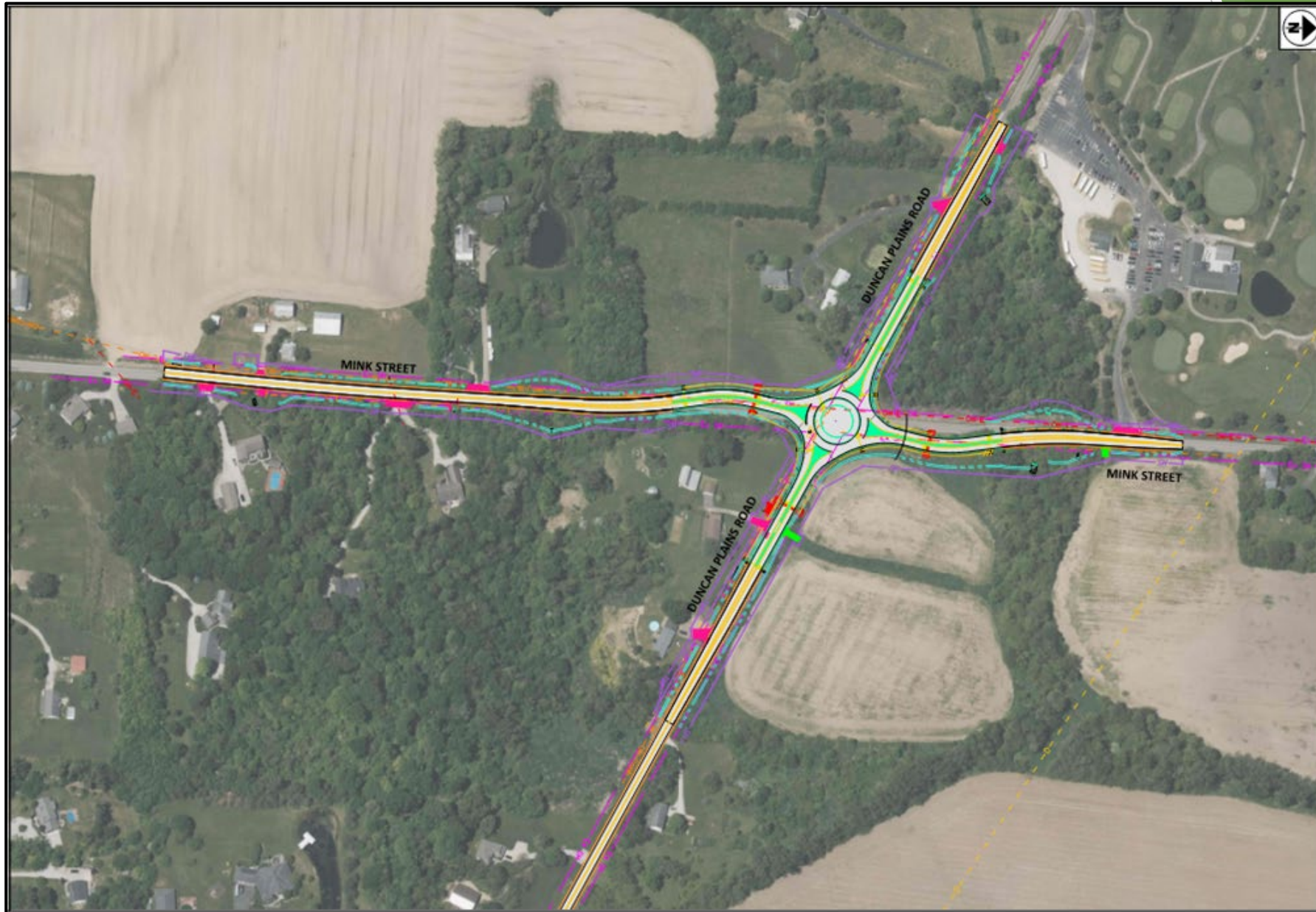
County Line Rd – from Duncan Plains Rd to SR 37 / Duncan Plains Rd – from County Line Rd to SR 310



