



LCATS 2026-2029 TIP Project

PID: TBD

Application: TIP26-1

Project will need Air Quality Conformity

Local Entity: Village of Granville/Granville Township

Project Location: Lic SR 16/539B (Columbus Rd) interchange in Granville

Project Type: Active Transportation;Major Rehab;Widening/lane addition

Description of Project: The project scope entails the expansion of the SR 16/Columbus Road interchange. Current studies are underway to determine roadway widening needs, but preliminary estimates are based upon replacing and widening the bridge and roadway to include a left turn lane along SR 16/Columbus Road at the ramp termini. The project also includes signalization of the two ramp intersections and the construction of a multi-use pathway connecting Spring Valley Nature Preserve to the Licking County/Granville pathway system.

Purpose and need/ Other comments: The SR 16/Columbus Road interchange is expected to experience increased traffic demand due to industrial, commercial and residential growth in Western Licking County. The Spring Valley Park to TJ Evans Trail connection was noted in the Licking County Multi-Use Trail Plan prepared by LCATS and completed in 2014. The proposed trail limits provide a critical connection in meeting that proposed connection.

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers;Advance Social Equity & Quality of Life;Prioritize System Maintenance and Improvements

Match funding source: Local Match;ODOT would request to use Toll Revenue Credits from LCATS as local match

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project					
Preliminary Eng					
Detailed Design					
Right-of-Way Acq	2028	\$240,000	\$200,000	Carbon Reduction	\$40,000
Right-of-Way Util					
Construction	2029	\$12,000,000	\$1,677,763 - CMAQ \$322,237 - STBG \$207,934 - Carbon Reduction		\$9,792,066
Construction Eng					
Total		\$12,240,000	\$2,407,934		\$9,832,066



LCATS 2026-2029 TIP Project
PID: TBD
Application: TIP26-3

Local Entity: Village of Granville, Ohio

Project Location: Eastern end of River Road, SE at the cul-de-sac, across State Route 16, terminating on the south side of State Route 16 on River Road, SE

Project Type: Active Transportation; Study

Description of Project: Feasibility Study (only) focused on a critically needed Active Transportation Plan element - a pedestrian bridge over State Route 16 reconnecting the north side of River Road, SE and south side of River Road, SE.

Purpose and need/ Other comments: During public outreach sessions focused on the recent State Route 37 Bridge Improvements projects, the Village Planning Office was made aware of that residents of the neighborhoods south of State Route 16, were routinely crossing State Route 16, at grade, between the now permanently closed portions of River Road, SE, on the north and south sides. A scenario we simply can't comprehend. This study would aid the Village and Township in their decision making regarding this most critical pedestrian/cyclist connection.

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers; Advance Social Equity & Quality of Life; Prioritize System Maintenance and Improvements

Match funding source: Local Match

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project	2027	\$325,000	\$260,000	CMAQ	\$65,000
Preliminary Eng					
Detailed Design					
Right-of-Way Acq					
Right-of-Way Util					
Construction					
Construction Eng					
Total		\$325,000	\$260,000		\$65,000



LCATS 2026-2029 TIP Project
PID: TBD
Application: TIP26-5

Local Entity: Village of Granville, Ohio

Project Location: Intersection of South Main Street and River Road

Project Type: Active Transportation;Safety

Description of Project: Construction of a Multi-Use path from South Main Street to Raccoon Valley Park along the south side of River Road, SE

Purpose and need/ Other comments: Creation of a multi-use path along the south side of River Road, SE, connecting South Main Street to Raccoon Valley Park. Identified as a critical connection in Granville's Active Transportation Plan, this request is intended to allow for the many users of Raccoon Valley Park to have an alternate way of accessing the activities located there. It will effectively provide the missing link in the ped/bike network on the southeast side of the Village. Currently, there is access to the park from the north off of the TJ Evans Trail by way of the Rotary Bridge. There is no access (to the west) from the park toward South Main Street. Provision of this portion of path also contributes to the walkability of the Village, writ large.