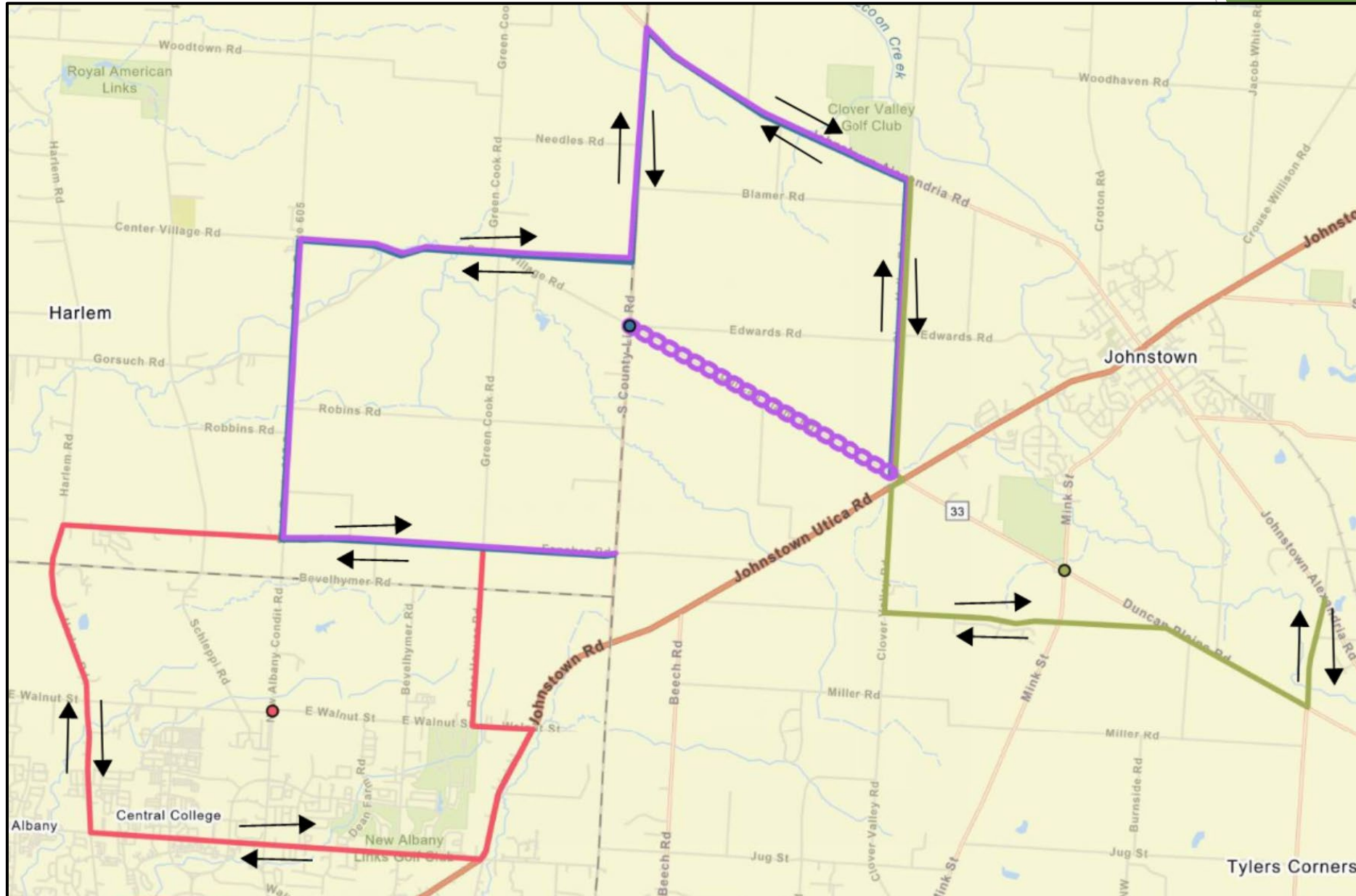
BURGESS & NIPLE



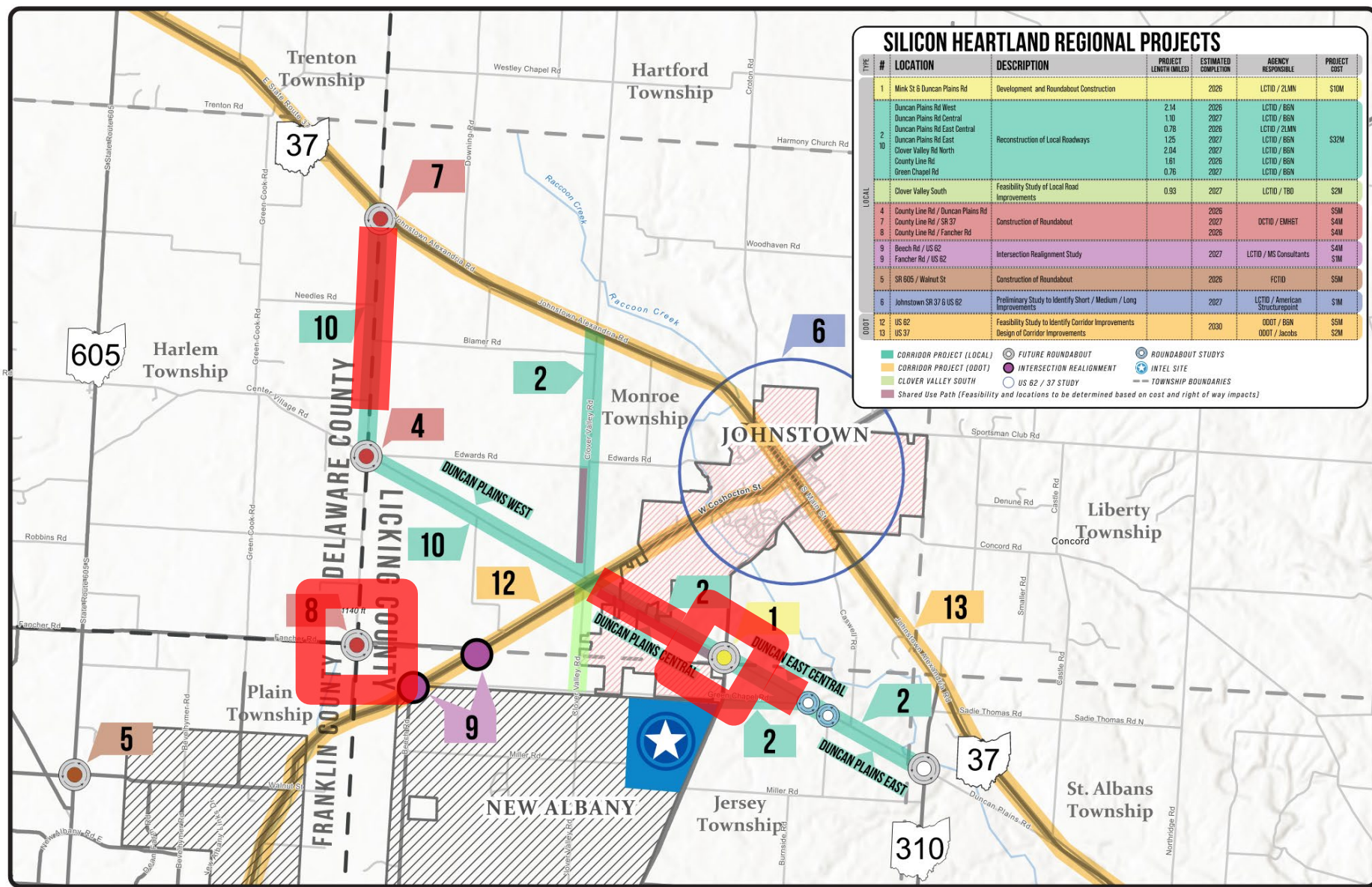
LCTID Mink/Duncan Plains Roundabout



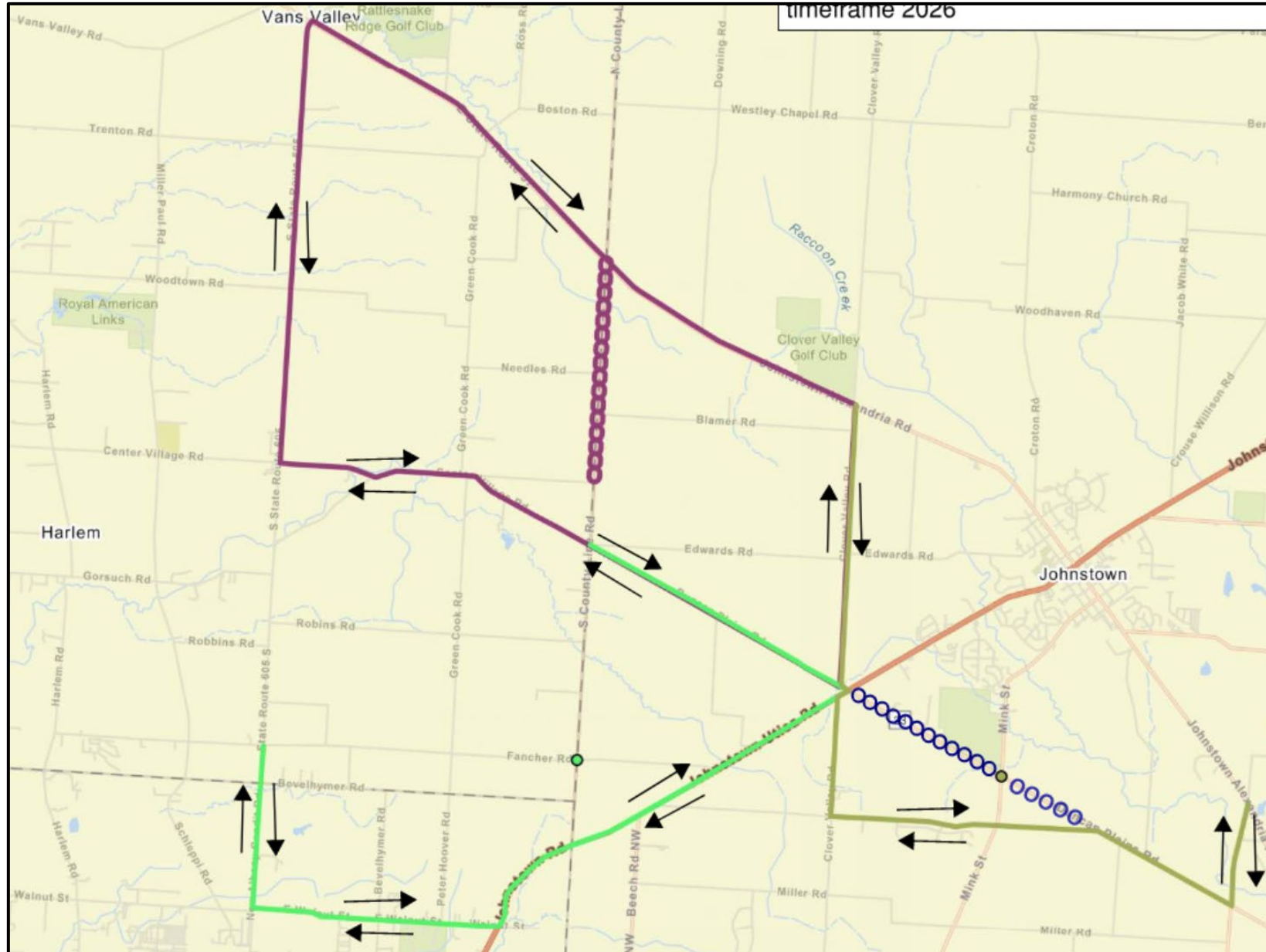
Phase 1 Detours - April '26 to July '26



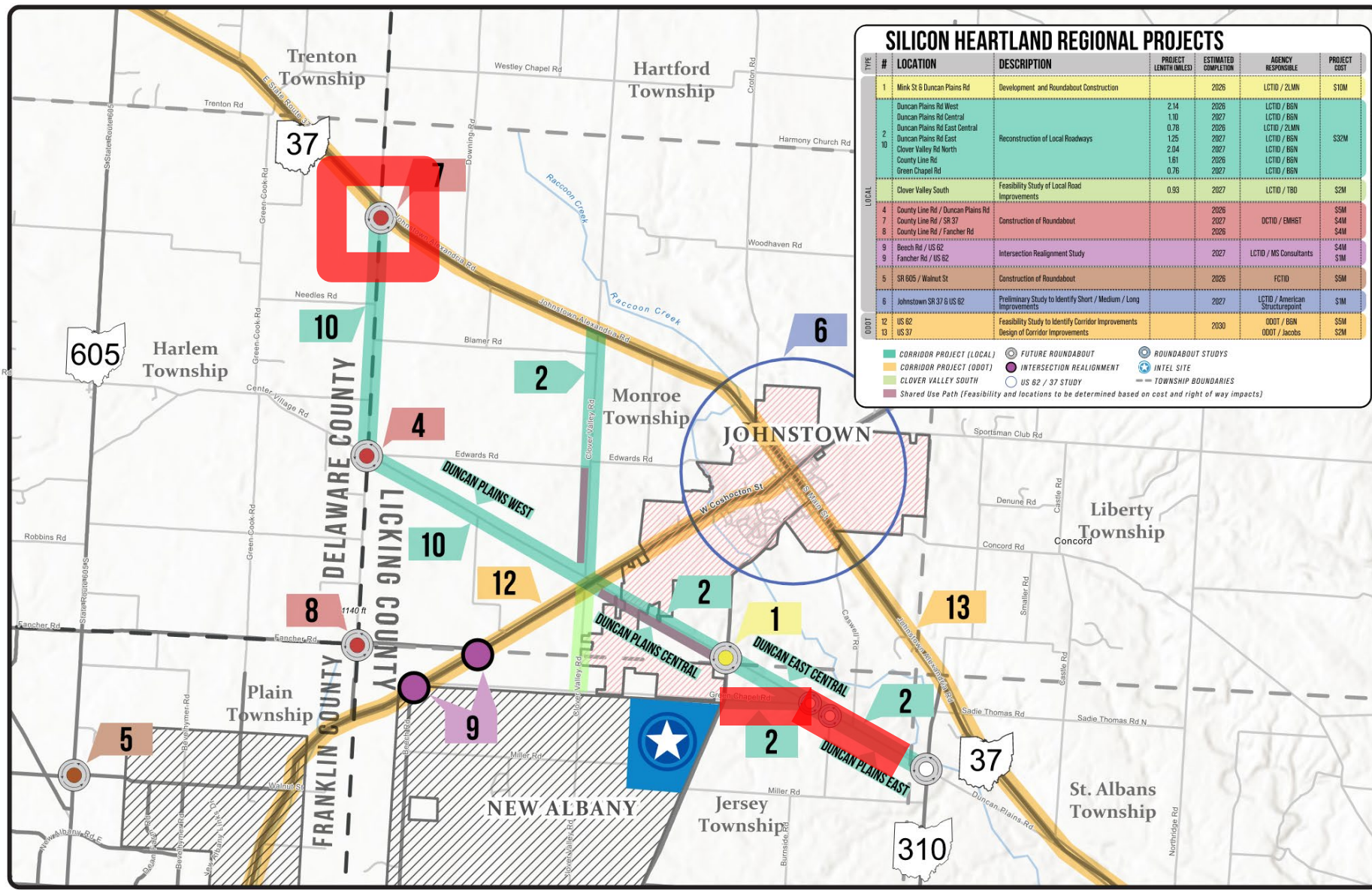
Phase 2 - August '26 to November '26



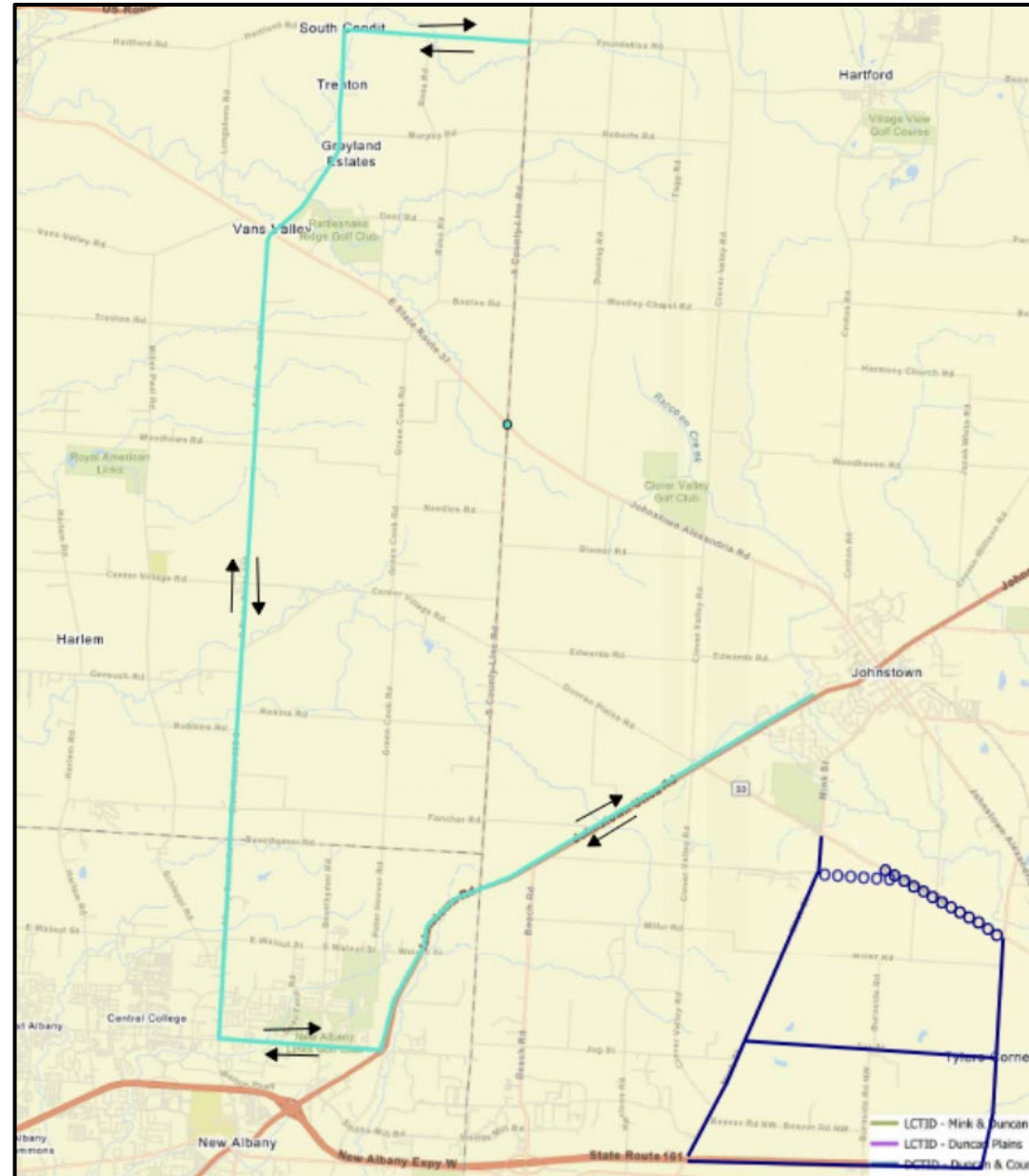
A decorative graphic on the right side of the page. It features a vertical strip on the far right with a yellow background and a black border, containing a map fragment with labels like 'Rd' and 'in'. To the left of this strip is a large, abstract composition of overlapping, semi-transparent green and yellow geometric shapes, primarily triangles and quadrilaterals, creating a dynamic, layered effect.



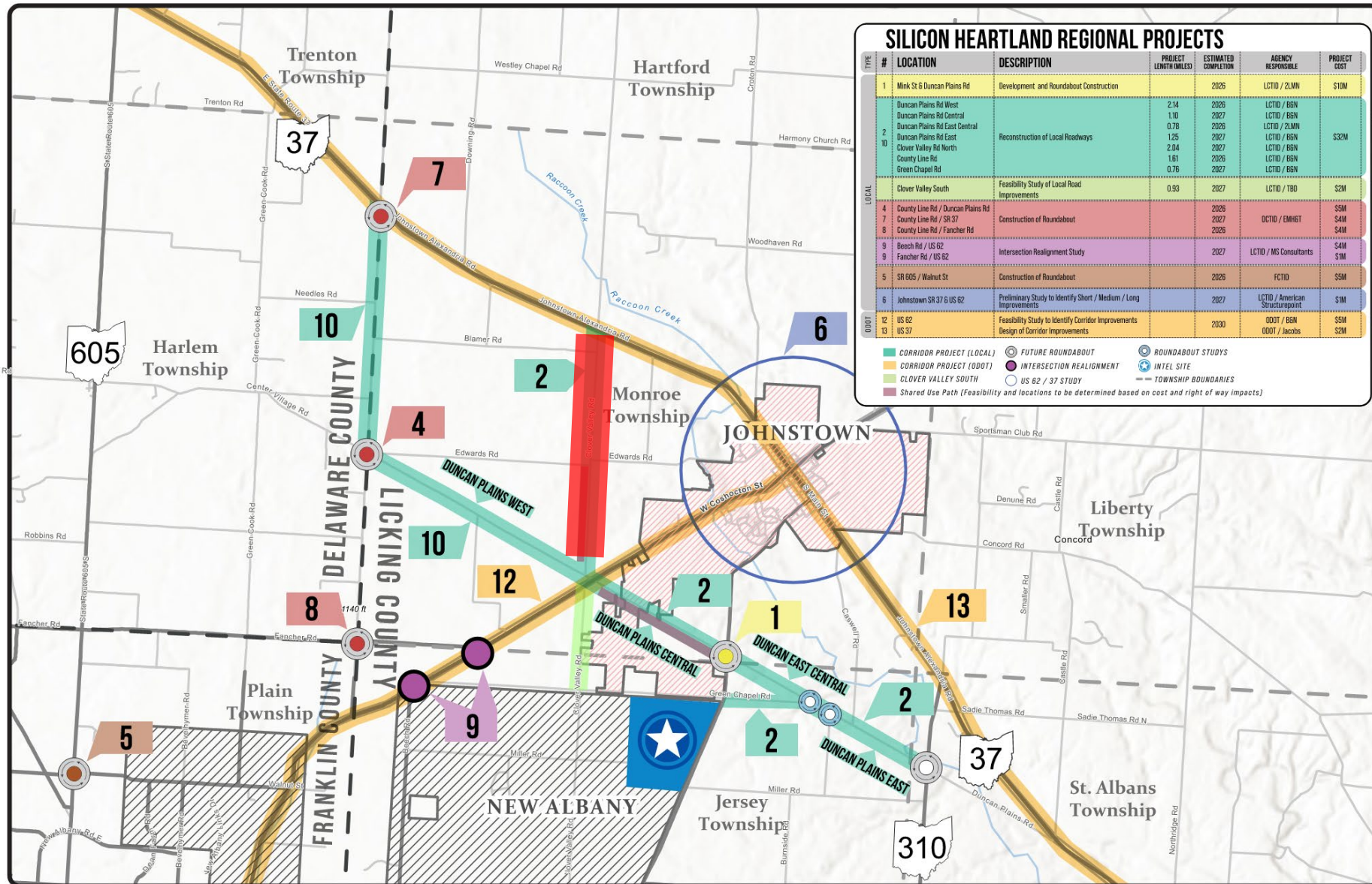
Phase 3 - Dec '26 to June '27



Phase 3 Detours - Dec '26 to June '27



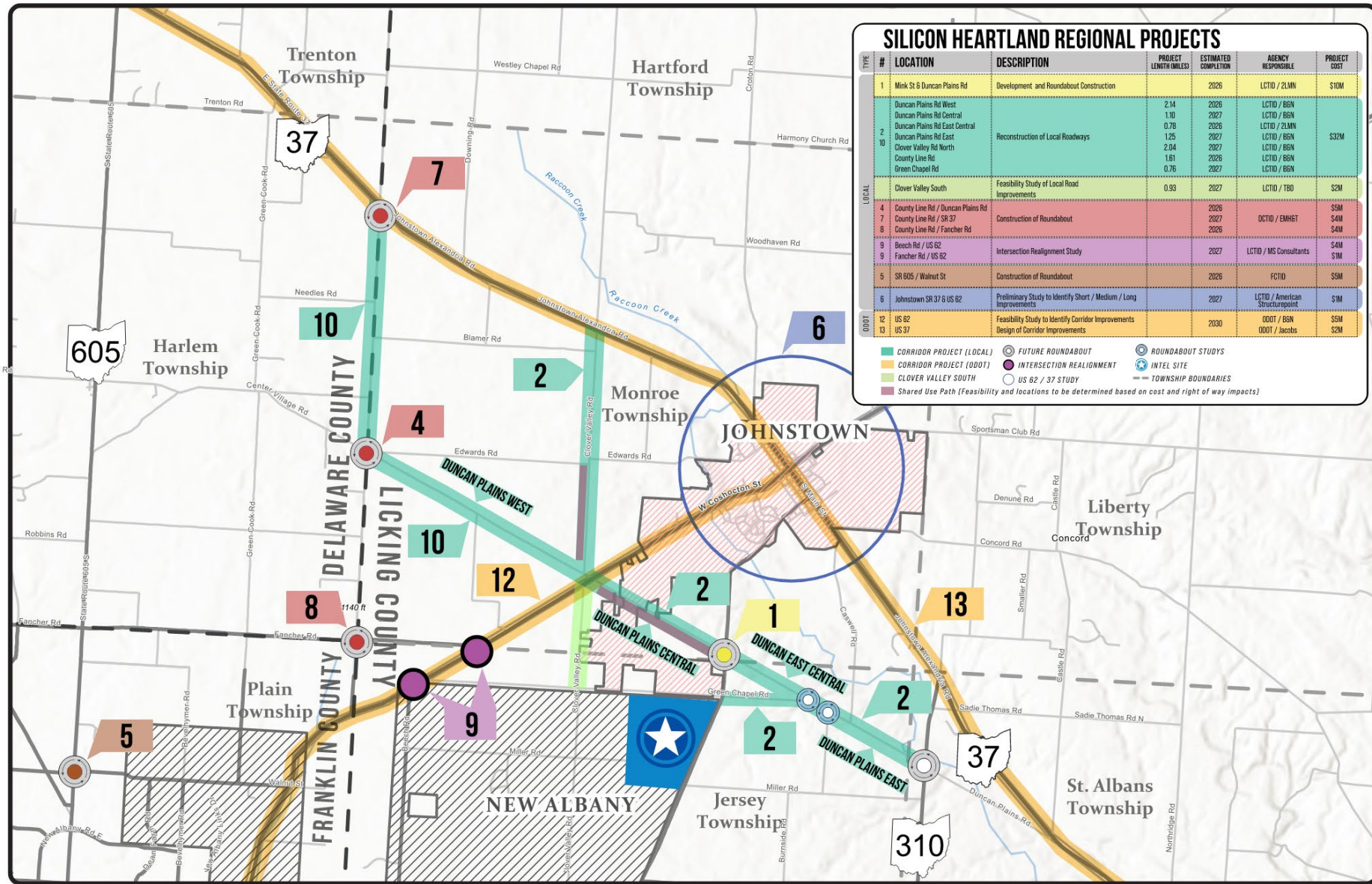
Phase 4 - July '27 to Nov '27



Phase 4 Detour - July '27 to Nov '27



Program Area





Franklin County

Fritz Crozier, Chief Deputy Engineer

ALUM CREEK DRIVE
(STATE ROUTE 317 TO GROVEPORT ROAD)
FRA-CR122-0.00 **PID 115792**

40-MINUTE
WORKING GROUP
OCTOBER 2025

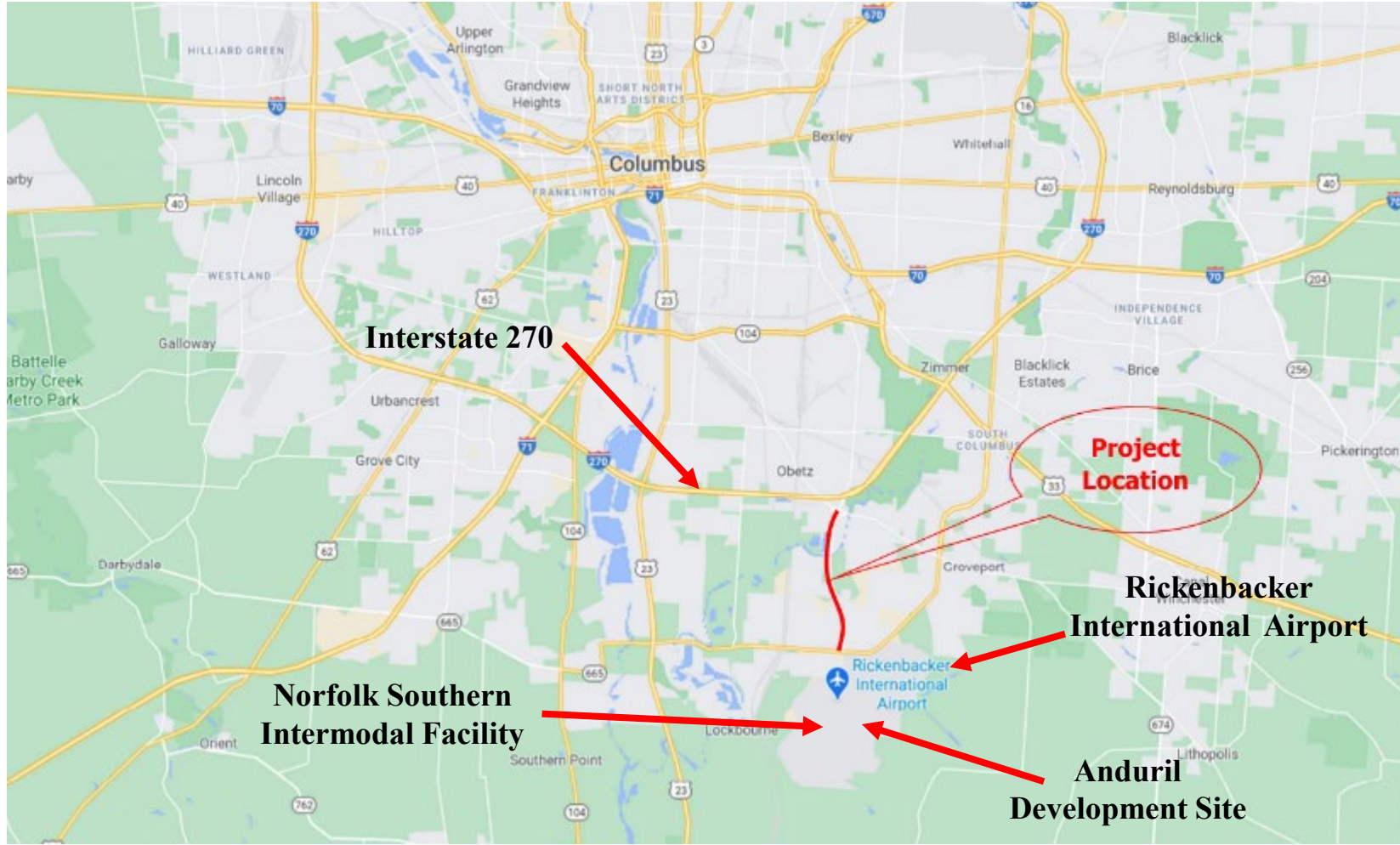


ADAM W. FOWLER, P.E., P.S.
FRANKLIN COUNTY ENGINEER





ALUM CREEK DRIVE (S.R. 317 TO GROVEPORT ROAD)



Source: Google Maps (N.D.), October 2021



- Primary North/South principal arterial
- High volume, multi-lane roadway
 - +37,000 ADT with 23%-29% truck traffic
- Primary connection between Rickenbacker International Airport and Norfolk Southern Intermodal Facility and USDOT's Primary Freight Highway System
- On the National Highway System
- Transit routes: COTA and GREAT
- SmartColumbus

Year	Crashes	Fatality	Serious Injury	Pedestrian	Bicycles
2017 - 2021	261	3	8	1	1
2022	55	0	1	0	0
2023	56	1	4	1	0
2024	59	0	1	1	0
Total	431	4	14	3	1

ALUM CREEK DRIVE

(S.R. 317 TO GROVEPORT ROAD)

Table 3: Weekday No Build – Study Intersections Capacity Analysis

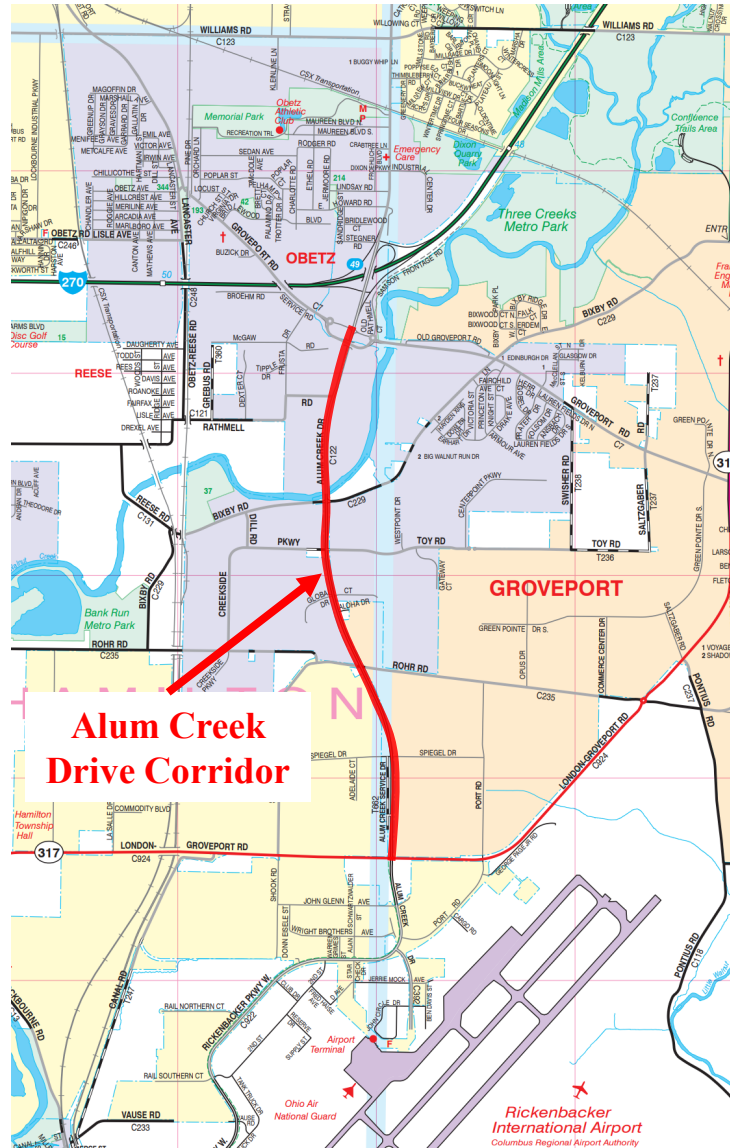
Alum Creek Drive	AM Peak Hour		PM Peak Hour	
Intersection	2028	2048	2028	2048
Groveport Road	C	C	C	E
Rathmell Road	-*	-*	-*	-*
Bixby Road	-	-*	-	-
Toy Road/Creekside Parkway	F	F	F	F
Global Drive/Court	B	C	E	F
Rohr Road	B	C	D	E
Spiegel Drive	C	C	C	D
SR-317	D	D	D	E

* Side street movement to exceed 100s delay

Table 4: Weekday Build – Study Intersections Capacity Analysis

Alum Creek Drive	AM Peak Hour		PM Peak Hour	
Intersection	2028	2048	2028	2048
Groveport Road	C	C	C	C
Rathmell Road	-*	-*	-*	-*
Bixby Road	-	-	-	-
Toy Road/Creekside Parkway	B	C	C	C
Global Drive/Court	C	C	C	C
Rohr Road	B	C	C	D
Spiegel Drive	C	B	B	C
SR-317	D	D	C	D

*Side street movement to exceed 100s delay



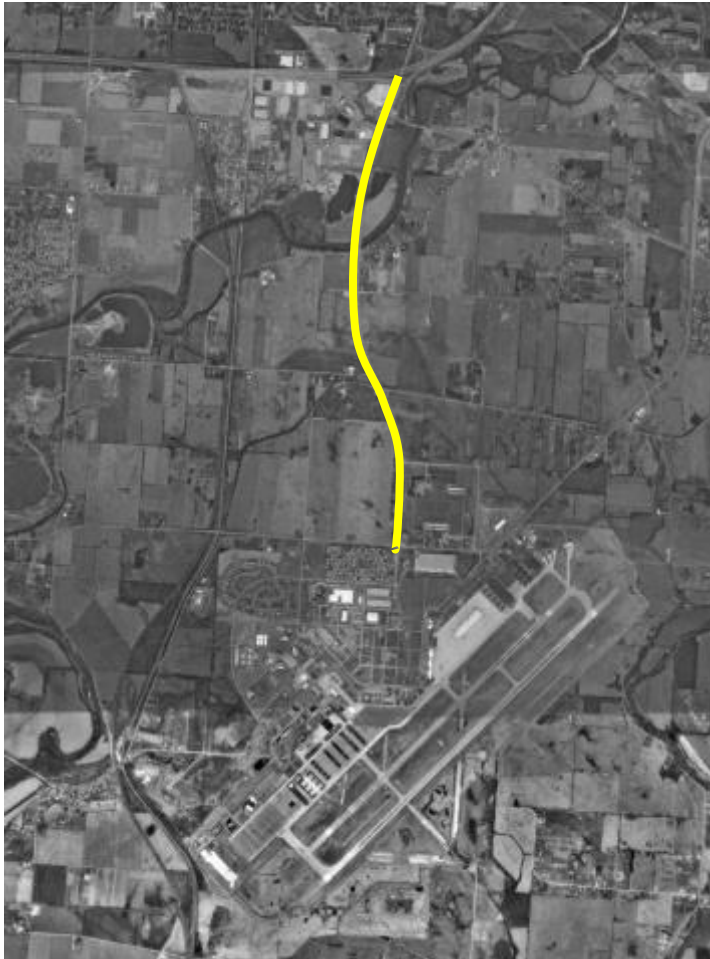
ALUM CREEK DRIVE (S.R. 317 TO GROVEPORT ROAD)

Project Description

- Project Length: 2.69 miles
- Addition of a third through lane in each direction.
- Complete street facilities: sidewalk on one side and a shared use path on the other
- Northbound and southbound bridges over Big Walnut Creek will be replaced with larger structures to accommodate the added lanes and pedestrian facilities.
- Improved transit facilities



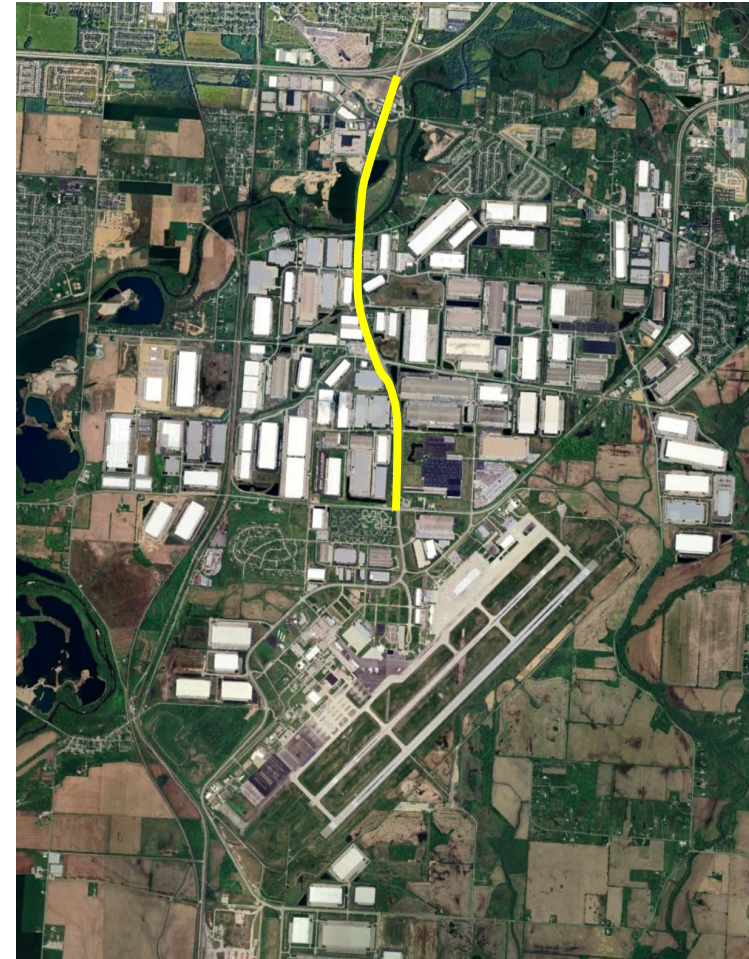
Alum Creek Drive - 1994



ALUM CREEK DRIVE

(S.R. 317 TO GROVEPORT ROAD)