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers

Match funding source: Local Match

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project					
Preliminary Eng					
Detailed Design		\$210,000			\$210,000
Right-of-Way Acq		\$105,000			\$105,000
Right-of-Way Util					
Construction	2027	\$1,830,885	\$1,029,383	CMAQ	\$801,502
Construction Eng					
Total		\$2,145,885	\$1,029,383		\$1,116,502



LCATS 2026-2029 TIP Project
PID: TBD
Application: TIP26-6

Local Entity: Village of Granville, Ohio

Project Location: Intersection of County Road 539A and Moots Run - West of West Broadway

Project Type: Active Transportation;Equipment;Safety

Description of Project: Centennial Park, at the intersection of County Road 539A and Moots Run Road, routinely serves as a trail head for those utilizing the TJ Evans Trail. There is no formalized crossing in the area of the 'Park', requiring users to walk along the shoulder of Moots Run Road in order to access the trail. This request will study the best configuration for a safe, well-marked crossing, and install connecting paved access routes both to the south and along the north side of Moots Run Road. Plans to include RRFB's and Hi-Vis pavement markings.

Purpose and need/ Other comments: As above

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers

Match funding source: Local Match

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project					
Preliminary Eng					
Detailed Design	2028	\$150,000	\$120,000	CMAQ	\$30,000
Right-of-Way Acq					
Right-of-Way Util					
Construction		\$325,000			\$325,000
Construction Eng					
Total		\$475,000	\$120,000		\$355,000



LCATS 2026-2029 TIP Project

PID: TBD

Application: TIP26-7

Project will need Air Quality Conformity

Local Entity: City of Heath

Project Location: Thornwood Drive from Lees Dr to Ridgely Tract Dr.

Project Type: Active Transportation;Intersection improvement;Major Rehab;Safety;Widening/lane addition

Description of Project: Thornwood Dr would be completely re-constructed with improved drainage from 18-20ft width to 2-12 ft lanes with 6 ft graded with 2 ft paved shoulders. Turn lanes at public rd intersections as needed.

Purpose and need/ Other comments: As a critical missing segment between the new TWD interchange at SR 16 and I-70 with currently 7 projects investing in excess of \$60M including a TRAC funded bridge over Raccoon Creek and the other 6 projects between River Road and Lees Rd. This corridor additionally supports growing manufacturing employment from 25+ employers with 8,500 employed totaling \$385 million in payroll at the Central Ohio Aerospace & Technology Center. Employment has increased 40% in the last two years. Behr Process Corporation and PCS have recently constructed a total of 400K s.f. of manufacturing facilities adding up to 180 new employees. The corridor is home to approximately 12M s.f. of built-out industrial space, a major transportation route for the maintenance of U.S. DoD and allied nations' guidance systems a primary thoroughfare to a projected 4,000 residents as well as Intel's eastbound freight. The current road condition has cost the city from landing numerous economic development projects.

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers;Advance Social Equity & Quality of Life;Prioritize System Maintenance and Improvements;Promote Sustainable Growth

Match funding source: Local Match;Private Developer(s) and TID Planning Grant

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project					
Preliminary Eng					
Detailed Design	2028	\$684,500	\$475,156	STBG	\$209,344
Right-of-Way Acq		\$850,000			\$850,000
Right-of-Way Util					
Construction	2029	\$8,250,000	\$1,467,025	STBG	\$6,782,975
Construction Eng		\$660,000			\$660,000
Total		\$10,444,500	\$1,942,181		\$8,502,319



LCATS 2026-2029 TIP Project
PID: 104789
Application: TIP26-9

Local Entity: City of Newark

Project Location: 104789 - Granville Road at Log Pond Run Diversion Channel

Project Type: Bridge Maintenance;Bridge Replacement

Description of Project: Replacement of deteriorated steel beam bridge with precast concrete arch culvert

Purpose and need/ Other comments: Existing steel bridge has deteriorated, poor inspection ratings and current load reduction posting for structure.

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers;Prioritize System Maintenance and Improvements

Match funding source: Local Match;Ohio Bridge Partnership funding

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project					
Preliminary Eng					
Detailed Design					
Right-of-Way Acq					
Right-of-Way Util					
Construction	2026	\$1,700,000	\$880,000	STBG	\$800,000 Ohio Bridge Partnership funding
Construction Eng		\$200,000			\$220,000 Local match
Total		\$1,900,000	\$880,000		\$1,020,000



LCATS 2026-2029 TIP Project

PID: TBD

Application: TIP26-10

Project will need Air Quality Conformity

Local Entity: Village of Hanover

Project Location: High Street from Hainsview Drive to Main Street

Project Type: Active Transportation;Intersection improvement;Major Rehab;Safety;Study;Widening/lane addition

Description of Project: LCATS is funding a Feasibility Study to help identify preferred alternatives and next steps for this project. Final projects is likely to include roundabouts at major intersections and a boulevard. The High Street improvement project will consist of reconstructing an existing thoroughfare through the village of Hanover. It will begin at the intersection of High Street and Hainsview drive and continue east terminating at the intersection of High Street and Main Street. The vision for the High Street improvement project will be to incorporate best practices to mitigate increased traffic burden upon the village in a proactive manner. We will seek to use innovative and commonly used techniques such as traffic circles at major intersections boulevards to manage curb cuts and direct access to the street green infrastructure such as bioswales that will reduce the impact of runoff from impervious area and pedestrian friendly amenities such as sidewalks bike paths lighting seating and placemaking amenities.