Alum Creek Drive - 2024

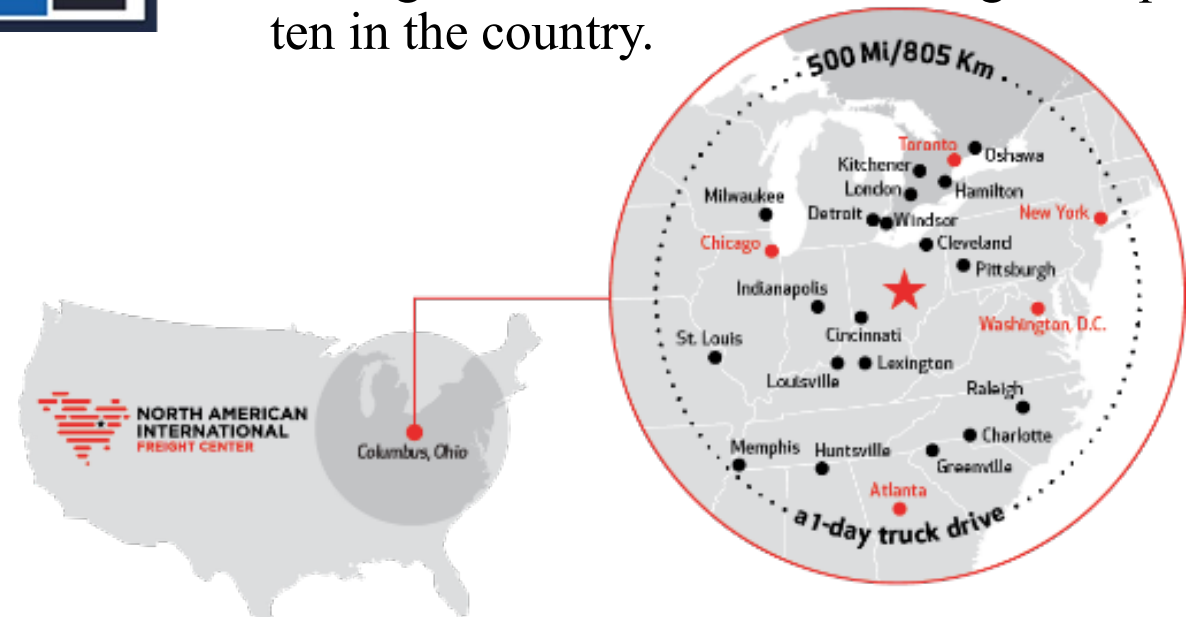


Source: Google Earth Map (N.D., October 2024)



RICKENBACKER AREA

- Attractive location for logistics providers with more than 80M sq. ft. of industrial warehousing.
- Competitive location for distribution to consumers.
- One-day drive to nearly half the U.S. population.
- Foreign Trade Zone 138 is among the top ten in the country.





RICKENBACKER AREA

- Economic importance of the area recently reinforced with the announcement of Anduril Industries building an advanced manufacturing facility to the south of the Rickenbacker International Airport.
 - 4,000 new jobs over the next 10 years
 - Largest single-job creation project in Ohio's history
 - Site was selected due to strategic location and direct access to the airport.
 - Alum Creek Drive connects Anduril site to National Interstate System





ALUM CREEK DRIVE

(S.R. 317 TO GROVEPORT ROAD)

Funding Plan

Funding Source	Federal or Local	Preliminary Engineering	Detail Engineering	Right of Way	Construction*	Total
Overall Cost		\$4,084,026	\$390,664	\$1,500,000	\$55,182,200	\$61,156,890
Franklin County Engineer	Local	\$326,591		\$300,000		\$626,591
Ohio Department of Transportation (ODOT) - Transportation Review Advisory Committee (TRAC)	Federal	\$3,267,221	\$312,531		<i>\$4,845,760</i>	\$8,425,512
ODOT	State	\$490,214	\$78,133		<i>\$3,840,540</i>	\$4,408,887
Mid-Ohio Regional Planning Commission - Surface Transportation Block Grant	Federal			\$341,538	\$10,158,463	\$10,500,001
Community Project Funding	Federal			\$858,462	\$4,141,538	\$5,000,000
Private - Toy Road LLC via FCTID	Local				\$216,705	\$216,705
Private - RaceTrac via FCTID	Local				\$58,097	\$58,097
City of Obetz	Local				\$3,500,000	\$3,500,000
Madison Township	Local				\$100,000	\$100,000
Central Ohio Transit Authority (COTA)	Local				\$125,600	\$125,600
Franklin County Transportation Improvement District (FCTID)	Local				\$200,000	\$200,000
Transit Supportive Infrastructure (TSI - via COTA)	Local				\$2,995,500	\$2,995,500
BUILD Grant					\$25,000,000	\$25,000,000
Funding Total		\$4,084,026	\$390,664	\$1,500,000	\$55,182,203	\$61,156,893



ALUM CREEK DRIVE (S.R. 317 TO GROVEPORT ROAD)

BUILD

Moreno, Husted Secure \$25 Million in DOT Funding For Franklin County Project

BERNIE MORENO

U.S. SENATOR *for* OHIO

WASHINGTON –Today, Senators Bernie Moreno (R-Ohio) and Jon Husted (R-Ohio) announced \$25 million in funding for a critical project in Franklin County, via the Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grant program.

"Our state's drivers reach over 60% of the country's population in a single day, making Ohio a leader in transportation. My number one priority is supporting Ohio-based innovation, and I'm thrilled to announce a \$25 million investment in key projects in Franklin County," **said Moreno**. "I'm grateful to Secretary Duffy and Senator Husted for their partnership on these important grants that will ensure Ohio leads the way regionally and nationally."

"Ohio is a hub for manufacturing, and I'm proud to help lead the effort to strengthen the critical infrastructure that undergirds Ohio jobs. Ohio's central location allows drivers to reach more than 60% of the U.S. population daily. We fought for this \$25 million investment in Franklin County to support the supply chains that keep Ohio's economy moving forward. I'll continue to advocate for Made-in-Ohio solutions that ensure our state remains at the heart of our nation's economic future," **said Husted**.

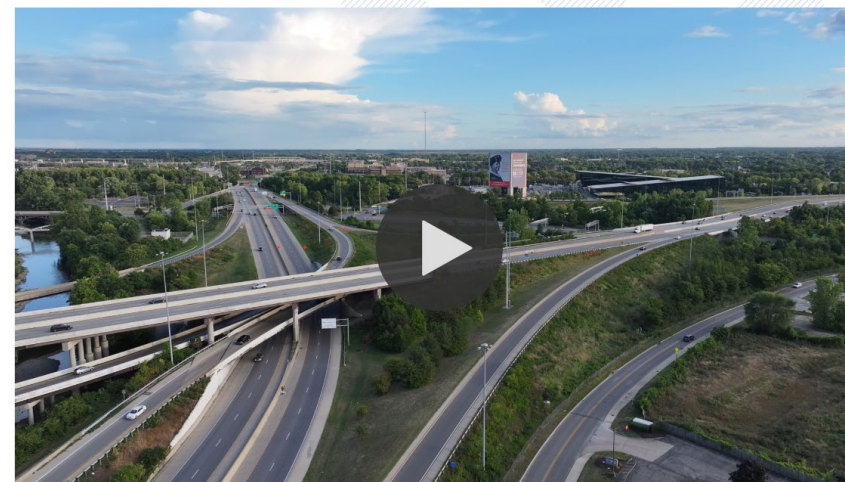
On June 18th, Senators Moreno and Husted sent a **letter** to the Department of Transportation's Director of the Office of Infrastructure Deployment, John Augustine, advocating for these projects. Ohio received more funds in this round of BUILD grants than any other state.

BOOMTOWN

WBNS 10

Ohio receives \$25M in federal funding for highway project in Franklin County

Ohio secures \$25 million in federal funding to widen Alum Creek Drive, enhancing travel and safety in Franklin County.





Project Schedule

PID 115792

ALUM CREEK DRIVE (S.R. 317 TO GROVEPORT ROAD)

	Milestone	Date	Completed
PE	Authorized Consultant	06/15/2022	Yes
	Feasibility Study Approved	02/24/2024	Yes
	Stage 1 Plans – Submitted	04/22/2024	Yes
EE	Preliminary R/W Plans – Submitted	05/21/2025	Yes
	Stage 2 Plans – Submitted	08/11/2025	Yes
	Environmental Document Approved	12/26/2025	No
FE	Compliance R/W Plans – Approved	11/03/2025	No
	R/W Authorized	01/23/2026	No
	Stage 3 Plans – Submitted	02/27/2026	No
CO	Award	10/05/2027	No
	Begin Construction	11/05/2027	No
	End Construction	11/19/2029	No

ALUM CREEK DRIVE

(STATE ROUTE 317 TO GROVEPORT ROAD)

FRA-CR122-0.00 PID 115792

THANK YOU!

QUESTIONS?

ADAM W. FOWLER, P.E., P.S.
FRANKLIN COUNTY ENGINEER





Networking Break



Fairfield County Planning

Jeffery Fix, Commissioner



Model Comprehensive Plan

Sarah Kelly, Planning NEXT

Model Comprehensive Plan

MORPC Get Ready Initiative

October 28, 2025

planning
NEXT

In collaboration with
Burgess & Niple

Readiness Assessment Process

Conducted Fall 2024-Spring 2025

1. Survey

- Distributed to all jurisdictions in 40-minute area
- Aimed to understand the types and extent of planning communities have done and how MORPC and regional partners can assist with planning needs

2. Plan Review

- 180+ plan documents gathered
- 80+ analyzed to assess planning status

3. Interviews

- Representatives from each county
- Intended to gather more information about current planning efforts, existing data, and to identify the needs of jurisdictions within each county



Key Findings

Common themes and issues

- Limited capacity to plan
- Understand the need for housing options, but face challenges
- Need to update codes and regulations, but encounter difficulties
- Need for guidance on the use of economic tools
- Concern that infrastructure won't support growth
- Strong leaders are having an impact



Model Comprehensive Plan

Community Selection

- Open application process broadly promoted
- All jurisdictions fully or partly within the 40-minute area eligible
- Key factors evaluated
 - Community staff involvement
 - Public willingness
 - Impact of planning process

MORPC Get Ready Initiative Model Township Comprehensive Plan Application

In early 2024, MORPC, in coordination with and funding from ODOT, launched the Get Ready Initiative; a long-range planning effort aimed at identifying transportation infrastructure and planning needs for the area within a 40-minute drive time of Intel and the New Albany Technology Manufacturing District (TMD).

As part of this process, county-wide meetings were held with local communities to determine planning needs. Based on the results of these meetings, MORPC determined that there is a need for planning assistance across the region.

MODEL TOWNSHIP COMPREHENSIVE PLAN APPLICATION

To address the need for this planning assistance, MORPC and its Consultant Team will use this application process to competitively select one jurisdiction and work directly with them to develop a Comprehensive Plan for their community.

Services will be provided over a 6-month period beginning in December 2025 and extending through May 2026. The selected township will be expected to participate in the planning process through attendance and coordination of community workshops, open houses, and/or other public engagement efforts. The Comprehensive Plan - created specifically for the awarded community - will be distributed as a model plan and planning process for other communities to use. As the plan is developed, the team will also develop tools and resources that will be combined into a model plan kit that communities across the region can utilize to conduct their own comprehensive planning process.

REGIONAL WORKSHOP

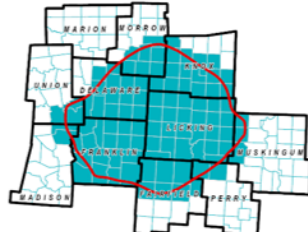
At the conclusion of the model comprehensive plan planning process, a regional workshop will be hosted for community representatives within the 40-minute area. This workshop will be designed to share insights and lessons learned from the planning effort, with the goal of providing a clear, replicable framework that other jurisdictions can follow to develop their own comprehensive plans. The community that is selected for the model comprehensive plan will play an active role by sharing their experiences.

ELIGIBILITY AND APPLICATION PROCESS

Click [HERE](#) to apply. Eligible jurisdictions are those within a 40-minute drive time of Intel and the TMD. See the map on the right to determine eligibility. The application will be open through September 12, 2025. A panel appointed by MORPC will make a final selection. If needed, applicant interviews will be held between September 29th and October 3rd, 2025.

MODEL COMPREHENSIVE PLAN SCOPE OF SERVICES

- 1) PREPARATION
 - a. Project Management Plan
 - b. Organize Committees
 - c. Public Engagement Plan
 - d. Existing Plan Reviews
- 2) ENGAGEMENT
 - a. Stakeholder Interviews
 - b. Public Engagement
- 3) ANALYSIS
 - a. Land Use and Zoning
 - b. Economic Baselines
 - c. Housing
 - d. Transportation
 - e. Utilities / Infrastructure
 - f. Natural Resources / Open Space
 - g. Community Profile
- 4) PLAN DEVELOPMENT
 - a. Annotated Outline
 - b. Draft Plan Content
 - c. Conduct Approval Process
 - d. Produce Final Documents



Selected Community: Bloom Township, Fairfield County

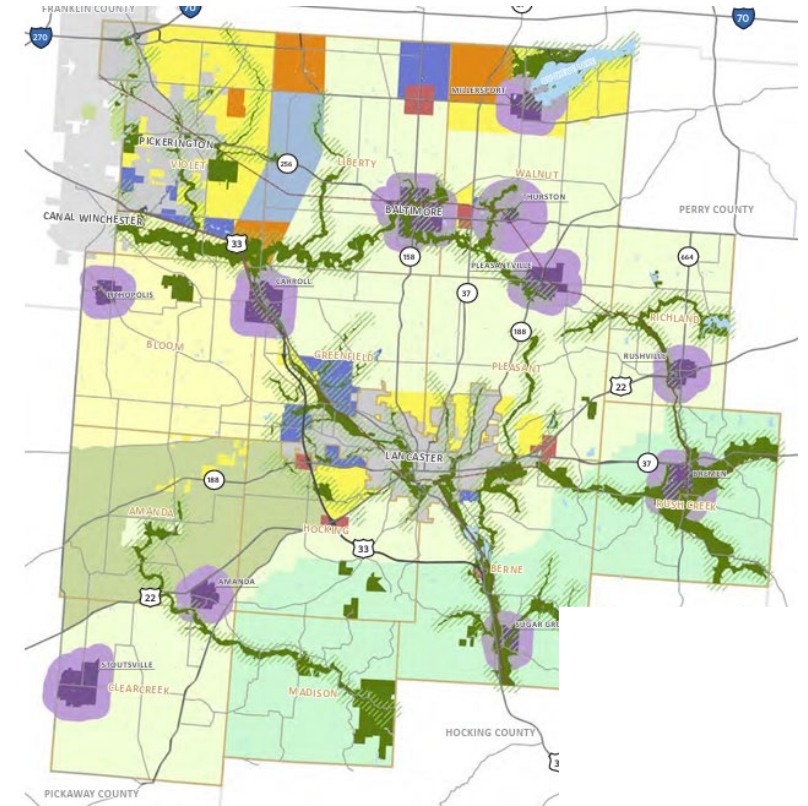
- Committed leadership
- Coordination with the County and regional efforts
- Experiencing significant development pressure
- Facing critical issues relevant to many other jurisdictions
- Dedicated to engagement and partnership



Bloom Township in Context

Building upon the Fairfield County Comprehensive Plan

- Consider growth and change relative to rest of the County
- Detail opportunities to address housing pressures
- Focus on quality of place as village centers grow
- Prioritize actions to preserve important natural and agricultural areas
- Recognize that not planning is not a viable



Process Overview

Key Steps in the Process

- | | |
|---|-------------------|
| • Launch Steering Committee | Fall 2025 |
| • Conduct preliminary public engagement | Winter 2025-2026 |
| • Conduct land use and other analysis | Winter 2025-2026 |
| • Test recommendation direction | Early Spring 2026 |
| • Prepare plan document | Late Spring 2026 |

Stay tuned for Spring 2026 workshop!



ODOT Updates

Erin Sheidlower, Project Manager

ODOT UPDATES

Ongoing Projects & Studies

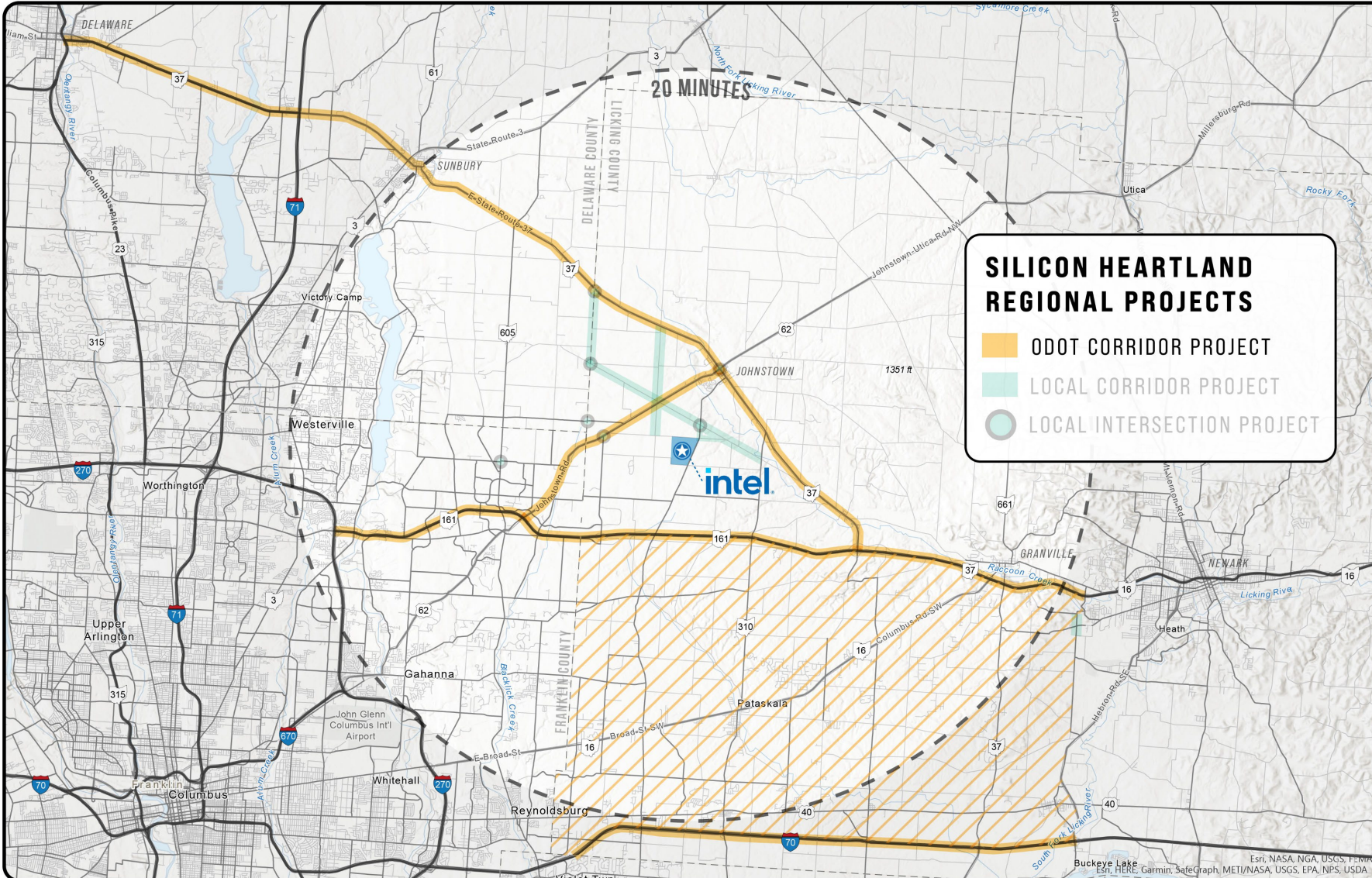


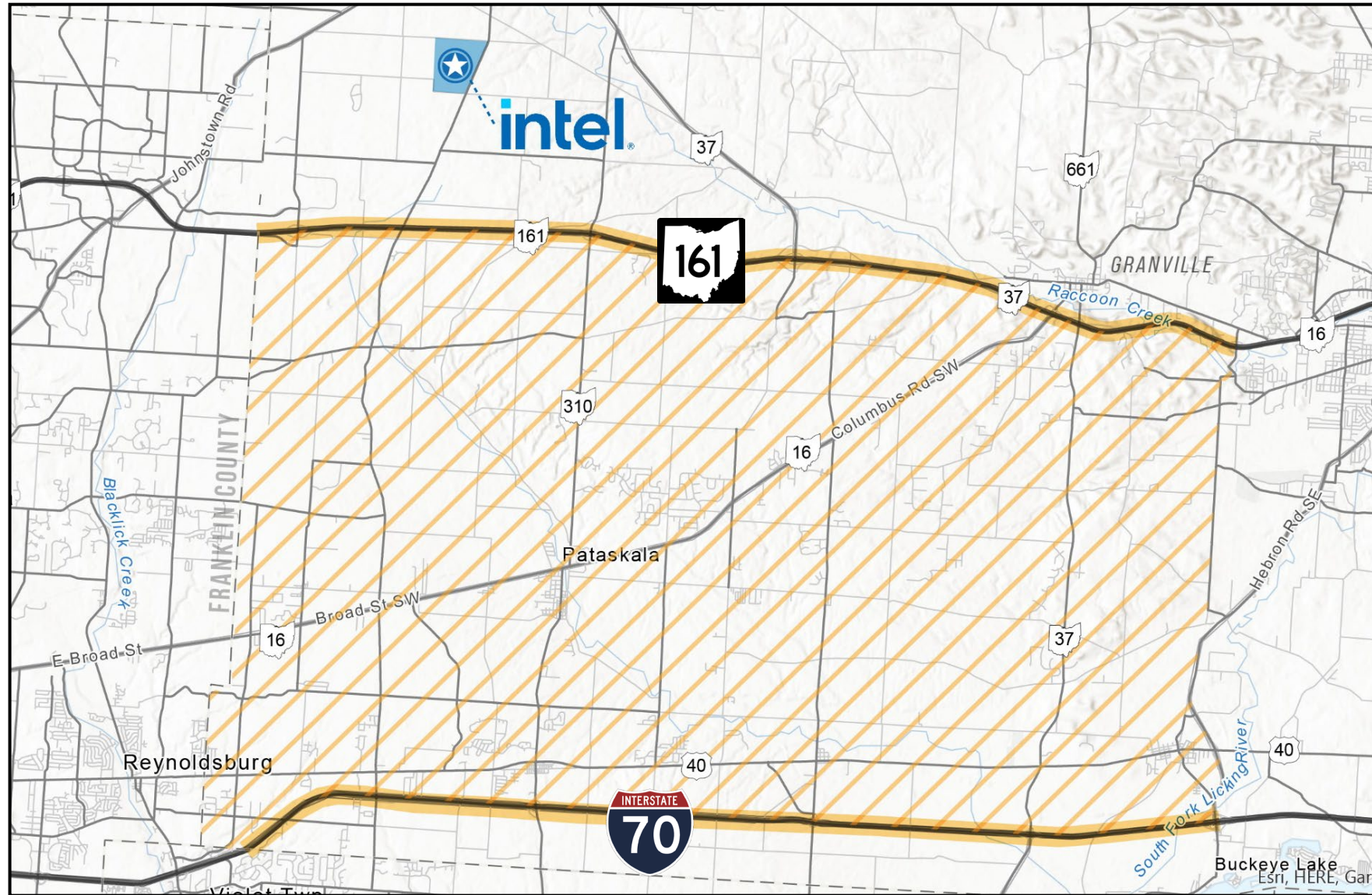
Department of
Transportation

Silicon Heartland Transportation Partners – 10/28/25

Overview

- SR 161 / I-70 Connection Study
- SR 37 Corridor Study
- US 62 Improvements Project
- SR 161 Improvements





PURPOSE:

Assess & propose improvements for a N/S connection between SR 161 and I-70 in Western Licking County.

COMPLETED:

Existing conditions analyses;
Stakeholder engagement; Draft N/S
Prioritization model; Design
recommendations; Public
engagement

NEXT STEPS:

Final Stakeholder meeting to be held on November 18th to discuss Prioritization of N/S connection; draft version of Final Report due to ODOT by the end of the month (10/31)

ODOT UPDATES

Ongoing Projects & Studies



Department of
Transportation

Silicon Heartland Transportation Partners – 10/28/25



Project Development/ Prioritization Approach

Stakeholder input

- Robust stakeholder engagement process

Approach

- Multi-Objective Decision Analysis (MODA) approach used to prioritize corridors and intersections for project development
- 80+ criteria considered, including transportation measures (safety, mobility, travel demand, operations, accessibility, etc.), community efforts, environmental areas of concern, etc.

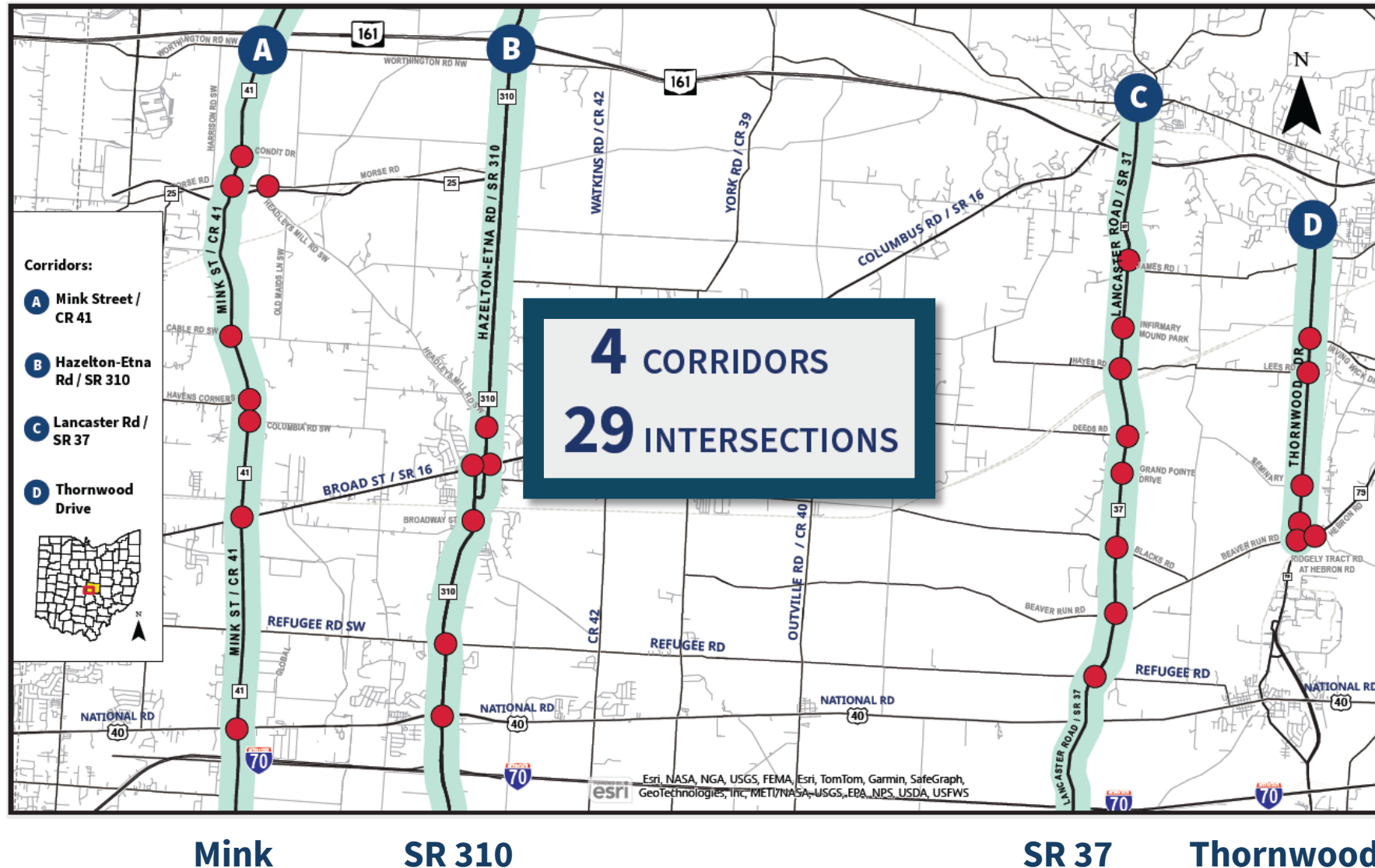
ODOT UPDATES

Ongoing Projects & Studies



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Silicon Heartland Transportation Partners – 10/28/25



Project Development/ Prioritization Approach

Based on the MODA analysis and stakeholder input, 4 corridors and 29 intersections were carried forward for further evaluation.

Corridors

- Mink St
- Hazelton-Etna Rd / SR 310
- Lancaster Rd / SR 37
- Thornwood Dr

Intersections

- For the selected intersections, a range of alternatives were developed. Alternatives ranged from realigning the intersection to adding left- or right-turn lanes to adding single- or two-lane roundabouts.