Purpose and need/ Other comments: The village of Hanover is currently preparing for curated growth. Since 2022, the village has prepared a new comprehensive plan has initiated an active transportation plan and is currently overhauling its zoning resolution to ensure orderly development without overburdening its infrastructure. The village is accessed by one major route High Street that connects all parts of the village. High Street also connects the villages school system major parks fire station and village office. Currently large portions of the road are undeveloped. This allows the village to determine the best way to handle transportation increases to the infrastructure. This includes both vehicular and non-motorized traffic. The TIP funding will allow the village professional resources to design and construct a road that will be conducive for the movement of goods and people but also give priority to pedestrians and non-motorized transportation. Thankfully there has been relatively few major accidents along this section of roadway. However based on LCATS traffic projections as part of the active transportation plan it is recognized that traffic will continue to increase which at some point will lead to serious crashes. The village will continue to take a proactive approach to infrastructure and community planning so that crashes can be avoided instead of mitigated in the future. The village of Hanover has recognized it cannot plan or construct a new version of High Street without the help of LCATS. The village will continue to seek alternative funding sources to leverage its own general fund to its highest ability. The Licking County commissioners have authorized over \$12 million in ARPA funding to construct a new water line from the city of Newark through Marne ending in the village of Hanover. This new water infrastructure will not only increase the health and wellness of village residents but put a spotlight upon an already bustling community. Based on the current comprehensive plan an additional 600 new residential units can be expected in the next 10 years.

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers; Advance Social Equity & Quality of Life; Prioritize System Maintenance and Improvements; Promote Sustainable Growth

Match funding source: Local Match; We are seeking other funding sources such as TAP, federal, state capital funds and others.

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project	2026	\$397,500	\$318,000	CMAQ	\$79,500
Preliminary Eng		\$279,600			\$279,600
Detailed Design		\$900,000			\$900,000
Right-of-Way Acq		\$1,200,000			\$1,200,000
Right-of-Way Util					
Construction		\$14,400,000			\$14,400,000
Construction Eng		\$360,000			\$360,000
Total		\$17,537,100	\$318,000		\$17,219,100



LCATS 2026-2029 TIP Project
PID: TBD
Application: TIP26-11

Local Entity: City of Newark

Project Location: West Main St-34th to Coffman - South 30th St.-WMain to Harris

Project Type: Roadway Maintenance

Description of Project: Resurfacing of streets pavement reconstruction curb and ramp replacement and repairs

Purpose and need/ Other comments: Regular maintenance of streets these sections were last resurfaced in 2013.

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers;Prioritize System Maintenance and Improvements

Match funding source: Local Match

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project					
Preliminary Eng					
Detailed Design					
Right-of-Way Acq					
Right-of-Way Util					
Construction	2027	\$1,500,000	\$1,200,000	STBG	\$300,000
Construction Eng					
Total		\$1,500,000	\$1,200,000		\$300,000



LCATS 2026-2029 TIP Project

PID: 117102

Application: TIP26-14

Project will need Air Quality Conformity

Local Entity: Village of Buckeye Lake

Project Location: Walnut Rd LIC-79-3.28

Project Type: Active Transportation;Safety;Widening/lane addition

Description of Project: Adding a turn lane to section of State route SR 79 (Walnut RD). Widening would be done during the construction of safety improvements to section of roadway only item not covered under the current safety improvements funding would be the Application of Asphalt roadway surface.

Purpose and need/ Other comments: increase pedestrian and bike safety infrastructures with the addition of turning lane as recommended in the study of Buckeye Lake transportation by LCATS.