**Department of
Transportation**

Silicon Heartland Transportation Partners – 10/28/25

SR 161 / I-70 Connection Study

Stakeholder Engagement

Public Open house held at Pataskala Public Library on 9/3/25 with over 200 people in attendance

Key takeaways:

- Concerns from residents about recent safety issues resulting from rapid growth in the area & increased truck traffic
- Many expressed concern over “too many roundabouts”
- Some recommended improvements were strongly disliked (e.g., Mink/Condit)



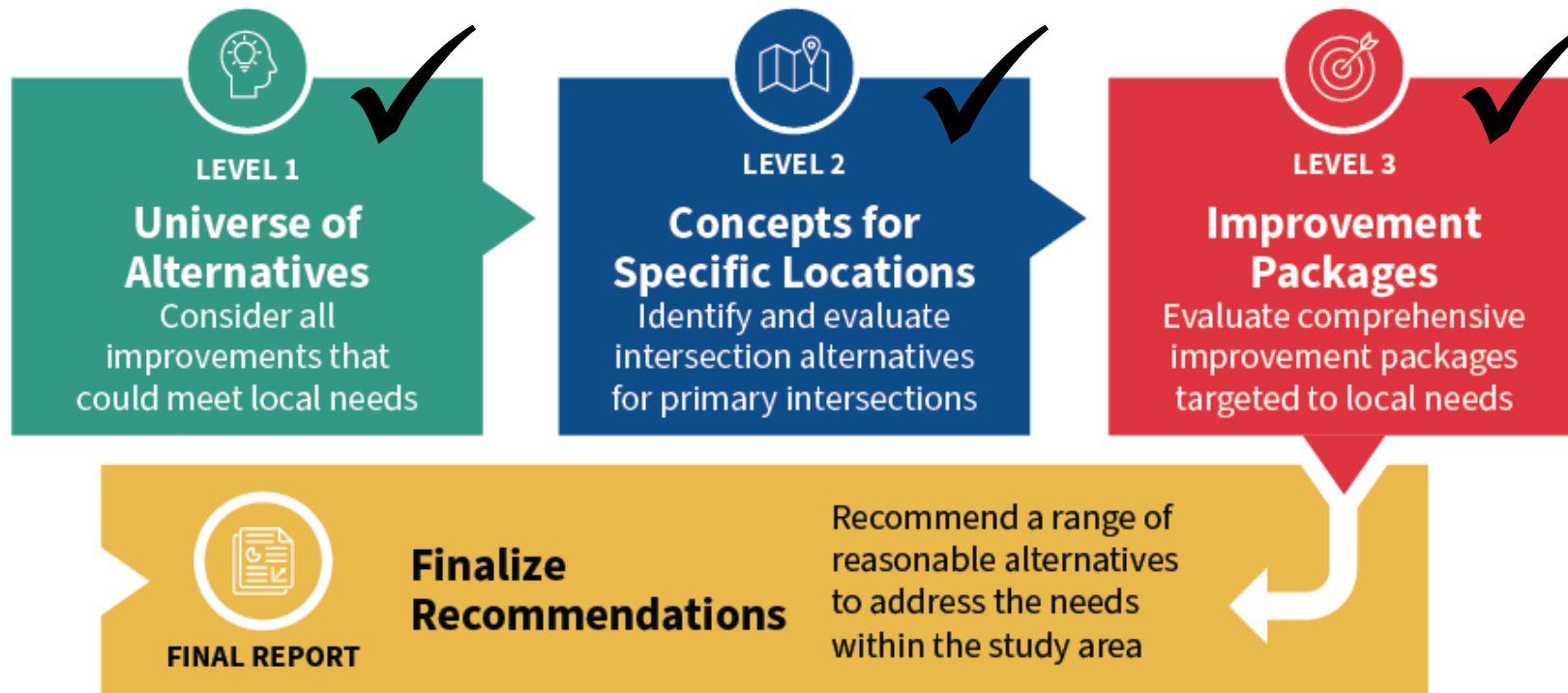
ODOT UPDATES

Ongoing Projects & Studies



Department of
Transportation

Silicon Heartland Transportation Partners – 10/28/25



Next Steps

Final Prioritization

- Final Stakeholder meeting to be held on November 18th to discuss Prioritization of N/S connection/Level 3 improvement packages

Final Deliverables

- Draft version of Final Report due to ODOT by the end of the month (10/31)
- Report, Executive Summary, Project Website/Dashboard and Project Closeout efforts in coming months

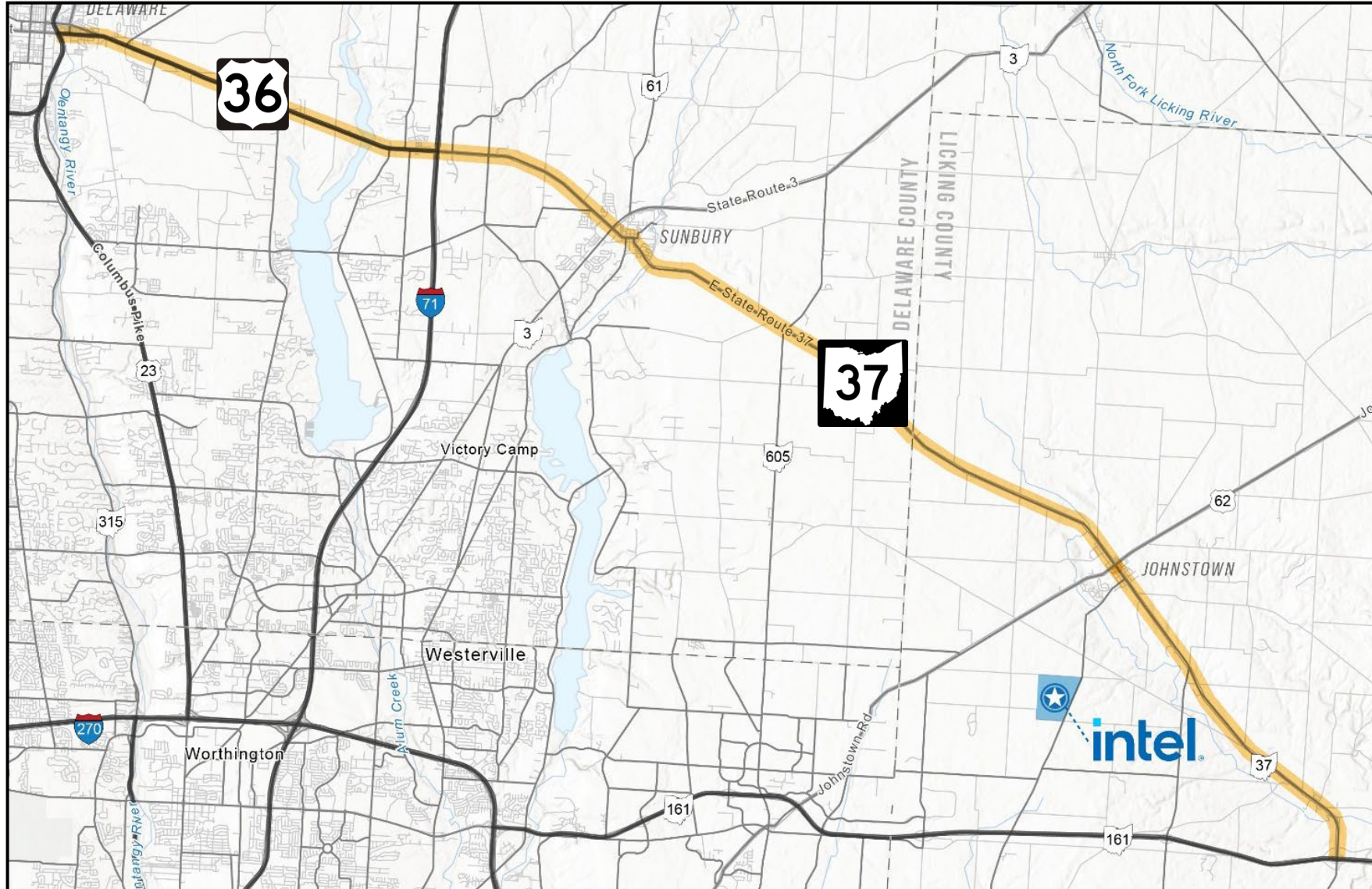
ODOT UPDATES

Ongoing Projects & Studies



Department of
Transportation

Silicon Heartland Transportation Partners – 10/28/25



SR 37 Corridor Planning Study

PURPOSE:

Evaluate existing conditions of SR 37 corridor between US 23, I-71, & SR 161; Assess improvements feasible within 10-year timeframe

COMPLETED:

Existing conditions analyses; Stakeholder engagement; Public engagement; Design recommendations

NEXT STEPS:

Final Report due to ODOT by the end of the month (10/31)

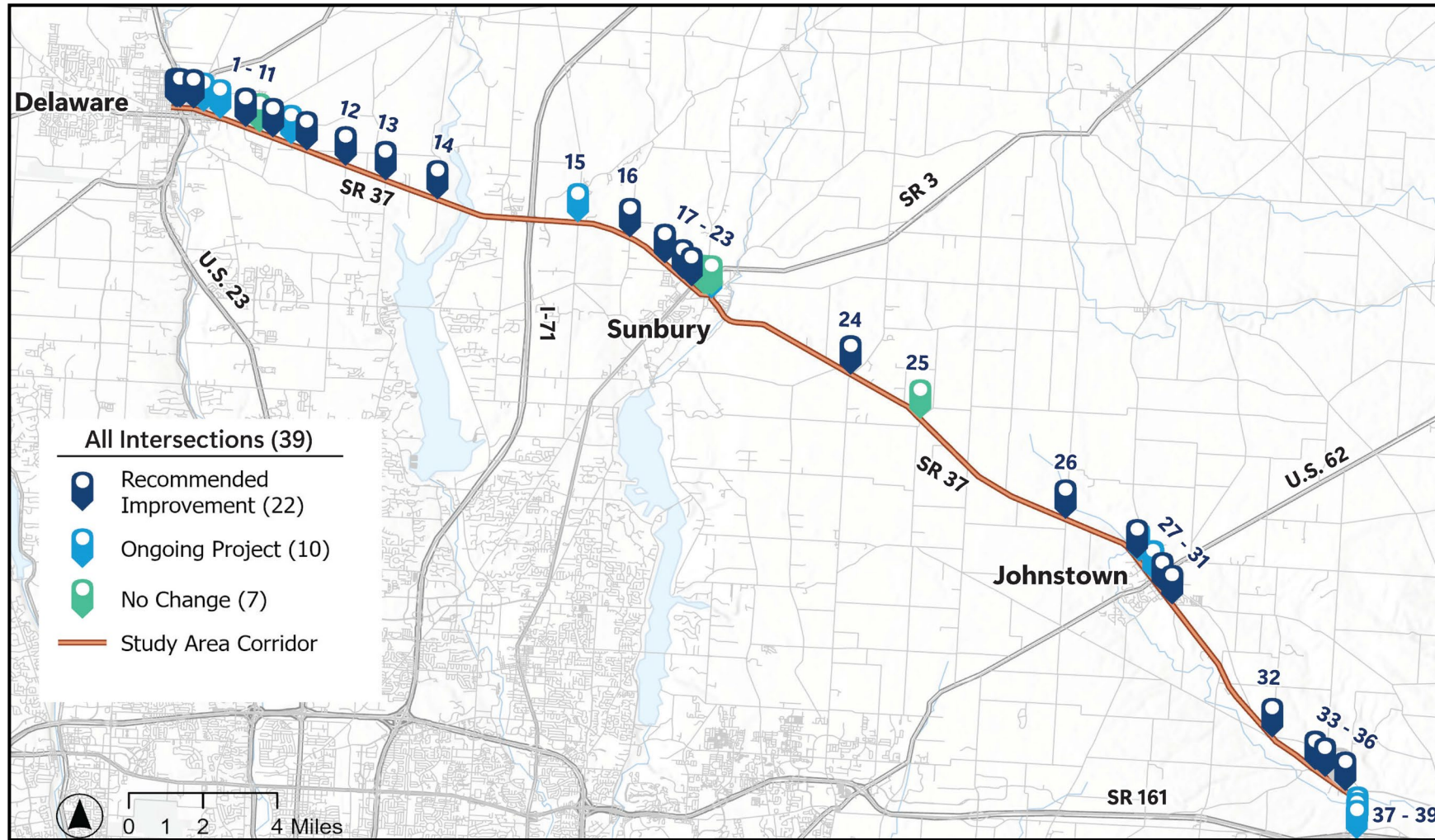
ODOT UPDATES

Ongoing Projects & Studies



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SR 37 Corridor Planning Study

Project Process

- Stakeholder engagement & project approach similar to 161/70 study
- 39 Intersections identified for further analysis; 22 of which moved forward with alternative development



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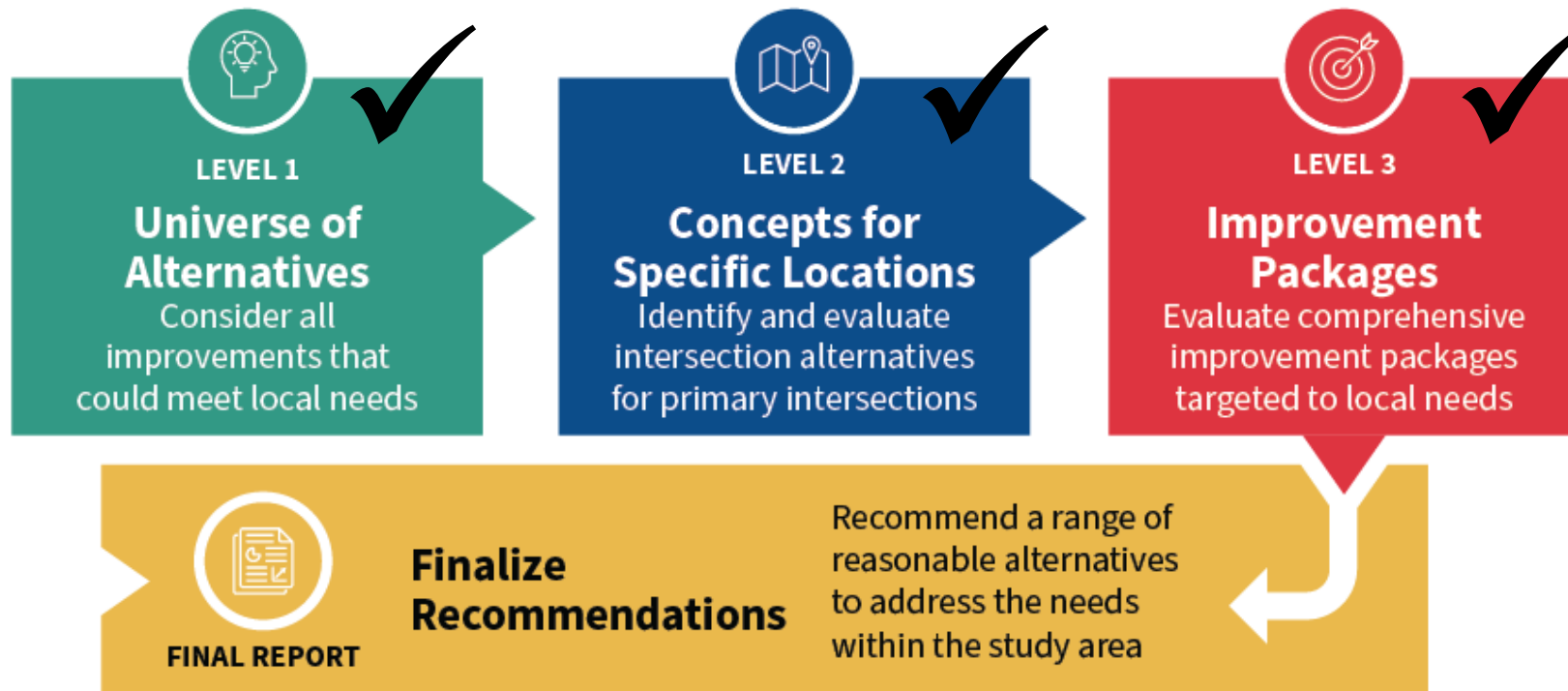
SR 37 Corridor Planning Study

Stakeholder Engagement

Public Open house held 9/28/25 at Big Walnut High School with over 100 people in attendance

Key takeaways:

- Concerns from residents about recent safety issues resulting from rapid growth in the area & increased truck traffic
- Many expressed concern over Intel's status



SR 37 Corridor Planning Study – Next Steps

Final Deliverables

- Draft version of Final Report due to ODOT by the end of the month (10/31)
- Report, Executive Summary, Project Website/Dashboard and Project Closeout efforts in coming months



US 62 Corridor Improvements Project

PURPOSE:

Assess & propose improvements for the SR 62 corridor from Smith's Mill Rd in New Albany to Clark Dr near Johnstown; Bring projects to shovel ready status

COMPLETED:

Project startup activities; Initial data collection/analyses; Stakeholder engagement (ongoing); Design development (ongoing)

NEXT STEPS:

Draft design alternatives; Continued Stakeholder engagement; Public Involvement; Feasibility Study development

ODOT UPDATES

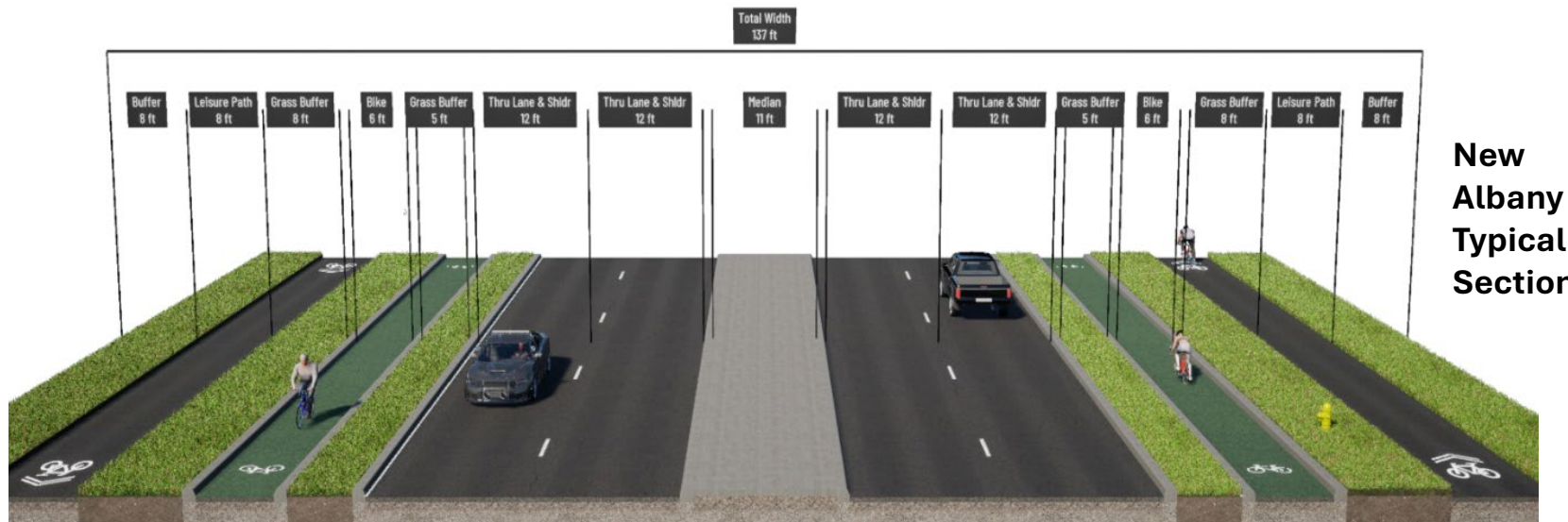
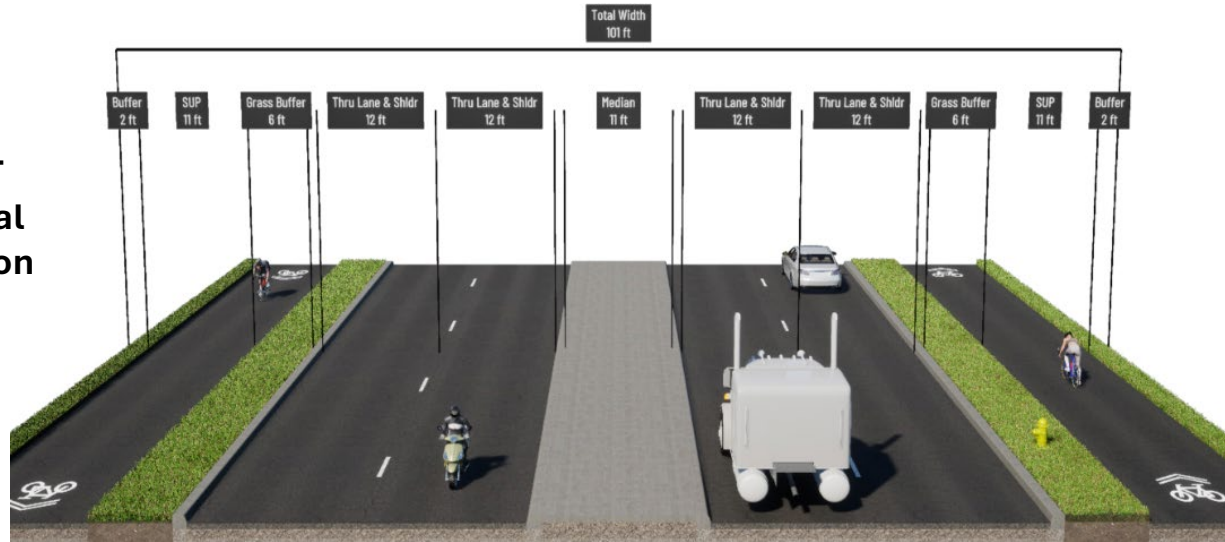
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ODOT
Typical
Section



New
Albany
Typical
Section

US 62 Corridor Improvements Project

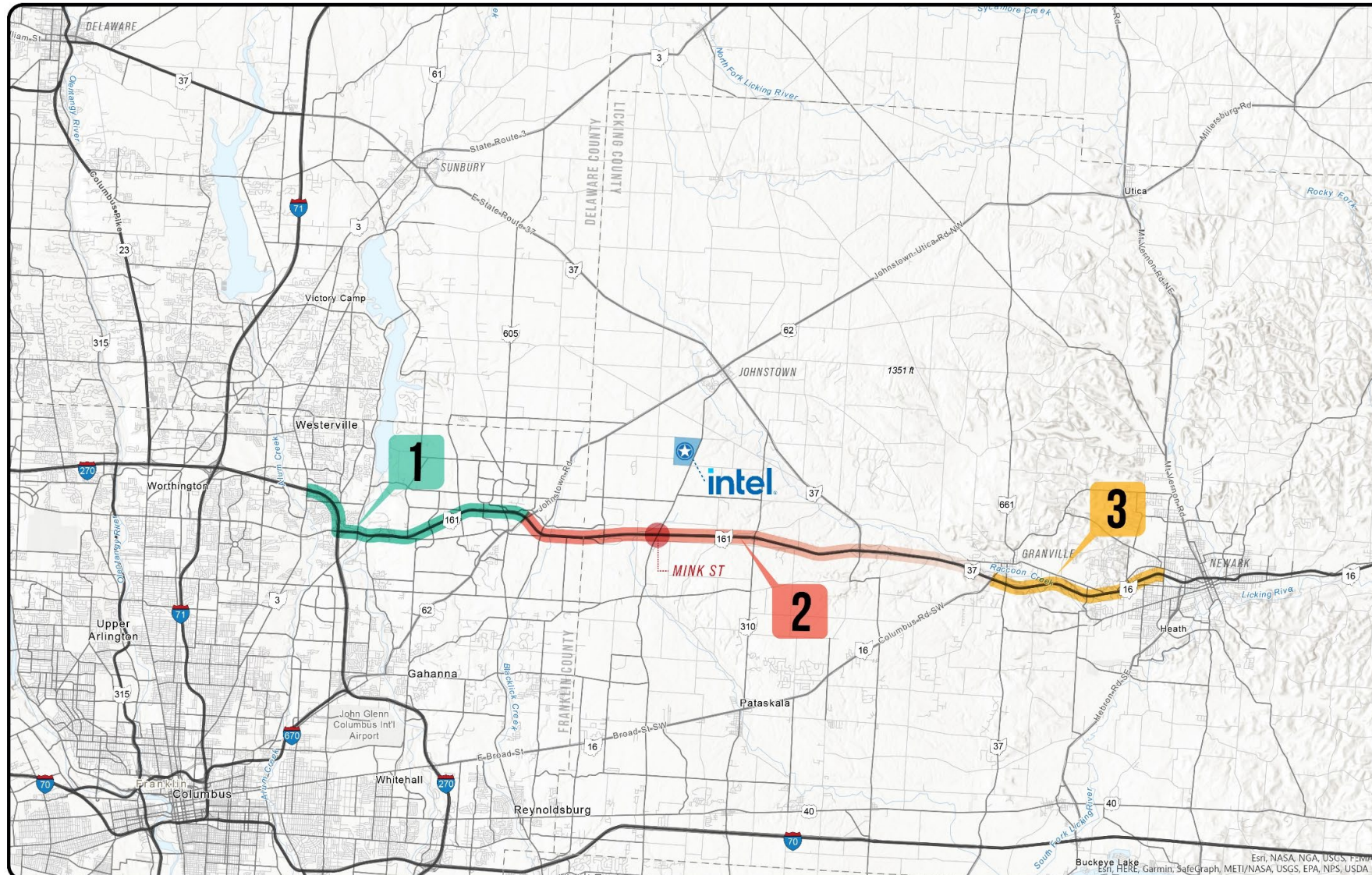
- Currently working through concept development for the entire corridor and intersections
- We've had several meetings with local partners & an upcoming discussion with New Albany to discuss where the typical sections shown are appropriate along the corridor & evaluate costs, impacts

Ongoing Projects & Studies



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1 - SR 161 Widening (I-270 to US 62 in New Albany)

2 - SR 161/37 Widening (East of US 62)

3 - SR 37/16 Pavement Reconstruction

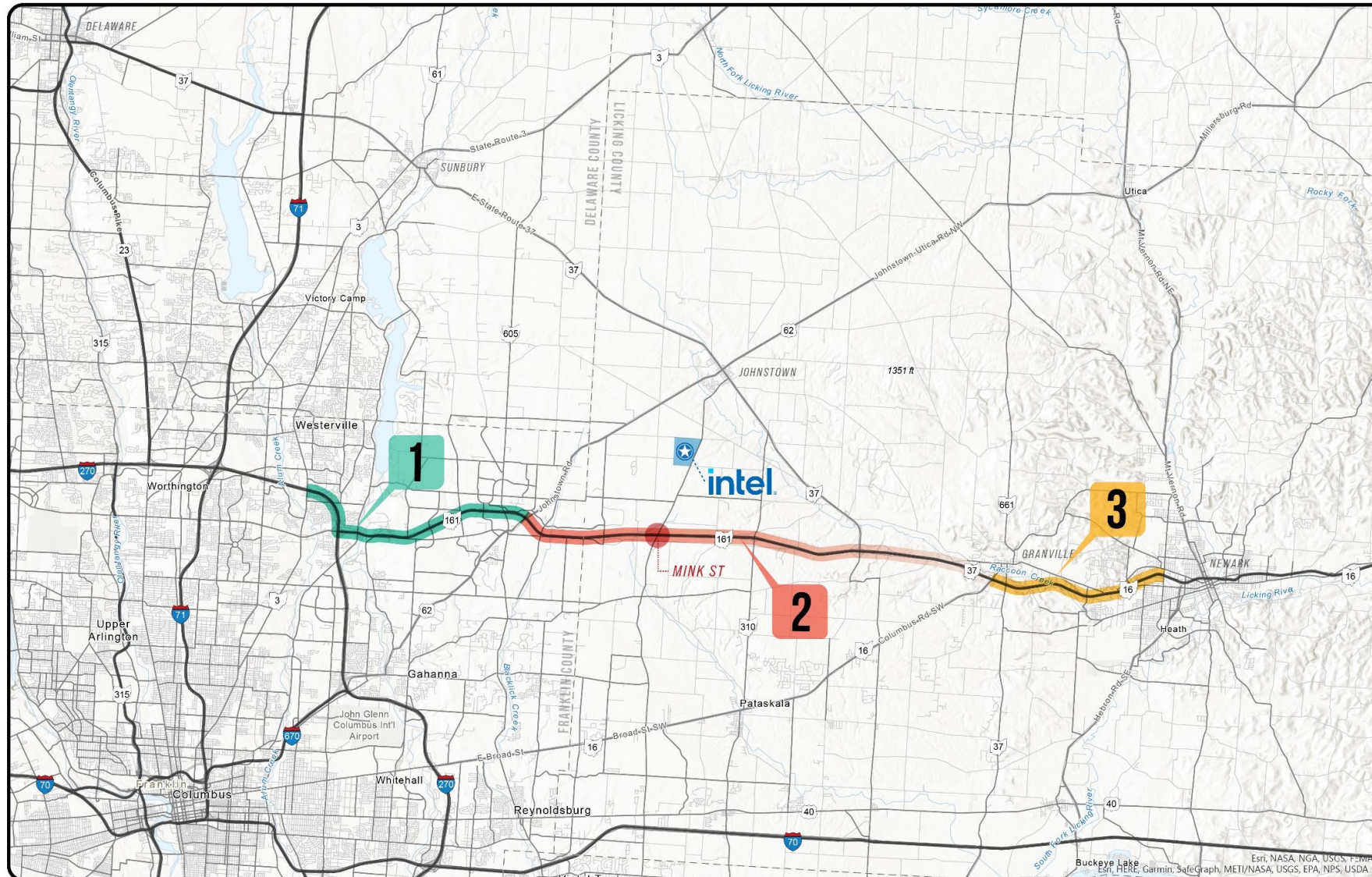
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SR 161 Widening

- A public meeting for the project was held on Wednesday, October 22nd
- Project development is on schedule; with an updated Stage 1 plans completion this Fall.
- TRAC application was submitted for the Right of Way phase this solicitation round; awaiting results after Jan 1.
- If funding is awarded, we would expect to start RW tasks to start in early CY 2027.

Thank You!

For more information on these projects, please refer to the links below,
or feel free to contact me at (614) 387-4002 or
erin.sheidlower@dot.ohio.gov

[SR161 / I-70 Connections Study \(Western Licking County\) - PublicInput](#)

[SR 37 Corridor Planning Study – PublicInput](#)

[US 62 Improvements Project \(PID 120617\) - PublicInput](#)

[State Route 161 & State Route 37 Widening | Ohio Department of
Transportation](#)



ODOT Updates

Jordan Whisler, Project Manager



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Interstate 73 Corridor --- Study

**Silicon Heartland Transportation
Partnership Meeting**

October 28th, 2025

House Bill 54 Section 755.50

The Ohio General Assembly directed ODOT to study the potential for a new north-south interstate from Toledo to Chesapeake, primarily along the existing U.S. Route 23 corridor.