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers;Advance Social Equity & Quality of Life;Promote Sustainable Growth

Match funding source: Local Match

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project					
Preliminary Eng					
Detailed Design					
Right-of-Way Acq					
Right-of-Way Util					
Construction	2027	\$400,000	\$320,000.00	CMAQ	\$80,000
Construction Eng					
Total		\$400,000	\$320,000		\$80,000



LCATS 2026-2029 TIP Project
PID: 109932
Application: TIP26-15

Local Entity: Village of Granville, Ohio and Granville Township

Project Location: 1: Newark-Granville Road at 785 Newark-Granville Road to Thornwood Crossing Intersection - North Side of Newark-Granville Road;

2: Intersection of Newark-Granville Road and Jones Road;

3: Intersection of South Main Street and River Road;

4: Intersection of County Road 539A and Moots Run - West of West Broadway;

5: New Burg Street @ Granville High School Campus to Granville Intermediate School Campus on Burg Street

Project Type: Active Transportation; Safety

Description of Project: Granville Village wide Active Transportation Feasibility Study to identify preferred alternatives and next steps for the Village's top 5 active transportation projects identified in the Village Active Transportation Plan.

1: Bring Newark-Granville Road Multi-use Path into Federal Compliance - approximately 1.7 miles @10' width.

2: Pedestrian safety improvements at Newark-Granville Road and Jones Road.

3: Construction of a Multi-Use path from South Main Street to Raccoon Valley Park along the south side of River Road, SE.

4: Centennial Park connector to TJ Evans Trail.

5: Multi-Use Path Connecting the Granville High School Campus located on New Burg Street to the Granville Intermediate School Campus located on Burg Street.

Purpose and need/ Other comments: 1: A critical Granville Active Transportation Plan element, the Newark-Granville Road multi-use path serves as the backbone of pedestrian and cyclist movement serving the east side of the Village. Well-utilized since its installation decades ago, its current state/ condition is starting to present safety concerns for users.

2: Identified in the Granville Active Transportation Plan as a critically under structured (currently unmarked) pedestrian crossing, this project would help to evolve safety improvements. Granville Christian Academy, located adjacent to this intersection, utilizes the Bryn Du Mansion's 'Great Lawn' for field sports.

3: Identified as a critical connection in Granville's Active Transportation Plan, this request is intended to allow for the many users of Raccoon Valley Park to have an alternate way of accessing the activities located there. It will effectively provide the missing link in the ped/bike network on the southeast side of the Village.

4: Centennial Park, at the intersection of County Road 539A and Moots Run Road, routinely serves as a trail head for those utilizing the TJ Evans Trail. There is no formalized crossing in the area of the 'Park', requiring users to walk along the shoulder of Moots Run Road in order to access the trail.

5: This project has been identified as a critical Active Transportation Plan element - perhaps the highest ranking request from the community when polled. Creation of this important linkage between educational campuses will allow students to safely move between schools and further develop walkability between the Village and the Township. This project will be a collaboration between the Village of Granville, Granville Township, and Granville Exempt Local School District.

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers; Advance Social Equity & Quality of Life

Match funding source: Local Match

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project	2026	\$500,000	\$400,000	CMAQ	\$100,000
Preliminary Eng					
Detailed Design					
Right-of-Way Acq					
Right-of-Way Util					
Construction					
Construction Eng					
Total		\$500,000	\$400,000		\$100,000



LCATS 2026-2029 TIP Project
PID: TBD
Application: TIP26-16

Local Entity: Village of Hebron

Project Location: Along north side of Canal Rd., through Evans Park, and along both sides of Cumberland St.

Project Type: Active Transportation

Description of Project: Design and construction of 1550 LF. pedestrian path, bridge and various 5' wide sidewalk improvements

Purpose and need/ Other comments: Connects the Canal Greenway Trail to the Village amenities and provides the first phase of extension of the bikeway through the Village. Provides safe pedestrian access from residents southwest of the Village to the Canal Park and the Village center. This will advance social equity and quality of life, especially for the predominantly low-income residents in apartments on Canal Rd.

LCATS MTP Goals addressed by this project: Increase Safety for All Travelers; Advance Social Equity & Quality of Life; Promote Sustainable Growth

Match funding source: Local Match

Phase	SFY	Estimated Phase Costs	LCATS Awarded Funds	LCATS Funding Source	Match Funding
Unphased Project					
Preliminary Eng	2026	\$90,000	\$72,000	CMAQ	\$18,000
Detailed Design					
Right-of-Way Acq					
Right-of-Way Util					
Construction		\$750,000	\$370,617 - CMAQ \$229,383 - Carbon Reduction	2027	\$150,000
Construction Eng					
Total		\$840,000	\$822,000		\$168,000