The study will assess safety and congestion concerns, as well as economic impacts and connections to other states.

The findings are due by Dec. 31, 2026.



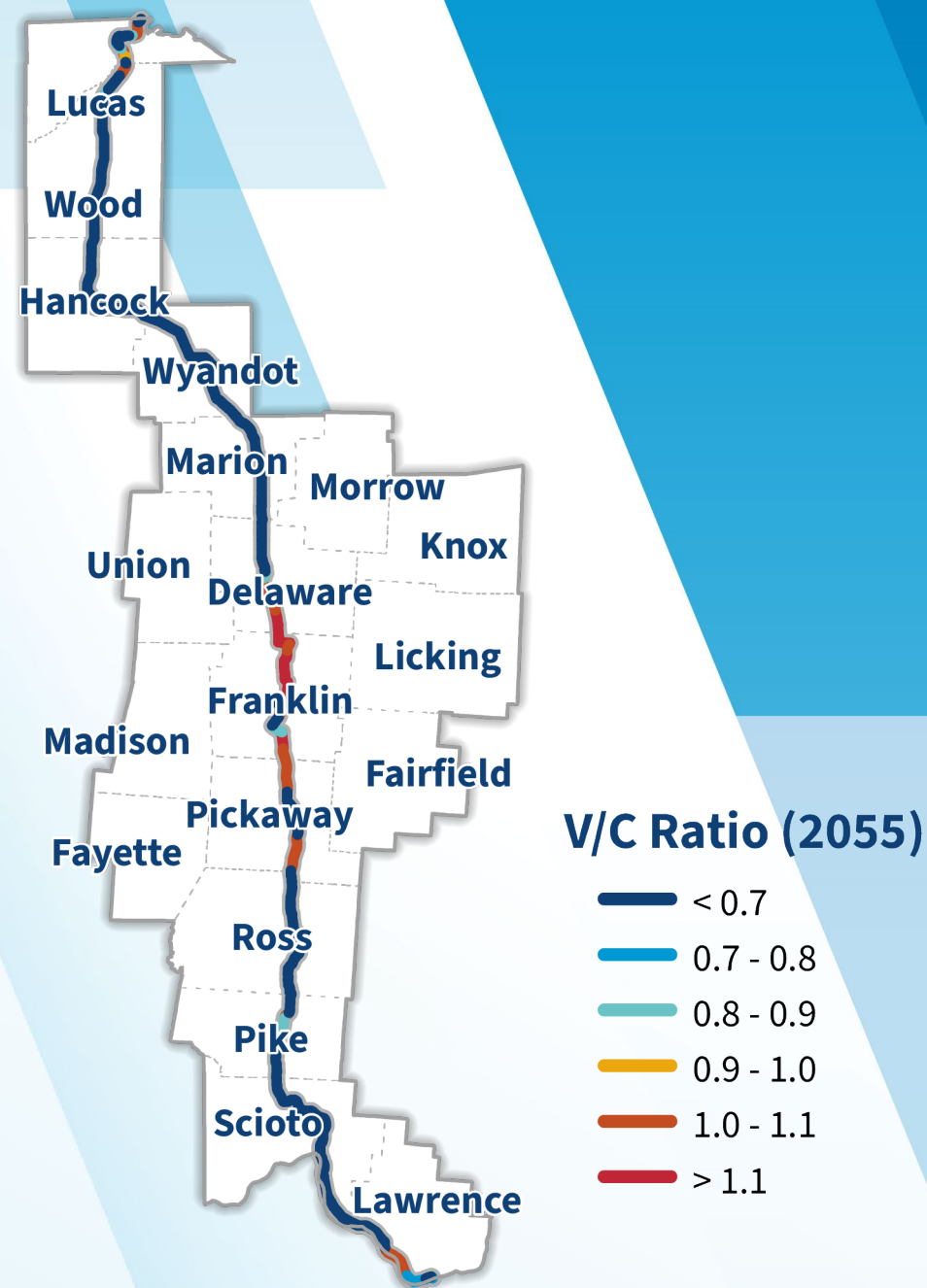
Project Phases

- Existing & futures conditions/tiering – December 2025
- Constraints & possible solutions– April 2026
- Evaluate & quantify alternatives – July 2026
- Deliver final report & related materials – December 2026

Analysis Approach

In each segment, review and document:

- **Context:** Land use, development, community, environment
- **Operations:** Speed limits, traffic control, rail crossings, crashes
- **Geometry:** Alignment, typical sections, structures, infrastructure condition
- **Access:** Parcel data, right-of-way, driveways



Classify Segments

Based on findings, segments will be classified into three tiers



Tier 1

Already meets interstate standards within existing alignment



Tier 2

Could meet freeway standards within existing alignment



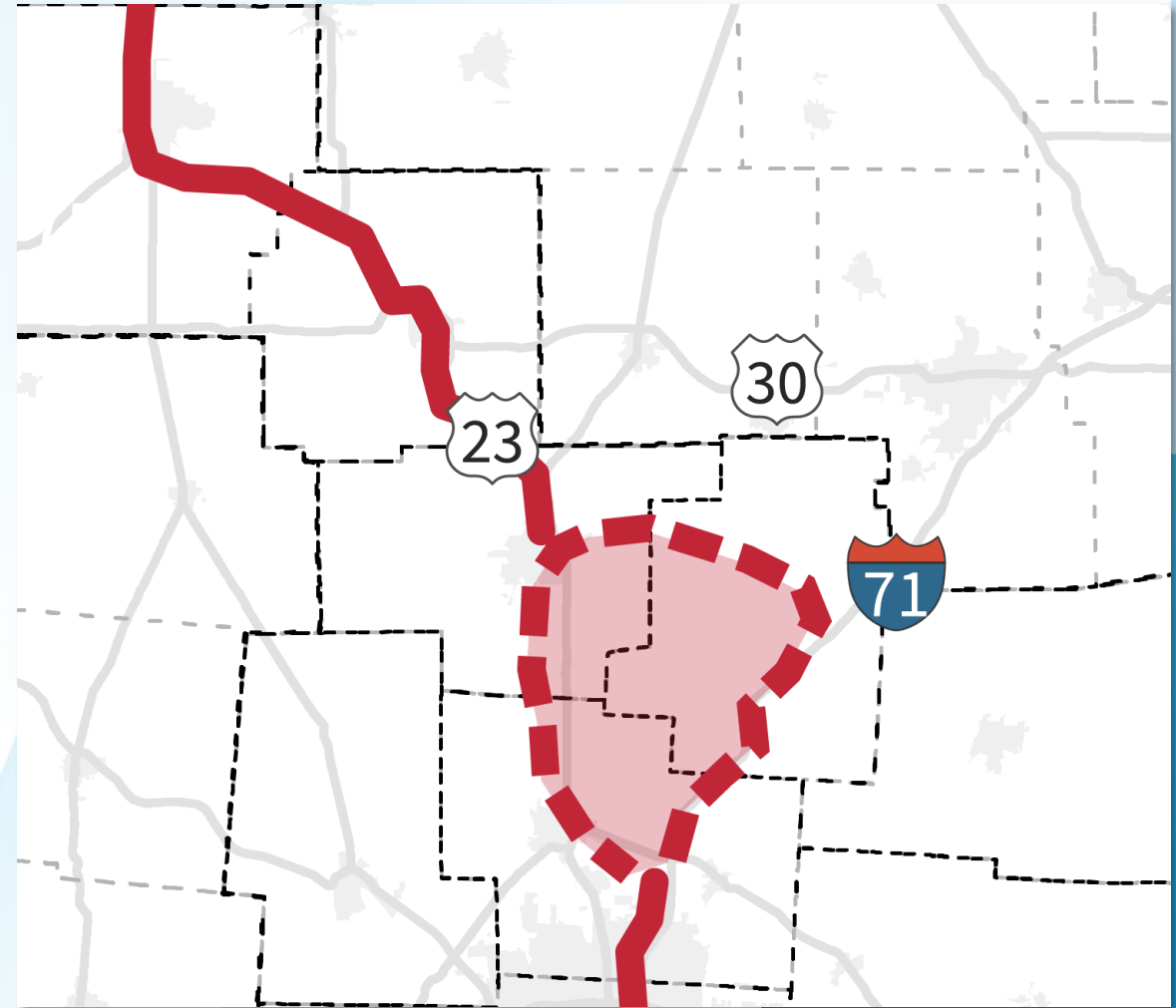
Tier 3

Off-alignment solutions needed

Tier 3 Evaluation Approach

Develop potential alternatives around sensitive areas by:

- Reviewing existing & completed studies
- Engaging with ODOT Districts
- Completing new desktop analysis



Study Outcomes

Findings to inform future decision-making, including:

- Maps showing alignment alternatives and potential improvements
- Environmental and community impact findings
- Cost estimates

US 23 / I-71 Connector Feasibility Study



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House Bill 54

Section 755.60

The Ohio General Assembly also directed ODOT and OTIC to “work together to identify a preferred route connecting US 23 and I-71—in northern Delaware, Marion, or Morrow counties.”

Route is a new limited access freeway with interchanges

A preferred alignment must be identified by Oct 1st of 2026.



Study Area

US23 / I71

Overall Objective & Timeline

Identify the preferred alignment for a free-flow highway connection between US-23 and I-71 in Delaware, Marion, and Morrow Counties by October 2026

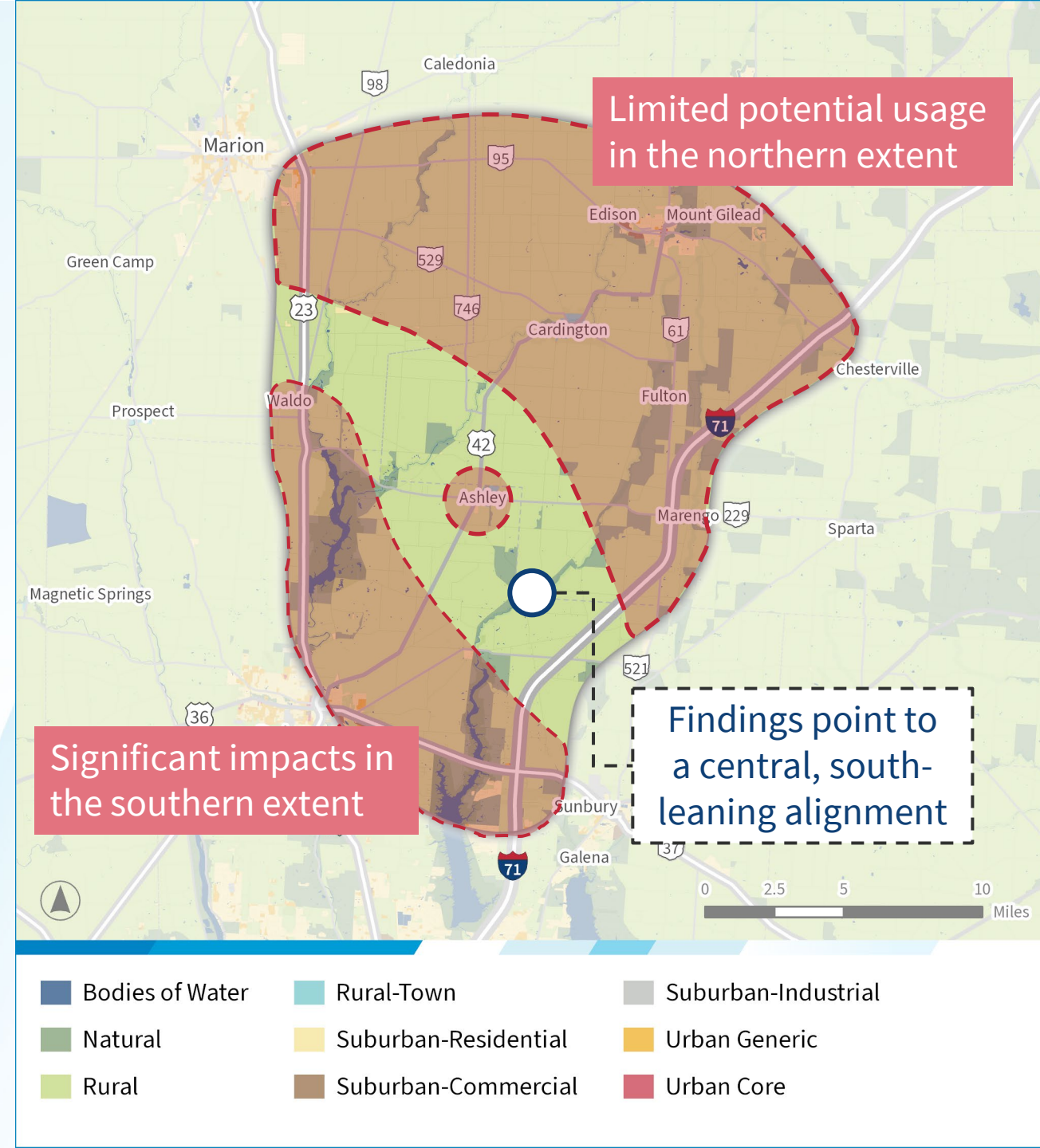


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Findings Summary

- A northern connection: Expected to have limited usage.
- The southern area presents significant challenges: State parks, reservoirs, dense development, and on-going projects.
- A Central-Southern alignment offers best balance (most beneficial, least impactful, and cost effective)



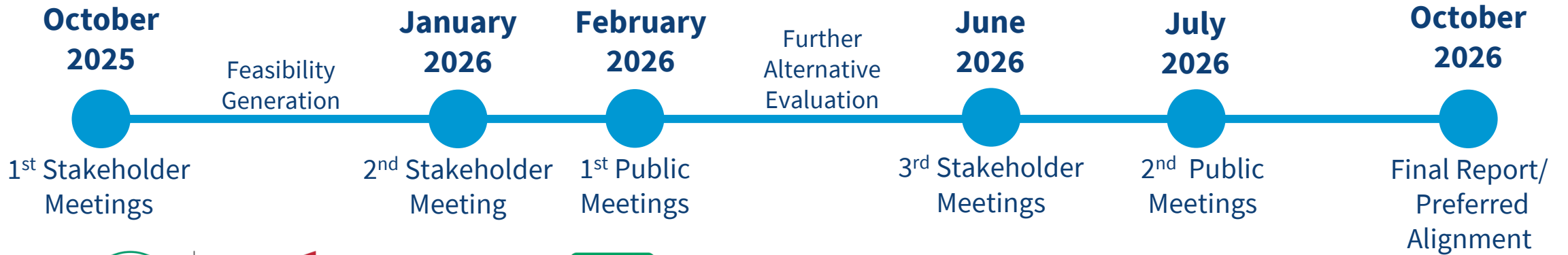
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Engagement Timeline

To sign up for project updates and to get notified on upcoming engagement opportunities, visit:

<https://publicinput.com/23-71study>



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Wrap Up/Next Steps



Thank You!